PUBLIC SECTOR – TRANSPORT-GENERAL

1987

JANUARY — ~~OCT.~~ ~~JUNE~~ → DECEMBER

ay on Police are investigating and no lided charges have yet been made

gene Meyer (19) of Ermelo — Sapa

guard said. People

● To Page 2

taxis and buses transport

● Photogr

10/1/87 - STAR

Plane from SA forced down in Lusaka

LUSAKA — An airliner carrying 130 people from Cape Town was forced by Zambian Air Force jets to land at Lusaka's airport after it entered Zambian airspace without permission, the Zambian Government said yesterday

The air force commander, General Hannaniah Lugu, said the LOT Polish airliner, carrying Polish seamen home from South Africa, was forced down on Thursday, but was allowed to resume its flight to Europe that night

LOT has no scheduled commercial flights to South Africa, but the South African civil aviation authorities confirmed Polish aircraft sometimes ferry seamen home from Cape Town

The South African director of Civil Aviation, Mr Japie Smit, said one such flight — a Soviet-built Ilyushin — left Cape Town on Thursday The plane, which landed in Lusaka initially, was identified by authorities as a Boeing 707, but LOT's regular fleet consists only of Soviet-made planes

"The Polish flights have been a fairly regular occurence for some time now," Mr Smit said "They are not scheduled flights and need special permission to fly over our territory

"I think the men have finished a long term at sea and are probably on their way home for leave, but I will have to check," he added

The Civil Aviation Department is responsible for granting landing rights to all commercial flights in South Africa — Associated Press.

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Verdict on US flights in 3 weeks

STAR 13/1/89 (269)

The Star Bureau

WASHINGTON — South African Airways should know within three weeks whether an American court will permit it to resume its twice-weekly service to the United States.

This was the expectation of lawyers yesterday after they argued before three judges in the District of Columbia Appeal Court.

The airline is trying to reverse a decision by the Reagan administration to close the direct Johannesburg-New York air route in terms of sanctions passed by Congress on October 2. The flights stopped in November.

SAA argues that it should be allowed the balance of the one year's notice terminating the service, as set out in an aviation agreement between the countries.

If successful, SAA will have about nine months to fly the route.

SAA chief Mr Gert van der Veer says the resumption of flights will cost about R15-million.

Sats staff to demand 15% pay increases

B/Day 15/1/87 (269)

GERALD REILLY

THE Federal Council of Sats staff associations will demand 15% across the board pay hikes from April at a meeting with Transport Minister Eli Louw next month.

The council represents six white railway unions, two coloured unions and one Indian and one black union — a total of about 230 000 workers.

Council chairman Jimmy Zurich told *Business Day* railway workers' incomes were running 34% behind the CPI.

"We asked for a 25% increase in August 1984. This was refused. We got no rises in 1985, and in January last year we were given 10% with all other public sector workers."

Against this background, Zurich added, the 15% demand was moderate. If a 15% rise was agreed to, Sats would have to increase its salary bill by R400m to about R3,5bn.

Economists warn the only way to find this kind of money would be to increase railway tariffs.

Safren set to assume control of Makro

BUSDAY 16/1/87

269

HAMISH McINDOE

MAKRO shareholder Safren is set to assume control of the local operations of the Dutch-based wholesale group if it is forced to leave SA at the weekend.

Makro's owner, trading multinational SHV, has given the Dutch government until tomorrow to insure and protect its arson-hit Makro stores from terrorist attacks or it will liquidate its SA interests. This could mean the loss of 1 400 jobs.

A Dutch Foreign Ministry spokesman yesterday ruled out the possibility of state insurance for SHV.

The issue of state protection was still under discussion, but this was also unlikely, John Battersby reports from London.

"In the first instance, it is up to the owners of Makro stores to protect themselves What we are trying to do is to find out who was responsible for the arson attacks," the spokesman said.

Safren Trading chairman Tony Bush said yesterday the group would "obviously welcome the opportunity to increase our Makro shareholding." But he made clear that no takeover talks were underway. "That would be premature."

18/1/87 Sun Times

269

SUN

US parent will pay for GMSA loco loss

By Don Robertson

GENERAL Motors America will recompense its former South African subsidiary for the losses it will suffer by delivering the last 15 diesel locomotives of a contract with SA Transport Services.

Bob White, former managing director of General Motors South African (GMSA), told Business Times last week before leaving to take up a new post with General Motors in Detroit that the cost of manufacturing the locomotives at the Electro Motors plant at Aloes near Port Elizabeth had risen substantially since the contract was signed two or three years ago

$100m debt

The losses would be covered by General Motors of America Mr White would not estimate the size of the lossses

It is believed that the American company will also pay GMSA's debts, estimated at $100-million, leaving it with the "best balance sheet in 15 years"

GMSA has supplied 679 locomotives to Sats — 584 were built at the Aloes factory

Mr White said GMSA would act as "caretaker" for the American parent until the last locomotive was delivered

"General Motors made a bad decision when it signed the original contracts. It did not take into account escalation of costs"

GMSA was taken over in a management buy-out which became effective on January 1 after the parent's decision to withdraw from SA

Details of the deal and who financed it have not been disclosed

It is expected that two new non-executive directors will be appointed soon, but that "will not give a clue as to who has financed the deal", said Mr White

The appointment of the two directors in about two weeeks, however, will do so

Mr White said the reason for the decline in GMSA's sales was linked directly to its failure to respond to changes in the market

"We were two years behind in introducing the notch-back in the form of the Monza and we also lost sales as a result of continual suggestions that we would pull out

"We might also have lost about 1 000 sales as a result of our stance on the Port Elizabeth beach issue We hoped it would be merely a local issue"

GMSA offered to pay the costs of any black empoloyee who was convicted for swimming at a whites only beach in Port Elizabeth

Mr White said the Monza was vital for the new company's future

He expected continued rationalisation of the motor industry, sales of which were not expected to increase much above the 1986 figure

"There are too many dealers, too many models, too much spare capacity and too many manufacturers"

Mr White expects the activities of pressure groups against General Motors in America to continue because of the continued sale of its products in SA

Ciskei will pay R2,5m a year to run airport

269

DD 19/1/87

Dispatch Reporter

EAST LONDON — The Ciskei Government is paying a private company almost R2,5 million a year to help with the management and "other services" connected with the country's new international airport at Bulembu near King William's Town.

This was confirmed yesterday by a government spokesman who was asked to comment on a report on "leaked documents" which appeared in a weekend newspaper

The report said the documents stated that payments to Horizon International, the company which built the R50 million airport, would be in United States dollars for the equivalent of R2 450 000 and be made annually in advance.

In addition to assisting with the administration of the airport, Horizon would provide certain services, including a "passenger feasibility study", the investigation of the possibilities of an air cargo operation to the numerous terminal points in Europe and the Middle East and, if this proved positive, assist the government to acquire cargo aircraft and implement a package for pilot and mechanic training

Horizon was also reported to be contracted to do a feasibility study for a fixed and rotary wing flight and maintainance schools.

The deputy director-general of Foreign Affairs and Information in Ciskei, Mr Headman Somtunzi, would not elaborate on specific items in the report, but said there was nothing in the contract "deserving of crude remarks".

The Ciskei Government had done its homework well, he added

"There is also more to the contract than simply helping with the management of the airport.

"Ciskei has nothing to lose," Mr Somtunzi said

Mr Somtunzi also rejected a comment in the report attributed to a "senior government official" who was quoted that the fee of R2,5 million was "ridiculous — there is nothing out there to manage"

Mr Somtunzi said no senior government official had been approached for comment

Umlazi transport crisis

Mercury Reporter

THE Mayor of Umlazi, Mr Sipho Mfeka, said yesterday he feared that the transport crisis — caused by the withdrawal of the Putco bus company from the township — would be aggravated when KwaZulu schools reopened on Monday

'This crisis was suddenly thrust upon us without warning and I am doing all I can, in conjunction with the KwaZulu Government and others, to arrange a bus service for our township,' he said

He was also trying to persuade the South African Transport Services to increase its railway service to Umlazi and had approached the KwaZulu Transport Company to see if it could take over the role abandoned by Putco

SAA opens new offices in Harare

BUSDAY 23/11/87

269

MICHAEL HARTNACK

HARARE — SAA has re-opened an office in Harare, three months after its old premises were gutted by university students and young Zanu (PF) members.

The re-opening comes, ironically, amid rumours that Zimbabwean Prime Minister Robert Mugabe will annnounce total airline sanctions against SA next week.

About 30 SAA staff members narrowly escaped on October 21 when their offices on the ground floor of the Union Avenue Parkade complex were stoned and set alight by protesters, alleging South African responsibility for the death of President Samora Machel of Mozambique in a plane crash.

The offices of Air Malawi, the US Embassy, the SA trade mission and the Malawi High Commission were also stoned, while police failed to intervene. Students detained during later stages of the riot were freed without charge.

The re-opened SAA office is on the second floor of Lyntas House, Union Avenue. Massive iron grilles protect the entrances to the lifts in Lyntas House, and another protects access to the SAA second-floor offices.

Sats set for R100m surplus this year

(269)

26/11/87 BUS DAY

GERALD REILLY

SA TRANSPORT Services (Sats) will end the financial year in March with a surplus of R100m — the biggest for a decade.

This contrasts with a substantial loss of nearly R370m at the end of the 1985/86 financial year

Important reasons for the expected surplus are given as drastic staff cuts and the resultant smaller salary bill, the curtailment of certain rail and air services, and cutbacks on capital spending

Sats also claims staff productivity has increased greatly.

Economists point out, however, that the surplus will not prevent an increase in Sats tariffs from April

Transport Minister Eli Louw will have to find nearly R450m if he submits to a demand from the Federal Council of Sats Trade Unions for pay hikes of 15%.

Former Transport Minister Hendrik Schoeman budgeted to spend R3,1bn on staff pay in the current financial year

Last year there were increases in rail and road goods tariffs from January 1 (15%, and another hike of between 2,2% and 10% from March 1), harbour tariffs from January 1 (7,3%), some international SAA fares from January 1 (15%), and domestic fares from March 1 (10%), inter-city rail passenger fares (15%) and suburban fares (12,5%) from April 1

Transport integration gives whites the blues

Star 29/1/87

By Susan Pleming

New colour coding for some of Johannesburg's "integrated" bus routes have left commuters not knowing where to stand.

Catching a bus used to be a strictly black or white affair but, now that there are tentative moves towards integration, commuters can choose between blue or yellow buses.

Choosing colours for the new routes must have been tricky. Red buses would, of course, have been out of the question. No one is allowed to take the Red Route.

So, blue and yellow were chosen.

Stand at the "traditionally white" bus stop and a blue bus is for you. But if you stand at the "black" sign several metres away, you'll be earmarked for the yellow bus.

Colour-blind people will have difficulty distinguishing between blue and yellow and know which bus they are on only by the difference in fare. Blue buses charge more than their yellow counterparts.

If you can make sense out of this you'll be a good traveller.

This new colour system is part of a trial project by the Johannesburg City Council for the integration of bus services on the Parkhurst, Craighall and Parktown North routes.

But the new system is a "laughing matter" to the Progressive Federal Party's city councillor on the transport committee, Mr Geoff Stark.

"We asked for integrated buses. We thought we would get one bus stop only. People are so conditioned by the white and black signs that regardless of whether the bus is yellow or blue, they'll stand at the one they're used to."

But Mr Ed Curtis, senior deputy general manager of the city's transport department, says that keeping the black and white signs and having blue and yellow buses for whites and blacks was the "simplest thing to do".

"We did it to avoid confusion."

(269) B/Day 29/1/87

Coal shippers out to beat tariff rise

CHERILYN IRETON

IMPENDING hikes in railage tariffs have led to an increase in the tempo of coal shipments in the past two weeks

Although negotiations are still underway between coal exporters and SA Transport Services, railage costs are expected to rise by 20%-40% at the end of March

Producers, particularly the oil companies, are said to be trying to beat the increase by sending out as much coal as possible before the higher tariffs come into effect

Shipping agents Afromar report that the increase in activity is based on speculative selling interests

Most of this coal is believed to be bound for the Western European port of Rotterdam where at least four coal exporters are known to be keeping stocks

Meanwhile, coal producers are still hesitant to publish sales forecasts for 1987 Most say export tonnages for the year will be much the same as the 44,7-million tons exported in 1985

However, a senior industry source told *Business Day* exports were likely to be around 36-million tons this year as a result of the loss of the French, Danish and American markets through sanctions

DD 29/1/87

Airline to start new route to US

Dispatch Corrspondent

CAPE TOWN — A new "gateway" to the United States via Europe is to be opened for sanctions-hit South African air travellers, from April.

American Airlines, which offers SA visitors concessionary fares in the US, has announced it will operate daily Paris-New York and Frankfurt-New York services, using Boeing 767 wide-bodied jets.

Previously, the airline flew to Dallas and Chicago only from its British and European bases in London, Paris, Frankfurt, Manchester, Dusseldorf and Munich.

American Airlines' Johannesburg-based representative, Mr Mike Tyler, said yesterday "The new services to New York will be most beneficial to South African visitors, who have been badly inconvenienced by SAA's loss of landing rights in the United States."

AA, he said, offered a R2 509 super apex fare between Johannesburg and New York via Europe, with a stopover in Europe each way if required, for only R75 a stop extra.

SATS goes for old style signals as a stop gap

29/1/87 Star 269

Transport Reporter

Technicians of South African Transport Services have begun installing temporary signalling equipment at Johannesburg station, following the destruction of the signal control centre by fire earlier this month.

The fire sent train services in the PWV haywire that evening until SATS brought in manual operation to control movements through the station

Thirty-two men stationed to the east and west of the station have been directing trains with hand and flag signals, and switching trains from track to track manually

The deputy manager of Southern Transvaal region, Mr P Venter, said it was amazing what had been achieved with manual operation. Last Friday, he said, 93 percent of trains were on time and delays to the rest were not connected to the lack of signalling equipment at Johannesburg station.

He said SATS had called for tenders for the installation of a permanent electronic signalling system.

It would be several months before, this system was working and a mechancial system would be used

Technicians have begun work on the temporary system, which was expected to be operating in three weeeks' time.

Not only will it halve the number of men needed to direct the flow of trains through the station, it will enable SATS to bring more platforms into use The system was safer and more versatile than manual operation

The regional engineer, signals and telecommunications, Mr H Z Ostrofksy, said SATS combed the country to find the outdated mechanical equipment and signal technicians who could work with it.

One mechanical lever system, for example, was found abandoned between Meyerton and Redan.

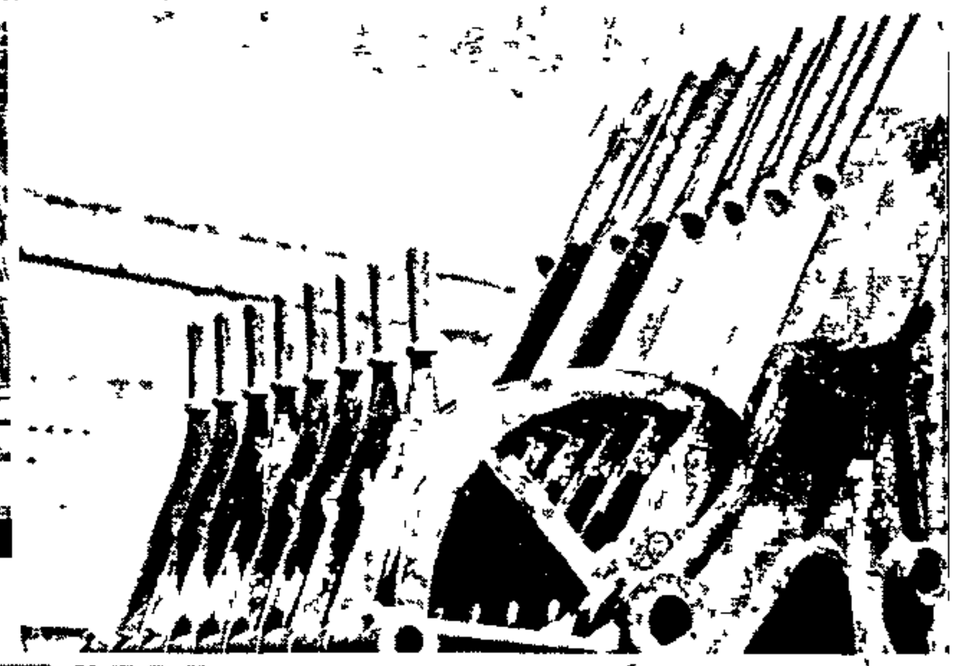
R14 000 raised for Kathy

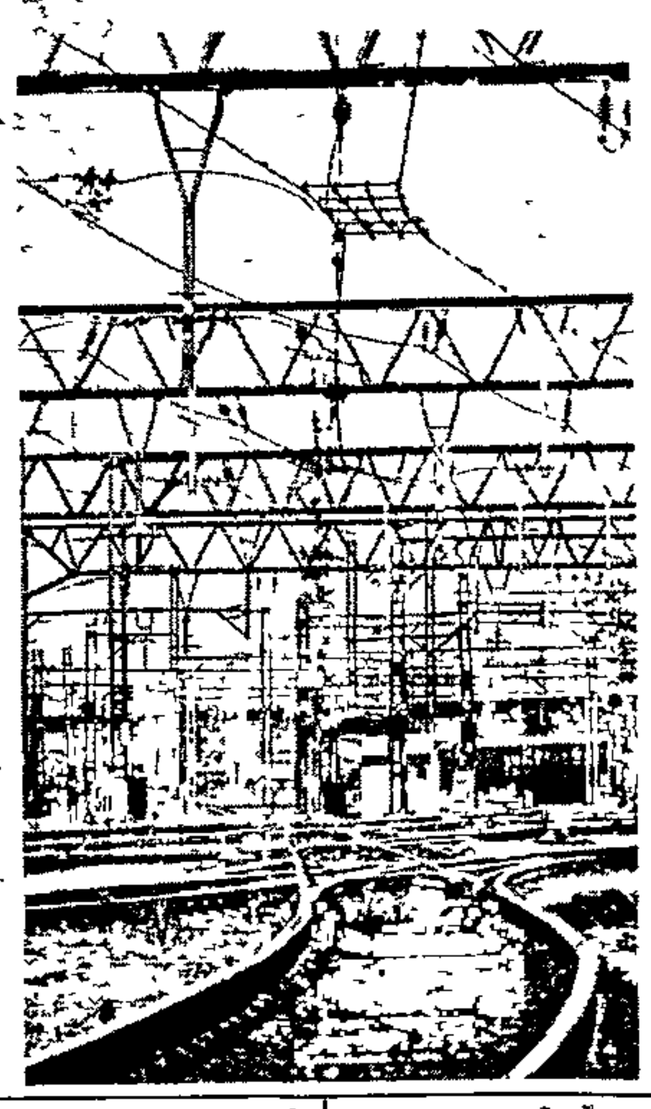
By Janine Simon

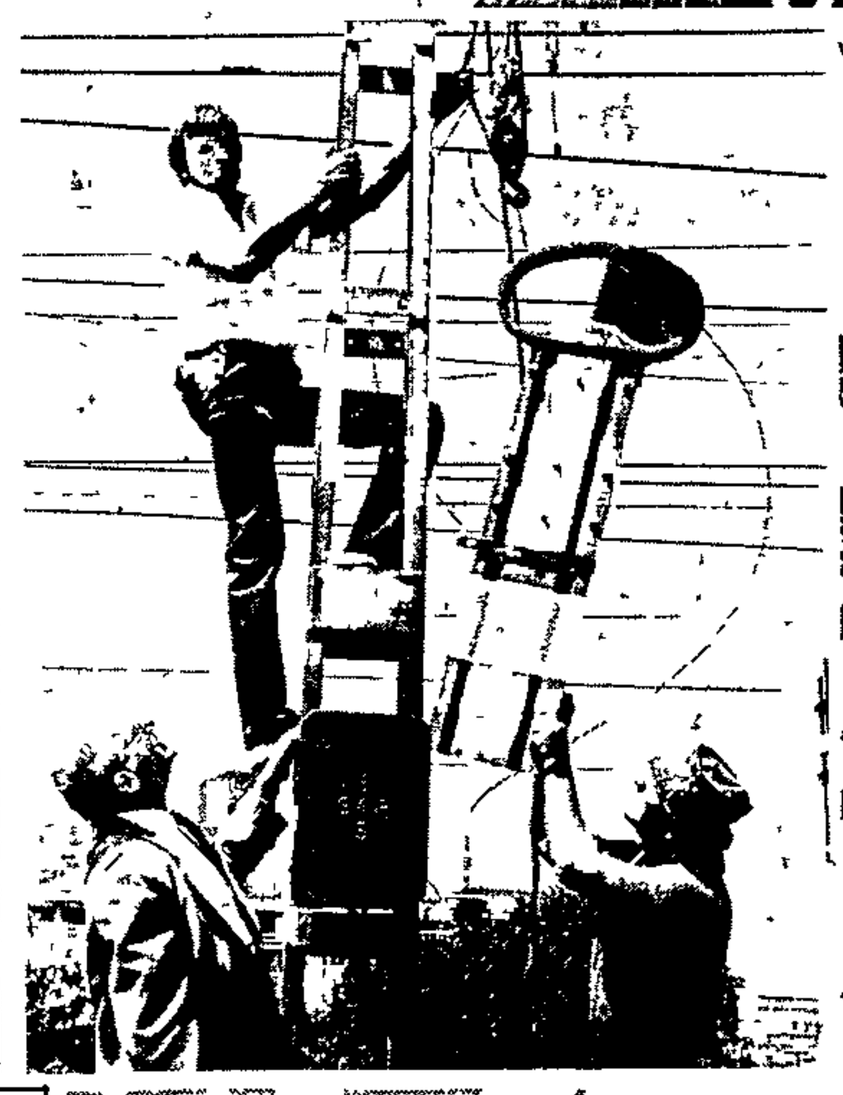
A total of R14 000 has been raised by a private auction of three donated paintings to help quadriplegic Miss Kathy Jagoe replace her specialised van, which was destroyed in a car accident in December

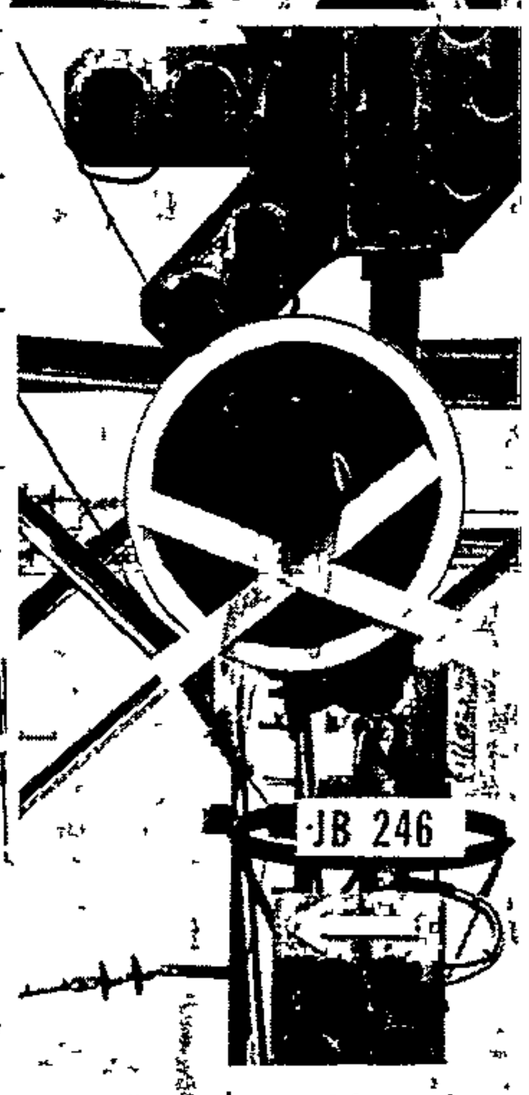
Miss Jagoe's left leg had to be amputated above the knee after the accident. It has been estimated that it will cost more than R45 000 to replace the van and Miss Jagoe's electric wheelchair — both of which give her the independence to continue her pioneering work for the disabled.

Dr William Rowland, head of Disabled People South Africa, said R20 000 had so far been raised to help Miss Jagoe.









Sorting out the signals at Jo'burg's Park Station

Once the temporary signalling system at Johannesburg s comes into operation, passengers will have to note pl changes (top left) A mechanical lever frame (top right) e trains to be switched from track to track (bottom left) centre picture, engineer Mr H Ostrofsky (left) watches c technicians, Mr Jan Swart (top) and Mr Hendrik Smit, e signalling lever. The white crosses on the signals indicat they are not working (bottom right).

● Pictures by Karen Sar

THE JAMES CLARKE COLUMN

Our future is in ashes

Futurist Tony Trowbridge recently asked: Where are today's pioneers?

Well, meet Jurgen Meyer (46).

This mechanical engi- quality. South Africa might soon even export its ash.

The new Nedbank Centre in midtown Johannesburg is 25 percent fly ash — from the Eastern cent is "blended" with cement and asbestos and this makes the pipes more resistant to "aggressive" (acid) soils.

"Our future is in ashes," says Mr Meyer notes with Jurgen Meyer and his colleagues.

Mr Meyer told me "The value of ash is seen

Boksburg rolls out 100 years

Who would volunteer to be rolled around in a tub?

Answer Members of teams taking part in Boksburg's centenary

Better bus deal for old folk

N/M 30/1/87

Municipal Reporter

DURBAN'S 40 000 pensioners owning concession or 'P' cards can travel at any time, in any direction, on blue-line or green-line buses as from Monday

Durban Transport Management Board manager Marshall Cuthbert said changed travel patterns had made it possible for the DTMB to provide this service

Earlier restrictions preventing pensioners from using the buses during peak periods were relaxed in April to allow them on buses leaving the city before 8 a m and after 4 30 p m

Although this alleviated some of the transport problems experienced by the elderly, those wishing to travel before 8 a m to Addington Hospital from outlying areas still had to pay a full fare to the city from which they could board a South Beach bus, using the concession coupon, Mr Cuthbert said

SAA awaits outcome of US appeal

HAMISH McINDOE

SAA expects to know early next week the outcome of its hearing in the Columbia District Appeals Court to overturn the ban on its landing rights in the US

Evidence from SAA and the US Transportation Department was presented to the court at a one-day hearing on January 12 The airline wants the ban — which forms part of wider anti-SA measures legislated last October — declared invalid

Legal advisor to the Foreign Affairs Department J D Viall said yesterday government was awaiting the outcome of the hearing before proceeding with "consultations" with the US State Department on the ban

In terms of a 40-year-old bilateral air pact, which requires one year's notice of cancellation, arbitration and consultaion talks must be entered into before the treaty can be formally terminated.

Viall strongly denied Pretoria's efforts to resume flights to the US in the face of mounting hostility towards SA was an exercise in futility.

He said "It's a genuine action to have the ban set aside"

Some observers, however, are openly sceptical that a US court would override an act mandated by Congress and it is unclear what action — if any — SAA will take if it loses its appeal in Columbia

On paper, SAA may sue for damages on lost revenue after making a R64m profit on the US route for its financial year ending last March

Alternatively, Pretoria could go to the International Court of Justice in the Hague once its appeal options in the US are exhausted.

30/1/87 F/M 269

PRIVATISATION

SAA ready for take off?

While Sats representatives officially deny suggestions that national air carrier SAA is due to be hived off from Sats from April 1, they admit that the question of privatisation for the airline will come before parliament on February 12

The *FM* understands that Transport Minister Eli Louw will take advantage of the Sats Part Appropriation Bill to raise the issue on that date

The recommendations of the (Wim) De Villiers Commission of inquiry, appointed early last year to look into revised management and financial structures and the possible privatisation of Sats' divisions, is already in government hands and it will form part of the Budget discussion

It seems that a "new relationship" between SAA and Sats is in the offing, but sources are adamant no details can be released before the parliamentary debate

Robert Tshabalala

Transport's Louw . . . holding the key

Whatever the immediate outcome, it seems clear that government's stated objectives to reduce its involvement in the economy and to include privatisation and deregulation in economic policy are to be underlined This is bound to influence response to the De Villiers recommendations.

The imminent privatisation of British Airways (BA) — expected in the next week or two — has added impetus to the debate on SAA. Questions now being asked involve the raising of funds and whether deregulation should precede, accompany or follow privatisation

"This is not a simple issue," says Howard Williams, MD of international tourism consultants Horwath & Horwath. "BA's privatisation, involving the sale of shares to the public, follows a political decision This differs from British Telecom's successful experiment of selling shares to employees

"And while BA is one of the world's largest airlines, SAA has a limited routing schedule. Its local services also differ markedly from the short flying distances and large passenger components enjoyed by BA. Other considerations include the strategic need for a less developed country to operate a national carrier Finally, SA's mixed economy does not offer the same competitive base found in First World countries," he adds

SAA's latest annual report — for the year ending March 31 1985 — shows that the airline then had 40 aircraft in its fleet In that year, passenger trips increased 13,1% to 4,4m and freight volume increased 7,6%. Total income rose 23,5% to R1,278 billion But, with expenses rising 23,8%, net profit fell 50,7% to R2,2m

Fedhasa operations director Fred Therman says that, apart from profitability, the extent of deregulation accompanying privatisation will be critical for any private sector investment decision.

"While Fedhasa supports the principle of privatisation, other considerations also play a part Sanctions pressures might strengthen the arguments of those who say we need a national carrier It could be preferable to have private sector management, while the State retains ownership," he says.

Fares regulated

But even with privatisation, airline fares on local and international routes are still subject to regulation, thus limiting competitive pricing and undermining the principle of free competition.

International Airlines Travel Association (Iata) regulations prevent price-cutting on routes where closed-rate agreements between carriers apply, although the US and Australia have broken away from this Iata principle

On the local market, SAA monopolises profitable routes through the current licensing system, thus negating the possibility of cheaper fares

Williams says deregulation is therefore vitally important, but he adds that this cannot happen overnight in SA's unique economic and political situation

"While privatisation will definitely improve an already good airline, current regulations nullify competition and prevent price cutting," adds John Bing, secretary of the Association of SA Travel Agents.

Williams says, however, that a danger flowing from deregulation is that it could lead to the disappearance of smaller airlines and the creation of unofficial cartels and oligopolies This has already been seen in the US The second option may thus be worse than the first.

"Firstly, what is needed in SA is the creation of more smaller, independent airlines which can operate in competition with SAA on certain routes," says Williams "Internationally, charter companies should be allowed to compete with official carriers and to offer cheaper fares to encourage mass tourism." ■

TYRE INDUSTRY → 30/1/87

Under a cloud

F/M

Although the four big tyre companies have not had as rough a road to travel as their cousins in motor manufacturing, there is still considerable uncertainty about their future

The comfortable days of the price cartel, which finally disappeared a year ago, have been replaced by vicious price competition between General Tyres, Dunlop, Firestone and Goodyear, with companies announcing price rises independently

LONG HAUL AHEAD

F/M 30/1/87

It may be difficult to believe, but SA's tractor manufacturers make the rest of the motor industry look positively buoyant In line with expectations (*Business* September 12), tractor sales are in the pits.

Last year the 10 tractor builders sold 4 746 units, 33% less than in 1985 sales and light years from the sales peak of 24 862 units in 1981.

However, manufacturers are looking at a modest 10%-15% increase in sales this year, says Bill Hubbard, chairman of the SA Agricultural and Irrigation Machinery Manufacturers and Distributors Association.

"Burdened by huge debt repayments, farmers will need a couple of good seasons at least before they are again in a position to buy agricultural machinery," he says.

The country's three top selling tractors last year were Massey Ferguson (1 084 units), Ford (888 units) and Vetsak (852 units) Sales of combine harvesters also dipped sharply in 1986 to 293 units.

Tractor sales in December mirrored the depressed state of the market — Massey Ferguson sold 103 of the 315 units sold, John Deere 64 and Vetsak 54.

Govt aims to consolidate Acts

Wheels roll on transport law overhaul

B/Day 3/2/87 (269)

CHRIS CAIRNCROSS

GOVERNMENT is to aiming to totally remodel existing transport laws and structures in order to deregulate the sector as much as possible.

Notice of this is set out in a White Paper tabled in Parliament which details government's response to recommendations made by the National Transport Policy Study group, appointed to formulate a new transport set-up for the country.

Spearheading the legislative programme is a draft Bill, published yesterday, which is designed to provide for the early establishment of a new umbrella Transport Advisory Committee (TAC) to advise the Minister of Transport Affairs.

The Bill proposes the TAC should consist of 38 members, 22 drawn from the private sector (including the chairman and vice-chairman) and 16 from the public sector.

This Bill will be followed by the establishment later this year of an "interim", independent Transport Tribunal, whose primary functions will be to implement the new transport policy, investigate problem areas and solve disputes.

The thrust of next year's programme, which government intends to have passed by June, is to consolidate all transport legislation into only four separate Acts: the Road Transport Act; the SA Transport Services Act, the National Road Act, and the Transport Act.

The legislation will be aimed at reinforcing the following guiding principles:

☐ Economic decisions should, as far as possible, be left to the market to make. In practice, this means the market should determine what is moved, how it is moved, at what price, from where, to which destination, at what level of service, and by whom.

☐ Financial inequities, such as the degree of cross-subsidisation required from

● To Page 2

B/Day 3/2/87

Revamp for transport laws

● From Page 1

SA Transport Services (SATS) and the exemption of licence fees for SATS road vehicles, should be removed

☐ Public safety should be protected through the introduction of a strict on-the-ground enforcement programme.

☐ Operator quality should be enhanced as far as possible.

In practice, government has agreed to provide the following new deals, some of which are to be phased in before any of the enabling legislation is published:

☐ The introduction of a new freight transport policy, providing for easier entry into the road transport market, more scope for private initiative and greater encouragement of small business development

☐ The abolition of the road freight permit system, expected to save the country in excess of R60m a year in direct expenditure related to the cost of applications

☐ The phasing out of cross-subsidisation within SATS

☐ Payment by all road users for the provision and maintenance of roads. It is estimated that an additional R253m must be collected annually This will be achieved by increasing licence fees and the levy on diesel.

☐ All operators, whether companies, individuals, or semi-state or state-owned organisations, will have to pay the same level of GST on fuel and other inputs such as licence fees and excise duty.

☐ Regional Services Councils will in future be responsible for passenger transport decisions

☐ Vehicles which can carry up to 15 passengers are to be allowed to operate as taxis Local Road Transportation Boards are to be told to issue public permits for taxi service vehicles on merit, providing the vehicles concerned adhere to technical requirements on road worthiness and road safety.

Transport policy raises ire

269 B/Day 4/2/87

CHRIS CAIRNCROSS

GOVERNMENT'S new draft national transport policy has aroused such anger within the private sector that it has caused the major road hauliers to withdraw all co-operation with the National Transport Policy Study group (NTPS) and future plans to implement official policy.

A major confrontation is now looming between the Public Carriers Association (PCA) — representative body of more than 70% of the major private transport operators — and government.

This will come to the boil in Cape Town next Monday when PCA executive members meet with new Transport Minister Eli Louw and Transport director-general Adriaan Eksteen.

The urgently convened meeting was requested by the PCA, which intends to express its extreme dissatisfaction with government's White Paper on national transport policy tabled in Parliament this week.

PCA president Deon Blignaut said the White Paper was laudable only insofar as government had accepted the principles of less government involvement in transport and fair competition.

But, he said, the industry was extremely upset with the main thrust of the policy document. Government and the NTPS had failed to address and resolve several vital issues that were critical for a successful new transport dispensation.

The PCA's decision to precipitate a confrontation by refusing to co-operate further with the NTPS is to forcibly

● To Page 2

Govt transport policy raises ire

4/2/87 B/Day 269

● From Page 1

demonstrate the industry has lost patience with government and will no longer tolerate the way it persists in ignoring those issues seriously affecting the viability of the transport sector.

PCA's chief executive Ian Moss said: "For more than two years government has had chapter and verse, in writing and verbally, on matters about which the private sector is deeply concerned.

"But nothing of real consequence has been done. The announcement (White Paper) of plans for changes in existing regulations contains nothing of major significance, and hardly begins to address our main points of concern."

The issue raising the most ire is the ongoing involvement of government and the Sats in road transportation.

Blignaut said Sats' involvement had to be eliminated as a pre-condition, before the process of deregulation was embarked upon.

He said: "Sats' confrontation in the marketplace with the private sector cannot be tolerated any further."

Moss said the problem with the White Paper was that it gave the impression of being laudable, but it had produced no hard facts on how the implementation programme was to be tackled.

IAN MOSS

6/2/87

Moving at last

232 P/M 269

This year will see the first stages of legislation to deregulate road transport Until now, professional hauliers have needed to obtain permits that limit both the goods they may carry and the routes they may follow, this will soon be scrapped

The main protagonist of deregulation has been the Public Carriers' Association (PCA), the hauliers' professional body, on January 1, Ian Moss succeeded Jack Webster as their CE Moss was born in Queenstown and, after obtaining a BA and LL B from Pretoria University, practised as an attorney specialising in litigation He then spent three years at Sats as Deputy Director (Competition), and in May last year joined the PCA as Deputy CE

Moss is equivocal about his former employers "I've no doubt that Sats has an important role to play, and no one can deny that the State has to look after strategic areas However, when it comes to the marketplace we can't allow this giant to exist uncontrolled "

Moss says true deregulation can only take place when Sats loses its privileged position — and it would be logical for the road transport function of Sats to be hived off to the private sector if it's not going to be in a monopolistic position Moss is afraid, though, that deregulation could be delayed

"If the present situation is allowed to drag on for another few years, immense harm will be done to private sector hauliers There's always some barrier — the report of a commission, the achievement of some milestone or other, and now a general election as a means of deferring meaningful action for another six months Quite simply, the industry can't afford any further delay "

But is the industry entirely happy with the deregulation process?

"There is a great deal of vested interest in the status quo but the professional haulier is quite convinced that he can withstand any equitable competition Some new business will go to ancillary operators, but the two sides of the road transport industry have always worked effectively side-by-side

"What my members do fear is a price war in which the quality of service deteriorates So the PCA favours keeping an eye on this Reform has barely started, and many practical questions remain unresolved and cannot be answered satisfactorily in the abstract

"I do believe, however, that the continuing evolution of transport reform should be through a consultative process Carriers must have a leading role in reform implementation and monitoring We must ensure that a system of fair and equitable competition is established "

And what is the future of the PCA itself?

"I hope that the PCA will further strengthen its position as a strong, unified voice I'm particularly keen to develop the democratic structure of the association to involve a greater number of members with expert knowledge "

Moss also believes the public is entitled to hear more than the official government version of transport issues, and the PCA received wide support when it put forward some of its views last year And he believes it's time the criminal sanction played a less important part in transport regulation

At the moment, breaches of the permit system and road legislation is mainly enforced in this way

In theory, deregulation should provide a boost to truck manufacturers, as more drivers enter the market, but Moss says SA's 10 specialist manufacturers of heavy trucks are in a precarious position

"The next few years will be very expensive as truck technology is developed, but I hope that a reasonable equilibrium can be established We don't want to be in a stalemate with only one supplier," he says

But whatever happens, the road transport industry is expected to become much more competitive Moss (32) should help it on its way ■

Moss ... eye on the road

87F/M

f freedom

no commercials are allowed It can allocate this virtually as it pleases, with no guarantees of audience levels M-Net, in contrast, sets rates according to viewing levels If these are not achieved, advertisers are compensated

Brian Butler, media director of Ogilvy & Mather, Rightford Searle-Tripp Makin, says the decision to increase rates is obviously an attempt to discourage agencies from over-subscribing to prime slots and to spread demand

This may sound like manipulation of the market But Media Shop MD Dick Reed points out that no one is forced to buy into prime slots And he says it may be in the interests of viewers that media buyers will be forced to look for cost-effective alternatives

Nevertheless, as Bates Wells' Dave Kelly says, a good advertising budget increase is 25% this year, while prime time rates for the first four months have increased more than 200% For example, in January, it cost R5,38 to reach 1 000 viewers in the Thursday 9 pm-10 pm slot, but the cost/1 000 in April will be R12,56

Where clients demand a high-reach figure quickly, agencies are going to keep buying into prime TV slots at premium rates Which is bad news for other media because funds will have to be diverted to cover the TV increases Print is likely to be the biggest loser

However, the SABC itself may also lose out Clients who have already set budgets for the year will probably find themselves running out of money towards mid-year and cut back severely to keep something in hand for pre-Christmas campaigns ■

TRANSPORT DEREGULATION

Getting nowhere

There were few surprises in this week's White Paper on the road transport industry Deregulation is thus further off than many expected and the private sector is showing signs of impatience

The hauliers body, the Public Carriers' Association (PCA), has finally made good its threat to pull out of the National Transport Policy Study (NTPS) in protest at what it sees as government prevarication on competition from Sats

The NTPS is still discussing issues like the fuel levy and road construction, and PCA input will be sorely missed

Sats doesn't compete on an equal footing with the private sector and the PCA is keen to see a swift end to cross-subsidisation, if not the privatisation of its road transport activities

Government says "economic decisions should be left to the market," yet Sats' cross-subsidisation will be "phased out" rather than abolished And this, industry sources reckon, will take at least a decade

In the meanwhile, there is no prospect of the long-promised abolition of the permit system, which regulates what can be carried and where

Deputy GM Gill Holz says Sats would be happy to see deregulation — provided there's full compensation for losses on socially motivated services and as long as private sector hauliers are prepared to pay their share of road maintenance.

But as new PCA CE Ian Moss (see *People*) says, the industry does not want anything less than immediate action

The PCA meets Louw on February 9 and there's still a chance differences can be resolved, particularly as the minister has strongly supported the private sector in the past ■

WATER SUPPLY

Waste not, want not

The drought may have broken, but the debate over the efficiency of SA's water strategy is far from over The Department of Water Affairs is coming under mounting criticism from a number of organisations — notably the Free Market Foundation (FMF) and the South African Borehole Association — for some of its basic policies

The dual pricing system for water has been attacked most severely Currently, industry and commerce, which generate 95% of GNP, use less than 30% of the country's water resources while agriculture, which produces only 5% of GNP, uses most of the balance at much lower prices

The disproportionate share of the resource is understandable, of course, but all the same FMF chairman Michael O'Dowd describes this system as "highly undesirable " For one thing, he says, there is no incentive for farmers who have irrigation rights to conserve water "Water rights are sold with the land," he observes, "but under normal circumstances the water cannot be used for non-agricultural purposes or sold to a third party "

Efficient irrigation schemes of the type which exist in Israel are hardly used in SA, according to O'Dowd He says if excess wa-

6/2/87 F/M 269

Shipping line buys R30m ro-ro vessels

EAST LONDON — Unicorn Lines announced in Durban yesterday that it had bought two 12 850 ton roll-on, roll-off (ro-ro) vessels for R30 million to boost its coastal service

The firm expects that the acquisition of these ships will enable it to increase their sailings from two to three times a week

The chairman of the Harbour Advisory committee here, Mr George Orsmond, said that these ships would improve the coastal service as transportation would be rapid and time wastage reduced to a minimum.

"Handling will be kept to a minimum, and this will prevent damage to goods which would be damaged by undue handling

"Cranes will be unnecessary, as a ramp will simply be put down and haulers will pull trailers containing the cargo on and off the ship."

According to the statement issued by Unicorn Lines, cargo is expected to reach its destination in almost half the previous time

The ships are identical, and will be named Barrier and the Border They are at present on their way from France, where they were built in 1980

The Border is due in Durban on February 21

EL student dies in CT

CAPE TOWN — An End Conscription campaign member, Mr Andrew Orpen, 26, of Observatory,

G'town accused refused bail

GRAHAMSTOWN — Three special constables made another appearance in the Grahamstown Magistrate's Court yesterday on four charges of

Sats escape net angers hauliers

(269)

PRIVATE road hauliers are up in arms the over Government's national transport policy which was presented to Parliament this week.

By Don Robertson

The Public Carriers Association (PCA), which represents about 70% of independent operators, has distanced itself from the findings of the National Transport Policy Study Group and intends to make its views known to the Minister of Transport, Eli Louw, tomorrow

The National Association of Private Transport Operators (Napto), although supporting the draft for a new freight transport policy, says the recommendations fail to address major issues. Napto represents 110 000 commercial vehicles operated by private companies and parastatals, such as Escom

Among the recommendations in the White Paper are the scrapping of the permit system, leaving transport open to market forces, improving operator quality and safety, phasing out of cross-subsidisation in South African Transport Services and the equal payment by all users, including Sats, for the provision and maintenance of roads

The recommendations also call for the establishment of a transport advisory committee, made up of 22 members of the private sector and 16 from the public sector

But the crunch, says Deon Blignaut, chairman of the PCA, is that the role of Sats in a deregulated transport system has not been properly defined

The PCA will ask Mr Louw to place a moratorium on expansion by Sats in road transport It wants Sats road operations to be privatised in two years

Issue avoided

Mr Blignaut says private operators have lost business to Sats because it undercuts them through cross-subsidisation

"We co-operated with the steering committee of the National Transport Policy Study Group for the past two years, but each time we brought up the role of Sats in a deregulated system, it avoided the issue We agree with the principles of the draft, but they cannot be implemented with Sats as it is"

Andre Jacobs, chief executive of Napto, fears that the deregulation recommendations will involve his members in even more regulation in terms of the proposed road quality system

It will mean that operators moving goods within 80km or within exempted areas of their premises will have to submit vehicles for tests each year Their drivers will have to obtain professional driving permits after medical checks and theory tests In addition, it is proposed that drivers' hours of work be monitored

Transport companies operating in these exempted areas are not subject to these requirements The proposed regulations could affect 500 000 vehicles and a million drivers

Mr Jacobs is also worried because the proposals require the introduction of infrastructure for, among others, enforcement of road quality matters before the permit system is scrapped This will add to the cost of transport

Napto has challenged the White Paper on its requirement that road hauliers be made to contribute to the provision and maintenance of roads by an increase in licence fees and other levies to raise an estimated R253-million

Mr Jacobs says roads are a service to the community and money for them should come from central coffers

Fears for capital black bus service

Pietermaritzburg Bureau

N/M 10/2/87 (269)

THE black municipal bus service in Pietermaritzburg, which serves 70 000 commuters daily, faces closure within the next few months unless private enterprise comes to the rescue

The service has incurred a loss of R10 300 000 over the past two years which ratepayers will have to bear.

At a Press conference yesterday called by Mr Peter Miller, MEC in charge of local government, and the Mayor, Mr Mark Cornell, it emerged that unless something could be done to revive the failing bus service, or it was taken over by private enterprise in the very near future, it faced closure.

Mr Cornell said three months' notice would be given of intention to close the service down

A decision was likely to be taken by the end of the financial year in June.

Ratepayers could no longer be asked to pay for an uneconomic service.

The estimated loss by the department in the past financial year was R3 600 000, but the actual loss amounted to R6 000 000, he said

Mr Cornell said to date no one in the private sector had shown interest in taking over the service as a result of the volatile political situation. Representations had been made to the Government, to no avail

He agreed the closure of the bus service would cause extreme problems He estimated 700 kombi-taxis would be needed to replace the service.

Mr Miller said the City Council had asked for authority to place the deficit from the bus service over the past two years into a suspense debtor account

The deficit would then be written off at an annual contribution of R2 000 000 from the rate and general services operating account, commencing in the 1986/87 financial year

He said the social responsibilities of the council had to be tempered with 'good financial common sense'.

User-friendly transport is government's aim

10/2/87 (269)

CHRIS CAIRNCROSS

A CENTRAL feature of government's new passenger transport policy, outlined in the White Paper tabled in Parliament last week, is the emphasis given to ensuring it dovetails with the constitutional framework now being set in place

The aim, it seems, is to try to address the widespread dissatisfaction expressed by users, and the black community in particular — who generally perceive their transportation problems as being politically or racially interconnected

Consequently, government has given its full support for an NTPS recommendation that "the decision-making process regarding passenger transport be devolved to the lowest level of government possible," with independent judicial monitoring by the proposed new Transport Tribunal

This means, in effect, that Regional Services Councils (RSCs) are to be made responsible for passenger transport policy decisions Until these councils are established, and have agreed to take on this responsibility, the Department of Transport is to fulfil that function.

The RSCs will, therefore, be responsible for issuing an "operating authority" in a contractual format to all passenger transport operators, and be required to formulate a regional transport policy

Government has also decided that where bus services require a subsidy, it will be the responsibility of RSCs to place contracts out to tender for these services.

This will effectively mean that a quota is to be established for these services in view of the desirability of ensuring that they are reliable Although there will, therefore, continue to be a lack of competition on the road, government maintains that competition for the contract will still exist

Contracts

The Department of Transport has been asked to negotiate interim contracts with current bus permit holders. It is intended that the RSCs will have to enter into negotiation with this Department and the operators with a view to taking over the contracts on the terms originally agreed to.

The role played by central government is to be limited to establishing a new road passenger quality system, including an enforcement programme. It will also set national guidelines to assist the RSCs in formulating their own transport policies

Privatisation plan delayed

B/Day 11/2/87

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MICK COLLINS

THE uncertainty caused by the deregulation of public transport has seriously hampered the SA Development Trust Corporation (STK) in the past year

In his annual report, chairman Cornelius Human says the transport sector's poor economic, social and operating environment has also delayed STK's goal of privatising its bus services

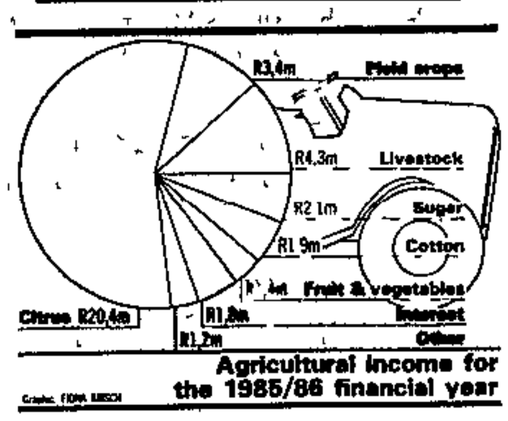
"STK is obliged to give serious attention to the changing political and economic environment in which it finds itself

"In the socio-economic sphere, the corporation stresses the need for consultation at both the community as well as the governmental level."

Human says that, in the light of present socio-economic changes, it can be expected that the number of requests for development inputs will exceed the capacity to provide such inputs.

MD Jacobus van Marle says the year was characterised by price increases and difficult climatic conditions.

"The higher input costs had adverse effects, particularly for transport companies and agricultural projects. The continuing drought conditions also adversely affected all agricultural projects



Agricultural income for the 1985/86 financial year

"On the other hand, the depreciating rand benefited the export achievements of various agricultural products."

The total gross investment in STK's agricultural division, as at the end of the financial year, was R87,2m, leaving a profit of R4,9m before transfer to reserves was realised.

The corporation showed a consolidated net profit for the year of R28,7m (R43,3m), of which R11,2m (R20,5m) went towards interest on loans and depreciation.

After shareholders' profit, R17,1m was available for allocation, of which R15,9m (R16,2m) was transferred to reserves, leaving R1,2m consolidated accumulated profit.

Sats aim to be more competitive

CAPE TIMES 12/2/87 (269)

Own Correspondent

JOHANNESBURG — The SA Transport Services is spending R200m in a massive shake-up to make itself more competitive in the face of looming deregulation

The scramble to become competitive follows a study done by the National Transport Policy Study group which shows that Sats will initially lose about 1,5% of its traffic to private enterprise

Sats commercial chief director Koos Meyer said· "We have embarked on a harder marketing drive Our approach is becoming more businesslike, client-oriented and professional We want to be better, quicker, faster Sats is becoming a more competitive market-force"

He said the investment should pay for itself through cost savings but the most important benefit was that it would enable Sats to compete with private hauliers

Apart from rationalization and deregulation, Sats is also establishing a new identity and preparing to raise rates for uneconomic freight

Express freight trains are being speeded up Tests have shown that Cape Town - Johannesburg travel-time can be cut from 29 hours to 21 and Durban - Johannesburg from 10 hours to eight

A countrywide network of computerized accounting and documentation processing systems is being introduced at a cost of R42m

The mini-container service is being expanded from about 10 000 to 50 000 containers

Automatic sorting systems for parcels are to be installed at Bellville, Durban, and Kaserne at a cost of R138m

The principle of consolidation stations — where a central station handles goods for other stations around it — is being investigated

Regarding freight rates, Meyer said "Certain commodities are priced at a profit of 200% to subsidize numerous other commodities we have to convey at far below cost. Our competitors look at our published rates and quote at slightly below We lose that profitable traffic and then lack the finance to support the traffic we carry at below cost

"While we will continue to negotiate individually, our standard rates for below-cost traffic will be increased slowly and our top rates will not be increased Inflation will erode profits on the top rates"

The Durban Chamber of Commerce said "What has not been revealed yet is the lynchpin of the whole exercise the time span for the State to assume full responsibility for meeting the enormous losses being incurred by uneconomic rail passenger services presently financed by Sats from profits reaped through overcharging for most of its economic services at an enormous cost to the user"

The chamber added "There is no doubt that once freed from the burden of cross-subsidization, Sats will become a formidable competitor in the movement of goods"

How many applications for telephones were outstanding in *(a)* each departmental region, *(b)* Johannesburg, *(c)* Cape Town, *(d)* Durban, *(e)* Port Elizabeth, *(f)* East London, *(g)* Pretoria and *(h)* Soweto as at 31 December 1986

The MINISTER OF COMMUNICATIONS

(a)	Western Cape	11 560,
	Eastern Cape	13 067,
	Northern Transvaal	41 318
	Witwatersrand (including Soweto)	24 099
	South-Eastern Transvaal	35 059
	Orange Free State	9 872,
	Northern Cape	1 455
	Natal	32 508,
(b)	Witwatersrand, excluding Soweto and the East Rand (separate statistics for Johannesburg are not available)	7 853,
(c)	Cape Town (Peninsula)	10 822
(d)	Durban	16 547,
(e)	Port Elizabeth	7 893
(f)	East London	1 649
(g)	Pretoria	14 603 and
(h)	Soweto	16 246

Postmen

9 Mr A B WIDMAN asked the Minister of Communications

(1) How many *(a)* White, *(b)* Coloured, *(c)* Asian and *(d)* Black postmen were employed by the Post Office in the latest specified year for which figures are available,

(2) whether the salary programme has yet reached the stage where the rate of pay is the same for postmen of all population groups, if not, *(a)* why not and *(b)* when is it anticipated that parity will be reached, if so, what are the respective rates?

The MINISTER OF COMMUNICATIONS

(1) *(a)* 2 135,

(b) 1 160,

(c) 439, and

(d) 1 636

as at 31 December 1986,

(2) Yes, as far as White, Coloured and Asian postmen are concerned The narrowing of the wage gap takes place according to a programme which is reviewed from time to time with due regard to the availability of funds and usually coincides with general salary increases The most recent such increase took place on 1 April 1986 and the wage gap between Blacks and the other three population groups was further narrowed at that time The applicable salary scales are now as follows

Whites, Coloureds and Asians (Witwatersrand, Pretoria and Durban) R6 180 × 450 – 7 080 × 600 – 10 680

Whites, Coloureds and Asians (All other centres) R5 280 × 450 – 7 080 × 600 – 10 680

Blacks (all centres), R4 380 × 450 – 7 080 × 600 – 9 480

At this point in time it is, unfortunately, not possible to indicate when full parity in respect of Blacks will be reached

Public/private telephones

11 Mr A B WIDMAN asked the Minister of Communications

(1) How many new *(a)* public and *(b)* private telephones were installed in

1986 in Langa, Guguletu, Nyanga and Khayelitsha respectively,

(2) how many *(a)* public and *(b)* private telephones were there in each of these townships as at 31 December 1986?

The MINISTER OF COMMUNICATIONS

(1)

	(a)	*(b)*
Langa	Nil	338,
Guguletu	nil	419,
Nyanga	4	209,
Khayelitsha	11	25, and

(2)

	(a)	*(b)*
Langa	21	1 456,
Guguletu	33	3 004,
Nyanga	29	1 105,
Khayelitsha	16	51,

Lenasia/Soweto: Telephones installed

12 Mr A B WIDMAN asked the Minister of Communications

How many telephones were installed in 1986 in Lenasia and Soweto, respectively, for *(a)* private and *(b)* business purposes?

The MINISTER OF COMMUNICATIONS

	(a)	*(b)*
Lenasia	2 787	416
Soweto	11 542	960

Note The information is in respect of main services only and includes transfers The available statistics of telephones other than main services do not distinguish between services for private and business purposes

Telephone directories

13 Mr A B WIDMAN asked the Minister of Communications

How many *(a)* telephone directories were printed in respect of each specified region of the Republic in 1986 and *(b)* such telephone directories had been distributed in each of these regions as at 31 December 1986?

The MINISTER OF COMMUNICATIONS

	(a)	*(b)*	Date on which distribution commenced
Vaal Triangle	108 060	105 999	1986-02-14
Port Elizabeth and surrounding area	153 254	153 201	1986-02-24
East London and Eastern Cape country	125 559	122 554	1986-03-17
West Rand	651 986	580 818	1986-06-17
Cape Peninsula			
White Pages	544 696	486 703	1986-06-09
Yellow Pages	341 560	332 176	1986-06-09
Johannesburg			
White Pages	888 493	806 384	1986-08-19
Yellow Pages	280 378	227 342	1986-08-19
Boland and West Coast	149 748	126 766	1986-08-25
Southern Cape	62 105	53 121	1986-09-08

Sats spends R200m on big shake-up

B/Day 12/4/87

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NORMAN SHEPHERD

R200M is being spent by SA Transport Services (Sats) in a massive shake-up to make itself more competitive in the face of looming deregulation.

The scramble to become competitive follows a study done by the National Transport Policy Study group which shows Sats will initially lose about 1,5% of its traffic to private enterprise due to deregulation.

Sats commercial chief director Koos Meyer said deregulation would bring stiffer competition

He said· "We have embarked on a marketing drive Our approach is becoming more businesslike, client-oriented and professional We want to be better, quicker, faster Sats is becoming a more competitive market-force"

He said the investment should pay for itself through cost savings but the most important benefit was that it would enable Sats to compete with private hauliers

Apart from rationalisation and deregulation, Sats is also establishing a new identity and preparing to raise rates for uneconomic freight

Express freight trains are being speeded up. Tests have shown Cape-Johannesburg travel time can be cut from 29 hours to 21 and Durban-Johannesburg time from 10 hours to eight

A countrywide network of computerised accounting and documentation processing systems is being introduced at a cost of R42m

The PX 1,5m X 1,5m mini-container service is being expanded from about 10 000 to 50 000 containers. Costs will be spread over the next few years.

Automatic sorting systems for parcels are to be installed at Belville, in the Cape, Durban, and Kaserne, south of Johannesburg, at a cost of R138m

The principle of consolidation stations — where a central station handles goods for other stations around it — is being investigated

Three stackable forklift trucks costing R1,5m have been bought for handling loaded containers of up to 24 tons Two are in Port Elizabeth and one is in Durban

The Port Shepstone/Harding rail link is up for sale and other loss-makers could

● To Page 2

R200m shake-up for Sats

B/Day 12/4/87

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● From Page 1

also be disposed of

The Intac documentation/accounting system will operate from April.

The first automatic sorting system will come into operation at Belville in September this year In line with the Durban system, it will be able to handle 10 000 parcels an hour, while the Kaserne system will be able to handle up to 16 000

The Durban and Kaserne systems will operate from September next year

Regarding Sats' freight rates, Meyer said "Certain commodities are priced at a profit of 200% to subsidise numerous other commodities we have to convey at far below cost. Our competitors look at our published rates and quote at slightly below We lose that profitable traffic and then lack the finance to support the traffic we carry at below cost.

"While we will continue to negotiate individually, our standard rates for below-cost traffic will be increased slowly over time and our top rates will not be increased. Inflation will erode profits on the top rates."

The Durban Chamber of Commerce said in its latest *Bulletin*. "What has not been revealed yet is the lynchpin of the whole exercise· the time span for the State to assume full responsibility for meeting the enormous losses being incurred by uneconomic rail passenger services presently financed by Sats from profits reaped through overcharging for most of its economic services at an enormous cost to the user.

"There is no doubt that once freed from the burden of cross-subsidisation, Sats will become a formidable competitor in the movement of goods and, with the big battalions in the transport industry, can be expected to reduce tariffs dramatically and in the resultant shake-up there will, regrettably, be casualties"

SAA on the market, says Louw

(269) DD 13/2/87

Dispatch Correspondent

CAPE TOWN — The country's national airline, South African Airways, and its domestic and international routes are up for grabs if anyone in the private sector can come up with acceptable proposals, the Minister of Transport, Mr Eli Louw, confirmed yesterday

At a press briefing prior to asking Parliament for R6 billion in bridging finance for South African Transport Services (Sats) in the Part Appropriation Bill, (mini-budget) Mr Louw declared that SAA is a definite "applicant for privatisation"

The decision to relinquish state control of SAA apparently flows from recommendations made by a previous chairman of Gencor, Mr Wim de Villiers, who was appointed in 1985 to investigate Sats' financial and organisational structures, and propose a new strategy for the organisation in a deregulated transport market

Stressing the government's commitment to deregulation and freer competition within the transport sector, as set out in the white paper on national transport policy released in Parliament last week, Mr Louw declared that Sats' present intrusive role in road transportation is to be reversed

As a beginning, it has been decided that Sats will no longer be applying for any further road transportation permits

He stressed it would not be realistic to expect Sats to summarily withdraw from road transportation altogether. But its role will almost certainly be reduced as the private sector became more involved.

In tabling Sats' mini-budget in Parliament, Mr Louw revealed that the organisation's financial performance has been transformed

Indications are that instead of a working deficit of R98 million, a surplus of R139 million — reflecting an improvement of R237 million — will materialise

Asking for an appropriation of R6 billion to tide Sats over until its main budget is presented on May 26, Mr Louw indicated that account will be taken of this improved performance in determining future tariff, salary and pension adjustments

See also page 4

Rail crisis: crucial meeting today

By PATRICK LAURENCE

TOP officials from South Africa and Botswana meet today in a bid to find a long term solution to a dispute which threatens to halt the flow of railway traffic between South Africa and the neighbouring states of Botswana, Zambia, Zimbabwe and Zaire

At the core of the dispute is a conflict of will between Pretoria's nominally independent and strategically situated outcast state of Bophuthatswana and the internationally-recognised states of Botswana and Zimbabwe

But for the intervention of South African Transport Services (SATS), which is committed to the free flow of rail traffic, the trains might have been brought to a halt already, to the disadvantage of all

Bophuthatswana's geographic position gives it a relevance far beyond the pariah status conferred on it by the United Nations and the Organisation of African Unity

One of the seven blocks of territory which make up Bophuthatswana runs along the border with Botswana It is through that piece of territory that the railway line linking South Africa with Botswana, Zimbabwe, Zambia and Zaire passes

At the beginning of the year Botswana was due to take over from Zimbabwe Rail the administration of that portion of the line which runs through its territory That meant its railway staff would have to take trains across the border into Bophuthatswana and onto Mafikeng, where SATS staff would assume responsibility

Bophuthatswana, however, demanded that Botswana train drivers and railway staff apply for visas before bringing the trains across

Botswana, fearing that Bophuthatswana's demand was a strategem to force it to recognise Bophuthatswana, decided to postpone its takeover of Zimbabwe Rail rather than confer *de facto* recognition on Bophuthathatswana

But then Bophuthatswana raised the stakes by demanding visas from Zimbabwe Rail staff Zimbabwe, too, baulked at the thought of applying for visas and giving indirect recognition to Bophuthatswana

The prospect of a major breakdown of the flow of goods between South Africa and its black neighbouring states loomed, conjuring visions of material piling up on the Botswana side of the border by truckloads At least one train with 15 to 20 trucks crosses the border each day, according to Leon Els of SATS

But SATS intervened to prevent the crisis, sending its railway men to collect the trains and bring them across Bophuthatswana to Mafikeng

That however, was an interim solution for two months only to enable the parties to the conflict to resolve the situation permanently

Theoretically there are three possible durable solutions to the conflict

First, Bophuthatswana can be persuaded to withdraw its demands for visas, or, conversely, Botswana can be induced to agree to apply for them South Africa can bring a lot of leverage to bear on Bophuthatswana and, to a lesser extent, Botswana For the moment, however both territories seem to have adopted entrenched positions

Second, Botswana can build a new railway turn about point at Rakhuna 5km inside the Botswana border to avoid the journey through Bophuthatswana to Mafikeng Rakhuna would feed into Zeerust in the Western Transvaal via a 22 km bypass line, thus averting passage through Bophuthatswana, Els explained But at a minimum cost of R500 000 per km that would be a expensive exercise which Botswana may not be able to avoid or complete quickly enough

Third, Bophuthatswana and Botswana could meet for bilateral talks to try to find a mutually amicable compromise That is the approach favoured by South Africa

But whether Botswana will agree to talk officially to Bophuthatswana is another matter

No easy solution is in sight

The issue is further complicated by the warning delivered to Botswana by South Africa last weekend over the alleged presence in Botswana of two African National Congress guerrillas, Jacob Zuma and Lambert Moloi Zuma is said to have been active in Mozambique until South Africa demanded his expulsion

South Africa warned Botswana that it reserved the right to take whatever steps it deemed necessary, presumably, including armed force,

Botswana's President Quett Masire denied that the two men were in Botswana

Nevertheless, the raised political temperature is not congenial to today's talks

A young boy mourns for a relative allegedly killed by *kitskonstabels* in Grahamstown's Tantyi township The funeral of four victims was held last weekend

Picture STEVE HILTON BARBER (Afrapix)

Tutu 'anti-Jew' claims a smear says Goldberg

By FRAN BUNTMAN

THIS week s reports of "anti Semitic statements' allegedly made by Archbishop Desmond Tutu emanate from a source characterised as "highly suspect" by Aleck Goldberg, executive director of the SA Jewish Board of Deputies

The source — credited by the Boston Jewish Times, which ran the story in November last year — is the "Israel News Bureau" The story is datelined Jerusalem

According to the Boston newspaper, Tutu delivered a speech two years ago at a closed meeting of the Board of Deputies in which he "shocked his audience by declaring that 'The Jews are the biggest exploiters of the blacks, so they must suffer There will be no sympathy for the Jews when the blacks take over' "

The Boston newspaper article added that the Board had decided not to publicise the remarks out of fear that Tutu would be angry and would become even more anti-Jewish"

The identical "quotes" appeared this week in South African newspapers However, while the Boston paper gave its source as the INB, the Johannesburg paper cited a newsletter, which in turn credited a Washington columnist as its source

Tutu has denied ever saying such a thing, and Goldberg this week called the Boston report "a total lie' Tutu had met with the Board only once, last year, and there had been "a cordial exchange of views"

Goldberg said he had tried to investigate the INB, and discovered neither the Israel Censorship Board nor the Israel Press Office had ever heard of it It was identified, he said, only by a post-box number He has written to the Boston paper denying the report

Meanwhile an American journalist has also investigated the INB and leged a connection between the report and Rabbi Meir Kahane, an ultra right Israeli political leader who emigrated from the US several years ago A number of ultra right groups have consistently attempted to undermine Jewish support for the anti-apartheid movement, both in South Africa and internationally

SAA up for grabs, says Eli Louw

CHRIS CAIRNCROSS

SAA and its domestic and international routes were up for grabs if anyone in the private sector could come up with acceptable proposals, Transport Minister Eli Louw confirmed yesterday.

He said SAA was a definite "applicant for privatisation", but doubted whether, in the current political and economic atmosphere, there would be any takers.

The decision to relinquish State control of SAA apparently flows from recommendations made by Wim de Villiers, a previous chairman of Gencor, who was appointed in 1985 to investigate Sats's financial and organisational structures, and propose a new strategy for the organisation in a deregulated transport market.

Stressing government's commitment to deregulation and freer competition within the transport sector, as set out in the White Paper on National Transport Policy released in Parliament last week, Louw said Sats's present intrusive role in road transportation was to be reversed.

"In accordance with government policy regarding privatisation Sats has decided not to expand its existing road transportation services any further," said Louw.

He stressed that it was not realistic to expect Sats summarily to withdraw from road transportation. But its role will almost certainly be reduced as the private sector became more involved.

In tabling the Sats mini-budget in Parliament, Louw revealed that the organisation's financial performance had been greatly transformed.

Indications are that instead of a working deficit of R98m, a surplus of R139m, reflecting an improvement of R237m, will materialise.

Asking for an appropriation of R6bn to tide Sats over until its main budget is presented on May 26, Louw indicated that account would be taken of this improved performance in determining future tariff, salary and pension adjustments.

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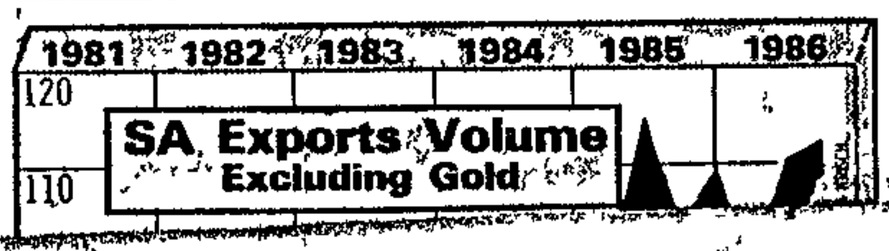


SAAN
SA ASSOCIA

OFFICIALS of two West German firms

R16,75c yesterday, bring
the gain since Tuesday to

Cape Times 13/2/87 269 (332)

SAA up for grabs

Political Staff

THE country's national airline, SAA, and its domestic and international routes are up for grabs if anyone in the private sector can come up with acceptable proposals, the new Transport Minister, Mr Eli Louw, confirmed yesterday

In a press briefing before asking Parliament for R6 billion in bridging finance for SATS in the Part Appropriation Bill, Mr Louw declared that SAA was a definite "applicant for privatization"

However, he doubted whether, in the current political and economic atmosphere, there would be any takers

The decision to relinquish State control of SAA apparently flows from recommendations made by Mr Wim de Villiers, a previous chairman of Gencor, who was appointed in 1985 to investigate SATS structures

Stressing government's commitment to deregulation and freer competition within the transport sector, as set out in the White Paper on National Transport Policy released in Parliament last week, Mr Louw delared that SATS's present intrusive role in road transport was to be reversed

As a beginning, it has been decided that SATS will no longer apply for any further road transport permits

He stressed that it would not be realistic to expect SATS summarily to withdraw from road transport altogether But its role will almost certainly be reduced as the private sector becomes more involved

The decision was quickly applauded yesterday by organized commerce and industry

In tabling SATS's mini-budget in Parliament, Mr Louw disclosed that the organization's financial performance had been radically transformed

Indications are that instead of a working deficit of R98m a surplus of R139m, reflecting an improvement of R237m, will materialize

Asking for an appropriation of R6 billion to tide SATS over, until its main budget is presented on May 26, Mr Louw indicated that account would be taken of this improved performance in determining future tariff, salary and pension adjustments

A decision on these issues will be announced in the main budget

Reviewing SATS activities over the past year, Mr Louw observed that trading conditions had generally reflected a decline, with overall revenue reduced by R23 million compared to the previous 12 months

□ The transport mini-budget was geared at the election and there would be tariff increases afterwards, the PFP spokesman on transport affairs and MP for Port Elizabeth Central, Mr John Malcomess, said yesterday

Proposing an amendment to the Part Appropriation Bill, Mr Malcomess said he was doing this because of continued racial discrimination both in the transport services and in SATS employment policy, because privatization and deregulation was being delayed and SATS had still not raised its level of business efficiency

Welcoming the recent White Paper on National Transport Policy, Mr Malcomess said that perhaps the most important aspect of the recommendations contained in the White Paper was that it would help to "reduce the throttle-hold which SATS had had over transport affairs in South Africa for so many years"

□ Whites were being jostled on stations because segregation measures had been removed, Mr Ferdinand van Heerden (CP De Aar) said in the second reading of the bill

The CP opposed the budget because it stimulated inflation, promoted integration and neglected white SATS workers

NRG43 13/2/87 (269)

TRANSPORT SERVICES PART APPROPRIATION BILL

Sats 'loses money when it carries apartheid victims'

By FRANS ESTERHUYSE
Political Staff

ONE of the big problems facing South African Transport Services was the losses incurred by transporting "victims of apartheid", said Mr John Malcomess (PFP Port Elizabeth Central)

Mr Malcomess said the Government had to take responsibility for meeting the full cost of uneconomic socio-economic services provided by Sats

Part of this cost was that of transporting victims of apartheid to and from the places where they now lived

Speaking in the second-reading debate on the Sats mini-budget, Mr Malcomess said "The country is crying out for an efficient, cost-effective transport system and only the Government stands in the way

"Discredit"

"Any further delay in bringing about the necessary changes will be to the enormous discredit of the Government"

Mr Malcomess also called on the new Minister of Transport Affairs, Mr Eli Louw, to do away with apartheid on trains

Referring to whites-only signs on suburban train coaches, Mr Malcomess said "Surely in this day and age we have got beyond that Surely we can share South Africa in a meaningful manner without these demeaning signs"

Years ago Mahatma Gandhi was thrown off a train That made him become a campaigner against racism The Government should bear in mind there could be others who could react in the same way

Inflation

The same applied to Sats employment practices Although some steps had been taken towards a parity programme, there were areas where employees who were not white were treated less favourably than whites

Mr Malcomess said he had no doubt that Government actions over many years had driven the cost of transport far higher than it should have been

This had had inevitable inflationary consequences

One of the worst examples of Sats interference was a campaign conducted against private haulage contractors Millions of rands had been spent on legal fees in applying for permits and fighting cases These costs had to be recovered in the cost of transport

Mr Malcomess Mr Louw

Far worse was that Sats had its own police who were "shamelessly" used to protect Sats's commercial interests In three months in 1984 the Railways Police impounded no fewer than 46 private-sector vehicles that were competing with Sats

Mr Malcomess said there were many things in a recent White Paper on national transport policy which were to be welcomed

Perhaps the most important aspect was that the proposals, if implemented, would help to reduce the "throttlehold" which Sats had had over transport for many years

This had cost the country dearly and it had been "shamelessly abused" Not only Sats was to blame for this, but also the Ministers of Transport and the Government over many years

Mr Malcomess suggested that rail tariff increases had been delayed by the Government because of the election

Defended

He moved an amendment that the House decline to pass the Sats Part Appropriation Bill until certain steps had been taken, including the removal of racial discrimination from transport services and employment practices

Government speakers defended Sats

Mr Giel Malherbe (NP Wellington) said Sats had to be run on an economic basis and the wishes of clients had to be taken into account

"It is not for us to say which signs must be put up or which signs must be taken down," he said

Sats was a benevolent monopoly because it provided a reliable transport service to the whole country.

Dr Piet Welgemoed (NP Primrose) said that if Sats were to be privatised, this should be done in a way that would ensure competition

Business Day

C (45c + 5c tax)
For other prices, see Back Page

Natal, Western Province, Eastern Province 80c (71c + 9c tax)

B/Day 16/2/87 (269)

Call for some domestic air routes to go private

SAA's international and domestic operations look set to stay in government hands until such time as certain domestic air routes are handed over to the private sector.

Industry spokesmen are adamant this sould be a pre-condition to any SAA privatisation.

Reacting to a *Business Day* report in which Transport Minister Eli Louw said SAA was a definite "applicant for privatisation", Comair MD Peter van Hoven said deregulation and competition was necessary within the country.

MICK COLLINS

"As with British Airways in the UK, British Caledonian was first strengthened by BA divesting of certain routes

"We welcome the Minister's talk of privatisation. But privatisation as it stands would merely substitute a private sector monopoly for a state monopoly. It would not be the optimum solution."

The allocation of routes is at present handled by the National Transport Commission, on which the private sector is represented

The commission also adjudicates on the granting of licences

Magnum Airline MD Jenny Nathanson said privatisation, which was welcome, would allow the private sector to operate in an area which which was considered unprofitable for SAA

"We would love to operate some of its more unprofitable routes Magnum is already running the Bloemfontein-Johannesburg route with considerable success.

"SAA is operating 80% of its domestic air routes at a loss. It should hive off some of its low-load routes to the tertiary industry to make us competitive"

Nathanson said if SAA was to get rid of unprofitable routes and concentrate on the main ones it would become "incredibly profitable"

Association of SA Travel Agents (Asata) secretary John Bing said deregulation could stimulate the depressed travel industry

"For instance, abolishing fixed air fares would result in lower fares and increased demand"

Commerce 'paved way' for new deal on transport

MICK COLLINS

DRAMATIC developments expected in the transport industry this year are attributable to pressure from organised commerce, says the Johannesburg Chamber of Commerce (JCC).

In its latest bulletin, the JCC says the developments, coupled with the adoption of a number of new laws and regulations, will change the face of the transport sector in SA entirely.

"Many of the changes will be profound and the entire private sector will be affected.

"After many years of pressure from organised commerce, the National Transport Commission in 1981 initiated a National Transport Policy Study to provide information to assist in formulating recommendations to government for the rationalisation of a transport policy," says the JCC.

The co-operation achieved between the Department of Transport, South African Transport Services and the private sector has resulted in a consensus on the recommendation for a new policy.

"Government has broadly accepted the recommendations in a White Paper tabled in Parliament last week."

The White Paper has the broad support of the private sector.

"The necessary legislation to implement the new policy has now been referred to the private sector for comment."

Commenting on the new situation developing in the transport field, JCC president Pat Corbin says differences of opinion will arise over the timing of the orderly transition from a highly regulated system to a highly deregulated system.

"A continuing responsible approach by all those involved will be essential if the changeover is to take place as smoothly as possible and with the minimum disruption to the economy."

The JCC report says: "The new transport policy will undoubtedly result in the easier entry into the field of both passenger and freight transport for entrepreneurs of all races.

"A more effective and efficient transport system will provide users with a greater choice and better service at competitive prices."

Govt must go, say top churchmen

From page 1

□ "The detention of 25 000 under emergency regulations — 40 percent of whom are children under 18 years old.

□ "The homeland policy of relocation camps and forced removals.

□ "The continuation of apartheid in whatever modern guise this evil system may have.

□ "Violence the State has to employ to ensure white domination, and the counter-violence it inevitably calls forth."

The statement continues: "Of course, the people's organisations should be unbanned and all political prisoners and detainees should be released.

"These are the issues. These will remain the issues, not another all-white election which is the sad substitute for the full and meaningful participation of all South African people in a democratic government."

Archbishop Tutu and Dr Boesak said the issue was not how a white election could "improve" the government.

"The issue is that this Government has lost all claim to legitimacy. It constitutes an unmitigated danger to the future of our country.

"It should be removed and replaced with a government that is democratic and representative. It is as simple as that and no amount of blustering will changes these facts.

"The sooner all of South Africa realizes this the better it will be for all of us," the churchmen said.

HAMISH McINDOE

THE Department of Foreign Affairs, tired of waiting for a US court judgment on SAA's application to have its landing rights ban overturned, is expected to initiate talks with Washington.

The talks will lay the groundwork for getting SAA's twice-week-

Talks on US landing rights for SAA on the cards

ly flights to the US resumed at least until October 10.

The 39-year-old Air Services Agreement, which requires one year's notice of cancellation, was overriden last November by a presidential order banning SAA flights as part of wider sanctions mandated by Congress.

Foreign Affairs senior legal adviser Advocate John Vial said yesterday: "We cannot wait indefinitely for the Columbia District Court of Appeals to hand down its judgment on the ban.

"The department is now anxious to get bilateral talks at government level underway, preferably by the end of the month."

The Columbia court had been expected to give judgment between the end of January and the first week of February.

In terms of the air agreement, Foreign Affairs consultations with the US State Department are a prerequisite for starting arbitration proceedings should talks fail.

SAA may, as a last resort, try to sue for damages for one year's loss of revenue should all appeal options in the US be exhausted.

But SAA CE Gert van der Veer stressed last year that the main thrust of the airway's legal action in the US was to "keep flying" rather than claim damages at this stage.

PARLIAMENT

MINI-BUDGET

Barend apologises for loan levy interest error

By FRANS ESTERHUYSE
Parliamentary Staff

THE Minister of Finance, Mr Barend du Plessis, has admitted an error in his mini-budget speech which could have meant a half-percent loss in loan levy interest for taxpayers

Mr du Plessis admitted the error and apologised to the House of Assembly after an opposition threat to take the Government to court

The incorrect figure given in the Minister's mini-budget speech meant that the interest on the 1983 loan levy of R210-million to be repaid to taxpayers would have been a half percent below the interest rate promised by the Government

The issue was raised by Mr Harry Schwarz (PFP Yeoville), chief opposition spokesman on finance, during yesterday's third-reading debate on the Part Appropriation Bill

Promised figure

Quoting from Hansard, Mr Schwarz said the Government had promised in 1982 to pay eight-percent interest on the 1983 loan levy

Yet the figure given by the Minister in his recent mini-budget speech was only 7,5 percent — a half percent less than the promised figure

"Why is he taking away a half percent? If he tries, we will take him to court," he said.

He added that the Minister would not make a mistake in favour of taxpayers

Replying, Mr du Plessis said Mr Schwarz was right — the interest rate was eight and not 7,5 percent as stated in the mini-budget speech

A "very senior official of absolute integrity" had been responsible for the mistake

"I tender my apology to the House and to the public at large It was a bona fide mistake Nobody intended to pinch anything from anybody," Mr du Plessis said

Sats 'notes the needs of its clients'

Parliamentary Staff

THE South African Transport Services took into account the "needs and preferences" of all its clients, said the Minister of Transport Affairs, Mr Eli Louw

He was responding to opposition criticism that there was either too much or too little apartheid in Sats

He said South Africa was in a process of reform Sats monitored the situation and adapted accordingly

Reacting to a call by Mr John Malcomess (PFP Port Elizabeth Central) for the removal of racial discrimination from Sats passenger services, Mr Louw accused Mr Malcomess of being "a white radical liberal"

Mr Louw said "We have direct channels for negotiation with all groups"

TAKEN BY CAR

Reacting to Conservative Party complaints about the "crowding-out" of whites at railway stations, Mr Louw said adaptations were made to ensure that racial clashes would not occur

Earlier Mr Jan Hoon (CP Kuruman) said there had been racial friction and clashes since Sats did away with apartheid at railway stations

He told of an incident where whites refused to travel on a Sats bus from Kuruman to Kimberley because there were coloured people on booard

The whites were then taken by car

Mr Hoon said Sats should go back to its old policy of racial segregation This would prevent racial friction

Govt denies having manufactured inflation

IT was unfair electioneering to accuse the Government of "manufacturing" inflation, the Minister of Finance, Mr Barend du Plessis, said

Replying to third-reading debate on the mini-budget, he said there was no clear-cut policy that could address the issue of inflation and eradicate it without causing an enormous number of unpleasant side effects

"We can kill inflation but we will kill the economy in the process," he said

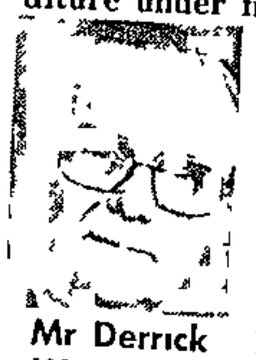
SOCIAL WELFARE

If South Africa had a more comprehensive social welfare system the Government would be able to embark tomorrow on a programme to kill inflation, as it would have been able to cope with a much larger unemployment figure

"I'm prepared to accept the criticism levelled at us for the relatively high rate of inflation But what are our choices?

"My problem in this job is to reconcile the difference between the demands for equalisation now or in the near future, and the ability of the economy in terms of growth to pay for it"

Mr du Plessis denied that the mini-budget was a "blank cheque" for Government spending Opposition members should not be too sure that the Government was not getting departmental expenditure under firm control



Mr Derrick Watterson

Earlier, Mr Derrick Watterson (NRP Umbilo) said he wondered whether inflation was "deliberately being maintained" by the Government for its own purposes

One advantage of such a move to the Government was that inflation eased the balance of payments situation by making imports expensive and exports more attractive to overseas buyers

Mr Watterson said he believed there was no hope of inflation decreasing under the present "bloated bureaucracy" which would increase with the new Regional Services Councils — Sapa

'Squeegee affair harms SA'

Parliamentary Staff

THE Squeegee banning incident and the "local option" it represents have been condemned as "ridiculous" in the House of Representatives

The Rev Allan Hendrickse, chairman of the Ministers' Council for the house, said the banning of Nkululeko Skweyiya from the school athletics at Menlo Park would "harm the relationship among all South Africans and destroy existing goodwill"

It gave "credence and ammunition to our critics who say reform is meaningless"

He commended the Minister, Mr Stoffel Botha, for his statement condemning the action

"But I also want to draw the attention of the National Party to the ridiculousness of what they term the "local option'"

Sats man accepts key to his future

By
ADRIAN MONTEATH

QUEENSTOWN — A South African Transport Services (Sats) bus driver, Mr Tekana Sizani, smiled broadly yesterday when he was handed the key to his new house in Sterkstroom location

"I feel very happy," he beamed, with his arms round his wife, Nancy, and three-year-old son, Tobias

"This is very different from our house in the old part of the location"

No wonder

Facilities in Mr Sizani's new home include fitted carpets, fitted cupboards, a built-in garage and separate bathroom and lavatory. There is no electricity yet, but fittings have been installed

He was handed the key to his future by the East London-based regional secretary of the Railway Workers' Union, Mr Silence Bebelele

Mr Sizani was one of 23 families to take possession of their new homes on a new R750 000 Sats development put up by a Queenstown builder, Mr Nick van den Berg

A final three houses will be completed soon

A similar scheme is due to start in Queenstown next month, with 60 houses planned for the first stage and a further 40 to follow soon. Some 250 plots will eventually be developed

Schemes have already been completed in Burgerdorp, Aliwal North (where expansion is due) and Elliott, and there are plans for Steynsburg and Adelaide East London will eventually follow.

Transport employees are given 100 per cent loans to buy their two or three-bedroomed houses, at interest rates rising form one-and-a-quarter to five per cent, depending on the worker's income.

Loans are calculated according to salary, Mr Ben van Wyk, the senior supervisor of the house ownership scheme in the Eastern Cape, said yesterday, with a maximum of 30 per cent of income allowed.

Insurance rates on the houses, prices of which generally range from about R18 000 to R24 000, are very low, he added, with at least 95 per cent of successful applicants being given free life assurance.

Mr Van Wyk said that everything possible was done to make sure people got the best value for their money

"Savings can be made by seeing, for instance, that sewerage pits and fences were shared Even clothes lines are included," he added.

Most houses are built to standard designs, but people can ask for more elaborate buildings

An East London ticket collector, Mr Melvyn Vena, has an architect-designed luxury villa at Sterkstroom worth R44 000.

Houses are built only once it has been established that there is a demand for them, and it is the job of senior clerk, Mr Noel Knicklebein, to find applicants. He gives talks to railways workers to interest them in the scheme.

"This job offers great satisfaction. It is wonderful to see people properly housed A man said the other day 'Boss, this is the best thing that ever happened to me'," Mr Knickelbein said.

And Mr Bebelele, who attended the handing-over with two union colleagues, added· "I am very happy with the housing This is a very beautiful scheme."

Cape Times 17/2/87

Race row on SATS bus

269

HOUSE OF ASSEMBLY. — Whites who refused to travel on a SATS bus from Kuruman to Kimberley because there were coloured people on board were taken to their destination by car, Mr Jan Hoon (CP Kuruman) said yesterday.

Speaking during second-reading debate on the SATS mini-budget, he said incidents such as this and the Menlo Park black schoolboy affair were the result of the government's "ambiguous" policies

The incident happened last year, when coloured and white people were booked on the same bus Whites who were to have boarded at Danielskuil refused to travel on it and were transported in a car

SATS should go back to its old policy of racial segregation, he said, and friction between races would be avoided

He asked the Minister of Transport Affairs, Mr Eli Louw, whether he was going to "force whites to travel with coloureds"

SIPHO NGCOBO reports that a SATS official, Mr Johan Hugo, confirmed the incident: "It happened in August last year when an elderly white couple refused to travel on our bus because of the presence of coloured passengers on board To prevent an unnecessarily embarrassing situation, we decided to take the couple by car to Kimberley It was better than removing the coloured passengers," said Mr Hugo

He added, however, that it was by no means a matter of policy to arrange alternative transport for those who objected to sharing facilities on racial grounds

Collapse of 'grey permit' transport

Finance Editor

THE work and incomes of at least 1 000 workers were at stake in the collapse of the 'grey permit' transport system, the Public Carriers' Association executive director, Mr Ian Moss, said yesterday

Last week, following a Supreme Court ruling, the wide-ranging interpretation of what could be carried by road transporters using 'grey permits' was curtailed

The PCA is surveying its members to discover the extent of what it labels a ludicrous situation in which the recently published White Paper on Transport advocates the removal of the road transport permit system

Mr Moss said they had found 28 firms with turnovers ranging from R18 000 to R750 000 a month were affected, the value of the vehicles halted in their work was between R40 million and R100 million and the value of the goods shifted was an 'astronomical amount'

He pointed out that the grey permit issue was the 'tip of the iceberg' of the whole permit system which caused endless problems

They were getting the sympathetic ear of the Minister of Transport Affairs and his department and hoped a solution would be found soon .

Bankruptcy

Commerce and industry has not started to complain about the collapse of the grey permit system

The PCA met the minister last week and is giving the issue 'urgent attention' It says the heavy haulier industry is in serious financial difficulties and companies are facing bankruptcy

Mr Moss said the problems had arisen after the court judgment against the vague wording of certain transport permits

He said that since 1978 vaguely worded permits had been issued for the transport of certain goods, and transport undertakings had built their businesses on this kind of transport

It was a pity that the matter could not have been resolved through accepted administrative channels

The legal situation had forced established concerns to a standstill, without the economic effects of such a step being taken into consideration

A plan of action for the transport industry had become a vital necessity, Mr Moss said

Now private hauliers slam White Paper on transport

Star 9/2/87 (269)

By Zenaide Vendeiro, Transport Reporter

The Government's acceptance of most of the preconditions for a more market-related transport policy has been criticised by the National Association of Private Transport Operators (NAPTO).

The association, representing operators which carry their own goods, is the second large transport organisation to criticise the White Paper on the National Transport Policy Study.

Last week the Public Carriers Association (PCA) withdrew from the policy study group because of strong dissatisfaction with the White Paper.

Like the PCA, NAPTO says that while the White Paper contains certain laudable principles it failed to address major issues of crucial importance to transport.

However, Assocom has welcomed the Government's reaction to the study's recommendations.

It says the new policy will lead to a much more effective transport system as entry into the market will be easier and more opportunities will be created. This will lead to greater competition.

Distortions would be eliminated, market forces would play a more prominent role and public safety would be improved.

NAPTO chief executive Mr Andre Jacobs said deregulation was clearly the intention of the White Paper. This meant the achievement of two goals an immediate and substantial reduction in transport costs and immediate and greater freedom of entry and movement.

However, the Government's acceptance of preconditions put forward by various organisations could become a serious obstacle. Some caused grave concern while others would take years to achieve, he said. These included:

- That South African Transport Services be relieved of the financial burden of providing uneconomic socio-economic services, that it be allowed to introduce cost-related rail freight tariffs and that it be allowed to remain autonomous and relieved of other obligations.
- Private road hauliers contribute to the provision and maintenance of roads, and that all operators contribute full taxes, levies and licences.
- Infrastructure, such as testing facilities, be introduced to enforce a road freight quality system.

Mr Jacobs said the correct procedure would be to immediately scrap the permit system "owing to the subsequent huge cost savings that would flow to users of transport".

He said it could take 10 years to provide the needed infrastructre to enforce the proposed road freight quality system.

The precondition concerning private sector contributions to the provision and maintenance of roads caused grave concern, he said.

Private hauliers already contributed to the National Road Fund through an 8,5c levy on each litre of diesel. The White Paper suggested that, in addition, levies and licence fees be increased to recover a calculated shortfall of R253 million.

"Continuing recovery of shortfall suggests that private road hauliers would be required to 'balance' the roads account each year," he said.

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MRS NC MQUDU

Move to wipe out Durban bus apartheid

19/2/87 (269)

W/M

Municipal Reporter

THE last vestige of bus apartheid in Durban may soon be a thing of the past.

Yesterday, the Durban Transport Management Board asked the Local Road Transportation Board to officially desegregate all Green Line (black) buses.

If the application is successful there will be no more racially restricted busing in Durban.

"We desegregated the blue service, we desegregated a portion of the green service, we've got no valid reason for not desegregating the rest of the Green Line buses," Durban Transport Management Board chairman Marshall Cuthbert said yesterday.

A little more than a year ago whites were permitted on some buses for coloureds, Indians and blacks.

Black buses on routes serving the Point, Musgrave Road via Greyville and the Berea, Haig Road via Greyville and the Berea, Red Hill, Virginia, Glenashley, Glen Hills, Howard College, Manor Gardens, Glenwood and Glenmore were desegregated on February 13, 1986.

Durban's whites-only buses were opened to all last November, ending a decade's struggle to integrate the buses.

Air fares: discount

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

Whether any special discount was given on the air fares of members of a certain party, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply, on the occasion of an overseas trip made by these members in September or October 1986, if so, *(a)* what was the nature of the discount, *(b)* why was it given, *(c)* who took the decision in this regard and *(d)* what is the name of this party?

The DEPUTY MINISTER OF LAW AND ORDER (for the Minister of Transport Affairs)

No

(a) to *(d)* Fall away

Mr D J N MALCOMESS Mr Chairman, arising from the answer of the hon the Deputy Minister of Law and Order—he is standing in for his colleagues from the Department of Transport who are not here for some reason—may I ask him whether any Government department paid the fares of the members of the United Christian Reconciliation Party—I believe it is a Government-supported front—to go overseas within a short time of the party being founded?

The DEPUTY MINISTER Mr Chairman, I cannot reply to that question The reason why my hon colleagues are not here is because they are busy at the moment with work in the House of Delegates I suggest that the hon member tables this question [Interjections]

Mr D J N MALCOMESS Mr Chairman, further arising from the answer of the hon the Deputy Minister, may I ask whether the airfares were perhaps paid by Volkskas Bank?

The CHAIRMAN OF THE HOUSE Order! That is not a proper question

Tariffs

*8 Dr W J SNYMAN asked the Minister of National Health and Population Development †

(1) Whether he recently received any representatives from bodies or persons in respect of the fixing of the statutory tariff for medical services provided by doctors and dentists to members of registered medical schemes, if so, *(a)* from what bodies or persons, *(b)* when and *(c)* what was the nature of the representations,

(2) whether his Department intends effecting any changes to the provisions in this connection contained in the Medical, Dental and Supplementary Health Service Professions Amendment Act, No 58 of 1984?

†The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(1) No

(2) No

17/2/87 (269)

Coaches, opening

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

(1) Whether, with reference to his reply to Question No 502 on 24 March 1986, he intends opening any further coaches on trains for occupation by all race groups, if not, why not, if so, (i) which coaches and (ii) when,

(2) whether he or any member of the South African Transport Services has received any further representations regarding the opening of railway coaches for occupation by all race groups since his reply to the above question, if so, *(a)* from whom and *(b)* what was the nature of these representations?

Hansard

The DEPUTY MINISTER OF LAW AND ORDER (for the Minister of Transport Affairs)

(1) (i) and (ii) As indicated in the reply to Question No 502 on 24 March 1986 the occupation of passenger coaches by the various population groups is continually being monitored and adjustments are made as and when the need arises

(2) Yes

(a) The Chairman of the Patriot Association of South Africa and several persons in their private capacities

(b) The opening of all passenger coaches to all races

M-Net

*10 Mr D J DALLING asked the Minister in the State President's Office entrusted with Administration and Broadcasting Services

Whether he will furnish information on the terms of the licence to broadcast which was issued to M-Net, if not, why not, if so, what are the terms of this licence?

The MINISTER IN THE STATE PRESIDENT'S OFFICE ENTRUSTED WITH ADMINISTRATION AND BROADCASTING SERVICES (Question tabled with leave of House)

The licence conditions issued in terms of clause 7 (2) *(b)* of the Radio Act 1952, (Act No 3 of 1952), by the Minister responsible for the implementation of the Broadcasting Act, 1976 (Act No 73 of 1976), to the Electronic Media Network (Pty) Limited on 17 October 1985 and as amended by the Cabinet on 14 May 1985 are as follows

(1) The programmes of Electronic Media Network (Pty) Limited (hereafter called M-Net) are broadcast in coded form on television and are only received by people willing to subscribe to the service M-Net may, however, initially broadcast uncoded during the daily time-slot of 17h00 to 19h00 until such time as a subscriber figure of 150 000 is reached, on condition that

(a) at least half of this time be used for programmes aimed at infants and youth,

(b) advertisements broadcast in this time-slot, must not exceed 8% of this transmission time,

(c) a subscriber is someone who pays a fee per month or otherwise in order to receive the M-Net service for his own household, either directly or by means of a video recording which could later be replayed In the case where a contract is concluded for the reception and subsequent distribution of the M-Net service to a number of households, grouped together in a common unit, such as a block of flats or a hotel, the separate residential unit is considered a "subscriber" In cases where it is difficult or impossible in practice to identify the number of separate residential units, the total contract amount per common unit will be divided by the fee M-Net charges for the individual subscriber, in order to determine the number of subscribers

(2) M-Net only televises programmes for entertainment and relaxation and no news bulletins or politically controversial programmes, on the understanding that when the Minister responsible for the implementation of the Broadcasting Act 1976 (Act No 73 of 1976) requests M-Net to televise news, information or other matters of national importance, M-Net must comply with the particular request without charging any fee

(3) M-Net receives no share of the annual licence fee for the use of tele-

Bop transport workers held

(269) Sowetan 18/2/87

By ALINAH DUBE

MORE than 200 Transport and Allied Workers' Union (Tawu) members were arrested in Pretoria yesterday following work stoppages at five of the Bophuthatswana Transport Holdings bus depots

Mr Esau Rankgolo, Tawu's general secretary told the *Sowetan* that the arrests took place at a Pretoria West depot where trade union members had gone to announce their decision to boycott work in protest against management's refusal to recognise Tawu as their representative body

A spokesman for the SAP public relations division in Pretoria yesterday confirmed that a number of people were taken in and questioned by police He said they were later released

"Workers said they were disillusioned with BTH and felt they had to apply other methods to pressurise the company into recognising Tawu They said they would not accept claims that foreign trade unions were forbidden from representing workers in homelands," Mr Rankgolo said

Police

Some of the workers told the *Sowetan* that they stopped working after morning shifts and went to Pretoria West to present their case to management

"On arrival at the depot, we found a number of police vehicles parked near the company premises Some of our colleagues were already in the police vans when we arrived at the premises," the workers said

Mr Slatter Rawlings, BTH public relations manager, aid the current Bophuthatswana Legislation did not allow workers employed in the homeland to be represented by foreign organisations His company, he added, could therefore not contravene the law by recognising Tawu

ION Annual Education

The MINISTER OF LAW AND ORDER

(a) and *(b)* I do not consider it in the interest of public safety to reveal information of this nature

Management centres

114 Mr B B GOODALL asked the Minister of Law and Order

(a) How many joint management centres had been established as at 31 December 1986, *(b)* where are these centres located and *(c)* who (i) is the chairman and (ii) are the members of each of these centres?

The MINISTER OF LAW AND ORDER

(a) Eleven

(b) Bloemfontein, Brig R Otto (SADF)
Durban, Brig J H Pretorius (SADF)
Johannesburg, Maj gen M van Eyk (SAP)
Cape Town, Brig R N van der Westhuizen (SAP)
Kimberley, Brig D C Benade (SADF)
Nelspruit, Maj gen J J Bisschoff (SADF)
Pietersburg, Maj gen G L Meiring (SADF)
Port Elizabeth, Brig W G Kritzinger (SADF)
Potchefstroom, Brig J G du P Coetzee (SADF)
Pretoria, Brig J P M Moller (SADF)
Walvisbaai, Acting Cdr I J Manning (SADF)

(c) (i) As in *(b)* above

(ii) The members of each centre are regional representatives of State Departments present in the region or represented there and which have an interest in the activities of the management centres

Internal Security Act

129 Mrs H SUZMAN asked the Minister of Law and Order

(1) How many persons were being detained under section 28 (1) of the Internal Security Act, No 74 of 1982, as at the latest specified date for which figures are available,

(2) whether any such persons had been detained for longer than three months, if so, *(a)* how many and *(b)* for what period in each case?

The MINISTER OF LAW AND ORDER

(1) None

(2) *(a)* and *(b)* Fall away

Internal Security Act

157 Mr P C CRONJÉ asked the Minister of Law and Order

How many visits to detainees held under section 29 of the Internal Security Act, No 74 of 1982, were made by *(a)* inspectors and *(b)* magistrates in 1986?

The MINISTER OF LAW AND ORDER

(a) 2 738

(b) 3 143

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Detainees

159 Mr P C CRONJÉ asked the Minister of Law and Order

Whether he received any written representations in 1986 from detainees held under section 29 of the Internal Security Act, No 74 of 1982, relating to their detention or release, if so, *(a)* how many and *(b)* in how many cases did the representations result in the release of the detainees concerned?

The MINISTER OF LAW AND ORDER

Yes

(a) 64 persons

(b) None

Bophuthatswana/Ciskei/Transkei/Venda

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

Whether any South African officials had been seconded to the Government Service of *(a)* Bophuthatswana, *(b)* Ciskei, *(c)* Transkei and *(d)* Venda as at the latest specified date for which figures are available?

The MINISTER OF FOREIGN AFFAIRS

Yes The number of seconded officials as at 1 February 1987 was as follows

(a)	Bophuthatswana	331
(b)	Ciskei	525
(c)	Transkei	103
(d)	Venda	232

Hansard 20/2/87

Infant mortality rate

197 Dr M S BARNARD asked the Minister of Home Affairs

What was the infant mortality rate for *(a)* Blacks, *(b)* Coloureds, *(c)* Indians and *(d)* Whites in the Republic in 1985?

The MINISTER OF HOME AFFAIRS

*(a)** 80,0

(b) 40,7

(c) 16,1

(d) 9,3

Hansard 20/2/87

Rates are expressed as per 1 000 of the population

The lower rates, compared with the rates of previous years, are attributed to an advanced closing date as declared in paragraph 2 3 1 1 in the 1985 annual report of Central Statistical Service

*Estimated because of incomplete registration of deaths

Commuter services

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

What was the total loss incurred by the South African Transport Services on commuter services in the *(a)* Vaal Triangle, *(b)* Cape Town/Peninsula, *(c)* Port Elizabeth/Uitenhage and *(d)* Durban/Pinetown areas in the 1986-87 financial year?

The MINISTER OF TRANSPORT AFFAIRS

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

R —million

(a) 314

(b) 157

(c) 11

(d) 153

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Government-subsidised passengers

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

What percentage of *(a)* first-class and *(b)* second-class long-distance rail passengers travelled at Government-subsidised fares in 1986?

The MINISTER OF TRANSPORT AFFAIRS 269

For the financial year 1985-86

(a) 3,9 per cent

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(b) 2,9 per cent

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

Employees

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

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

The MINISTER OF TRANSPORT AFFAIRS

	(i)	(ii)	(iii)	(iv)
(a)	77 797	14 453	288	none
(b)	none	none	7 247	63 475
(c)	none	none	3 063	13 192
(d)	none	none	92	1 482

Air hostesses

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

(a) How many applications to train as air hostesses were received in 1986 from (i) Whites, (ii) Coloureds, (iii) Asians and (iv) Blacks and *(b)* how many of these applications were successful in respect of each race group?

The MINISTER OF TRANSPORT AFFAIRS

(a) and *(b)* As a result of the reduction in traffic as well as the rationalisation of all services during 1986, no cabin attendants, irrespective of race group, were employed

Statistics regarding applications are no longer kept and is not readily available It will take much time and expense to gather such information

Air/ground hostesses

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

(1) How many *(a)* Black, *(b)* Coloured and *(c)* Asian persons were employed by the South African Airways as (i) air and (ii) ground hostesses as at the latest specified date for which figures are available,

(2) whether such *(a)* air and *(b)* ground hostesses are members of the permanent staff, if not, why not,

(3) what progress has been made in bringing about parity in service conditions for all Transport Services employees?

The MINISTER OF TRANSPORT Affairs

6 February 1987

(1) *(a)* (i) and (ii) None

(b) (i) 6

(ii) 10

(c) (i) 7

(ii) 2

(2) *(a)* and *(b)* No They are classified as regular employees with security of tenure

(3) A programme has been embarked upon which is designed to achieve parity of service conditions for all Transport Services' employees

As the hon Member is aware phase one and two of the programme have already been implemented Phase three will be implemented concurrent with the next general increase in salaries This phase provides for the attainment of parity in so far as salaries are concerned and the amendment of the formulae for the calculation of pension benefits

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Immigrants

251 Mr A B WIDMAN asked the Minister of Home Affairs

(a) What is the estimated number of (i) males and (ii) females who entered the Republic as immigrants in the latest specified period of 12 months for which figures are available and *(b)* how many such (i) males and (ii) females were 17 years of age or younger?

The MINISTER OF HOME AFFAIRS

(a) (i) 3 600

(ii) 3 784

(b) (i) 904

(ii) 908

20/2/87 Hansard

The abovementioned figures are for the twelve month period ending November 1986

Religious objectors

261 Mr G B D McINTOSH asked the Minister of Manpower

Whether any national servicemen who were granted the status of religious objectors have had to wait to be placed in alternative service, if so, how many such religious objectors were not placed in alternative service for *(a)* 12 months, *(b)* 9 months, *(c)* 6 months and *(d)* 3 months in 1986?

The MINISTER OF MANPOWER

(a) 12 months—Nil

(b) 9 months— 4

(c) 6 months—18

(d) 3 months—65

Religious objectors

264 Mr G B D McINTOSH asked the Minister of Manpower

20/2/87 Hansard

(1) How many national servicemen who had obtained the status of religious objectors were assigned to his Department for placement in alternative service in 1986,

(2) whether any of these religious objectors remain to be placed in alternative service, if so, how many *(a)* had and *(b)* had not been so placed as at the latest specified date for which information is available?

The MINISTER OF MANPOWER

(1) 279

(2)	*(a)*	Placements	236
	(b)	Not Placed	33
		Deferment granted	10

Artisans/apprentices

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

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

The MINISTER OF TRANSPORT AFFAIRS

(a)	(i)	11 929	As at 15 January 1987
	(ii)	3 567	
(b)	(i)	34	
	(ii)	17	
(c)	(i)	10	
	(ii)	5	
(d)	(i)	5	
	(ii)	10	

20/2/87 Hansard

Hot bother for Sats bus passengers

(269) 20/2/87 DD

Dispatch Reporter

EAST LONDON — Passengers on a South African Transport Services bus had to wait in sweltering heat while the bus's air conditioning system was being repaired — although the bus stop was nearby

Yesterday passengers said they had suffered delay and inconvenience during the incident, because they were not allowed to disembark

One of the passengers who had travelled from Port Elizabeth, Miss Barbara Smith, of Cape Town, said that passengers disembarking in East London should have been allowed to do so before repairs were carried out

"It would have been a simple matter to take us to the bus stop, and would have saved us nearly an hour The air conditioning system was being repaired, and we suffered great discomfort in the sweltering heat," she said.

The regional manager of Sats, Mr Louis du Toit, confirmed that the incident had taken place, and expressed regret that passengers had suffered discomfort and inconvenience

"Most of the passengers were going on to Durban, and I can only think that the driver decided to go to the workshop before dropping off Cambridge passengers," he said.

"He probably didn't realise that repairs would be so lengthy, but the necessary action will be taken to spare passengers similar discomfort in future"

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)
(i) (aa) 627
(bb) 12

(ii) (aa) 16
(bb) 480

(b)
Class 15F
Class 15AR
Class NGG
Class GMA/M
} As at 31 January 1987

(2) (a) and (b) Yes The locomotives referred to in part (1) (ii) (bb) of the question have been placed as follows

De Aar	187
Klerksdorp	30
Germiston	92
Capital Park	42
Bloemfontein	13
Volksrust	19
Kroonstad	10
Witbank	5
Springs	2
Breyten	2
Mason's Mill	10
Pietersburg	3
Touwsrivier	9
Midlandia	9
Sydenham	7
Krugersdorp	40

(c) The locomotives, excluding the 40 at Krugersdorp earmarked for the Transport Services Museum s national collection are put up for sale by tender In the event of no tenders being received they are dismantled and cut up

(d) (i) (aa) and (bb) Locomotives are covered with grease and oil

(ii) All brass and copper parts are sealed in the coal tender

Khayelitsha demolition of buildings

543 Mr K M ANDREW asked the Minister of Law and Order

(1) Whether members of the South African Police were called to Khayelitsha Sites B and C, on or about 2 December 1986 in connection with the demolition of houses and a community centre in this area, if so, (a) what were the circumstances surrounding their being called to Khayelitsha on this occasion, (b) how many houses were demolished and (c) who demolished the buildings in question,

(2) whether the Police took any action as a result, if not, why not, if so, (a) what action and (b) with what result?

The MINISTER OF LAW AND ORDER

(1) and (2) Yes, but because the dispute between the residents of Khayelitsha, Sites B and C and the leadership of the respective communities was defused and settled by the intervention of the South African Police and the Chief Director, Housing of the CPA Community Services in the Western Cape, I do not regard it in the interest of the communities to furnish any information with regard to this matter

Complaints about Black person

544 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) Whether a certain Black person, in respect of whom particulars have been furnished to the Minister's Department for the purpose of his reply, is or was in any way attached to his Department, if so, (a) in what capacity, (b) when, (c) what are or were the responsibilities of this person and (d) what is his name,

(2) whether he or any official attached to his Department has received any complaints about this person, if so, (a) from whom, (b) when and (c) what was the nature of these complaints,

(3) whether any action has been taken by his Department as a result of these complaints, if not, why not, if so, (a) what action, (b) when and (c) with what result?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) No

(2) No

(3) Falls away

Amounts owed by State

546 Mr J J B VAN ZYL asked the Minister of Finance †

What amounts were owing by the State on (a) 31 December 1985, (b) 31 January 1986, (c) 30 June 1986, (d) 31 October 1986, (e) 31 December 1986 and (f) 31 January 1987?

The MINISTER OF FINANCE

(a)	31 December 1985	R37 949 959 288,21
(b)	31 January 1986	R38 743 457 834,21
(c)	30 June 1986	R42 416 796 182,21
(d)	31 October 1986	R44 338 402 540,40
(e)	31 December 1986	R45 582 300 446,96
(f)	31 January 1987	R45 921 940 319,57

Stolen vehicles

547 Mr J J B VAN ZYL asked the Minister of Law and Order †

(a) How many motor vehicles were reported to the South African Police as stolen in the calendar years 1983, 1984, 1985 and 1986, respectively, and (b) what is the estimated value of these vehicles in respect of each of these years?

The MINISTER OF LAW AND ORDER

(a) 1983—45 078
1984—45 025
1985—42 696
1986—58 119

(b) 1983—R177 915 795
1984—R171 845 677
1985—R180 000 000
1986—R871 785 000

Note

1 I also refer the hon member to my reply to written Question Nr 101

2 Although less vehicles were stolen during 1985 than 1984, the estimated value increased It can mainly be contributed to the general increase in the price of motor vehicles The same goes for the increase during 1986 as opposed to 1985

Strikes

548 Mr J J B VAN ZYL asked the Minister of Manpower †

(a) How many employees in each race group were involved in strikes in each calendar year from 1980 up to and including 1986 and (b) in respect of each of these categories, (i) how many strikes were there, (ii) how many man-days were lost, (iii) how many employees were in service and (iv) what was the estimated loss in wages?

The MINISTER OF MANPOWER

lished, or if the development of the foreshore has proceeded to a stage where the existence of the Board is no longer necessary, the Board may be abolished The Board was entrusted mainly with the lay-out, development and management of the Foreshore, Cape Town and had in 1979 completed the work necessary for the future development of that area Abolishment of the Board took place with approval of Parliament because the Act has been amended in 1978 to effect the transfer of Board's powers, duties, assets and rights possible

(b) When the Board was abolished its powers vested in the State The foreshore has been included in the area of jurisdiction of the City Council of Cape Town and the municipal ordinances are therefore applicable to the foreshore

Laaiplek: complaints about members

502 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) Whether the South African Police have received any complaints with regard to the conduct of members of the Police at Laaiplek at the time of an incident that took place in December 1986, if so, (a) what was the purport of these complaints and (b) (i) where and (ii) when were they lodged,

(2) whether he or the South African Police have taken any action with regard to these complaints, if not, why not, if so, (a) what action and (b) when?

The MINISTER OF LAW AND ORDER

(1) Yes, in January 1987 and not in December 1986

(a) That the South African Police failed to attend to a complaint which arose from an incident on 3 January 1987, when a member of the public allegedly shot the late Jonathan Slabbert

(b) (i) The complaint was submitted to the head office of the South African Police

(ii) On 13 January 1987

(2) Yes (a) and (b) A departmental investigation into the allegation was ordered immediately

Special constables

503 Mr S S VAN DER MERWE asked the Minister of Law and Order

Whether special township constables who wish to resign are required to pay a sum of money before being released from their commitments, if so, (a) what sum and (b) why?

The MINISTER OF LAW AND ORDER

Before I reply to the question, I want to draw the attention of the honourable member to the fact that the South African Police do not employ township constables

Should the honourable member refer to special constables, my reply to the question is as follows

No (a) and (b) Fall away

Resignation money required

504 Mr S S VAN DER MERWE asked the Minister of Law and Order

Whether members of the South African Police who wish to resign are required to pay a sum of money before being released from their commitments, if so, (a) what sum in respect of each rank and (b) why?

The MINISTER OF LAW AND ORDER

Yes

(a) R250,00 during the first year of duty
R150,00 during the second year of duty
R100,00 during the third year of duty
R50,00 during any subsequent year of duty

Should a member of the South African Police who served for a continuous period of three years, beforehand give a minimum of three months written notice, payment of the money falls away

Payment of money is applicable only to members below the rank of a commissioned officer

(b) Because training of members of the South African Police involve major financial expenditure, and payment of such sums of money by junior members partly compensates therefore

Port Elizabeth: family housing units

508 Mr A SAVAGE asked the Minister of Constitutional Development and Planning

(a) How many new family housing units for Blacks were built in Port Elizabeth in 1986 and (b) what (i) is the estimated number of persons waiting for, and (ii) was the total cost of building such units?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(a) 1 160

(b) (i) 24 984

(ii) R58 025 000

Bus operators

509 Mr A SAVAGE asked the Minister of Transport Affairs

What was the extent of the subsidy granted to bus operators in respect of commuter traffic in each of the four main metropolitan areas in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

Pretoria, Witwatersrand and Vaal Triangle metropolitan area	R89 565 282,66
Durban/Pietermaritzburg metropolitan area	R60 911 432,73
Cape Town metropolitan area	R22 443 495,22
Port Elizabeth/Uitenhage metropolitan area	R 9 226 483,65

Cape Town: vagrancy/drunkenness

510 Mr K M ANDREW asked the Minister of Law and Order

How many (a) males and (b) females of each race group were arrested in 1986 for (i) vagrancy and (ii) drunkenness in the Cape Town police station area?

The MINISTER OF LAW AND ORDER

	(a)	(b)
(i)	358 Coloureds	157 Coloureds
	41 Blacks	4 Blacks
	17 Whites	2 Whites
(ii)	2 504 Coloureds	1 449 Coloureds
	113 Blacks	48 Blacks
	305 Whites	16 Whites

Stellenbosch police district, offences

512 Mr P A MYBURGH asked the Minister of Law and Order

How many cases of (a) murder, (b) culpable homicide, (c) assault with intent to do grievous bodily harm, (d) common assault, (e) rape, (f) robbery, (g) theft of vehicles and cycles, (h) damage to property (i) housebreaking with intent to steal and theft and (j) possession of drugs were reported at each specified police station in the Stellenbosch police district in 1986?

The MINISTER OF LAW AND ORDER

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)
(i) (aa) 627 — (b) Class 15F
(bb) 12 — Class 15AR
(ii) (aa) 16 — Class NGG
(bb) 480 — Class GMA/M
} As at 31 January 1987

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(c) The locomotives, excluding the 40 at Krugersdorp earmarked for the Transport Services Museum s national collection, are put up for sale by tender In the event of no tenders being received they are dismantled and cut up

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The MINISTER OF LAW AND ORDER

(1) and (2) Yes, but because the dispute between the residents of Khayelitsha, Sites B and C and the leadership of the respective communities was defused and settled by the intervention of the South African Police and the Chief Director, Housing of the CPA Community Services in the Western Cape, I do not regard it in the interest of the communities to furnish any information with regard to this matter

Complaints about Black person

544 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) Whether a certain Black person, in respect of whom particulars have been furnished to the Minister's Department for the purpose of his reply, is or was in any way attached to his Department, if so, (a) in what capacity, (b) when, (c) what are or were the responsibilities of this person and (d) what is his name,

(2) whether he or any official attached to his Department has received any complaints about this person, if so, (a) from whom, (b) when and (c) what was the nature of these complaints,

(3) whether any action has been taken by his Department as a result of these complaints, if not, why not, if so, (a) what action, (b) when and (c) with what result?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) No

(2) No

(3) Falls away

Amounts owed by State

546 Mr J J B VAN ZYL asked the Minister of Finance †

What amounts were owing by the State on (a) 31 December 1985, (b) 31 January 1986, (c) 30 June 1986, (d) 31 October 1986, (e) 31 December 1986 and (f) 31 January 1987?

The MINISTER OF FINANCE

(a)	31 December 1985	R37 949 959 288,21
(b)	31 January 1986	R38 743 457 834,21
(c)	30 June 1986	R42 416 796 182,21
(d)	31 October 1986	R44 338 402 540,40
(e)	31 December 1986	R45 582 300 446,96
(f)	31 January 1987	R45 921 940 319,57

Stolen vehicles

547 Mr J J B VAN ZYL asked the Minister of Law and Order †

(a) How many motor vehicles were reported to the South African Police as stolen in the calendar years 1983, 1984, 1985 and 1986, respectively, and (b) what is the estimated value of these vehicles in respect of each of these years?

The MINISTER OF LAW AND ORDER

(a) 1983—45 078
1984—45 025
1985—42 696
1986—58 119

(b) 1983—R177 915 795
1984—R171 845 677
1985—R180 000 000
1986—R871 785 000

Note

1 I also refer the hon member to my reply to written Question Nr 101

2 Although less vehicles were stolen during 1985 than 1984, the estimated value increased It can mainly be contributed to the general increase in the price of motor vehicles The same goes for the increase during 1986 as opposed to 1985

Strikes

548 Mr J J B VAN ZYL asked the Minister of Manpower †

(a) How many employees in each race group were involved in strikes in each calendar year from 1980 up to and including 1986 and (b) in respect of each of these categories, (i) how many strikes were there, (ii) how many man-days were lost, (iii) how many employees were in service and (iv) what was the estimated loss in wages?

The MINISTER OF MANPOWER

tion 77 or 78 of the Criminal Procedure Act, No 51 of 1977, and *(b)* did the court find that persons were not capable of understanding the court proceedings or were not criminally responsible for their acts as a result of mental illness or mental defects?

The MINISTER OF JUSTICE

(a) 1 507

(b) 286

Prisoners in mental institutions

399 Mr A B WIDMAN asked the Minister of Justice

How many sentenced prisoners were transferred to mental intitutions in 1986?

The MINISTER OF JUSTICE

Thirty two (32) This figure includes three (3) prisoners who were admitted to the hospital prisons for psychopaths in terms of Section 30 of the Mental Health Act, 1973 (Act No 18 of 1973) as amended

Loss

400 Mr P C CRONJÉ asked the Minister of Transport Affairs

What was the total loss incurred by the South African Transport Services in the 1985-86 financial year in respect of *(a)* (i) first-class, (ii) second-class and (iii) third-class mainline services and *(b)* (i) first-class and (ii) third-class suburban services?

The MINISTER OF TRANSPORT AFFAIRS

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

R-million

(a) (i) 35

(ii) 110

(iii) 161

39 (Catering services)

(b) (i) 246

(ii) 300

Alexandra Township

401 Mr D J DALLING asked the Minister of Constitutional Development and Planning

(a) How many persons in Alexandra Township applied in each year for 99-year leases from the inception of the leasehold scheme to 31 December 1986 and *(b)* how many of these applications had been granted as at the latest specified date for which figures are available?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(a)	1985	84 persons
	1986	21 persons
	Total	105 persons

(b) 105 as at 31 December 1986

Deportations/repatriations

402 Mr S S VAN DER MERWE asked the Minister of Home Affairs

(a) How many persons in each population group were deported and/or repatriated from the Republic in 1986 and *(b)* (i) in terms of what legislation and (ii) to which states were they so *(aa)* deported and *(bb)* repatriated?

The MINISTER OF HOME AFFAIRS

The hon member is kindly referred to sections 16, 43, 44 and 45 of the Admission of Persons to the Republic Regulation Act, 1972 (Act 59 of 1972) which empowers an immigration officer in one instance and the Minister of Home Affairs in other instances to order the removal of persons who are not South African citizens by birth from the Republic It is assumed that the hon member had these removals in mind when he referred to deportations and repatriations in his question

(a)	Whites	29
	Blacks	32 242
	Asians	2

(b) (i) Sections 16, 43 and 45 of Act 59 of 1972

(ii) Whites

	(aa) and *(bb)*
United Kingdom	15
USA	3
Austria	1
Greece	1
The Netherlands	1
Germany	7
Malawi	1
	29

(16 in terms of section 43, 8 in terms of section 45 and 5 in terms of section 16)

Blacks	*(aa)* and *(bb)*
Transkei	11
Zimbabwe	2 543
Swaziland	674
Lesotho	2 599
Mocambique	19 083
Malawi	37
Botswana	7 289
Tanzania	3
Zambia	1
Zaire	2
	32 242

(24 in terms of section 43, 2 in terms of section 45 and 32 216 in terms of section 16)

Asians	*(aa)* and *(bb)*
India via Kenya	2

(both in terms of section 16)

Publications Act

403 Mr S S VAN DER MERWE asked the Minister of Home Affairs

(1) Whether, in 1986, any items were submitted in terms of the Publications Act, No 42 of 1974, for a decision on whether such items would be considered to be undesirable on the ground of *(a)* bringing any section of the inhabitants of the Republic into ridicule or contempt and *(b)* being harmful to the relations between sections of the inhabitants of the Republic, if so, how many in each case,

(2) whether in that year any of these items were found to be undesirable in terms of section 47 (2) *(c)* and *(d)*, respectively, if so, how many in each case?

The MINISTER OF HOME AFFAIRS

(1) It is not possible to give such an analysis When the Directorate is requested to examine an "item" under the Act, it concerns the matter of undesirability or otherwise and seldom if ever there is reference to one of the particular paragraphs of section 47 (2) of the Publications Act Recording is consequently not done on this basis

(2) Yes 47 (2) *(d)* 7 publications

Publications Act

404 Mr S S VAN DER MERWE asked the Minister of Home Affairs

Whether the possession of any publications or objects was declared prohibited in 1986 in terms of section 9 (3) of the Publications Act, No 42 of 1974, if so, how many publications or objects in terms of section 47 (2) *(a)*, *(b)*, *(c)*, *(d)*, *(e)* and *(f)*, respectively?

The MINISTER OF HOME AFFAIRS

Yes Section 47 (2) *(a)* 12, *(b)* 1, *(c)* nil, *(d)* 1, *(e)* 40, *(f)* nil

CPA Community Services, Khayelitsha

Tsitsikamma toll road

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

What was the total amount *(a)* collected by the concessionaires, and *(b)* paid to the State by them after retaining the amount due to them for their expenses and/or commission, in respect of the Tsitsikamma toll road in 1986?

The MINISTER OF TRANSPORT AFFAIRS

(a) R1 117 434,29

(b) R489 339 28.

Black Transport Services Act

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

What was the total amount collected in terms of the provisions of the Black Transport Services Act, No 53 of 1957, in contributions from employers in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

R55 757 634,43

Lorries impounded

283 Mr D J N MALCOMESS asked the Minister of Law and Order

(a) Month	*(b)* Number	Reason
January	0	Not applicable
February	0	Not applicable
March	0	Not applicable
April	2	No road carrier permit on the one vehicle and no invoices in respect of goods on the other vehicle
May	3	Ownership of vehicles could not be determined
June	0	Not applicable
July	2	To determine destination of goods
August	0	Not applicable
September	1	Owner could not be identified due to false numberplates on vehicle
October	0	Not applicable
November	0	Not applicable
December	0	Not applicable

Whether any lorries were impounded in 1986 by the South African Railways Police and the South African Police, if so, how many in each month?

The MINISTER OF LAW AND ORDER

Yes In Terms of the Road Transport Act, 1977

January	10
February	10
March	10
April	10
May	6
June	5
July	6
August	10
September	9
October	3
November	8
December	10

Lorries impounded

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

Whether any lorries were impounded in 1986 by officials of the Department of Transport, if so, *(a)* how many in each month and *(b)* for what reason in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

Ciskei/South Africa: joint operations

287 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) Whether the police forces of South Africa and Ciskei undertook any joint operations in 1986, if so, *(a)* on what dates, *(b)* where and *(c)* what (i) was the purpose and (ii) were the results of each joint operation,

(2) whether any persons were arrested or detained on these occasions, if so, *(a)* how many, *(b)* by whom, *(c)*, where, *(d)*, when, and *(e)* in terms of what statutory provisions, in each case?

The MINISTER OF LAW AND ORDER

(1) and (2) I am not prepared to make known information of this nature because co-operation between the South African Police and the police force of this independent State takes place on a continuous basis on different levels of command, which information are not centralised I do not consider it in the interest of security to comment upon the actions of a police force of another State

Police Reserve Force

288 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) How many persons joined the Police Reserve Force at police stations in each province of the Republic in 1986,

(2) how many reservists retired from service in that year?

The MINISTER OF LAW AND ORDER

(1)	Cape Province	1 034 persons
	Transvaal	1 930 persons
	Orange Free State	382 persons
	Natal	748 persons
	Total	4 094 persons

(2) 2 969 reservists.

Note Retirements from duty are mainly attributed to the prescribed age limit being reached and the fact that other members became inactive

Police vehicles in accidents

289 Mr S S VAN DER MERWE asked the Minister of Law and Order

Whether any police vehicles were involved in accidents in 1986 if so, *(a)* how many and *(b)* what was the total cost to the State of such accidents?

The MINISTER OF LAW AND ORDER

(a) 5 417 vehicles

(b) R3 035 270,42 of which an amount of R558 092,90 was claimed from third parties and members of the South African Police The total expenditure thusfar amounts to R2 477 177,52

Note Because all calculations in respect of damages to vehicles and the determining of responsibility for damages in each case, coupled with civil actions which might follow, are not yet completed the actual and ultimate damages for the State will be a lower amount which can not be determined at this stage

Policemen

290 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) *(a)* How many policemen of each rank resigned from the Police Force from 1 January to 31 December 1986 and *(b)* how many new recruits were there during this period,

(2) what was the shortage of policemen of each rank in each province as at the latest specified date for which figures are available?

tions had been granted as at the latest specified date for which figures are available,

(2) whether the figures in respect of each such area represent an increase or decrease in comparison with the relevant figures for 1985?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

	(1) (a) (i)	(ii)	(b)	(2)
Northern Cape	276	0	276	decrease
Western Cape	1 106	0	11 106	increase
Eastern Cape	3 875	0	3 875	increase
Natalia	158	0	97	increase
Southern Orange Free State	1 514	0	1 482	increase
Orange Vaal	1 356	0	1 356	increase
Central Transvaal	1 276	0	681	decrease
Northern Transvaal	115	0	115	increase
Western Transvaal	370	0	363	increase
Highveld	3 199	32	2 769	increase
East Rand	5 345	0	5 345	increase
West Rand	8 151	0	8 151	increase

National Manpower Commission

327 Mr E K MOORCROFT asked the Minister of Manpower

(1) Whether, with reference to his reply to Question No 1043 on 30 May 1986, consultations concerning the report of the National Manpower Commission on the working conditions of farm and domestic workers have now been completed, if not, *(a)* why not and *(b)* what remains to be done to complete this investigation, if so, (i) when and (ii) what organisations and persons were consulted in this regard,

(2) whether the report has been released, if so, when, if not, *(a)* why not and *(b)* when will it be released,

(3) whether any action affecting the working conditions of farm and domestic workers is to be taken as a result of the findings of this Commission, if not, why not, if so, *(a)* what specified action and *(b)* when?

The MINISTER OF MANPOWER

(1) No

(a) Because intensive and wide ranging consultation with organised agriculture at various levels and in different regions is necessary on account of the great diversity in farming activities and practices

(b) Further consultation is necessary in order to elicit the reactions and viewpoints of agriculture at national, provincial and district levels

(i) and (ii) Fall away

(2) No

(a) Owing to ongoing sensitive consultations and negotiations

(b) Release will be considered after consultations and negotiations have been completed

(3) Actions to be taken will depend on the outcome of the negotiations

(a) and *(b)* Fall away

First/third-class passengers

328 Mr A SAVAGE asked the Minister of Transport Affairs

What was the total number of *(a)* first and *(b)* third-class passengers transported by the rail services of the South African Transport Services in each of the four main metropolitan areas of the Republic in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

	(a)	(b)
Cape Town	41 285 218	123 165 623
Johannesburg	39 705 185	222 675 028
Durban	4 409 685	106 326 837
Pretoria	3 592 807	83 940 157

Loss

329 Mr A SAVAGE asked the Minister of Transport Affairs

Whether the South African Transport Services made a profit or sustained a loss on rail commuter services in the 1985-86 financial year, if so, *(a)* what was the amount of such profit or loss and *(b)* (i) in which areas and (ii) in respect of which services was the profit or loss the highest?

The MINISTER OF TRANSPORT AFFAIRS

A loss was sustained

(a) R546 million

(b) (i) All areas

(ii) Third class

Unemployed persons

330 Mr P H P GASTROW asked the Minister of Manpower

How many White, Coloureds and Asians, respectively, were registered as unemployed in each inspectorate area as at the latest specified date for which figures are available?

The MINISTER OF MANPOWER

	Whites	Coloureds	Asians
Bloemfontein	1 523	627	—
Cape Town	4 156	16 035	36
Durban	4 635	2 519	11 465
East London	706	1 098	31
George	395	1 430	—
Johannesburg	10 292	3 762	871
Kimberley	262	1 194	10
Port Elizabeth	1 894	4 780	72
Pretoria	2 328	303	54
Total	26 191	31 748	12 539

Note These figures are as at 31 December 1986

Firearm licences

332 Mr K M ANDREW asked the Minister of Law and Order

(1) Whether the requirements for obtaining a firearm licence are identical for members of all race groups, if not, *(a)* why not and *(b)* what are the points of difference,

(2) whether any applicants for firearm licences are required to pass a test or demontrate their skill in some other way, if not, why not, if so, *(a)* what is the nature of the test or demonstration required and *(b)* since when has this procedure been followed,

(3) whether any such test or demonstration is uniformly applied, if not, *(a)* why not and *(b)* what are the variations applicable in respect of (i) the age of the applicant, (ii) the race of the applicant, (iii) the geographical area and (iv) any other specified aspects of the test or demonstration required?

The MINISTER OF LAW AND ORDER

(1) Yes *(a)* and *(b)* Fall away

(2) No, formal testing or demontration is required at this stage

One of the houses that Sats built for its employees at Sterkstroom.

Sats to expand Border housing for workforce

Dispatch Reporter

EAST LONDON — The South African Transport Services (Sats) is planning to expand its house ownership scheme for its black workforce to include other areas in the Border, among them East London

This was announced by the regional manager of Sats here, Mr Louis Du Toit, in a press release yesterday

The other areas included in future development project are Steynsburg, Adelaide, and Cathcart

Mr Du Toit added that Sats had not yet acquired ground for its intended housing but plans for the project were at an advanced stage

Its house ownership scheme for blacks, inaugurated three years ago, was flourishing, Mr Du Toit said

Because of increased demand for accommodation Sats had adopted a more vibrant approach than was the case with previous schemes

The acquisition of land has enabled Sats to embark on numerous projects for the erection of houses to accommodate its employees

Mr Du Toit added that to date almost one thousand employees had been assisted with either a home of their own or a loan to improve their existing accommodation

He said the latest objective was to erect 250 new dwellings on newly acquired ground at Mlungisi township, Queenstown

The houses would vary from two-bedroomed ones to three-bedroomed ones with a garage

"These high standard facebrick houses, as those erected in previous projects, will be fully carpeted and will have waterborne sewerage, built-in-cupboards, stoves, electrical connections, and hot and cold water supply," Mr Du Toit said

He said the Mlungisi project was expected to take off shortly, adding that it was the intention of Sats to have both its own civil engineering department and the private sector involved in the project

The anticipated total cost was R5 500 000 and the expected completion period was three years

Mr Du Toit said similar project schemes had already been completed at Burgersdorp, Elliot, Aliwal North and Sterkstroom being a total of 153 houses at a cost of approximately R3 100 000

Mr Du Toit said he was proud of the project since it showed Sats' concern for its employees The project also led to a stable workforce, he said

"Developments of this nature reflect the initiative being taken by South African Transport Services for the provision of a high standard of housing for the local populace and the integration of both private and Transport Services' manpower resources in the fulfilment thereof," Mr Du Toit concluded

Air fares taking off again — claim

26/2/87

Air fares from South Africa to overseas destinations are expected to go up by seven percent from April 1, according to travel industry sources.

The sources said South African Airways and its pool partners have applied to the Minister of Transport Affairs, Mr Eli Louw, for permission to again raise international fares.

The previous rise came only last month, when fares went up by at least 10 percent.

It is not known whether the increase will take the form of a general fares increase or currency adjustment.

A spokesman for SAA said yesterday he had no knowledge of any increase application.

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Star

DEREGULATION

Changes in the air

The umbrella body of SA's private airlines, the SA Airlines Association (SAAA), has picked up the ball on the privatisation of SAA (*Business* February 20).

The SAAA has come up with specific suggestions on how to give private airlines a bigger stake in the country's limited airline market. And if its proposals are accepted, private sector operators will be given more power to compete in the air

The association has proposed that private operators should be allowed to tender for licences on limited routes Specifically, it sees private operators bidding for scheduled services on routes like Johannesburg/Bloemfontein, Johannesburg/Kimberley, Johannesburg/Upington and Johannesburg/Keetmanshoop

"This would be a positive advance," says SAAA chairman and Comair MD Pieter van Hoven "Hopefully, they could then be given the right to offer services from these centres to coastal destinations "

Although no statistics are available, the routes suggested could represent 15%-20% of SAA's total domestic operation, he adds If these routes were farmed out "regulated competition" would result

Van Hoven says while SAA currently controls about 90% of SA's total air traffic, the remaining 10% is divided among some 16 private operators

SAA currently operates on these routes in terms of exclusive licensing agreements with the National Transport Commission (NTC). But there are indications that SAAA's suggestion has fallen on receptive ears While SAA will obviously try to protect its monopolies, Transport Minister Eli Louw has already intimated that government is in favour of more private sector participation

With a general election in the offing, however, the matter is unlikely to be taken further before the transport budget vote is discussed on May 26, says SA Transport Services spokesman Leon Els

Meanwhile, the twin issues of privatisation and deregulation are receiving constant attention in terms of the basic guidelines laid down by the minister. His brief is that "closer co-operation" be sought with the private sector in the whole transport field

Van Hoven says airline deregulation should start on the economic front rather than in the technical area

"Free market principles should be allowed to operate with less outside interference But this will take time, if the example of the US is to be followed

"There," he notes, "the Deregulation Act had several 'sunset clauses,' allowing the gradual phasing-out of internal and external route licensing."

SA's economic regulations prevent freedom of route entry in terms of exclusive licensing arrangements which have given SAA virtual control of 90% of SA's air space The NTC currently grants licences for a maximum of seven years, based on the applicant's aircraft type, the route to be serviced, flight frequency, timetable and fare.

Licence renewal depends on the ability to provide the service, the existence of sufficient infrastructure to support it and public need

Says Van Hoven: "The principle of security of route underlies the system Government has already agreed in principle with White Paper recommendations on more free competition, but what we now need is action Granting licences to private carriers to operate more routes will allow market forces greater freedom " ■

FM 27/2/87

Air fares to Europe set to rise by 7% next month

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Mercury Correspondent

JOHANNESBURG — Air fares to Europe will rise by an average 7% from April if South Africa agrees to a request from the International Air Transport Association (IATA)

The Minister of Transport, Mr Eli Louw, is expected to make his decision on the proposed increase next Monday

Foreign airlines hope that this year's bigger-than-usual increase will make flights from Europe to South Africa more profitable

IATA-member airlines operating between Europe and Africa met in Geneva late last year to frame the new tariff Last year's IATA increase was about 4%

TAP managing director Helder de Costa described the main reason behind the 7% rise as a matter of profitability for the airlines, with fare levels from Europe to South Africa significantly lower than to the United States and the Far East

He said "We want to get the fares up to a realistic level without damaging the market. TAP, for one, is losing money on this route and my impression is that other airlines are doing the same"

This April's expected increase comes three months after SAA raised its international air fares by 10% because of the unstable Rand

SAA said yesterday it was still awaiting the outcome of its hearing to overturn the U S landing rights ban in the Columbia District Appeals Court

A ruling was expected early last month

ried on by SASOL,

iations of

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TRANSPORT INDUSTRY

ARGUS 5/3/87

Govt caution over deregulation urged

By MAGGIE ROWLEY
Finance Staff

DEREGULATION of the transport industry without privatisation would be the death knell for most private transport operators in South Africa, says Mr Desmond Bolton, chairman of Cargo Carriers

"It was naive to think that deregulation and privatisation could be implemented as two separate entities, he said in Cape Town last night

"The two concepts go hand in hand

"There is no way that the Government can consider deregulating the transport industry without privatisation

"Such unfair competition from Government-backed road transportation operations such as South African Transport Services is in my book nothing short of being criminal"

Mr Bolton said they were willing to meet any competition as long as they played the same rules of the game

"As long as Sats road transport division has to pay the same taxes, meet the same requirements in terms of certificate of fitness, pay the same prices for fuel, vehicles, spares and maintenance we are willing to have them as part of the transportation scene in South Africa

CHAOS

"However, if we are forced to compete at a distinct disadvantage than I am afraid that nothing but chaos will prevail in the transport sector of our country," he warned

He urged the Government to be very cautious in terms of any moves in the direction of privatisation

"Now more than ever we need to appeal to the Government to meet it commitment at the recent State President's conference and to work closely with industry and industrialists to ensure that we do not make the same mistakes that are apparently being made in the United Kingdom"

He added that until the full ramifications of the National Transport Commission's studies were known, "a number of issues pertaining to the future of the road transport industry in this country are going to have to be carefully thought out before one is over jubilant about some of these recommendations"

(269)

ACT

To appropriate an amount not exceeding R6 000 million for a part of the requirements of the South African Transport Services for the financial year ending 31 March 1988.

(English text signed by the State President.)
(Assented to 2 March 1987)

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

Appropriation of moneys for a part of the requirements of the South African Transport Services

1. In terms of the provisions of section 4 (1) of the South African Transport Services Finances and Accounts Act, 1983 (Act No 17 of 1983), an amount not exceeding R6 000 million is hereby appropriated as may be necessary for a part of the requirements of the South African Transport Services during the financial year ending 31 March 1988, until such time as provision has been made in an Appropriation Act for such requirements

Short title

2. This Act shall be called the Transport Services Part Appropriation Act, 1987.

City to lose direct London flight

Cape Times 11/3/87 (269)

Staff Reporter

CAPE TOWN is to lose its only direct flight to London from April, following an SAA decision to land the aircraft for refuelling at Abidjan on the Ivory Coast

Cape Town Chamber of Commerce objects strongly to the planned interruption of the weekly flight, which is used mainly by local businessmen

The chamber's president, Mr Peter Hugo, said in a statement yesterday that the move would add more than two hours to the flight time, and would interrupt the passengers' rest as passengers are required to be awake during the landing

Although the plane will be able to carry more cargo because the fuel weight will be less, Mr Hugo said this would not cover the cost of the stop.

The extra cargo load, which would be about eight tons, would also not solve Cape Town's freight problems

"The chamber queries the real motivation for the decision to use Abidjan as a refuelling point," he said

SAA public relations officer Mr Francois Louw said the SAA had to land at least one flight a week at Abidjan to service its Ivory Coast office

The Abidjan airport could no longer handle the large planes leaving from Johannesburg, so the smaller Cape Town flight had been chosen instead

Although there were also smaller planes leaving from Johannesburg, the Cape Town flight was the most convenient as the Johannesburg flights already had scheduled stops at other centres

Cape Times 11/3/87

Heaven sent for hawkers

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Staff Reporter

IF HEAVEN is a rented space past which about a million potential customers pass every day, the city's long-harassed hawkers are about to reap their rewards

SA Transport Services, doing their bit to "build a better Cape", are already renting property to 104 hawkers at Cape Town station alone and are ready and waiting for more "ideas from the public".

Keen to be seen to be helping out, a SATS team took the Minister of Local Government, Housing and Agriculture, David Curry, on a crack-of-dawn tour of local stations yesterday.

According to SATS PR man Jannie van Zyl, Curry was impressed and undertook to do what he could to see that hawkers currently exposed to the weather would soon be under cover

Hawkers at Mitchells Plain station are paying R100 a month to SATS while those at Cape Town pay R25 a square metre a month. With 109 square metres leased already, SATS isn't doing too badly either

And at the new flea market in front of the station, business is booming

Deputy's new role is questioned

B/Day 11/3/87

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GERALD REILLY

PRETORIA — The appointment of a Deputy Transport Minister at a time when Sats personnel numbers and services were shrinking was questioned at the annual Artisan Staff Association (ASA) conference yesterday.

In his presidential address, Jimmy Zurich said Sats policy was for a smaller, more efficient, better-paid worker corps. Personnel had already been slashed by more than 60 000 and recruiting had been cut to the bone There was also talk of privatisation and deregulation of services, which would mean a still smaller organisation.

He said "We find it strange against this background, therefore, that a Deputy Minister has been appointed. He was one of a dozen Deputy Ministers appointed and it is still not clear what his duties are to be"

On salary demands, Zurich said the issue had once again been thrown into the political arena. Government should have had the courage to tell workers what their raises were to be and from when they would be effective. He said there was still no guarantee that workers would get anything.

Transport Minister Eli Louw had adopted an "unacceptable" stance on the issue, and had still not agreed to face-to-face discussions with the federal council of Sats trade unions on the 15% increase demand.

On a shorter working week, Zurich said it had taken 40 years to have it reduced from 46 to 45 hours

"We cannot wait another four or five decades for a shorter working week The aim is a 40-hour week," he said.

Report by Gerald Reilly, 216 Vermeulen Street Pretoria

tin, will appear in ...

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ARGUS 13/3/87

City flight to London: We had no choice — SAA

The Argus Correspondent

JOHANNESBURG — South African Airways is aware that Cape Town businessmen are unhappy that flights from Cape Town to London will, from March 29, stop over at Abidjan, but says it had no choice.

An SAA spokesman said yesterday that one of the flights from Johannesburg to London previously made the stopover ... Ivory Coast ... er supplies to SAA's office there.

However, Abidjan Airport was no longer able to handle the larger Boeing 747 SUDs (Stretched Upper Deck) or the 747 Super Bs used on these flights.

It could accommodate the Boeing 747 SP (Special Performance), the smallest Boeing in the SAA fleet, which was used on the Cape Town to London route.

The airline could not schedule an Abidjan stopover for other Boeing 747 SP flights because passengers would arrive very late at their destinations.

We felt that the Cape Town flight would be the one least affected by a stopover, he said.

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629

489

13/3/87

SAA 'no choice' on Abidjan stop

Transport Reporter

(269)

STAR

SAA says it knew Cape Town businessmen weren't happy that Cape-London flights would stop at Abidjan from March 29 but it had no choice.

A spokesman said a Johannesburg-London flight stopped at the Ivory Coast to deliver supplies to the SAA office there, but Abidjan airport could no longer handle the larger jumbo Boeings.

It could, however, accommodate the smaller Boeing 747 SP (Special Performance) which flew from Cape Town

Sats tariff hikes soon

GERALD REILLY

COMMERCE and industry can brace themselves for across-the-board Sats tariff hikes of about 15% in Transport Minister Eli Louw's budget on May 26.

And, PFP transport spokesman John Malcomess said yesterday this was taking into account that Sats would finish the financial year with a surplus of about R150m

He said if Sats submitted to staff demands for 15% pay rises, Louw would have to load his expenditure with an extra R400m

Malcomess said Sats revenue would also be hit in the new financial year by the growth of private inter-city bus services.

He said "These services are syphoning off a tremendous amount of Sats traffic.

"They are more comfortable, quicker and cheaper than the Sats services, and their popularity will continue to grow."

Malcomess said it was likely that after the election Sats would cut back drastically on certain services — which could mean another 25% cut in staff

He said "Sats has reduced staff by 60 000 in the past two years to about 210 000, and there is still plenty of scope for more staff cuts."

Economists said although the coming tariff increases would be within the inflation rate, they would add to the expected post-election surge in inflation

Report by Gerald Reilly 216 Vermeulen Street Pretoria

B/Day 17/3/87

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CIVIL ENGINEERING

Queuing for jobs

Work-starved civil engineering contractors looking to the National Transport Commission (NTC) for sustenance would do well to turn elsewhere

Most of this year's NTC budget of more than R600m will be spent on keeping existing projects running, rather than getting new ones off the ground

The nod for the NTC budget, effective from April 1, is still awaited from Transport Minister Eli Louw But whatever happens, no major works are in the wind NTC chief director Malcolm Mitchell says only a few new projects are planned and these will be small

"Last year a large number of major, long-term contracts were awarded and these will consume most of this year's budget," he says

Black township development, currently a priority with government and the SA Housing Trust, will keep work flowing And further down the line are Mossel Bay, the Lesotho Highlands Water Project and toll roads

Infrastructural development for new townships played a significant role in the 37% year-on-year increase in value of contracts awarded in the six months to end February 1987 This covers contracts awarded to the industry and noted by the SA Federation of Civil Engineering Contractors (Safcec)

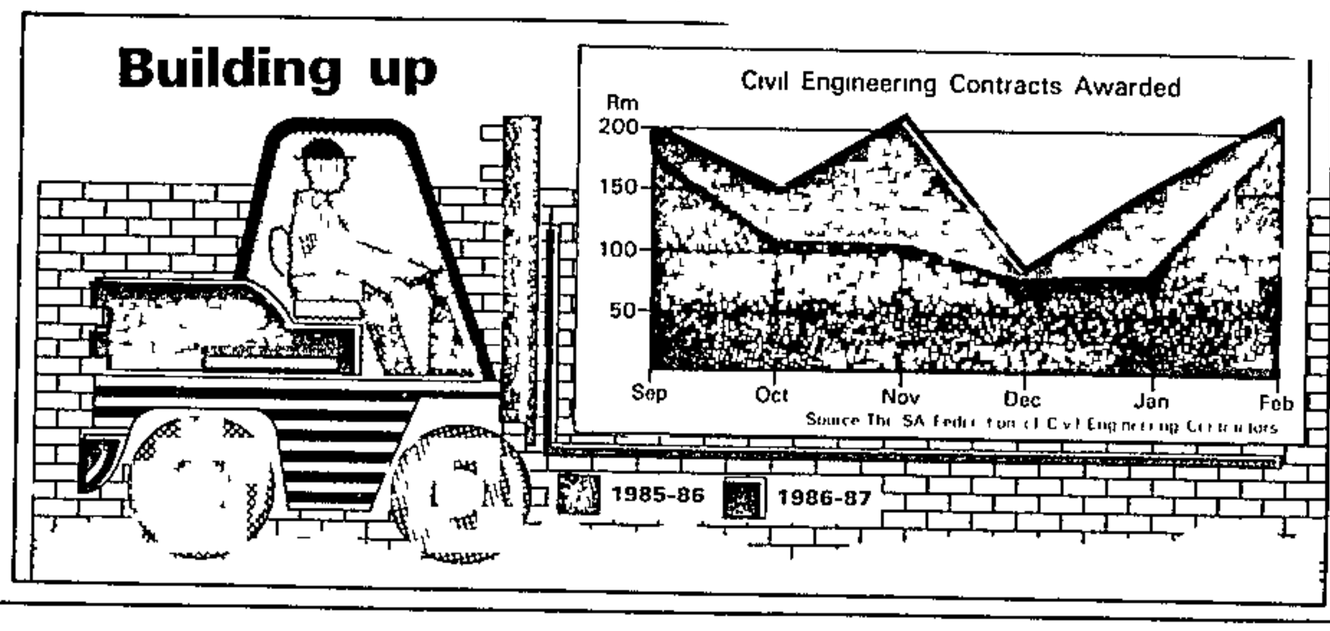
Contracts worth just over R1 billion were awarded in this period against the previous year's R742m

This represents an improvement in real terms, points out Kees Lagaay, executive director of Safcec And it has been fairly evenly distributed across a broad spectrum of contractors

But a note of caution comes from David Brink, MD and Group CE of Murray & Roberts The improvement comes off an extremely low base, he says, adding that the industry should not expect an upturn to match the average over the past 20 years when the country's basic road, harbour and power infrastructure was being installed

Nominal value of work done by the industry climbed from R2,2 billion in 1983 to R2,5 billion in 1984, R2,7 billion in 1985 and R2,8 billion in 1986 But in real terms industry turnover dropped by an estimated 33%, says Lagaay

Brink believes future industry emphasis will have to switch to educational and housing infrastructures But even then, he says, overcapacity will require a rationalisation of the industry and the withdrawal of one of its big players ■



New measure gives Sats the right to fire strikers

Labour Reporter

A SPECIAL Government Gazette has been published giving South African Transport Services' general manager the right to summarily dismiss strikers

The strike of rail workers on the Rand, which started at the City Deep container depot 11 days ago, was spreading to the East Rand, according to the South African Railways and Harbours Workers' Union (SARHWU), an affiliate of the Congress of South African Trade Unions

At least 8 000 workers are now involved

The Minister of Transport Affairs, Mr Eli Louw, yesterday gazetted amendments to the Sats personnel regulations giving the general manager discretion to treat striking workers as having terminated their their jobs without notice with effect from the date of the strike

The general manager had not yet invoked the regulation and it was expected that Sats would warn strikers of the new regulation before applying it

Sats spokeswoman Miss Jenne Jordaan said it was not known how many places and workers were now involved in the strike

JAN SMUTS

Mr Themba Khuzwayo, assistant general secretary of railways and harbours union, said workers at Jan Smuts Airport and Johannesburg station had joined the strike today

He said about three-quarters of the strikers were members of his union

Miss Jordaan said drivers had been flown in from Cape Town, Pretoria and Durban and local staff with heavy-duty licences were also helping to move containers

The City Deep "inland harbour" normally handles about 1 300 containers a day

Cape Times 24/3/82

London flight: Chamber call for fairness

769

By ROGER WILLIAMS
Chief Reporter

CAPE TOWN Chamber of Commerce called on SA Airways yesterday to stop "unfairly discriminating" against Cape Town by its "add-on" to fares on direct flights between the city and London

From April 1 the cheapest return air fare between Cape Town and London will be R2 355, including a R310 "add-on", although the flying distance is shorter (6 025 nautical miles) in comparison to a flight from Johannesburg (6 170 miles)

In terms of the bilateral agreement between SAA and British Airways, fares will be the same on the BA direct flights

An SAA spokesman in Johannesburg said yesterday that add-on fares were based on the shortest distance between the gateway points, which in this case was down Africa via Nairobi (the route flown by BA)

'Zero add-on'

But Mr Peter Hugo, president of Cape Town Chamber of Commerce, said this argument "simply does not hold water

"The chamber has ascertained that SAA itself determines the air fares to and from SA, having regard to the fact they have to fly around the bulge, and that they have the discretion whether or not to apply a zero add-on fare

"What the chamber and the travelling public of Cape Town want to know from SAA is why they discriminate against Cape Town by applying an add-on fare to the direct London flight

"This issue has been raised with SAA on frequent occasions in the past and various reasons have been given for the add-on But these do not stand close scrutiny of the principles on which add-on fares are based, both in SA and also internationally

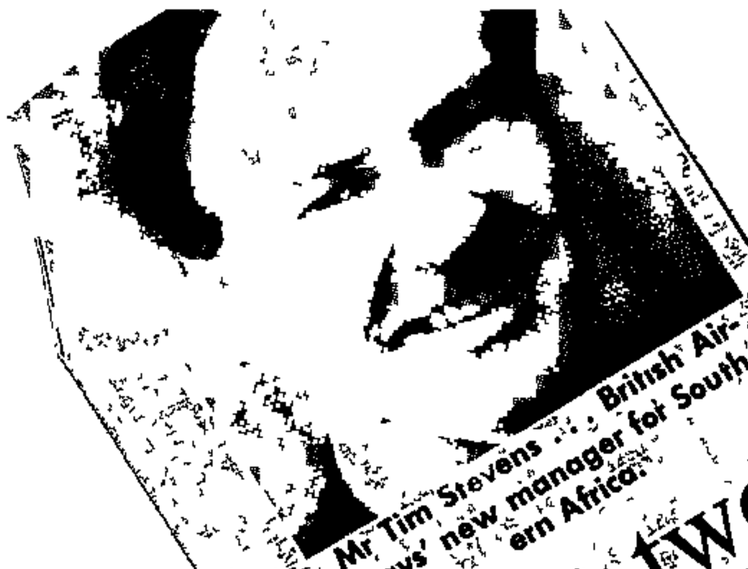
Actual distance

"The basic principle of add-on fares is that they are set in relation to the distances that are actually travelled In cases where greater distances are flown than to the gateway airport, an add-on fare is applied

"Where, however, airports are situated closer to the point of destination than the gateway airport, a zero add-on fare is applied

"Having regard to the route that it flies, the chamber cannot understand why the SAA Cape Town-London flight should not qualify for zero add-on status in exactly the same way as do the Cape Town-Rio, Durban-Mauritius and Windhoek-Frankfurt flights "

● Meanwhile, the chamber said yesterday that it had had no response to a telex to SAA last week urging the airline to "think again" about its announced plan to re-route SAA's one direct flight a week between Cape Town and London The new route will include a refuelling stop at Abidjan



Mr Tim Stevens ... British Airways' new manager for Southern Africa.

Now two non-stop flights to London

59

STAR 25/3/87

By Zenaide Vendeiro, Transport Reporter

British Airways is "alert" to competition posed by British Caledonian in Southern Africa, the airline's new manager for South Africa, Mr Tim Stevens, said in Johannesburg recently.

BCal won the rights to the UK-Botswana route last year over an opposing application from BA and will launch its twice-weekly service to Gaborone's Sir Seretse Khama Airport at the end of the month.

Mr Stevens, formerly BA manager in Switzerland, said the BCal operation would have some impact on BA, but expressed the hope that the "healthy" competition would "make our service better".

"We are looking at it moderately seriously and we will do everything to compete," he said.

Mr Stevens said the BCal service to Botswana stopped at Lusaka while BA was now in a position to offer two non-stop services a week to London.

A CHANGE

The second non-stop flight from Johannesburg to London would be introduced, he said, from March 31.

BA's new sales manager in Southern Africa, Mr Chris Garton, said the introduction of the flight arose from a change to the once-weekly London-Harare-Durban flight.

The airline, he explained, had wanted to provide more seats to Harare but was unable to obtain permission from the Zimbabwean Government to increase frequency.

It had therefore decided to terminate the flight in Harare, thus offering more seats to Zimbabwe-bound passengers, and introduce a Durban-Johannesburg-London service.

Flight BA 057 will depart from Durban's Louis Botha Airport for London via Johannesburg at 6.30 pm on Tuesdays.

STAR 26/3/87

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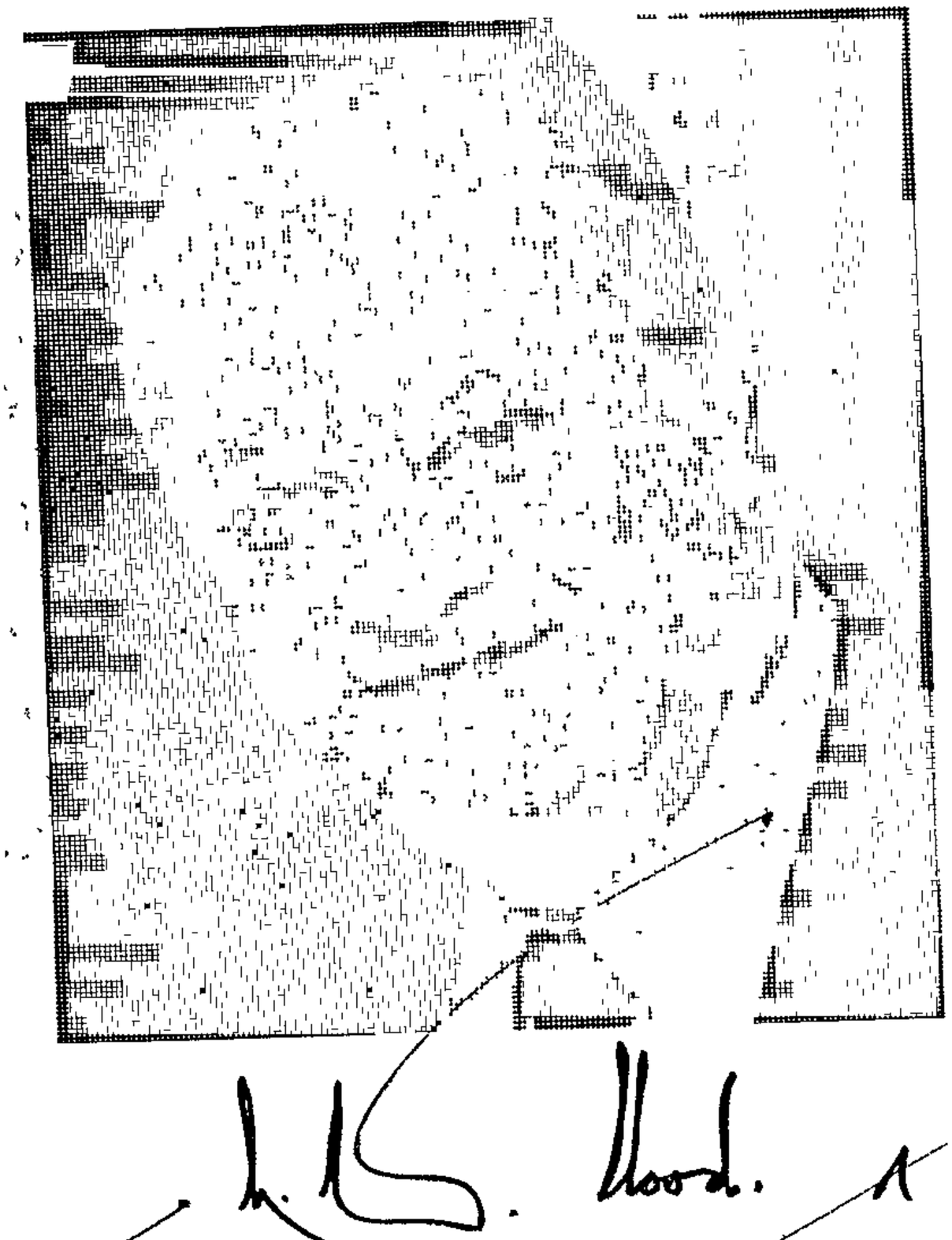
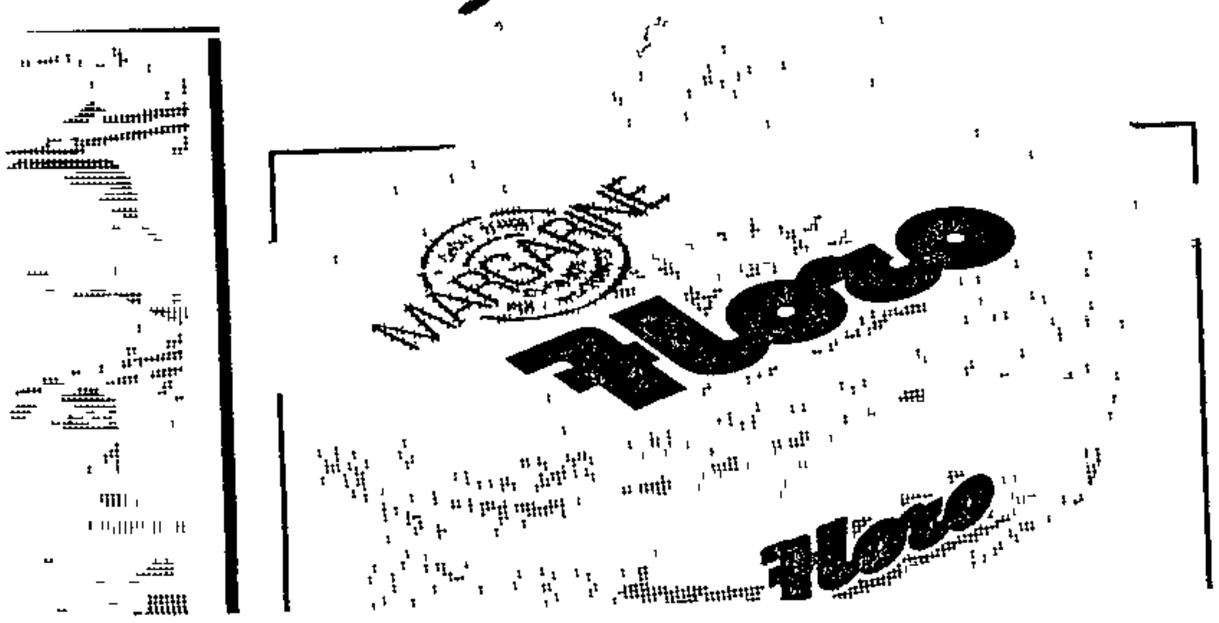


Gordon Hood
OK Managing Director



Captour rejects Abidjan stop

Transport Reporter

The proposed stop at Abidjan by South African Airways flights between Cape Town and London may have a detrimental effect on tourism in the Western Cape, says Captour's chairman Mr Louis Kreiner

Reacting to the decision by SAA to have the flights stop over in the Ivory Coast from March 29, Mr Kreiner said prospective tourists could use alternative flights and not make Cape Town their first stop in South Africa

For this reason, and also for the comfort of passengers, Captour had asked SAA to reconsider its position

An SAA spokesman today said the airline's chief executive Mr Gert van der Veer had also received representations on the Abidjan stop-over from the Cape Town Chamber of Commerce

However, Mr van der Veer stood by his decision, the spokesman said

The spokesman said the Abidjan stopover was previously made by the Johannesburg-London flights but the airport was no longer able to accommodate the larger Boeing 747s

It was felt the stopover would affect the Cape Town flight — out of the European flights using smaller jets — the least

269 Star 27/3/87

Swiss claim SAA beating air sanctions

The Star's Foreign News Service

ZURICH — Switzerland's South Africa Boycott Action group is claiming — and the authorities are denying — that an extra South African Airways flight to and from Zurich each week is a way of evading United States sanctions

In April SAA will have four instead of three flights each week between Johannesburg and Zurich Flights to Frankfurt will increase from four to five

The anti-South Africa group chairman, Mr Mascha Madoerin, said Switzerland was openly helping South Africa to evade sanctions imposed by other countries, referring specifically to America and Scandinavia, which deny landing rights to SAA

Mr Max Neuenschwander, head of the Swiss Civil Aviation Board, said agreements between Switzerland and South Africa permitted additional flights by both sides

He said there was no reason to re-examine the agreements as long as the Swiss government rejected official sanctions

Durban should buy buses, says committee

30/3/87

Mercury Reporter

A DECISION to delay buying new Blue and Green Line buses pending a policy decision on privatising the services has been reversed by the council's management and transportation committees

(269)

The issue of privatising the services was raised last year and the Transportation Committee decided in November that a decision on whether to buy new buses should be delayed pending a policy decision on privatisation

But at a joint meeting of the transportation and management committees it was decided to recommend to council that it go ahead with buying new buses

The committees also resolved that the forward planning group be asked to consider an accelerated programme for the provision of new roads and the maintenance of old roads

No specific recommendations on privatisation were made, but it was resolved that the matter of transportation policy be further discussed by Manco with a view to ascertaining how the Transportation Committee can become more involved in transportation planning'.

Five percent fare increases for most flights from today

(269) 1/4/87 STAR

By Zenaide Vendeiro, Transport Reporter

Air fare increases of about five percent to most international and regional destinations come into effect today, with further increases in the pipeline.

It was learnt from travel agents yesterday that fares to Israel and the United States would also be increased. This was confirmed yesterday by a spokesman for South African Airways.

Fares to Tel Aviv would rise by about 15 percent from today, said the spokesman

He said a five percent increase was expected on fares to the United States

As has become the custom of the airlines cartel, no public announcement of the latest fare increases was made.

Nor did South African Airways (SAA) announce today's increase of about five percent in fares to Europe, Australia, the Far East, the Middle East, the Indian Ocean Islands and Southern and Central Africa

It was only after airlines were asked early last month about widespread rumours in the travel industry that SAA confirmed the fare increases

The air committee chairman of the Association of SA Travel Agents (Asata), Mr Karl Flatau, today said Asata felt the increases were not justified, especially the massive 15 percent increase in fares to Israel

He said it appeared the airlines were raising fares to finance discounts of between 10 and 15 percent they were offering

Mr Flatau also said he would like to see airlines taking the travel industry into their confidence "We had a meeting last week but were not told about the increases to Israel and the United States"

● The new return fares from Johannesburg to Tel Aviv (with old fares in brackets) are: First class — R4 441 (R3 859), Business class — R3 164 (R2 749), Economy class — R2 848 (R2 475), Excursion fare — R2 366 (R2 057), Apex, high season — R2 011 (R1 749), Apex, low season — R1 758 (R1529), Youth fare — R1 762 (R1601)

Tickets bought before yesterday for travel starting on or after April 15 up to and including May 31 are exempt from the increases.

Loading SA Transport Services "whites only" signs at Cape Town station yesterday were Mr J L van Zyl (foregroundl) and Mr R Roodt The signs — currently spares — were not destined for the rubbish pile

Picture GLENN SHERRATT

Cape Times 2/4/87 269

No sign of end to train apartheid

Staff Reporter

SA Transport Services' "whites only" signs seen being loaded on to a trailer at Cape Town station yesterday were not destined for the rubbish pile, a SATS spokesman confirmed

Passers-by who presumed the signs were being "dumped" contacted the Cape Times yesterday inquiring whether this indicated a change in SATS policy on segregated coaches

But a SATS foreman loading the signs said they were "definitely not being thrown away and will be put on trains when they are needed"

The explanation from SATS spokesman Mr Luther Diedricks for the hundreds of "whites only" signs was that SATS had reduced the number of "whites only" coaches

Sats adding fuel to fire, says union

21/4/87 B/Day

ALAN FINE

THE South African Railways and Harbours Workers' Union (Sarhwu) said yesterday Sats' action in "causing negotiations to deadlock" on Tuesday had made workers even more unwilling to return to work

Sats said it was waiting for worker representatives to arrange a meeting for talks on a return to work

The strike, precipitated by the dismissal of a driver, began 20 days ago and involves at least 13 000 workers on the Witwatersrand

Sarwhu has called a Press conference for today, which will be attended by representatives from Cosatu and the UDF, suggesting these organisations may plan some kind of intervention in the strike

The National Council of Trade Unions (formerly Cusa/Azactu) said yesterday it would set aside its ideological differences with Cosatu, to which Sarhwu is affiliated, and lend its support.

SAPA reports that the Black Trade Union (Blatu) of Sats — an in-company union — has called on strikers to return to work.

Blatu said Sarhwu was responsible for the strike and had misled the workers

Lion Match will burn on in SA

21/4/87 B/Day

KAY TURVEY

IT will be business as usual for Lion Match, despite the takeover of its UK parent company, Wilkinson Sword, by Swedish Match.

Earlier this week, Swedish Match management said Lion Match would be sold off as soon as financially feasible

But Lion Match CE Bob Harker said yesterday there would be no change in its operations for the next year at least.

Despite Sweden's ban on trade with SA, Harker said he understood Swedish Match would not be compelled to sell Lion Match, although rationalisation of its Wilkinson acquisition was intended

Harker felt confident Swedish Match would take a long, hard look before disposing of Lion Match, which had a 35% SA shareholding and contributed "greatly" to group profits

Lion Match controls the Southern African match market and reported a R15,18m operating profit for 1986 The shares have risen by 400c since the results were announced last week.

Wilkinson Sword's substantial match-producing concerns in Brazil and Australia are troubled by economic ills and shrinking markets

Sats marks a problem for sanctions-busters

B/Day 21/4/87 (269)

HELENA PATTEN

SANCTIONS-BUSTING exporters who deliberately omit Sats standards markings on packaging to disguise the SA origin of goods may have difficulties claiming against Sats for damages in transit

However, Sats, if asked to do so, would accept altered standards markings omitting reference to SA, Andre du Rand, superintendent of packaging, said yesterday

Sats is liable to pay the lesser of either R16,15/kg or the market value of goods damaged while transported by them, provided the packaging complies with specifications

Normally, packaging manufacturers print a diamond-shaped Sats logo on boxes, indicating compliance with packing requirements

Du Rand said that because of exporters' problems if goods were marked as originating from SA, Sats would agree to the use of modified certificates of compliance.

However, these could be used only for avoiding restrictions on export traffic, and not for local distribution

Modified certificates could exclude reference to Sats or SA and could depart from the distinctive diamond shape The alternative certificates would indicate such details as the boxmaker, lot number and date, possibly in code.

Any wording required, such as on dangerous goods, could be in English only, Du Rand said

Johan Blaauw, Sats deputy director (claims), said before a claim for damage against Sats could be approved, Transport Services had to be sure the packaging had complied with requirements

'Private armies' March in

(269)

Own Correspondent

DURBAN — The Sats was hiring "private armies" to do security work which used to be done by the Railways Police until they were incorporated into the SAP, a Sats spokesman confirmed yesterday

Tenders are being invited from security firms on a regional basis to take over security operations on Sats properties The first — for R2m — was awarded to a Cape Town company this week

The spokesman said security firms would take over guard duties on pipelines, airports, dockyards, sidings and signal cabins

He said "Feasability studies have shown it will be a profitable operation all round It will save us money while at the same time it will create thousands of jobs"

Brigadier Leon Mellett said police work would continue as usual He said "If the security guards suspect a crime has been committed, they will report to us and we will investigate"

The company which won the Western Cape contract has a strong military image Managing director David Plane said the guards had powers of arrest only where they guarded national key-points and would liaise closely with the police

He said "The style of our company is military in many of our uniforms, the colour of our vehicles and in our holding of parades"

Sats Western Cape regional manager Bertie Heckroodt said the operation was a good example of a parastatal working hand in hand with the private sector He said up to 9 000 men would be involved nationally

269 FM 3/4/87

COAL

Tariff tango

South African Transport Services (Sats) has introduced interim rail tariff increases for the Richards Bay coal line to last for three months from April 1 This is to allow for the completion of negotiations on the final tariff structure to be imposed from July According to Sats, telexes notifying coal companies of the new tariffs were sent out on Tuesday, but by Tuesday afternoon neither Rand Mines, Trans-Natal nor Anglo American Coal Corp appeared to have received them

Sats has refused to reveal the increases, saying it is up to the coal mining companies to publish this information if they want to, and the coal company executives say they cannot provide the information because they don't have it from Sats

However, sources say that the interim rates are about R17,50/t from Broodsnyersplaas in the eastern Transvaal and R19/t from Black Hill near Witbank These tariffs compare with Sats' proposed levels of R22/t from Black Hill and R20/t from Broodsnyersplaas Current rates are between R12-R14/t from Broodsnyersplaas

Coal exporters and Sats have been talking for the past six months about the new Richards Bay tariff structure, which the exporters say they cannot afford because of collapsed dollar prices for coal exports, and the strengthening rand which has slashed their revenues At stake is the future of a R3 billion export industry

The exporters' message seems to have finally got across It was announced last week that an inter-departmental group had been set up under Piet Hugo, chief director of the Minerals Bureau, to look into possible financial assistance to the coal exporters The group is also looking at possible further investment by government in the Richards Bay infrastructure, and at the problems facing the coal exporters who use the port of Durban

A coal analyst suggests that government may consider subsidising the rail tariffs being pushed for by Sats to maintain coal export volumes Coal is the country's second largest earner of foreign exchange after gold.

On the line are the profits of the major coal companies, which are heavily dependent on the export market One JSE coal analyst estimates that for 1985 Amcoal got 70% of its coal revenues from exports, while Trans-Natal got 56% and Witbank Colliery 65%

With prices for average quality steam coal down to between $20-$22/t *fob* Richards Bay — R40-R44/t at current exchange rates — only the major opencast mines, where the basic mining cost can be as low as R12/t, are making money at present Add about R4/t for washing and handling to upgrade the coal for export and that gives a *for* price of R16/t Add the present Richards Bay rail rate from Broodsnyersplaas of about R14/t, and then add another R5/t for wharfage and handling charges at Richards Bay to get a *fob* cost to the mine of R35 That's horribly close to breakeven

Now add Sats' proposed increase of R6/t from Broodsnyersplaas and you can see why the coal exporters are worried — even some of the most efficient producers are threatened with losses at certain mines Those figures are estimates for the industry's lowest cost producers

Underground coal mines have production costs ranging from R15-R25/t, depending on the size of the operation, and their washing costs are higher too Then spare a thought for the exporters using Durban, where the rail rate is already about R20/t from northern Natal because there is no special coal rate to Durban. Loading charges are also higher in Durban, at R10/t, than in Richards Bay

It's not a pretty picture and on these calculations it does not make much sense to be looking at coal shares at present

Brendan Ryan

ROAD TRANSPORT

A tough new world

SA's road transport system will move ahead in the next few years with the abolition of the permit system. If we follow overseas patterns there will be a growth in owner operators and a decline of established hauliers — and at the end of the day the consumer will be the winner.

Since the early Thirties, SA's road transport industry has been a highly regulated and clearly demarcated sector of the economy Government has now indicated its willingness to change its governing structures — but a lot of water will have to flow under the bridge before the new dispensation can become reality It is also becoming clear that deregulation will not only hit at Sats's operations — private operators will also have to adapt

Two major antagonists have dominated the debate on deregulating the massive transport industry On the one hand there are the public carriers — the "professionals" as they like to call themselves — who need permits specifying the commodities they are allowed to carry, and their destinations They represent about 20% of industry volume — or an annual turnover of about R1,7 billion

On the other hand, Sats's road transport services — with a surprisingly low 2% of the market — have never required permits and originally acted merely as a back-up to the rail network

The two sides have been at loggerheads for decades Government originally got into road transport in the Twenties, at a time when the private sector could not provide adequate back-up to the railways

Cross-subsidisation of uneconomic and "social" services now form a major part of the status quo But with government paying lip-service to free markets, its participation in road transport in 1987 seems anomalous And as long as Sats continues to enjoy exemption from permits, it undoubtedly benefits from unfair competition

In the White Paper on the road transport industry — tabled in parliament in January this year (*Business* February 6) — government agreed in principle to abolish the permit system But this will only take place after Sats is allowed sufficient time to phase out its cross-subsidisation structure and to introduce a new system, directly compensating it from the fiscus for lossmaking operations

Apart from permit deregulation, privatisation is also a major issue

Roy Marcus, group technical director of Cargo Carriers — the largest private sector haulier, with over 1 000 trucks on the road — says although government claims Sats is "run like a business," public carriers won't be happy until its road freight arm becomes part of the private sector

He adds "Meanwhile, we have to accept assurances from politicians that government would not give preference to its own operation — and politicians are notoriously bad at keeping to such assurances"

Marcus also sees no reason why Sats should remain one institution "Road and rail are not part of the same family and are already run as two different entities within Sats"

Some observers say Cargo and the rest of the "big five" want to swallow up Sats's most viable routes — but that Sats may not be such easy prey

Even after Sats has removed cross-subsidisation, it will still be an important force in the market — both on the road and rail side Max Braun, transport consultant and publisher of *Transport Management* magazine, says unless public carriers adopt a positive approach and compete aggressively with Sats, they could suffer in the same way as their American counterparts

"Railroads are winning markets there previously dominated by trucks," he says "Ten years ago, US railroads were considered dead and an industry with little to look forward to Since deregulation, they have thrived through greater efficiency and are getting to grips with what shippers want — a good example of shaking off the regulation mentality"

National Institute for Transport and Road Research economist Tom Kennedy says the state-run northeastern American freight system Conrail has gone back into the black since deregulation, and freight forwarders have started sending small packages by train

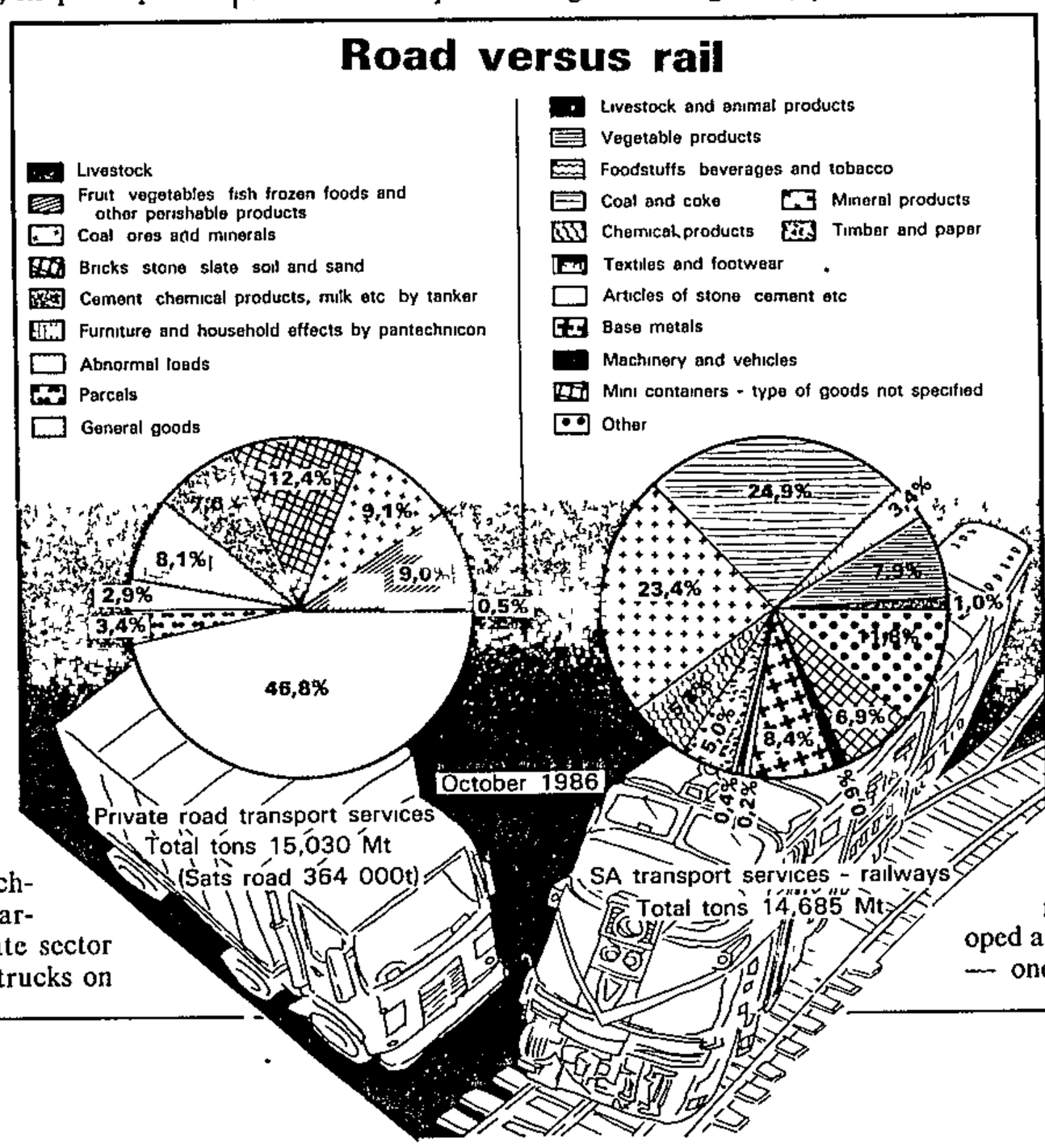
"The best example of all is in Canada," he adds, "where whole trains on the Montreal-Toronto route are packed and unpacked with small packages by the freight forwarders Sats might think of contracting that service out"

At the moment, rail transport is dominated by coal, minerals and base metals (see graph), which account for about 56% of rail freight But the north American experience shows considerable scope for smaller freight packages

While the public carriers, through the Public Carriers' Association, concentrate their efforts on Sats, another menace waits in the background Over 70% of goods are carried by ancillary operators — SA Breweries and the supermarkets are notable examples — who don't need permits but are only allowed to carry their own goods

Under the new, permit-free system they'll be able to carry goods for profit — and this is bound to affect the views of fleet managers, says Jackie Walters, senior lecturer in transport economics at Rand Afrikaans University "Until now transport has been a cost centre for these managers, but it could become a profit centre Often freight carried by ancillary operators only goes one way and trucks come back empty"

One company, Cargomatch, has already developed a data base with two registers — one for available truck space



and the other for cargo MD Brian Ruskin claims the data service could save the user 20% on transport costs once the new system is in operation — but that red tape currently remains a serious obstacle to growth "Deregulation," he says, "would be a major lift for the business as permit applications can take months — and they aren't always successful"

André Jacobs, CE of the National Association of Private Transport Operators, the ancillary operators' body, says few of his members will compete head-on with the public carriers In the US, only about 5% of ancillary operators entered the public market But if these companies can make more efficient use of their fleets, this would be at the expense of public hauliers

But the new system may not be a one-way street for ancillary operators — Braun believes public carriers will have the flexibility to bid aggressively for business across a wider cross-section of transport intensive industries

"Ancillary operators, who are rapidly becoming disenchanted with transport and distribution costs, will be better placed to contract out all or part of their transport needs," he says

Walters agrees, saying if SA follows the Australian pattern, many freight users will stop operating their own fleets Instead, they will contract out their goods to freight forwarding companies, the transport middlemen

Cargo's Marcus

For example, in Australia four freight forwarding companies control 35% of interstate road traffic and 71% of rail traffic, which led to complaints of monopolistic practices However, the Australian National Road Freight Industry Inquiry found that the forwarders offered special services to the consumer, including.

☐ Relatively inexpensive transport with rates up to 30% below comparable ones in other developed countries,

☐ Levels of service superior to those offered by alternative methods,

☐ The ability to respond flexibly to a diverse range of customer needs, and

☐ A high degree of product innovation with some of the consequential cost savings being passed on to users

And with freight forwarders carrying out much of their sales and marketing functions, owner-operators will be in a stronger position to concentrate on their real field of expertise

For SA, the implications of such a new system could be considerable, with more opportunities for blacks, coloureds and Asians to enter the transport business Braun says less capital intensive operations such as short and medium haul routes could provide ample opportunity for small operators Jacobs adds that black entrepreneurs, for example, could make deliveries into the townships which established operators might consider too risky

There are considerable entry costs to the industry (see table) But operators who can find the finance will be able to undercut the larger companies, whose considerable investment in training, marketing and personnel add to the cost of their operations This is making the larger operators anxious, as Marcus admits "We are stuck between a privileged Sats and the possibility of fly-by-night operators There should be stringent quality standards to prevent shoddy operators from coming in"

This is a familiar note However, Marcus doesn't object to small businessmen entering the market — it's just that he questions their ability to provide adequate service in specialised areas. "Customers are very cost-conscious and will be attracted by competitors able to undercut us But what about hazardous goods?"

Other operators are sceptical about the "flood of new entrants" Mike Norris, MD of Hultrans — also one of the "big five" in SA — says there is 35%-40% empty capacity on existing routes This, combined with the high cost of entry, would be a major disincentive to new operators

In the US and Australia major operators increased in size over the long term in a deregulated climate Braun says operators dominating activities that demand large fleets of sophisticated vehicles will almost certainly become bigger

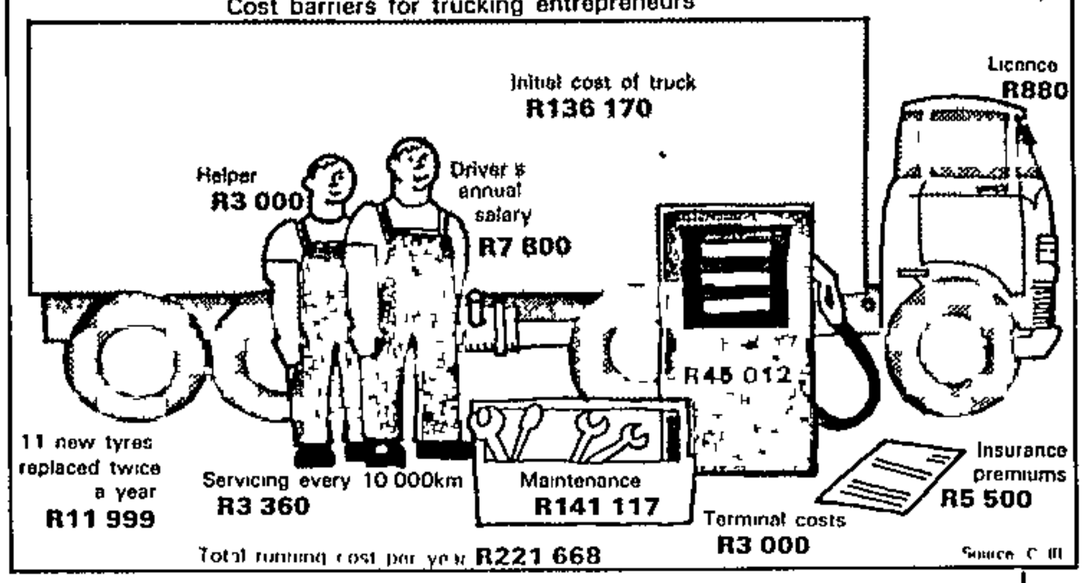
"As in other countries, public carriers tend to merge, buy out or co-operate to justify investment, improve expertise and do the job more efficiently," he notes

Although the end of permits will mean an administrative saving of R65m a year, it also means an end to the status quo It hasn't been easy for hauliers to cope with red tape, but at least the present system, as they see it, is "safe" and prevents competition But overseas experience suggests there will be at least a four-year period of disruption for companies like Cargo and Hultrans — when they will have to show they can match any new operator on price as well as service

They must also watch out for a revitalised railway system, should SA emulate the north American experience But it stands to reason that increased competition is good for the consumer and, in the long run, good for the industry as well ■

Not a cheap business

Cost barriers for trucking entrepreneurs



KROK BROTHERS

Mixing a new brew

In a two-year buying spree the Krok twins have built up major shareholdings in four listed companies. Chances are that more will follow.

Every economic scenario has its own set of actors, and the stars of a boom generally make way for a new cast once a recession takes centre-stage Few have taken greater advantage of the recession than Solly and Abe Krok, whose major investment only two years ago was the joint shareholding, with the Premier Group, in pharmaceutical company Twins-Propan, which controlled the listed Alex Lipworth

The twins began the Twins group in November 1953 when they put a £200 deposit down on a small chemist in Noord Street That chemist shop registered sales of £192 in its first month — today the Twins pharmaceutical group boasts sales of some R160m and pre-tax profit of about R30m

In the past two years the Kroks have put their strong cash flow to use in establishing controlling stakes in three listed companies whose joint market capitalisation totals almost R120m The Kroks' share of this capitalisation amounts to some R66m, and rises to about R74m if the indirect stake in Lipworth is included Lipworth is capitalised at R25m

Their investments cross a spectrum from engineering to office furniture, to salt and

SATS steps up effort to push independent truckers off the road

By Don Robertson

SOUTH African Transport Services (SATS) has intensified its campaign against private truck owners, say road hauliers.

The tougher line taken by SATS — and supported by the police governing road matters — comes only months after the White Paper was presented to Parliament setting out details of the deregulation of the transport industry and the intention to phase out permits

Thousands of private hauliers, with equipment worth billions of rands and employing thousands, fear they could soon be forced out of business by continued harassment by police They face forfeiting their truck should they be convicted three times

Strategic

A second conviction carries a two year jail sentence or R10 000 or both

This week, the Minister of Transport, Eli Louw, said on SABC-TV that transport was a "strategic" industry

In the past hauliers have been reluctant to discuss their plight for fear of victimisation

But Peter Burkhalter, managing director of International Delivery, has had enough He is now prepared to challenge SATS, which he says "is chasing us from one end of the country to the other"

Mr Burkhalter has also abandoned hope that the industry body, the Public Carriers Association, will be able to provide sufficient representation with the authorities and has petitioned the State President, the Minister of Transport, various politicians and various employer organisation, such as Assocom

In the past three years, Mr Burkhalter, who operates 22 truck combinations, has had to pay almost R320 000 to defend himself in various parts of the country

He has been charged "on dozens of occassions" with various contraventions of the permit laws, but has been convicted only once At present, he has seven cases pending in Heidelberg, one in Balfour, one in Ladysmith and another in Kroonstad

The Ladysmith charge relates to the movement of liquid chemicals, for which he has a permit, issued by the chief transport inspector in Durban in September 1983

Mr Burkhalter fears that, if he is convicted on two more occassions, he will have to forfeit trucks to the State.

Like many others in the industry, Mr Burkhalter has had to operate on temporary permits These permits cost R5 a day for each vehicle This has cost him up to R17 000 a month The normal permit costs R100 and lasts for the life of the truck

Mr Burkhalter, like thousands of other hauliers, operate on permits issued in terms of Paragraph O of the Road Transportation Act 74 of 1977 Paragraph O, also known as the "grey permit", allows the transport of "plant machinery and equipment engaging in the process of production or conveyed for that purpose"

Impounded

But it appears that interpretations of the "grey permit" differ in the various centres

"Our trucks have been impounded in places like Alexander Bay, Ladysmith and Villiers and each time we have to go there to defend ourselves in these areas," says Mr Burkhalter

"This costs us and the police department a great deal of money"

Mr Burkhalter's petition to the Minister of Transport earlier this year was handed over by the Minister's office to the general manager of Sats

His dilemma worsened when a number of his customers petitioned the Minister of Transport on his behalf after his permit was withdrawn, only to be told that SATS could assist them with all or part of their transport needs

SAA plays it cool over latest air-links-ban move

SIPHO NGCOBO

SAA was adopting a "wait and see" attitude yesterday after the announcement that Zambia and Zimbabwe had put off plans to cut air links with SA.

Latest move on the embargo was disclosed by Zambian President Kenneth Kaunda at the weekend.

SAA media officer Francois Louw said yesterday it would not be proper for SAA to comment "at this stage".

Louw said, however, that the cutting of air links with the two Southern African states would cause hardships, especially for air passengers.

"Obviously passengers will use other means of transport to both Zambia and Zimbabwe, like rail and road transport. But these are slow compared with air transport."

Kaunda said the reason for Zimbabwe and Zambia putting off the planned December ban on air links with SA was that the two countries realised such a move would be fruitless without the backing of other Southern African states and members of the international community.

The Zambian President said that, to forge a common strategy, he was holding talks with the leaders of Kenya and Angola, and that Zimbabwe's Prime Minister Robert Mugabe was speaking to Mozambican President Joaquim Chissano on the issue.

After that, there would be a summit

"On analysing what was involved, it became clear that unless all of us acted in unison, efforts by Zimbabwe and Zambia alone would have been wasted, leaving serious loopholes and rendering the whole exercise meaningless," Kaunda said.

Sats tariffs only change next year

NORMAN SHEPHERD

SA TRANSPORT SERVICES has postponed changing its tariffs for transporting goods within SA to April 1 next year.

The new tariffs were to have come into effect on July 1 this year.

A spokesman said yesterday Sats would begin charging according to weight or bulk (cubic capacity) — whichever was the greater — on that date.

Sats PRO Desray Alberts said the change had been postponed to give clients time to negotiate or "work things into the system".

She said the change was part of Sats's policy of doing away with cross-subsidisation

Sats had been subsidising light goods traffic by loading charges on heavy goods.

Small Business Development Corporation (SBDC) MD Ben Vosloo said "A more cost-efficient Sats is desirable but any escalation of costs in any production process is detrimental."

The formula for calculating costs under the new system will be (A - B) X C X D. A is the published rate as per volumetric scale in cents per 100kg B is miscellaneous charges which may apply for handling or cartage C is standard density divided by consignment density D is consignment mass in 100kg units.

Sats insists permit system will stay for at least two years

By Don Robertson

The permit system used to control the movement of goods by road will not be abolished for at least the next two years.

The system, which has been attacked by private hauliers, is due to be phased out in terms of a White Paper on National Transport Policy, presented to Parliament in January

But Giel Holz, deputy general manager of South African Transport Services (Sats), says permits were introduced to prevent the movement of goods from rail to road and, until Sats is compensated for the losses suffered on uneconomic routes and passenger services, the system cannot be scrapped

Mr Holz was reacting to angry attacks by private hauliers and the Public Carriers Association (PCA), which represents over 10 000 vehicles They have accused Sats of increasing harassment — with the assistance of the police

They accuse the police of impounding vehicles and laying charges of permit contraventions and Sats of challenging most permit applications

Scrutiny

According to Mr Holz, the permit system has not been lifted and Sats is thus entitled to challenge applications, but he insists that Sats is subject to the same scrutiny

However, he admits that Sats has tried to prevent the extension of permits "as we need the business as well"

"We must have a permit system to allow us to maintain business and provide uneconomic services such the passenger service and the sub-economic transport of agricultural products and minerals," he says

"We do not believe that the permit system can be phased out, but only stopped and this cannot happen until the State compensates us for the losses"

The passenger service is currently operating at a loss of between R400-million and R500-million a year, branch routes at R100-million and assisted passages by about R150-million

"Once we have been fully compensated, we will raise these sub-economic rates and will reduce other rates on which we make huge profits," he says

Referring to increased harrassment, Mr Holz says "Applications for permits have increased sharply in the past few months and this is a natural reaction by us against the private hauliers"

However, Ian Moss, chief executive of the PCA, believes the attitude of the Minister of Transport, the director general of transport and the White Paper are not in accord with Sats and it is undaunted in its attempt to get the system scrapped

Petition

In a petition to the director general of transport last month, the PCA asked for an administrative decision to be taken to define Sats' right to litigate in the system They have also asked for the forfeiture clause (Section 36) to be eliminated from the Road Transportation Act

This section provides for a fine of R10 000 or two years or both on a second conviction for an offence under the permit system and for forfeiture of the vehicle on the third conviction

The PCA has also asked that permits in future allow for the carrying of "goods of all classes", expect in certain cases such as explosives

The PCA claims that the cost of permit applications and legal defence of charges is crippling the industry

It states that in 1986 a member company incurred costs of R407 000 for permits and legal fees and administration costs on permits

Another larger group estimates that the permit system last year cost it more than R2-million, including R1-million in obtaining and defending permits

Armed police guard trains and stations

STAR 15/4/87 (269)

By Zenaide Vendeiro and Montshiwa Moroke

Armed police were guarding trains and railway stations in Soweto today after four more trains were set alight yesterday. Signalling equipment was also damaged and resulted in temporary suspension of services on one of the lines into the township complex.

Trains on Soweto lines were running 50 minutes late today and thousands of commuters had to use taxis, buses and private vehicles to get to work.

One of the fire-damaged trains stands in a siding at the Johannesburg Station.

The general manager of South African Transport Services (SATS), Dr Bart Grove, issued a warning that "stronger action" would be taken to combat what he said had developed into civil unrest.

His statement came after damage to a total of 14 trains in two days and disruption of commuter services

Although trains were running late today, services on both Soweto lines appeared to be operating normally

Armed police travelled in trains or guarded stations. At 6 30 am trains were full, but later became noticeably empty

There was confusion and tension at stations, and some people seemed unsure whether or not to board trains. Thousands of commuters turned to private cars, taxis and buses.

A Bureau for Information spokesman said four trains were set alight at stations yesterday.

At 10 am two coaches of a passenger train were set alight at Orlando Station. Another was torched at 4 pm.

Lines deviate

A goods train was set ablaze at New Canada Station shortly after 5 pm It is at New Canada Station that the lines deviate — one to Naledi, and the other to Tshiawelo

At 5 20 pm, SATS suspended normal services on the Naledi line because of damage to a signal cable. A shuttle train was run between New Canada and Dube, but SATS was unable to obtain buses to operate further than Dube station

There was a fourth attack at Dube at about 8 pm when a locomotive was set alight.

Yesterday the Congress of South African Trade Unions (Cosatu) repeated its willingness to assist getting talks between SATS and Sarhwu, an affiliate, back on course

Cosatu also expressed anger at insinuations that it or Sarhwu had resorted to intimidation, and interpreted allegations of "torture" by SATS as a sign that management is "moving further away from the idea of dealing with elected worker representatives".

Cape Times 15/4/87

Soweto trains stopped

JOHANNESBURG. — SATS officials last night stopped trains entering Soweto after coaches on four trains were set on fire.

Commuter trains were stopped at New Canada station and buses ferried passengers into Soweto.

Earlier, SATS said the rail strike "has developed into civil unrest". Later last night, coaches on 14 trains had been set alight.

Police and SATS officials are investigating possible links between the torching of 26 coaches and the strike.

Meanwhile, the South African Railways and Harbour Workers Union is seeking legal advice after SATS allegations that striking workers set the trains on fire. — Sapa and UPI

Rail traffic chaos as firebugs strike again

(269) B/Day 16/4/87

Business Day Reporters

RAND rail traffic was in chaos during peak hour yesterday as violence aimed at South African Transport Services (Sats) spread into central Johannesburg and outlying stations.

By yesterday evening, at least 13 coaches had been set alight at eight different stations.

The latest arson attacks bring to 47 the number of coaches reported to have been damaged by fire during the last three days.

Dam[illegible] could run into millions of ral[illegible] although a Sats spokesman said a figure could not be put on the costs until the extent of the damage had been investigated.

The West Rand line was disrupted for 20 minutes from 4.45pm yesterday after the power supply was damaged by a two burning coaches at Braamfontein marshalling yard in central Johannesburg.

Electricity was switched off to allow repairs, a spokesman for Sats said.

Thousands of rush-hour commuters were left stranded for the second night in a row by the disruption. Queues at black taxi ranks in the city's financial district stretched for several hundred metres as residents of Soweto and other outlying townships tried to find alternative transport home.

Putco added an extra 50 buses to its usual 600 going to greater Soweto, Dobsonville and coloured tow[illegible]s south of the city last night. But spokesman Pat Rogers said at 6.45pm: "We are not coping with the situation. There are still people in the city that we have not been able to pick up."

Meanwhile, South African Railways

● To Page 2

(269) B/Day 16/4/87

Another 13 rail coaches set alight

● From Page 1

and Harbours Workers' Union (Sarhwu) education secretary Mike Roussos said the union was considering suing Transport Minister Eli Louw for damages arising out of allegations that the union was involved in the violence that has broken out during the five-week strike by its members. (See Page 3.)

Yesterday the Bureau for Information confirmed that members of the security forces were guarding Soweto stations after several reports of unrest. No injuries or arrests arising out of the violence have been reported, although at least two of the coaches set alight were carrying passengers.

The coach of a moving train at New Canada was set alight at 1.20pm. Damage was extensive, the bureau said.

At 4.36pm two passenger coaches were burnt out at Braamfontein; one was burnt out at Langlaagte (4.09pm); and one at Croesus (4.52pm).

A passenger coach arriving at Germiston station at 4.15pm was set alight.

Three passenger coaches were damaged by fire at Irene at 4.50pm.

Two passenger coaches were burnt out at Luipaardsvlei, near Krugersdorp, at 5.45pm.

At Kaalfontein, near Carletonville, two passenger coaches were burnt out.

At Oakmoor station, near Kempton Park, police used tearsmoke to disperse a crowd of about 2 000 on their way home at 4.45pm, the bureau said.

16/4/87

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Power had to be switched off so firemen could extinguish a blaze on one of two trains set alight yesterday at the Braamfontein marshalling yard.

Man shot in petrol-bomb attempt, say police

Transport chaos as trains burn

16/4/87 Star (269)

Staff Reporters

Security forces have shot and wounded at least one alleged arsonist as attacks on trains spread throughout the PWV area.

Thousands of commuters have been stranded, and this has placed enormous burdens on other services.

The attacks on trains yesterday were the first outside Soweto — and they affected white commuters on the West Rand and Pretoria routes

By this morning there were still trains in the region running up to an hour late, said a South African Transport Services (SATS) spokesman

And a Putco spokesman said the company had put 75 buses — withdrawn during the December boycott — back on the roads, but was still unable to cope with the increased demand

"We are operating at a stretch There are not enough buses in South Africa to cope with this situation," he said

Yesterday and today black commuters were forced to the roads — using either taxis or private cars

Thirteen coaches were set alight at eight railway stations yesterday, bringing to 47 the number burnt in three days of unrest

SATS was was unable to estimate the damage yesterday, but believes it could be hundreds of thousands of rands

Coaches are apparently being set alight with petrol bombs hurled from outside But at least one case of arson committed from inside a coach has been reported

The Bureau for Information reported that one man was arrested after being shot and wounded in the leg by security forces at George Goch Station yesterday He had attempted to throw an ignited petrol bomb at a coach

At Oakmoor Station, near Tembisa, a crowd of 2 000 — many allegedly carrying ignited petrol bombs — were dispersed with teargas by security forces No damage was caused

Intimidation

At Germiston Station, a large crowd allegedly attempted to intimidate security guards not to work, but did not succeed, the bureau said

The bureau said one train was set alight at New Canada, two at the Braamfontein marshalling yard, one at Langlaagte, one at Croesus, three at Irene, two at Luipaardsvlei, two near Kaalfontein, and one at Germiston

All the attacks took place between 1 pm and 6 pm yesterday.

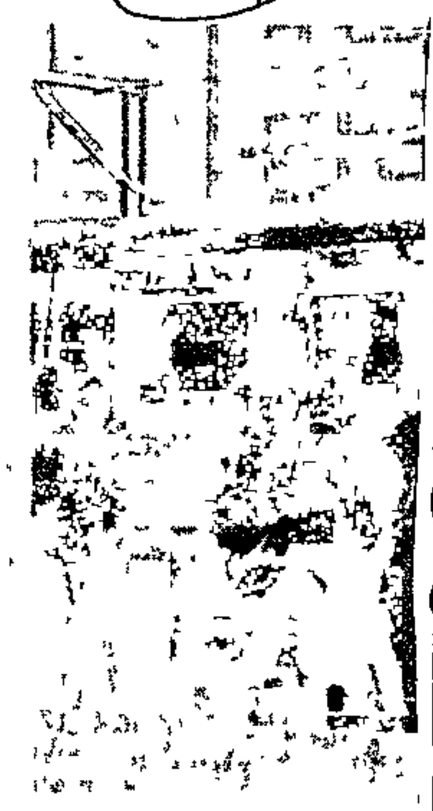
A spokesman for the Johannesburg Fire Department said fire engines rushed to Braamfontein, Langlaagte and Croesus, near Industria, to extinguish the fires

Rail traffic in Johannesburg came to a standstill for more than a half-hour at peak time because the power supply was switched off while firemen put out flames in the Braamfontein yard

Thousands of commuters were again late for work this morning.

Armed police and soldiers were still guarding railway stations this morning

● See Page 13.



Railwaymen inspe

Union rejects Govt accusations, threatens to sue two Ministers

By Mike Siluma

The South African Railway and Harbour Workers' Union (Sarhwu) has strongly rejected Government accusations of intimidation in the rail strike, and threatened legal action against two Cabinet Ministers.

At a Press conference yesterday, Sarhwu and the Congress of SA Trade Unions (Cosatu), which has also been criticised by the Government, released affidavits of strikers allegedly assaulted by policemen and members of SATS management. The Star has referred details of the affidavits to the police for comment.

Sarhwu spokesman Mr Mike Roussos said the union would take legal action against Law and Order Minister Mr Adriaan Vlok on behalf of members allegedly assaulted, and against Minister of Transport Mr Eli Louw for making "slanderous statements" against the union. Legal action would also be taken against SATS management for the alleged assaults.

Saying he was confident that most railworkers supported Sarhwu, Mr Roussos challenged the Government to hold a ballot to prove the union's support.

Denying that the union encouraged violence and intimidation, and that it had an interest in prolonging the strike, Mr Roussos gave the Press documents detailing communication between the union and management since the strike began.

The documents proved the union had made every effort to resolve the strike when it first broke out at City Deep, and to prevent it from spreading, he said.

ACCUSED OF INTIMIDATION

By accusing Sarhwu of intimidation, management was trying to justify its refusal to "negotiate with the democratically elected representatives of the workers."

Answering a question, he said Sarhwu had no idea who had been setting trains on fire.

Asked about a call by management and the black staff association for workers to return to work, Mr Roussos said they would resume duties when management had addressed their grievances

Mr Roussos said workers would ask for a meeting with management today to resolve the strike, "and we hope management will live up to their public statements and be there to negotiate".

Cosatu general secretary Mr Jay Naidoo denied the federation's property was being used as a "torture chamber" for non-strikers.

The union said yesterday that up to 22 000 workers in the Transvaal and the Free State were now on strike.

SATS today agreed that the number of strikers had gone up yesterday from about 13 000 to 14 800

alight at the Braamfontein marshalling yard yesterday.

Business Re

THURSDAY, APRIL 16, 1987

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Kruger rands

JSE Closing

	Buyers	Sellers	Sales
1 oz	1110	—	1115
1/2 oz	530	535	530
1/4 oz	26500	27000	27000
1/10 oz	11200	11500	11500

THE SOUTH AFRICAN BULLION AND KRUGERRAND EXCHANGE PH: 25 1788, 25 1946

Cape Times 16/4/87

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Transport levy: Chamber reacts

By AUDREY D'ANGELO
Financial Editor

THE CAPE TOWN CHAMBER OF COMMERCE is "strongly opposed" to a suggestion that employers should raise wages to compensate for fare rises after the public transport services levy — which brings in millions of rands — is abolished on July 1

Instead, it says the government should subsidize public transport since it is for political reasons that poor people were moved far away from work centres.

The transport services levy paid by employers on all black and coloured employees will be abolished on July 1, when the Regional Services Council levies come into operation in greater Cape Town

The Department of Transport has suggested that pay increases compensate employees for resulting fare rises.

But the chamber says such rises without corresponding increases in productivity would be "highly inflationary"

They could also lead to ill-feeling, since employees with furthest to travel would receive higher increases than those living nearer their workplace

The chamber's director, Alan Lighton, points out that employers were promised they would be compensated for having to pay the new payroll and turnover taxes by the withdrawal of the transport levy and business licence fees

He accused the government yesterday of reneging on this by asking employers to shoulder an increased burden

Lighton also points out that giving wage increases to make up for the loss of the subsidy would not compensate the unemployed and pensioners

"It is also no solution to suggest that the burden of transport subsidization be passed on to Regional Services Councils, as this would impose impossible strains on the resources of these councils"

He said that in 1985, the transport services levy raised about R140m in greater Cape Town To ask the Regional Services Council to make up for this would "seriously prejudice prospects for economic growth in the region"

He said the chamber had asked the Department of Transport to subsidize urban transport services from central revenue sources

Cape Times 21/4/87

Damage to trains may be R25m

Own Correspondents

JOHANNESBURG — Damage caused to South African Transport Services (SATS) train coaches during the six-week railway strike is already running to about R25 million, according to a SATS spokesman

Mr Dirk Beukes, a public relations officer for SATS here, said yesterday that this figure was a "very rough estimate" and did not include the cost of running the service in strike circumstances.

Also excluded from the estimate was slight damage to a number of other coaches, he said.

Security forces maintained a strong presence at some Rand stations yesterday in expectation of further violence after last week's arson attacks on SATS carriages,

No carriages were reported torched yesterday, but a passenger and an engine coach were set alight at Kaalfontein station, Kempton Park, on Sunday.

'No ultimatum made'

At least 52 carriages have been damaged in six days of arson attacks

SATS has rejected a report saying a deadline has been set for today for 18 000 strikers to return to work or face mass dismissal

Mr Beukes said: "Nobody has been dismissed and no ultimatum or threats have been made. But the situation cannot carry on indefinitely. Time is running out for the strikers to return to work."

Meanwhile, a SATS spokesman confirmed a statement by its recognized Black Trade Union of SA Transport Services (BLATU) that strikers who returned to work tomorrow would not forfeit their annual bonuses

But SATS rejected BLATU's claim that strikers would be dismissed tomorrow unless they returned to work.

Yesterday's security operation was mounted to protect trains, stations, marshalling yards and other SATS property in Johannesburg and Soweto

Security was tight at New Canada station on the outskirts of Soweto.

A large defence force contingent patrolled the platforms and sporadically searched commuters' bags early last night

Several soldiers patrolled the surrounding veld on motorbikes.

Security at Johannesburg, Langlaagte and Soweto's Mlamlankunti and Orlando stations was less obtrusive.

SATS spokesman Mr Frikkie Stevenson said the security-force operation was a "temporary measure" but details were "classified information"

Attempts to obtain SADF or SAP comment on the scale of the security operation met with no success.

ARGUS 21/4/87

NATIONAL/INTERNATIONAL

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Train service returns to normal

The Argus Correspondent

JOHANNESBURG — Police patrolled Johannesburg station today as thousands of commuters streamed through the concourse

Trains on the Witwatersrand operated normally this morning and there were no new reports of attacks

The Bureau for Information reported that the last attack on trains was on Sunday night when a passenger coach and a driver's coach were set alight at Kaalfontein station, Kempton Park

There were no attacks on Saturday On Friday, the Bureau reported five

Sapa reports that representatives of 18 000 strikers have asked an official of the Black Trade Union (Blatu) of the South African Transport Services for his help to arrange talks to end the strike

A Sats statement says the six-week-old strike "took a dramatic turn" last night But the management say they will still not talk to strikers unless they return to work

A deadline for their return has been extended to tomorrow morning with the warning that workers who do not meet the deadline face the sack

According to Sats, the management was contacted by a Mr Nthinyani, chairman of the executive committee of Blatu in Natal, who had been approached by a representative of the strikers in Southern Transvaal and an official of the South African Railways and Harbours Workers Union

Dr Bart Grove, Sats general manager, has agreed to meet the strikers under the auspices of Mr Nthinyani, Sats says, as long as strikers return to work by 8am tomorrow

A Sats spokesman said if the strikers did not return, Dr Grove "could exercise the discretion vested in him to dismiss workers who continued striking"

Dr Grove said he hoped Mr Nthinyani's involvement "would assist workers to return to work immediately and thereby secure their continued employment"

22/4/87

SAA ban in force

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JOHANNESBURG — The US State Department wants until October to consider Pretoria's request to restore SA Airways' (SAA) landing rights to New York

SAA is still awaiting the outcome of an appeal three months ago to have the ban revoked

The Air Services Agreement, which requires one year's notice of cancellation, was overriden last November by a presidential order banning SAA flights as part of wider congressional sanctions

SAA argues that the agreement must be adhered to and millions of rands in lost revenue be awarded it — DDC

CAPE TIMES 25/4/82

US appeal court upholds SAA ban

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WASHINGTON. — A US court of appeals yesterday upheld the Reagan administration's order halting all flights between the United States and South Africa by the South African national airline.

The court threw out a lawsuit by South African Airways seeking to overturn or delay the ban enacted by Congress as part of a sanctions package intended to press Pretoria to end apartheid.

"We conclude that Congress intended the immediate suspension of the (landing) rights enjoyed by (South African Airways)," Judge James Buckley wrote for the three-judge panel.

The administration, seeking to implement sanctions legislation passed by Congress over President Reagan's veto, last November ordered the airline to halt all service between South Africa and the United States — Sapa-Reuter

SAA frauds may involve up to R4-m

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Star 27/4/87

By Zenaide Vendeiro, Transport Reporter

The investigation into alleged financial irregularities at South African Airways — which has led to the suspension of two senior officials — could involve more than R4 million and transactions going back to January 1982, according to reliable sources.

Investigators, including police and South African Transport Services (SATS) auditors, have so far traced about R150 000

Members of the SAP Transport Policing branch, headed by Colonel Johan Piek, have taken possession of and are scrutinising mountains of documents at SAA headquarters in Johannesburg, but it could take months to unravel the allegedly fraudulent transactions

Although Colonel Piek declined to reveal details because it would prejudice his investigation, sources say the "irregularities" involved creating or manipulating trade exchange agreements. Extra first-class and business-class tickets were obtained and sold at cut prices

The Star has been given the names of several well-known companies in the travel, hotel and car hire industries whose employees colluded with contacts at SAA to obtain these tickets

The senior officials suspended recently include a senior superintendent in the public relations section and a superintendent in the finance section They have not been arrested but have given sworn statements to the police

The Star has also been told that three clerks — a woman and two men — have resigned as a result of the investigation

In another development, Johannesburg travel agent Mrs Margaret Hatz (47) appeared in the Johannesburg Magistrate's Court on Friday in connection with fraud involving airline tickets worth R953 000

Mrs Hatz was not asked to plead and will appear in court again on August 3 She was allowed bail of R100 000 after having surrended her passport to the investigating officer, Colonel Piek

The magistrate, Mr B J van der Merwe, warned Mrs Hatz, a senior partner of Thompson International Tour Wholesalers, not to contact some 300 individuals and companies listed on a schedule before court.

After the launch of Colonel Piek's investigation, other fraudulent schemes were discovered

New bid for US meeting

The Star Bureau

WASHINGTON — South African Airways will soon start proceedings to claim scores of millions of rands from America following the termination of its service to New York.

South African officials here will seek a meeting with the US State Department to try to settle the matter.

"The next step would be arbitration, should those consultations fail," a South African official said yesterday.

At issue is the abrupt termination of SAA's landing rights in the US, a move ordered by the Comprehensive Anti-Apartheid Act of 1986 passed by Congress on October 2.

SAA's programme of action emerged at the weekend after a US Federal Appeals Court upheld the revocation of SAA's landing rights on Friday.

appeared for the respondent

ARGUS 27/4/87

SAA claims 'lost' millions from US

The Argus Foreign Service

WASHINGTON — South African Airways is claiming scores of millions of rands from the US following the termination of its service to New York

South African officials here are seeking a meeting with the US State Department in an attempt to recover losses SAA claims as a result of the ending of its flights to America late last year

A South African official said "The next step would be arbitration should those consultations fail"

The amount SAA is seeking is not yet clear Mr Gert van der Veer, chief executive of SAA, said here in an affidavit during litigation that the airline would lose about R110-million in passenger revenues, R26-million in cargo traffic and roughly R3-million in mail traffic

"SEVERE DAMAGE"

At issue is the abrupt termination of SAA's landing rights in the US, a move ordered by the Comprehensive Anti-Apartheid Act of 1986, passed by Congress on October 2 SAA's claims arose because it asserted it had a right to a year's notice before its five flights a week had to stop

Mr van der Veer cited the Air Service Transport Agreement between South Africa and the US, saying it provided for a year's notice and adding "This loss would not be incurred by SAA if it were allowed to plan for the orderly termination of its services over the course of the next 12 months"

He also claimed that the sudden end to SAA flights to America had inflicted "severe damage" to the airline's reputation for reliability within the transport industry and with the travelling and shipping public

At the weekend a US Federal Appeals Court upheld the revocation of SAA's landing rights A three-judge panel found here on Friday that Congress had the authority to do this immediately in spite of the air transport agreement

ade rules in general, it t that inspired confidence

vidual promises The US would try to reduce its large

Police probe SAA ticket fraud

LINDA ENSOR

SOUTH AFRICAN AIRWAYS trade exchange agreements could have been used as a way to defraud the airline

That is one of the possibilities being considered by the transport branch of the police, which is investigating a massive fraud involving hundreds of SAA tickets.

SAA auditors are conducting an internal inquiry into financial irregularities and two SAA officials have been suspended

SAA PRO Francois Louw said yesterday the airline exchanged products with companies in trade exchange agreements, for example advertising for air-transport.

Air tickets were also used for this purpose and the police were investigating whether fictitious agreements were concluded with the collaboration of outsiders

Another method which could have been used was for people to pay for an economy-class ticket and receive a first-class one.

A Johannesburg travel agent Lindsay (Margaret) Hatz appeared in the Johannesburg Magistrate's Court on Friday on charges of fraud involving airline tickets said to be worth about R1m

Hendrik Conradie, president of the Association of South African Travel Agents (Asata), said yesterday the public need not be concerned about the investigation, as even if a ticket was issued contrary to regulations, it remained a contractual document which had to be honoured by the SAA

He said it would be "improper" to comment on whether the blank tickets issued to travel agents by the International Association of Travel Agents (Iata) were also being used fraudulently

AIRLINE MOVEMENTS

Monday Air Schedule
Johannesburg to Cape Town

Dep	Arr	Flight
0700	1040	SA301
0730	0935	SA303
1000	1205	SA307
1200	1405	SA315
1300	1400	SA518
1400	1500	SA530
1500	1600	SA510
1715	1815	SA524
1915	2015	SA516
2050	2150	SA520
2215	2315	SA592

Johannesburg to East London

0735	0900	SA401
1100	1245	SA419
1730	1855	SA417

East London to Johannesburg

[illegible]	0920	SA400

Post Office workers to resume talks

STAR 28/4/87

269

By Mudini Maivha

About 4 000 members of the Post and Telecommunications Workers' Association (Potwa) decided at a meeting in Soweto's Regina Mundi Catholic Church yesterday to pursue negotiations with Post Office authorities.

Workers said they were prepared to return to work tomorrow if management agreed to their demands for parity in pay and working conditions

However, Potwa president Mr Vusi Kumalo warned the Post Office that if it continued with its "verkrampte and unrepentant" attitude, the situation would worsen

Potwa members have been on "a work stoppage and not a strike" since April 2

Yesterday's meeting also resolved to fight for the rights of Mr Yeni Malevu, a member sentenced to two years' imprisonment for intimidation

The union said it would instruct its lawyers to continue fighting for his release The union would take up the issue with management to secure his salary and benefits for the duration of the prison term

"We shall want a written agreement, even if it means signing it in front of Johannesburg's chief magistrate," said Mr Kumalo

Workin; conditions

Strikers hit by lean paypackets

Hundreds of South African Transport Services strikers paid off yesterday are stunned at the meagre paypackets they received — less than R10 in many cases.

As former Sats workers queued under armed guard at payout offices across the Reef, management repeated its offer to rehire strikers on the basis of their loyalty and service

Workers received letters with their pay-slips informing them they had been dismissed for striking illegally.

The letter told workers they could reapply for jobs and warned them to return Sats uniforms and provident fund cards.

The South African Railways and Harbour Workers' Union (Sarhwu) remains determined that there should be no selective re-employment.

Apart from reinstatement of all strikers, Sats workers are demanding an assurance that nobody will be victimised. They also insist that they will not return before their main grievances are addressed

● Sarhwu has released the names of six strikers killed last Wednesday in confrontations with the police Those killed in Johannesburg were Mr Joseph Mampuru, Mr Christopher Jozana and Mr Molahlehi Mohlakametsi Those killed in Germiston were Mr Moses Mokgopa, Mr Jeremiah Diutlwileng and Mr Zonwabele Mogubata

Trains late after coach set alight

(269) By Zenaide Vendeiro (SMO 1/5/87)

A passenger train coach was set alight at Dube station, Soweto, last night, a spokesman for the Bureau for Information said today

This brings to 70 the number of coaches damaged by fire in violence surrounding the strike on the Witwatersrand by 16 000 railway workers

No injuries or arrests were reported after last night's attack.

A spokesman for the S A Transport Services (Sats) said the incident caused 13 Soweto trains to be about 40 minutes late

The holiday train service today was operating normally and on schedule, the spokesman added

In its unrest report yesterday the bureau said a coach was set alight at Daveyton station near Benoni on Wednesday. No injuries or arrests were reported.

A Sats driver, Mr A J S de Bruyn, was slightly burnt when six men and a woman set fire to a Sats truck on Wednesday. The incident occurred in Marshall Street in the centre of Johannesburg. There have been no arrests.

Four men were arrested at the Sentrarand shunting yard on charges of intimidation on Wednesday after they threatened other workers not to continue work.

● In an unrest-related incident, two men were arrested under the emergency regulations in Meadowlands, Soweto, after they stoned a police vehicle.

Privatisation not answer, says new manager of harbours

269

Mr Mike Myburgh

By Zenaide Vendeiro, Transport Reporter

Although being a supporter of the free-market system, the new chief of South African Harbours, Mr Mike Myburgh, feels harbours do not readily lend themselves to privatisation

In an interview soon after his appointment as an assistant general manager of South African Transport Services (SA Harbours), Mr Myburgh said Harbours — along with other Sats operations — is being considered for privatisation However there are certain factors which militate against this

"First, one couldn't easily think of privatising the entire operation as one would merely be changing it from a state monopoly to a private monopoly

"And, because the South African economy is so small and concentrated, it would be completely unproductive to allow individual harbours to be privatised and to compete against each other Durban would eat up all the traffic while harbours on the southern and western coasts would be strangled We cannot afford to allow these harbours to remain idle," he said

Asked about the effect on sanctions on export traffic, Mr Myburgh, the former Chief Civil Engineer, conceded that sanctions are "making things difficult" but said there are sufficient pragmatic customers in other countries to ensure a lively export market. "People have become disillusioned with the politicisation of international trade and are interested in trading and doing business with South Africa"

He feels there will be concentrated attempts by black Africa to improve transport corridors, ports and services These will achieve a certain success in the next few years

Infrastructure

"However, these ports do not have the depth of our ports and, above all, the availability of infrastructure is not in itself sufficient to attract transport customers You need both availability and reliability of services African ports still have a long way to go to catch up with us on the reliability aspect"

Mr Myburgh said that while he is still familiarising himself with the harbours operation, he thinks that it, like any other business, should concentrate on improving the productivity of its operation and the quality of its services

His impression is that Harbours is "generally productive" and that his predecessors have done a fantastic job in this respect "They took what was almost a despised sector of Sats and turned it into a sector which can hold its head high"

However, there are still many areas where he can exert himself, particularly in view of the fact that Harbours is a monopoly and does not have the "acid test" of competition

It is extremely important to increase productivity further so that prices remain competitive "or as close to competitive if we had the competition"

It is also crucial that customers encounter an efficient and client-oriented operation "There is an old culture where people, by their actions, still tend to regard our customers as being favoured by Transport Services rather than the other way around"

Although top and middle management have the right orientation towards clients, this has not filtered through to the "shop floor" or the "coalface" of the operation New entrants enter Sats with an open mind but eventually begin to absorb this culture, he said This "arrogant" attitude must be rooted out

BOYS DIE IN JUMP FROM TRAIN

(269) Sowetan 8/5/87

By JOSHUA RABOROKO

TWO 14-year-old Sebokeng boys died tragically this week when they jumped off a moving train after allegedly being assaulted for failing to produce tickets.

The incident happened between Houtheuwel and Leeuhof stations where the bodies of John Mabala Thokoa and Tebogo Makhobe — both pupils at Lefika Lower Primary School in Sebokeng — were found.

Eye-witnesses and relatives yesterday said Mabala and Tebogo were cornered in the train by sjambok-wielding railway officials who were moving from coach to coach demanding tickets from passengers

According to Mrs Joyce Moleta, who is Mabala's guardian, the two boys boarded the train at Eatonside station where no tickets were sold because there were no booking clerks

Mrs Moleta said she had given Mabala money to buy a ticket to travel to Vereeniging where he was to buy groceries for the family

"We were surprised when both boys failed to turn up at home on Saturday night We searched for them at hospitals and at relatives' homes We were shocked when we found their bodies at the Government mortuary," she said

"They both had weals on their bodies — an indication that they were sjambokked," she added

Didn't have tickets — claim

Running

Eleven-year-old Thabang Leche, who was in the same train, said armed railway officials moved from coach to coach demanding tickets from passengers

He said that he saw Mabala and Tebogo running out of the coach where they sat together

To Page 8

MRS JOYCE Moleta: guardian.

THABANG Leche ... on train.

Train deaths

From Page 1

"I later saw two people "flying" outside the moving train. I was saved by a good Samaritan who paid for my ticket. I do not know if Mabala and Tebogo had tickets because there was nobody to sell them at the station," he said.

A SATS spokesman, Major Dries Jacobs, said they only received a report that one youth jumped out of a moving train apparently because he did not have a ticket.

He denied that there were railway officials armed with sjamboks and said. "Our police do not carry sjamboks".

He said the matter was being investigated.

A spokesman for a Johannesburg firm of lawyers confirmed that they received instructions from both families and said they were appealing for more eye-witnesses to give them further information.

Early-birds still get to work late

Cape Times 14/5/87 269

By DIANE CASSERE

OBEDIENT commuters got up 10 minutes earlier yesterday morning and leapt on to their trains with extra agility, but in vain — they were in most cases nearly an hour late for work, despite the prescribed precautions.

Yesterday morning the Cape Times reported that trains regularly ran about five to eight minutes late during winter because of the extra time it took passengers to board trains from the comparative warmth of shelters.

A South African Transport Services (SATS) spokesman suggested a slightly earlier start to the day as a precaution against habitual lateness for work.

Outraged commuters on the southern suburbs line, many of whom admitted to having followed the advice, bombarded the Cape Times with complaints that they had been delayed for about 45 minutes on trains during peak hours

One tearful young woman even asked if a Cape Times reporter could phone her boss, who had cast an extremely jaundiced eye on her apparent tardiness.

A spokesman for SATS said that a power cut in six sets of signal points at Observatory about 8am had caused the problem.

"When there is a power cut, the signals all automatically go to red as a safety precaution," she explained

"The driver then has to get out of the train to get telephonic clearance But of course, all the trains further back on the line are stopped as well, heaping up and causing delays."

The automatic reset facility on the signalling system had also been faulty.

"The chances of this happening again are extremely unlikely," the spokesman said

The service was back to normal by 9.55am. Delays ranged from 15 to 50 minutes, with one train being 60 minutes late.

● Mr Luther Diederichs, the public relations officer who gave the original advice to winter train commuters, was in Worcester for most of yesterday

INSIDE

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Tomorrow FUNFINDER

The facts-correction service, 208-4911 (Monday to Friday) Cape Times, PO Box 11, Cape Town (Registered at the GPO as a newspaper)

State of emergency censorship restrictions apply to a wide range of reporting, comment and pictures in the Cape Times

① ~~The~~ - sources ought to be ...
Was it honest ...

in the distribution of income opportunities

The implementation of the New Const in 1984 coincided with the start of the present spell of Black unrest - unrest that became endemic. This triggered the internal crisis

③

The writer is Prof of Economics at Uni Stel. deputy chairman of the S.A. B C and a leading member of the academic breakaway from the NP

Comment by S Terreblanche Schumann Building Uni Stel

②

When it became evident in late 1985 and early 1986 that the reform initiative was too superficial to offer a political or constitutional solution for the dual crisis situation two important things happened.

④

It became clear that the Const does not have a political (or a constitutional) solution for the dual crisis situation. This lack of a political solution must be blamed squarely on the fact that from the beginning the Const reforms programme was inadequ and wrongly conceptualized

Cape Times 15/11/87

Fire damage to SATS coach

Own Correspondent

JOHANNESBURG — A railway coach was extensively damaged by arsonists at Jeppe station yesterday, the Bureau for Information said.

"Unknown persons" set fire to the Thubelihle School in Kwaggafontein and the Khuphukni School in Tweefontein.

Six men were arrested when a group of workers stoned police at a wage dispute in Delmas.

'Concern for safety' cause of delays

269 CAPE TIMES 15/5/87

By DIANE CASSERE

SAFETY was a higher priority with the SA Transport Services than time, and this was the biggest factor in train delays where even a minor fault could cause major hold-ups.

SATS's public relations officer, Mr Luther Diederichs, said it was impossible to run a suburban train service 100% on time

He was explaining further delays yesterday when commuters on the Bellville and Cape Flats lines were held up for as much as 45 minutes because of a problem in the track circuit at Woodstock.

Southern suburbs commuters were help up by a maximum of 10 minutes

"Our average is 95% on time and we believe that is good," Mr Diederichs said.

"But because of our extreme safety precautions, even a minor fault in the automatic system causes all the signals to go to red (danger) There are telephones at all the signal points and drivers then have to get telephonic clearance to get through."

The Cape suburban lines run 100 trains, each of which do about eight journeys in 24 hours, a total of 800 runs.

During peak hour, if there is a breakdown in the system, 15 trains could be affected simultaneously.

"The problem that caused it may not be very big, but a number of trains can be delayed and this has a snowball effect," Mr Diederichs said

None of the train delays was related to the rain and only one line, the Klawer track, had been damaged during heavy rain.

Mo

SAA'S FIRST-CLASS TAKES A DIVE

B/Day 15/5/87

DAVID FURLONGER
Industrial Editor

269

SAA is to drop its first-class service on domestic flights.

Empty first-class seats, and overbooking in the business and economy classes, have persuaded the airline to do away with first-class from June 1.

Confirming the decision, an SAA spokesman said yesterday the airline's first class sections would make way for extended business class seating. He said it was part of a new domestic air travel package to be announced next month and would not result in air fares increasing.

He said: "More people like to fly business class It was decided we should rather do it this way and have full seats, than continue with half-full first-class sections on our aircraft."

The decision to abandon first-class applies only to SAA's domestic routes. No changes are planned to services on international flights.

Cape Times 19/5/87

No more first class

269

JOHANNESBURG — South African Airways is to drop its first-class service on domestic flights from June 1. The airline said the reason was empty first-class seats and over-booking in the business and economy classes.

(269) STAR 21/5/87

Berenger warns on SA air links with Mauritius

Own Correspondent

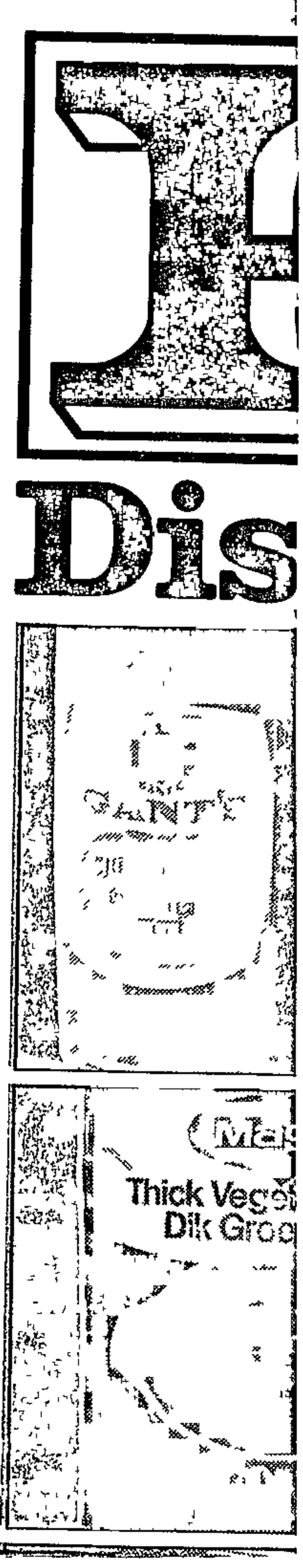
DURBAN — If the Mauritian Opposition takes power, South African Airways will be banned from the island and South Africans wanting to holiday in Mauritius will have to make their trip via Zimbabwe

This was revealed in a telephone interview with the Leader of the Opposition in the Mauritian Parliament, Mr Paul Berenger, who said the present government on the island was disintegrating following the uncovering of an international drug racket involving its members

"The first thing we do when we get into power is to cut all air links with South Africa Those tourists who want to visit us will have to travel through Harare We have been working very closely with Prime Minister Mr Robert Mugabe of Zimbabwe," said Mr Berenger

He said the present government was collaborating with South Africa and was "full of verbal condemnation"

"We will make our stand clear, starting with the ban on air links, and then we would like to implement all those resolu-



ARG Times 20/5/87 (269)

SATS granted urgent order

JOHANNESBURG — The South African Transport Services was yesterday granted an urgent interim order by the Supreme Court making it illegal for anyone to "assault, intimidate, molest, incite or in any other way interfere with the lawful activities" of any SATS employee.

Mr Justice Schabort ordered that copies of the order be prominently displayed at all SATS hostels, be published in Johannesburg-based newspapers and that copies be served on the South African Railways and Harbour Workers' Union, the Black Trade Union of the SA Transport Services and the National Union of Railways Workers — Sapa

Sats budget tabled today

26/5/87 Star

Political Correspondent

CAPE TOWN — Consumers get their second dose of administered price increases later today when Transport Affairs Minister Mr Eli Louw tables the budget for SA Transport Services.

The first of what politicians have called "vote-now-pay-later" budgets, the Post Office budget, was tabled by Minister of Communications Mr Stoffel Botha yesterday (See Page 3.)

The main Budget next week will deal with taxation.

Mr Harry Schwarz, PFP finance spokesman, said the Post Office budget was the first of the medicine he predicted would come after the election.

● Full details of the SA Transport Services budget will be carried in later editions of The Star.

Sats tariffs to rise by 10%

269

CT 26/5/87

By PATRICK CULL
Political Correspondent

CAPE TOWN — Tariff increases averaging 10% were announced by the Minister of Transport Affairs, Mr Eli Louw, when he presented the South African Transport Services (Sats) budget this afternoon.

Mr Louw said commuter fares, which would rise by 10% from July 1, would be subject to a further increase in October

Structural changes in rail goods traffic will also be implemented in October

For intercity services the fares in all classes will rise by an average of 15%

There will be no increase at this stage in air fares

Other increases announced by Mr Louw were

- Goods conveyed by rail up by an average of 11,9%
- Petrol and diesel conveyed by rail up by 8,1% and 13,4%, respectively
- Mail and parcels transported by rail up 15%
- Harbour tariffs up 6,8%

Introducing his budget, Mr Louw said a growth rate of only 1% had been achived in 1986-87 as against a budgeted 2,5% and that this was reflected in Sats revenue

He said a working deficit of R98 million had been budgeted for but, as a result of increased productivity and curtailment of expenditure, a surplus of R139 million was now envisaged

Turning to the 1987-88 financial year, Mr Louw said that only moderate growth was expected in the major industrial countries

This Mr Louw said, together with the protection of industries, the movement towards high technology processes, and the consequent decline in the demand for raw materials on world markets would have an unfavourable effect on South Africa's export volumes

Mr Louw said that many Sats services were linked to the export of raw materials and its financial results would consequently be affected

Without tariff increases, the estimated deficit would be R570 million

The Minister said the tariff adjustments were aimed at gaining extra revenue by increases in tariffs and fares and at essential tariff structural changes

He said that, calculated over the 18-month period since the last tariff increase on January 1, 1986, the increase was equal to an anuual rate of little more than 6% — well below the current inflation rate

Dealing with rail passenger transport, Mr Louw said that intercity services were being rationalised to improve the position

However, he said, despite all these efforts the loss on passenger services remained "unacceptably high", adding that he believed that smaller fare increases twice a year would be more acceptable than a relatively big increase once a year

For this reason commuter fares were being increased by 10% from July 1 with a further increase scheduled for October The extent of this increase will be determined by the conditions at the time

Hikes seen as inflationary

Gloom over increases in Sats tariffs

27/5/87 B/Day 269

CAPE TOWN — Tariff increases announced by Transport Minister Eli Louw yesterday have been widely condemned as inflationary and a blow to the economy.

SA Foreign Trade Organisation (Safto) CE Wim Holtes said the increases had come at an unfortunate time for the export trade and warned that combined with a stronger rand the increases could directly affect the competitiveness of SA products abroad

The Transport Consultative Committee, representing 19 major employee bodies including Assocom, the FCI and the AHI, warned of a ripple effect and a negative influence on the economy, while the CP and PFP both described the increases as shocking and inflationary.

The white Federation of Trade Unions of Sats expressed its utter disappointment and unhappiness at the 12,5% pay increases granted in terms of the Sats budget, while its black counterpart, Blatu, welcomed salary increases for black labourers and the announcement of parity with whites in benefits

Presenting the budget, Louw announced wide-ranging increases said to average out at about 10%.

Among the hikes effective from July 1 were.

- ☐ A rise in commuter fares of 10%, with another increase in October;
- ☐ Inter-city train fares up by an average of 15%;

Business Day Reporters

- ☐ An average increase in rail goods tariffs of 11,9%, and
- ☐ Tariffs for petrol and diesel conveyed by rail increased by 8,1% and 13,4% respectively, which is likely to lead to a petrol price increase on the Reef

Safto's Holtes said he acknowledged Sats "needs to run a tight ship", but warned the increases together with a stronger rand would have a direct effect on the competitiveness of SA products abroad

● Sats budget: Page 4

The commodity market, which was already under pressure from trade restrictions, would probably be the worst affected, he said.

The Consumer Council said although the average increase could be considered to be relatively mild, every single increase was inflationary, and promoted impoverishment of consumers and the degeneration of an already unstable economy.

It called on the trade and industrial sectors to react responsibly to the increases and to exercise restraint when considering putting their own prices up.

It felt the Department of Transport

● To Page 2

E/Day 269 27/5/87

FROM PAGE ONE . . .

Gloom greets Sats increases

should now seriously consider privatising certain services in the interest of healthy competition

The PFP's John Malcomess congratulated Sats on achieving a profit in 1986/7, Sapa reports.

He said there were two reasons for this improvement — the increase in productivity and the fact that the budget was "knowingly set too low in order to justify price increases".

Malcomess believed it was happening again this year

Describing the increases as shocking, he said he could not understand when looking at the detailed increases how Sats could claim there was only a 10% increase

The CP's Tom Langley said the budget was not only inflationary but disturbing

The decreases in traffic indicated a shrinking economy, he said

☐ The Transport Consultative Committee said "The private sector accepts the inevitability of the tariff increases

"The TCC acknowledges that were it not for improved productivity within Sats and the more efficient use of resources, the increases would have been higher

"However, the TCC warns that any price increases will result in a ripple effect and have a negative influence on the economy."

☐ The Automobile Association expressed grave concern at the increases in the pipeline and rail tariffs of petrol and diesel

AA spokesman Robin Scholtz said the reason given for the increases were structural changes, but that if this were the case, the pipeline tariffs should have been reduced more accurately to reflect actual operation and administration costs

He said the pipeline tariff increase coupled with the rail tariff increase meant that the inland motorist continued to be penalised by having to cross-subsidise uneconomic services

Train ride to cost you more cash

THE Minister of Transport services, Mr Eli Louw, yesterday announced that a wide range of tariff increases would come into effect on July 1.

Introducing the SA Transport Services budget for the second reading, he said that the increases, calculated over 18 months since the last tariff increase, equalled an annual rate of slightly over six percent, well below the prevailing rate of inflation They will average 10 percent

Among the higher rates of increases he announced were parcels and post, livestock and intercity passengers (15 percent), empty containers (20 percent) and wood traffic and road transport goods (16 percent)

27/5/87 SA Press Association

Road transport tariffs, including goods and passengers, were being increased by an average of 13,9 percent with goods rising by 16 and passenger fares by 12,5 percent

Here are the new first-class passenger fares between Naledi and Johannesburg The old prices are in brackets

Single R2,10 (R1,90) Weekly R16 (R14,50) and monthly R60 (R55)

The fares between Dube and Johannesburg are Single R1,50 (R1,40), weekly R11,50 (R10,50) and monthly R43,50 (R39)

New third-class fares will be Single 80c (70c), weekly R4,50 (R4,10) and monthly R17,50 (R16,50)

Mr Louw said that as far as rail fares were concerned, intercity train services were being rationalised to improve the financial position Costs were also being kept to a minimum by enhancing productivity and curtailing labour costs and expenditure on material and energy

"In spite of all these efforts the loss on passenger services remains unacceptably high and it is necessary to adjust fares," Mr Louw said

Speedup of Sats staff parity scheme

269

E.P. 27/6/87

Political Correspondent

CAPE TOWN — The South African Transport Services (Sats) was committed to the "systematic elimination" of disparities in salaries and other service conditions, Transport Minister Mr Eli Louw said yesterday

Presenting the Sats budget yesterday, Mr Louw said a five-phase plan had been agreed to with trade unions to achieve this parity and the third phase was to have been implemented along with the salary increases announced last week.

However, Mr Louw said, it had been decided to expedite the programme and the full five phases, with the exception of medical and travel benefits, would be implemented now at a cost of R72-million

There would as a result be one set of service conditions for all employees, he said

Striking Sats employees dismissed last month stand to benefit from the salary parity if they are re-employed

The Minister said that for personnel dismissed because of the strike also to share in the improved service conditions, Sats was prepared to re-employ most of them

Mr John Malcomess, PFP spokesman on transport affairs, welcomed the move to bring about staff equality this year

SAA

Businessmen tilt at high fares

The great divide between SAA on the one hand and businessmen and tour operators who use its international services on the other, seems to be widening

The nub of the rift is that businessmen and tour operators consider SAA to be charging extortionate fares

None of the disgruntled operators and businessmen who spoke to the *FM* wished to be quoted by name — mainly because they do not want to jeopardise their regular dealings with the airline, but it would seem that the SA-UK route provides the most contention

A prominent Pretoria businessman recently purchased a single Johannesburg-London (business class) ticket for R2 961 Three days later a single ticket in the reverse direction, flying British Airways (club class), cost him £675

At an exchange rate of R3,30 to the £, this worked out at R2 227,50 — or R734 less than the Johannesburg/London ticket "This is blatant discrimination against South African businessmen," he complains

A spokesman for the travel industry had precisely the same experience, though in his case he flew SAA "When the rand hit a low of US 37c, airfares were increased to compensate for the cost of fuel, spares etc This increase over January/July 1986 amounted to R499 — or 33,3%

"Today, with the rand at around US 49 cents (a recovery of 30%) airfares are again raised by 5% — which, in effect, boils down to a 34,7% increase But don't forget the previous January adjustment of R198 — or 10% — which adds up to almost 45% since January 1987 "

Another travel business spokesman claims that a businessman flying to Sydney via London from Johannesburg "can get there and back for R3 746,20 — against SAA's fare of R5 670 (economy class without restrictions) That means he can save R2 193,80 — while travelling twice the distance "

SAA admits this is correct but points out there is a Pex fare for a return trip on this route available at R3 519 return The fare quoted via London to Sydney "could not have been on any IATA carrier "

But why are airfares out of SA more expensive than into the country?

SAA says international air fares are initially specified in Fare Construction Units (FCUs) These were originally based on the US dollar but have subsequently been given a neutral name to avoid political sensitivities

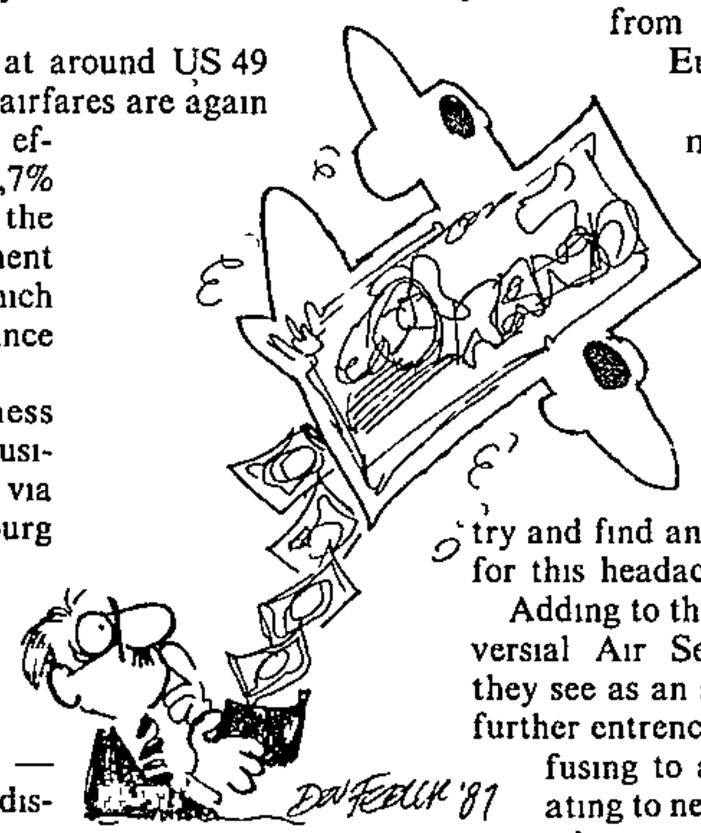
The agreed amount for one-way travel Johannesburg-London is FCU 1409,70 in either direction "But," says SAA, "a currency adjustment factor is then applied to the FCU amount So the local selling price of the ticket becomes R2 961 from Johannesburg or £675 if the ticket is bought in London "

This, of course, is precisely what travellers are complaining about

SAA avers that "as a result of major currency exchange upheavals over the past couple of years, following the strengthening of the 'strong' currencies against the 'soft' currencies, there has been a major disruption in all international air fares

"South Africans tend to think only of the rand appreciating against the dollar, forgetting that the dollar itself is weakening against the German mark, Japanese yen and Swiss franc So the rand is devalued even more against those currencies If SAA and other international airlines operating out of SA did not recognise this, they would price themselves out of the market

"Outbound fares from SA would, in fact, have to be hiked by a further 17%-20% to bring them in line with inbound fares from 'strong' currency European countries "



Whether SA businessmen will buy this somewhat convoluted argument is a moot point However, SAA admits the "various international airlines within IATA are currently holding discussions to try and find an acceptable remedy for this headache "

Adding to their ire is the controversial Air Services Bill, which they see as an attempt by SAA to further entrench its position by refusing to allow carriers operating to neighbouring states to advertise, sell or market their services in SA

Section 19 of the Bill would make it an offence for an airline of another country to charge airfares not in conformity with those approved by the minister

The Bill is partly aimed at knocking British Caledonian, which operates to Gaborone, and Qantas which flies into Harare from Sydney, which essentially rely on passengers to and from SA to make the services viable It would also appear to be an attempt to make SAA the ultimate arbiter of fares in the region

The Travel and Tourism Committee of Assocom has rejected the Bill and suggested it be referred back to the soon-to-be-formed Transport Advisory Council But Assocom's Peggy Drodskie says Assocom does not consider it likely the Bill will be considered by parliament this year

ASTAS

Getting in gear

The foreign exchange rewards of being able to land components in Germany at competitive prices, together with improved market conditions, has enabled AS Transmissions and Steering (Astas) on the East Rand to break even in the first quarter of this year

This is the first time in six years that Astas, 68% owned by Gencor through Sandock Austral, 26% by Zahnrad Fabrik (ZF) of Germany and 6% by Gohner Stiftung of Switzerland, hasn't shown a loss

Astas makes ZF and Daimler-Benz heavy commercial vehicle gearboxes as well as MAN and Daimler-Benz axles under licence

Astas's woes can be traced back to the original market research that indicated sales of heavy commercial vehicles (HCVs) taking off this decade Instead, they dipped soon after Astas came on stream and the company has not been called on since to make anywhere near its break-even 15 000 gearboxes a year, nor the amended figure of 11000 a year

Astas wasn't the only company that misread the market Most others did too For example, as late as 1984 Leyland SA (*FM Trucks and Transport Survey October 19 1984*), basing its statistics on industry predictions, forecast that the HCV market would average nearly 18 000 units a year until 1990

That this was too optimistic is now part of history Last year sales dropped to 6 800 units and Astas sold only 3 000 gearboxes to the local market

"We were nowhere near using our full factory capacity, but survived last year because of exports," GM Jan van Niekerk tells the *FM* "We also learnt a lot from the recession and became a lot smarter

"We can now make some components cheaper than our German licensers can And because of the exchange rate, we can even land them in Germany at most attractive prices "

turned to the applicant for rectification However, the applicant failed to respond A further application was received on 7 May 1987 by the Natal Provincial Administration via the Regional Office of the Department of Development Planning in Pietermaritzburg This application also was incomplete and a letter was addressed to the applicant on 15 May 1987 requesting the required information

(b) Mr and Mrs J R James

(2) Yes On 15 May 1987

(3) No The application will be considered on receipt of the additional information called for

(a), (b) and (c) Fall away

(4) Falls away

(5) Yes

(a) A notice in terms of section 41 (1) of the Act has been issued

(b) The SA Police was requested on 22 April 1987 to serve a notice on the accused

(c) The person concerned owns and occupies immovable property contrary to the provisions of the Act

(d) The Government

Regional services councils

*4 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

Whether any regional services councils have been constituted, if so, (a) in respect of what regions and (b) when in each case, if not, when are they to be constituted in respect of each region?

†The MINISTER OF NATIONAL EDUCATION (for the Minister of Constitutional Development and Planning)

Yes

(a) The Bloem-Area Regional Services Council

The Walvis Bay Regional Services Council

(b) During May 1987

The following regional services councils have already been established in terms of section 3 of the Regional Services Council Act, 1985, and will shortly be constituted

The Central Witwatersrand Regional Services Council,
The East Rand Regional Services Council,
The West Rand Regional Services Council,
The Greater Pretoria Regional Services Council,
The Western Cape Regional Services Council,
The Algoa Regional Services Council

It is the intention to have regional services councils established in the rest of the country as soon as is practically possible having regard to the legally prescribed procedures which must be followed

Internal Security Act

*5 Mrs H SUZMAN asked the Minister of Law and Order

How many persons were detained in terms of section 29 of the Internal Security Act, No 74 of 1982, during the period 6 February 1987 up to the latest specified date for which information is available?

The MINISTER OF LAW AND ORDER

79 persons until 21 May 1987

Group Areas Act

*6 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

(1) Whether, since 1 January 1987, his Department has in terms of the Group Areas Act served any mixed couples with notices requiring them to vacate the dwellings occupied by them, if so, how many such notices had been served in respect of (a) White and (b) other group areas as at the latest specified date for which information is available,

(2) whether his Department has received any responses to these notices, if so, (a) what responses, and (b) from whom, in each case?

†The MINISTER OF NATIONAL EDUCATION (for the Minister of Constitutional Development and Planning)

(1) No

(2) Falls away

National Manpower Commission

*7 Mr P H P GASTROW asked the Minister of Manpower

(1) Whether his Department has received a report from the National Manpower Commission relating to the possible application of the provisions of the Labour Relation Act, No 28 of 1956, to farm and domestic workers, if so, on what date,

(2) whether he intends to respond to this report, if so, when,

(3) whether he intends to make the contents of the report public, if so when, if not, why not

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

The MINISTER OF MANPOWER

(1) Yes, in final form on 3 July 1985

(2) Yes, once consultations with organised agriculture have been finalised

(3) The release of this report, if deemed advisable, will be considered after consultations with organised agriculture, which take place on an ongoing basis, have reached finality

(4) No

Notices to evict occupants

*8 Mr P H P GASTROW asked the Minister of Constitutional Development and Planning

Whether any owners of properties in White group areas who leased such properties to non-White occupants, have been served with notices to evict the occupants concerned, if so, (a) (i) how many, (ii) why, (iii) when and (iv) on whose instructions during the latest specified 12-month period for which information is available and (b) in which towns or cities were these notices served?

†The MINISTER OF NATIONAL EDUCATION (for the Minister of Constitutional Development and Planning)

No

Notices to vacate premises

*9 Mr P H P GASTROW asked the Minister of Constitutional Development and Planning

Whether any notices have been served on non-White occupants of premises situated in White group areas (a) to vacate rented premises and (b) to sell premises owned by them, if so (i) (aa) how many, (bb) why, (cc) when and (dd) on whose instructions in each case during the latest specified 12-month period for which information is available and (ii) in which towns or cities were these notices served?

The MINISTER OF NATIONAL EDUCATION (for the Minister of Constitutional Development and Planning)

No

Regional Development Advisory Committee

*10 Mr D J N MALCOMESS asked the Minister of Constitutional Development and Planning

(1) (a) How many times did the Regional Development Advisory Committee for the Port Elizabeth-Uitenhage area meet in 1986 and (b) when is it anticipated that it will complete its business,

(2) whether this body has issued any publications in connection with its activities, if so (a) what publications and (b) when

(3) whether this body has reported to his Department on the results of its ac-

Sowetan 3/6/87

Three SATS men set on fire

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THREE black employees of the South African Transport Services were attacked and set alight by unknown people this week.

The first two, both ticket examiners, were attacked at the Westgate station in Johannesburg on Tuesday about 4 20pm The third man, also a ticket examiner, was burnt on Wednesday at Crown station in Johannesburg at 5pm.

Lieutenant - Colonel Frans Malherbe, the chief public relations officer for the Witwatersrand police, yesterday said the two men who were attacked on Tuesday are in a serious condition in a Johannesburg clinic with burns

The two men have not yet been identified The third man has been identified as Mr Abel Mabuza (50)

Lt-Col Malherbe said Mr Mabuza, who is also in a serious condition, had been admitted to a Johannesburg hospital which he declined to name to protect the injured man He said the attackers were still at large and police were investigating

He said the two ticket examiners were attacked by four black men at the Westgate station "They were badly assaulted and a burning object, believed to have been a petrol bomb, was hurled at them, setting their clothes alight"

EVENING POST, WEDNESDAY, JUNE 3, 1987

PE-Rand link soon for popular bus

By DEBBIE MARCH

ANOTHER inter-city bus service — from Port Elizabeth to Johannesburg via Bloemfontein — is to be introduced this month

Travel agents say the new service is further proof that buses are fast becoming the country's most economical and efficient mode of public transport

South African Transport Services (Sats) and a private company already operate scheduled services between PE and Cape Town in luxury buses

Since the fast bus services started in March last year, Sats has witnessed a decline in passenger train occupancy rates in favour of the quicker, cheaper bus runs around the country

The growing bus route network by both Government and private sector operators has also affected SAA to some extent, although its midnight flight economy services are still popular

Although tariffs for the overnight bus run to and from Johannesburg have not yet been released, they are expected to compare favourably with the single midnight SAA flight fare of R100 to Johannesburg

Considering the midnight flight's untimely 3 10am arrival and possible transport fees from Jan Smuts Airport to the centre of Johannesburg, the 13-hour Greyhound bus trip will offer an attractive alternative

According to Mr Vic de Vries, public relations officer for Sats Cape Midlands, their bus services, both luxury and economy, are running at an average occupancy rate of 85%

Similar figures were recorded by the privately-owned Intercape which leaves the city twice daily at R60 and R50 on the 10-hour trip to Cape Town

These tariffs were comparable to the equivalent train trip in economy class (R52) The train journey to Cape Town takes more than 48 hours

The first-class fare of R146 also excluded bedding and meal fees, Mr De Vries said

A similar two-day trip by rail was necessary to travel to Durban (economy R68 and first class R199) whereas the popular holiday resort could be reached in less than 15 hours aboard a luxury bus for just R79

SAA's midnight flight from Port Elizabeth to Durban costs R80 and their daytime economy fare R157

A similiar picture emerges when comparing Port Elizabeth to East London train, bus and air fares

The normal economy air fare cost R76 (or R46 for the super standby discount fare), R30 aboard the popular mini-bus, the Copper Rose, which leaves the city twice daily on the four-hour trip, R28 on the three-times a week Translux service and R67 for a first class ticket (or R23 economy class) for the overnight trip on the train

The latter runs only twice a week.

Star 4/6/87 (269)

BUSINESS

Govt is asked to talk to hauliers

By Frank Jeans

While South Africa moves towards de-regulation any attempt to achieve this ideal without the much talked about privatisation would be a travesty of justice, says one of the country's leading private road hauliers

"Privatisation and de-regulation must go hand in hand," says Mr Des Bolton, chairman of Isando-based Cargo Carriers, writing in the latest issue of the company journal, Cargo Courier

"If de-regulation precedes privatisation then clearly organisations such as ours would be put at a tremendous disadvantage

Mr Bolton leaves no doubt that the main concern of the private carriers relates to the activities of the South African Transport Services and that de-regulation of the Sats road motor division must also involve privatisation

Urging the Government to work closely with South African industry so as to avoid mistakes which are apparently being experienced in Britain, the CC chairman quotes extracts from an article

"Britain's headlong rush into privatisation leaves us wondering at the amount of thought which has been put into the effect that the upheaval will have on each individual body

"So far so good, thinks the population with its collective eyes fixed on Jaguar and British Telecom but the water authorities, British Airways, et al are not the same

"What is sauce for a car manufacturer is not necessarily sauce for a utility"

The article maintains that political actions are geared in the long term to pleasing the electorate and the electorate can be "desperately and hopelessly wrong" particularly on technical matters

Says Mr Bolton "The above quotes are very relevant to South African industry today

"The correct approach is in consultation with all relevant parties and, so far as the transport industry is concerned, it is essential that stability returns to it once again"

... while details are still debated

By Teigue Payne

The planned deregulation of the transport industry is on track and will be implemented, according to a leading transport consultant, Dr Vic Prins

He said in an interview that the Government is in no way retreating from the paper which was tabled and accepted in January this year

Much of the legislation relating to the white paper had already been drafted, but passage of the first parts of the legislation had been delayed because of the election

Another aspect taking time was the formulation of the details of the legislation While the Government had accepted the principles of the legislation, there was still debate about the details, especially as there were vested interests in the industry, Dr Prins said

He envisaged that it would take three years for all the legislation relating to the white paper to be promulgated

On the question of what would happen with the TBVC states, all of which have similar legislation to the current legislation in South Africa, Dr Prins said that these states had all agreed in principle to deregulate in a similar way to that in South Africa

6/6/87 F (T)

COLONIAL MUTUAL

Sold on Old

Despite some reluctance on the part of the Competition Board (CB), the merger between Old Mutual and Colonial Mutual is to go ahead

This follows a series of disinvestments by foreign-based companies, including National Mutual and Sentry Assurance (*FM* May 15 and 29) No doubt this is causing concern to the authorities, not only because of the further severing of international ties, but also because of the concentration of economic power that inevitably follows

Says CB chairman Slef Naudé "Yes, we approved the merger with some reluctance We did this for several reasons Colonial wanted to terminate its connections with SA " He says that a merger with another mutual seemed appropriate "This merger increases Old Mutual's market share in the life sector by just 1%, so will not significantly affect competition "

Last November the board was instructed to look at the financial sector generally, its concentration of power and the policy implications of such concentration It is noteworthy this investigation includes 'barriers to entry " It could be argued that barriers are far more effective in promoting concentration than any number of mergers in a protected environment

Effective January 1, 1987, the merger of Colonial and Old Mutual means Sanlam is the only other mutual now operating Significantly, they are the largest assurers This must tell those who argue that "the mutual route is best" something about the value to both shareholders and policyholders of the proprietary office

Mike Levett, MD of Old Mutual, said in a joint statement last week that Colonial's clients will become policyholders of Old Mutual The assets and liabilities will also be accepted

"The policies taken over will be dealt with in an equitable manner in the interests of policyholders of both organisations We will accommodate all the staff of Colonial No consideration of any kind will pass "

With only R80,7m premium income in 1986, the absorption of Colonial into Old Mutual, with an annual premium flow around R2,4 billion, will be felt as much as a fly on a rhinoceros

Combined assets as at January 1 are about R19,6 billion, although Levett now puts his asset base "in excess of R23 billion " ■

SATS BUDGET (269) FM 5/6/87

Sad trends

Last week's SA Transport Services (Sats) and Post Office (Sapo) budgets were certainly in line with government's determination to move towards cost-related charges, and away from cross-subsidisation But the manner in which this is being achieved is questionable

Both budgets produced tariff hikes, reduced capital expenditure and higher total expenditure For both it seems the answer is the same the fewer the customers, the higher the price must be, which in turn will reduce the number of customers still further

In line with flawed government philosophy, capex is being cut and current spending increased

While Sats's capex for 1987-88 is estimated at R750m, 28% less than last year (R1,04 billion) and 47% below 1985-86 (R1,42 billion), current spending is being pushed up by another R1 billion, to R10,2 billion (R9,16 billion)

The difference between income and expenditure after tariff increases is expected to yield a deficit of R40m (*FM* May 29)

For all this Sats requires an average 10% rail tariff hike effective July 1 The price of petrol in the interior and some rural areas could be pushed up by higher pipeline and rail tanker charges Road transport tariffs and fares for goods and passengers will go up by an average 13,9%, marine service charges by an average 15,3%, and other harbour charges by around 15%

Capex cuts by Sats, Sapo and Escom over the past three years total R1,8 billion (see table)

For Sapo, capex is down to R1,62 billion for 1987-88 from R1,68 billion in 1986-87 and R1,45 billion the previous year This comes on top of Escom's sharp capex reduction (to R3,5 billion in 1987 from R3,8 billion in 1986, already down from 1985's R4,75 billion)

These cuts have already had serious repercussions throughout the economy, especially as the private sector is also avoiding capital commitments

Anglo economist Jim Buys emphasises it is not reductions per se that are problematic but the timing and mix of cuts "at this stage of the economic cycle "

In terms of boosting the economy, reduced capex will probably not be offset by current expenditure increases, though part of the expansion of consumption spending resulting from salary increases should filter through to the broader economy The 12,5% salary increase is worth about R346m to Sats "While current expenditure will boost activity short-term, capex is essential for long-term growth," notes Buys

Transport Affairs Minister Eli Louw says that due to an economic climate even less favourable than expected, plus increased competition in the passenger transport market, Sats's inter-city and commuter passenger journeys decreased in the past year by 32% and 6% respectively He does not mention political causes of such reductions He could also add that this reflects the degree to which people's pockets have been battered over the past year

Louw says inter-city passenger train services are being rationalised to improve their financial position but, despite this, the loss in passenger services remains "unacceptably high "

Tariff increases and structural adjustments were unavoidable

There were also general drops in the use of other services Total tonnage of revenue-earning goods traffic fell by just under 1%. Road transport service passengers declined by 12% and goods by 6% Cargo tonnage handled at harbours decreased by about 2% Imports were around 5% down and exports were 1,8% lower The volume carried by the oil pipeline fell by 2%

Air passengers

The number of both domestic and international air passengers was down by about 4%, leading to the curtailment of flights

Louw expects the increases to push inflation up by some 0,5% — provided trade and industry handles the tariff increases "in a responsible manner" when fixing prices

The general tariff increase for train services will be followed by structural changes to fares and tariffs from October 1 The additional increases will depend on prevailing conditions

In effect, actual tariff increases by the end of the year will generally be slightly higher than July's average 10% hike

This is both confusing and sets a worrying precedent of six-monthly tariff adjustments (rather than annual)

Old Mutual economist Rob Lee points out "This is a sign of the inflationary process getting hold and should be avoided, especially as government should set an example " ■

☐ **See leaders**

CAPEX SLOWDOWN

(R billion)

Fiscal year	Sats	Post Office	Escom*	Total
85/86	1,45	1,45	4,75	7,65
86/87	1,04	1 68	3 77	6,51
87/88	0 75	1,62	3,5	5,87

*Escom s financial year ends on Dec 31 For comparison purposes we assume its financial year corresponds with Sats and the Post Office

invited to visit any overseas countries by his Department in 1986, if so, (a) how many, (b) what are their names, (c) which countries did they visit in each case, (d) what was the purpose of each visit and (e) what was the total cost to the State, including the cost of air travel, of these visits?

The MINISTER OF FOREIGN AFFAIRS

Yes Under the present circumstances it is not considered in the interest of the country to make public these details Should the hon member be interested in obtaining further details, the Director-General of Foreign Affairs would gladly furnish them to him

Passengers

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

What was the total number of (a) first and (b) third-class (i) mainline and (ii) commuter passengers transported by the rail services of the South African Transport Services in the Republic in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS

	(a)	(b)
(i)	356 384	18 237 402
(ii)	89 826 391	548 440 793

Invitations to foreign nationals

53 Mr P G SOAL asked the Minister of Foreign Affairs

(1) Whether any South African embassy officials extended invitations to any foreign nationals to visit the Republic in 1986, if so, (a) what are the names of the persons to whom invitations were extended and (b) why was each invitation extended,

(2) whether any of these persons accepted these invitations, if so, (a) who accepted the invitations, (b) in which month did each such person visit the Republic and (c) what was the total cost incurred by the State in respect of such foreign visitors in 1986?

The MINISTER OF FOREIGN AFFAIRS

(1) Yes

(a) It is the policy of the Department of Foreign Affairs, for reasons which will be understood by the hon member to leave it to the guest himself to disclose whether or not he is or was a guest of the Department of Foreign Affairs The information can however, be made available to the hon member by the Department of Foreign Affairs for perusal

(b) To provide foreign opinion formers the opportunity to become personally acquainted with the facts and the realities of the situation in the RSA

(2) Yes

(a) and (b) See (1) (a)

(c) Approximately R2,07 million

Own Affairs

School buildings

14 Mr S S VAN DER MERWE asked the Minister of Education and Culture

(a) How many school buildings were constructed or caused to be constructed by his Department in 1986 and (b) what was the average capital cost of constructing these buildings?

The MINISTER OF EDUCATION AND CULTURE

(a) 35

(b) R2 621 211

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Sats apartheid not dead — Malcomess

Racial separation on trains remains

CAPE TOWN — Nobody could say apartheid was dead while the South African Transport Services (Sats) continued to provide racially separated train services and facilities on stations, Mr John Malcomess, (PFP Port Elizabeth Central), said yesterday.

Speaking in the Second Reading debate on the Transport budget, he said his party welcomed the speeding up and virtual completion of Sats' parity programme for its personnel, during the current financial year However, he pointed out that if this had been done last year, the recent strike action might have been largely averted

Mr Malcomess, the PFP's Transport Affairs spokesman, also called on the Minister of Transport, Mr Eli Louw, to tell the public what percentage fare increase rail commuters could expect to pay from October 1

He maintained the reason for this tariff increase, announced in the budget last week, was not due to "realistic rises in the cost structure" but were a direct result of political decisions by the Government

He moved an amendment that the House decline to approve the Transport budget until the government compensated Sats fully for its provision of unprofitable socio-economic services, totally removed race discrimination from both services and personnel, and implemented plans to privatise certain Sats operations.

Mr Malcomess said there was one aspect of the budget which he found "highly unsatisfactory," and which was not the fault of Sats itself, but of the minister and the Cabinet

This involved the government's reduced compensation to Sats for the provision of unprofitable socio-economic services

Mr Louw had not dealt with this issue at all when he introduced the budget and it appeared he would prefer to have it "swept under the carpet", he said

Mr Malcomess said in the previous financial year the state had compensated Sats by a total of R758 million for the provision of socio-economic services, but that this was now being reduced by R119 million

"Furthermore, they have made Sats responsible for paying the pie-in-the-sky Regional Services Council levies, which will amount to some R20 million

"This means that R139 million of the budgeted deficit was as a direct result of the state not compensating Sats for the services they provide"

Mr Malcomess said he believed this ran contrary to the recommendations of the National Transport Policy Study Group, and was also in conflict with the White Paper recently issued by the government

"I believe there should in fact have been a greater amount of compensation paid and the fact this has not ben the case must have the inevitable effect of delaying the implementation of the recommendations as set out in the white paper this is without doubt a backward step," he said

MR MALCOMESS

The reduced compensation and provision for RSC levies also meant Sats had to increase tariffs in order to get close to accurate budget planning

"I would suggest that had the State paid the proper compensation, the tariff increase should have been no more than 7,5, and even only five per cent

"The commuters in South Africa must therefore note they have been let down by the government and when they pay their increased fares, which are to be increased again in October, they must know this is the direct result of political decisions made by the Cabinet rather than realistic rises in the cost structure" — Sapa

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effected (a) by persons other than, and (b) without the knowledge of, the voters concerned, if so, in terms of what statutory provisions, if not,

(2) whether any such changes were effected to the voters' roll recently, if so, what measures have been or are to be taken to prevent a recurrence?

The MINISTER OF HOME AFFAIRS

(1) (a) and (b) Yes In terms of section 12 of the Identification Act, 1986 (Act No 72 of 1986) which lays down the procedure for the notification of change of addresses in the population register, a person must be advised in the prescribed manner of such change Voters' lists are compiled from that register

(2) Falls away

Ballot papers

*11 Mr C J DERBY-LEWIS asked the Minister of Home Affairs

What formula is used by his Department in deciding on the number of ballot papers to be printed and issued for each constituency?

†The MINISTER OF HOME AFFAIRS

The number of ballot papers to be printed in respect of each electoral division is determined by the number of registered voters in the relevant division plus an additional number of ballot papers per polling station to make provision for the re-issue of ballot papers in case of spoilt ballot papers, and also to provide for declaration votes

Voters' roll

*12 Mr C J DERBY-LEWIS asked the Minister of Home Affairs

Whether changes may be effected telephonically to particulars appearing in the voters roll, if so, (a) why, (b) by whom and (c) in terms of what statutory provisions?

The MINISTER OF HOME AFFAIRS

No (a), (b) and (c) Fall away

Saldanha-Sishen railway line

*13 Mr C D DE JAGER asked the Minister of Transport Affairs †

Whether it is the intention to extend the Saldanha-Sishen railway line across Kuruman to Pudimo, if not, (a) why not and (b) what is envisaged in this connection, if so, when is it expected that construction work in this connection (i) will commence and (ii) will be completed?

†The DEPUTY MINISTER OF TRANSPORT AFFAIRS

The need for such an extension was investigated during April 1986 Although it was decided in principle to build the extension a start has not been made as yet

(a) It is not economically justified at present and a third party who is willing to bear the capital cost and operating losses has not been identified

(b) If a party of financial standing would be prepared to provide the capital as well as to indemnify SA Transport Services against any losses which may be incurred in the exploitation of the desired railway line, the project could receive further consideration

Riots. Schools damaged

*14 Dr F HARTZENBERG asked the Minister of Education and Development Aid †

(a) To how many school and other buildings under the control of the Department of Education and Training that were damaged as a result of riots were repairs done in the latest specified 12-month period for which figures are avialable and (b) what was the total cost of such repairs?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

(a) 45 (1 May 1986 to 30 April 1987)

(b) R758 430 The repairs have mainly been undertaken for the prevention of further damage and the protection of Government property I should like to add that a considerable part of the costs was borne by the parent com-

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munities in a large number of these schools

†Mr F J LE ROUX Mr Chairman, arising out of the hon the Minister's reply, could he perhaps tell us what the amount is that is paid by the parents' associations?

†The MINISTER Mr Chairman, I do not have an indication of the total amount here I can try and add it It was not always in the short time available as an exact amount I might mention that in the case of the Vereeniging area, there are for example six schools where the contributions of parents vary between R2 300 and R2 660 In the case of KwaNobuhle-Uitenhage, R116 000 was contributed from the school levy fund, which was established on local government level In other cases the contributions vary from a few hundred rand to as much as R7 000 per school

Riots: schools damaged

*15 Dr F HARTZENBERG asked the Minister of Education and Development Aid †

(a) How many school and other buildings falling under the control of the Department of Education and Training have been damaged as a result of riots in the current calendar year, (b) what is the estimated cost of the damage and (c) in respect of what date is this information furnished?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID

(a) 30

(b) R267 390

(c) 1 January to 30 April 1987

Pietersburg/Louis Trichardt passenger train

*16 Mnr T LANGLEY asked the Minister of Transport Affairs †

Whether consideration is being given to changing the passenger train service from Pietersburg to Louis Trichardt, if so, (a) in what way, (b) with effect from what date and (c) why?

The DEPUTY MINISTER OF TRANSPORT AFFAIRS

Yes

(a) and (b) As from 2 November 1987 the daily train will depart at 05h57 instead of 03h30 from Petersburg and arrive at Louis Trichardt at 09h30 instead of 07h30 In the opposite direction the train will depart at 16h00 from Louis Trichardt instead of 18h20 and arrive at Pietersburg at 20h25 instead of 22h45 Additional stops will also be made

(c) As part of an overall rationalisation scheme aimed at greater economic viability

†Mr T LANGLEY Mr Chairman, arising out of the hon the Deputy Minister's reply, is he able to tell at what time those trains will depart from Johannesburg and arrive there again?

†The DEPUTY MINISTER Mr Chairman I would like to assist the hon member, but I do not have that specific times at my disposal We can obtain it for him [Interjections]

Kruger National Park

*17 Mr T LANGLEY asked the Minister of Law and Order †

(1) Whether an explosion occurred at or near Skukuza in the Kruger National Park on or about 13 May 1987, if so (a) on what date, (b) where and (c) what was the cause of the explosion

(2) whether the South African Police has taken any action with regard to this explosion if so, (a) what action (b) when and (c) with what result?

†The MINISTER OF LAW AND ORDER

(1) No (a) to (c) Fall away

(2) (a) to (c) Fall away

Bophelong, Vanderbijlpark

*18 Mr J H VAN DER MERWE asked the Minister of Constitutional Development and Planning †

(1) Whether consideration is being given to moving the Black residential area of Bophelong at Vanderbijlpark, if not, (a) why not and (b) what steps are

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arising out of the hon the Minister's reply, may I enquire, firstly, whether any fishing rods or fishing tackle was taken along in the helicopter, secondly, whether the hon Ministers concerned spent a considerable amount of time on the island—the preponderance of the time that they were there—engaged in fishing, and, thirdly, whether this was, in fact, really nothing other than a fishing expedition?

†The MINISTER Mr Chairman, the hon member knows that when the Minister of Defence carries out a task he does it quickly [Interjections] The result is that I quickly dealt with my official visit I did take a fishing rod with and I did some pleasant fishing—in accordance with the permitted sizes and numbers—and we had good fish to eat

Mr D J N MALCOMESS That was a very expensive fishing expedition [Interjections]

At 15h02, Questions on General Affairs interrupted in accordance with Joint Rule 59

SAA flights to USA

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

(1) Whether the South African Airways have instituted legal proceedings in the United States of America in connection with the termination of all South African Airways flights from the Republic to the United States if so what were the costs incurred in respect of these proceedings as at the latest specified date for which information is available,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes The costs incurred as at 2 June 1987 amounted to R265 877,64

(2) No

Emergency regulations

*36 Mrs H SUZMAN asked the Minister of Law and Order

(a) How many persons were detained for up to 30 days under the emergency regulations from 12 June 1986 until the latest specified date for which figures are available and (b) how many of these persons were under the age of 18 when they were in detention?

The MINISTER OF LAW AND ORDER

(a) I do not consider it in the public interest to furnish the information

(b) Falls away

Distribution of literature

*37 Mr P G SOAL asked the Deputy Minister of Information

Whether the Bureau for Information has at any time been involved in the (a) (i) preparation, (ii) printing, (iii) distribution and (iv) financing of any literature and (b) provision of financial or other support to any group campaigning against a certain organisation, the name of which has been furnished to the Bureau for the purpose of the Deputy Minister's reply, if so (aa) on what dates, (bb) why, (cc) what was the nature of the Bureau s involvement in each case (dd) on whose instructions was this done and (ee) what is the name of the organisation in question?

The DEPUTY MINISTER OF INFORMATION

No

(a) and (b) fall away

South African Certification Council

*38 Mr R M BURROWS asked the Minister of National Education

(1) Whether he has appointed any persons to serve on the South African Certification Council if not, why not, if so, (a) what are the names of the persons appointed (b) what are their qualifications for serving on this council in each case and (c) with effect from what date were they appointed

(2) whether he called for nominations for persons to serve on this Council, if not, why not if so (a) what organisations and/or persons were contacted to submit nominations for this purpose

(b) on what dates were these organisations and/or persons contacted and (c) what was their response,

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

The MINISTER OF NATIONAL EDUCATION

(1) No The constitution of the Council is at present being considered by me

(a) Falls away

(b) Falls away

(c) Falls away

(2) Yes

(a) (i) The Education Ministers

(ii) Bodies, societies or organisations were requested in terms of section 4 (1) (b) (ii) of the South African Certification Council Act, No 85 of 1986, by notice in the *Gazette* to submit names of persons to me for appointment to the Council

(b) The Government Notice in (a) was published on 16 January 1987 The period within which names of persons were to be submitted to me was extended on 16 April 1987 by notice in the *Gazette* to 15 May 1987

(c) Names of 44 persons were submitted to me by 20 different bodies societies or organisations

(3) No

Negotiations with Black leaders

*39 Mr S S VAN DER MERWE asked the Deputy Minister of Information

(1) (a) What was the total cost of the advertisements in connection with negotiations with Black leaders which appeared in the name of the State President in newspapers on 24 May 1987, (b) from what account were these advertisements financed, (c) in which newspapers did they appear and (d) what was the purpose thereof,

(2) whether any responses to these advertisements have been received, if so, (a) from whom and (b) what was the nature of the responses?

The DEPUTY MINISTER OF INFORMATION

(1) (a) R78 000

(b) Advertising budget of the Bureau for Information (Programme No 5)

(c) Sunday Times, Sunday Star, Rapport, Sowetan, City Press, New Nation, Indaba, Illanga, Imvo

(d) To convey to the public particular facets of the State President's opening address in Parliament on 19 May 1987 as well as his commitment to peaceful negotiations

(2) The advertisements did not put questions to which replies were expected

(a) and (b) Fall away

Own Affairs

Cape Province. school fees

*1 Mr K M ANDREW asked the Minister of Education and Culture

Whether it is the intention to charge school fees at schools in the Cape Province, if so, (a) on what basis, (b) with effect from what date and (c) what fees will be charged?

The MINISTER OF EDUCATION AND CULTURE

No final decision has been taken in this regard,

(a) falls away

(b) falls away,

(c) falls away

Mr R M BURROWS Mr Chairman, arising out of the hon the Minister's reply, could he give us an indication of whether it is the intention to make such a decision in the near future?

†The MINISTER Mr Chairman, it is very clear from the reply that no final decision has yet been made We will investigate the matter

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The POST says:

Sats holding PE back

WE ask again, why is Sats hanging on to the King's Beach land which should rightfully be transferred to the Port Elizabeth City Council? What on earth, after all that has been said, is the hold-up?

Two months ago Mr George Engelbrecht, regional manager of Sats, said he was not opposed to selling the land to the council and welcomed the chance to discuss it.

This statement appeared to clear up a misunderstanding on the council's part that Sats was reluctant to part with the land, which the council regards as essential to its control and co-ordination of beachfront development.

Now, says Mr Charles Garai, chairman of the council's Land Usage Committee, Sats is awaiting "certain information". After that has been provided the committee will reconsider the matter.

What information is now needed? In April Sats wanted to see the master plan for King's Beach development before it would, in consultation with the council, decide whether the land would be sold or leased.

That pre-condition seemed unnecessary to us. The council wants to use the land to promote tourism — how it does so is surely its own business?

And why Sats should wish to concern itself with council planning eluded us. If anyone else should be involved it is the ratepayers, and they have been invited to contribute suggestions for development.

As a result, the guide plan will not be ready for some time. So what further information does Sats now require?

The beachfront, under council control, could change the face of tourism to Port Elizabeth. It's time Sats stopped stalling and and transferred the land — at a nominal price. PE needs every tourist rand it can get.

(269) DD 10/6/87.

Sats, Cosatu claim negotiation victory

Dispatch Correspondent

JOHANNESBURG — The dust has not yet settled in the railways dispute as SA Transport Services (Sats) rejects Cosatu's claim to victory in getting sacked workers reinstated, and refuses to recognise the Cosatu-affiliated SA Railways and Harbours Workers' Union (Sarhwu)

In a statement headed "A Cosatu victory" yesterday, the labour organisation kicks off an attack on Sats labour practices with the words "In a settlement reached with Sats through Sarhwu lawyers, it was agreed that all workers are to be reinstated "

However, the Sats public relations officer, Mr J C van Rooyen, said Sats reached agreement with the workers, not with Cosatu or Sarhwu

Cosatu said "In the light of the amicable resolution of the dispute last Friday, it is clear the dispute was no more than a simple labour dispute which could easily have been resolved through honest negotiation

"Sats' refusal to negotiate with workers from a basis of mutual respect prolonged the strike and generated much suffering "

Mr Van Rooyen said although Sats was reviewing its labour relations strategy, there was no question of inadequacy in this area having caused the strike

Meanwhile, the return to work of railway workers continued at a snail's pace yesterday, with an estimated 200 workers reporting to Sats recruiting offices for re-employment

Sats estimates the total number of workers that have reported for re-employment since Monday, is 500 —about 3 per cent of the 16 000 strikers

A Sats spokesman, Miss Jenny Jordaan, said "They're coming back very slowly, but we expect things to pick up today and tomorrow "

Advertisements placed in newspapers yesterday, by Cosatu and the SA Harbours and Railways Workers' Union (Sarhwu), called on the strikers to return to work in a "united way "

The Cosatu general secretary, Mr Jay Naidoo, said he understood the strikers would return to work on Thursday

About 600 railway workers packed Joubert Park and lined the Wanderers Street entrance of the offices being used by Sarwhu for the meeting

It is believed Sarwhu wants union officials to be present at the recruitment offices, but Mr Jordaan made it clear this fell outside the legal agreement between the railways and unions mandating the terms of recruitment

Sats has given the strikers until Friday to report for re-employment

The Rand Supreme Court yesterday postponed until next Wednesday, the case in which the Sarwhu education secretary, Mr Mike Roussos, is applying for his detention to be declared illegal

The Cosatu union federation has decided to move back into its bombed Johannesburg headquarters, but since repairs were estimated at R2 m, it would take about six months before this could take place

ARGUS 10/6/87

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Run off the rails?

By DICK USHER Staff Reporter

IS train travel pricing itself out of the market?

Train travel, apart from its sheer adventure, used to be the most economic means of getting from A to B, while air travel was the luxury — costly but a time saver

The difference will have disappeared by July 1 when inter-city fare increases announced in this year's Transport Budget come into effect bringing the cost of a first class rail ticket from Cape Town to Johannesburg to the same as an economy air ticket — R230

The prices reflect the changing face of South African transport where time and money have become the ruling factors

Cheaper and quicker have become the demands

Train occupancy dropped over years

Inter-city coaches are now in strong competition with the railways for passengers and their popularity is increasing

Figures from South African Transport Services (Sats) show that in the past five years average train occupancy has dropped by 16 percent a year while fares have risen continuously

After fares were increased by 10 percent in 1982, a first class rail ticket to Johnnesburg cost R101 In January 1983 fares rose 13,8 percent, followed by an 8,5 percent increase in August

The next year's budget raised the price 16 percent while 1985 was a year of shocks for commuters In February fares rose by 21,9 percent, with a further 10 percent in November

Last year fares went up by 15 percent to raise the price of a Cape Town-Johannesburg first class ticket to R197 and this year's 15 percent increase lifts the basic price to R230

This excludes extras such as bedding and meals

Meanwhile, the frequency of trains has also been reduced

Before December 1985, Sats operated 356 inter-city trains a week By November 1986, through a process of rationalisation, these had been reduced to 205 a week

"For South Africans, train travel is now almost prohibitively expensive," said Mr Sid O'Connor, a spokesman for Greyhound, one of the companies operating inter-city coaches

"The growth of bus travel has been phenomenal," he said

"We started in October last year with three trips a week and within two weeks demand was such that we expanded to six days a week"

Reduction on return ticket

The trip takes 17½ hours and a one-way adult ticket is R135 There is a 10 percent reduction on a return ticket

For both train and plane travel the return fare is exactly double the single fare

Another company operating on the Cape Town-Johannesburg route, Citiliner, runs three trips a week in each direction with a one-way fare of R148.

Mr Leon Els, Sats spokesman, said the bottom line for the growing popularity of bus travel was "money and time"

He cited a trip between Cape Town and Port Elizabeth where the train took 32 hours and cost about R200 while a bus trip took 11 hours and cost R45

Sats operates coaches on this route, but a plan to open a Cape Town-Johannesburg service was stopped by Minister of Transport Mr Eli Louw who wanted the route left to private enterprise

The swing to bus transport appears to be following a North American pattern where the ubiquitous Greyhound and Trailways buses seem to reach every corner of the continent while train travel, although it has undergone a revival in recent years, was almost moribund

Unlike South Africa, however, this was to some extent the result of a deliberate policy by some railroad operators to discourage passenger transport because of the greater profits to be made out of freight

Bus travel set to mushroom

At the same time competition between domestic airlines was driving down the cost of flying

But for ordinary people, even over the extraordinary distances of America, bus travel was their choice

Mr O'Connor said the future of bus transport in South Africa depended on many factors

"It has several advantages over train travel," he said

"It's quicker and cheaper and more comfortable than a train, even though you have to sit up all the way

"If everything stays constant it can only mushroom

"Its growth has already been phenomenal, partly because it is an innovation and we are definitely thinking about expanding our service"

Cheap air fares are also attracting passengers

A Sats spokeswoman said that on midnight flights, where fares are about half the regular economy price, one out of every three passengers had not flown before

DD 11/6/87

Sarhwu tells Sats workers to return

JOHANNESBURG — The SA Railway and Harbour Workers' Union (Sarhwu) has told the Sats strikers to return to work today.

Another 400 railway workers reported to Sats recruitment posts yesterday, bringing the number of total re-hirings since Monday to about 900 — about 6 per cent of the 16 000 strikers.

The Sarhwu deputy secretary-general, Mr Themba Kuzwayo, said confusion over when the railway workers would return to work had been caused by the union's difficulties in finding a venue to hold meetings after it was bombed out of its Cosatu House headquarters a month ago.

Sats has hired extra staff at its 13 employment points in Johannesburg and Soweto to cope with today's expected mass return to work. — DDC

COASTAL FREIGHT

From shore to ship

Sats has decided to substitute its outmoded and inhibitive ad valorem method of charging wharfage on coastal cargo with a simple flat rate

The change, effective from July 1, should see much of the tonnage lost over the years to road transporters — principally due to punitive wharfage charges — flowing back into the holds of ships

The new charge will be R4,50/t for loading and offloading, on all classifications of harbour goods Shippers are expecting wharfage to be reduced by as much as 60% in some cases

The net effect, they say, is that this year more than 200 000 t of high-value goods that would normally have been transported by land, will reach their destination by sea

According to Mike Meehan, MD of Unicorn Lines, the new rate will reduce the wharfage on a container packed with goods worth R25 000 by R270 or 60%, from R450 to R180

This puts owners of coasters back in a position where they can compete more effectively with road and rail carriers and win back some of the cargo they have lost to alternative transport modes.

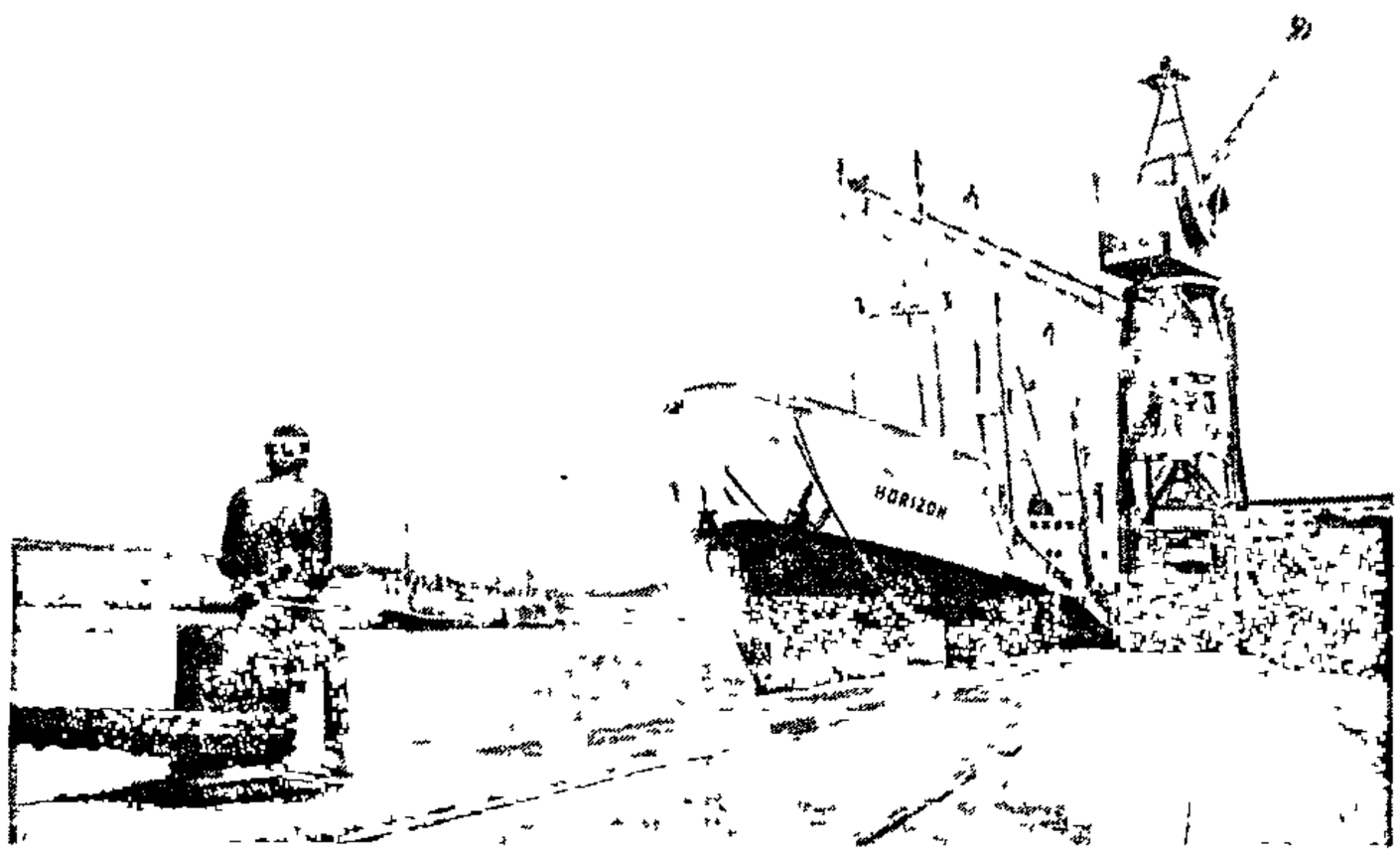
Ship owners have been pressing Sats for years to make the change It probably engineered the new harbour tariff so that increased usage of its harbours will more or less balance out the revenue it loses on its rail and road transport divisions

An additional 200 000 t at R9/t (R4,50 at both harbours) will be worth R1,8m to Sats in wharfage More than 952 000 t of cargo was conveyed between SA's harbours last year

Mike Myburgh, Sats' assistant GM (harbours), believes gains for Sats will be more in the longer term Coasters, he says, will now become an attractive option for transporters as they operate a reliable, regular service

He expects them to attract traffic that can be subjected to multiple handling and where a few days longer between dispatch and arrival is not critical Goods that must reach their destinations quickly, without multiple handling, will probably still go by road

The new tariff certainly has the potential to anger public carriers (private sector road transport operators who convey the goods of others for gain) They have been the almost automatic choice of companies which send low bulk, high value cargoes up and down the coast Proportionately, they probably stand to lose out to coasters more than rail transport



Coasters ... now coming back in a big way

Deon Blignaut, chairman of the Public Carriers' Association (PCA), refuses to comment until the PCA's board has discussed the matter

However Herman Lombard, MD of Lombard's Transport, one of the four major public carriers that serve the coastal market, is not unduly concerned

"We have 170 vehicles on the coastal run and transport 800 000 t-900 000 t a year We aren't going to lose any of it," he contends

"Unicorn may beat us on price but it can't rival us for service Our customers will stay with us and be prepared to pay more because we react to their needs quicker Besides, it is easier for them to maintain low-level inventories if they use road transport"

Meehan, however, estimates Unicorn Lines, the only coaster operator, will gain at least 200 000 t of additional tonnage this year That's 8 000 payloads It seems as if the gauntlet has finally been thrown down in the transport industry ■

SULLIVAN MOVE

Now for SA Code

The Sullivan Code may be a spent force in corporate SA with the Rev Leon Sullivan now switching to a call for total disinvestment and a trade boycott But that does not mean its precepts have been abandoned completely

There is a distinct possibility that the code will be replaced by a home-grown version, agreed with black unions, which, hopefully, will not suffer the fate its predecessor did by setting unrealistic expectations

The new code apparently plans to steer clear of overt political involvement and permit more autonomy in the choice of programmes

Details are vague, since negotiations are continuing and participants are reluctant to pre-empt developments But talks with unions and black organisations are said to be well advanced

Says Keith Partridge, MD of Carlton Paper Corporation, the first majority South African-owned company to sign the Sullivan Code "There are a lot of companies in SA with social consciences Many of them believe in the principles espoused by Sullivan, although they had nothing to do with the code itself since it did not apply to them

"In fact, local companies might well have joined in had it not been for Sullivan's political moves, particularly the Fourth Amplification requiring companies to support civil disobedience There were also problems with the grading situation, which meant that funds were dissipated into a variety of programmes instead of being concentrated where individual companies thought they could do the most good

"On the positive side, we found — and other companies shared our experience — that we benefited enormously from complying with the main principles

"Another plus was that our activities were independently monitored and publicised through Arthur D Little Inc (ADL), a Boston consultancy, so nobody could question the information or accuse companies of

Rises in air fares 'not justified'

12/6/87

B/Day

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HELOISE HENNING

TRAVELLERS were getting a raw deal over overseas airfares and most of the increases of the last six months were invalid

Roger Gentry of Keiser and Gentry Travel agents supported the view of PFP transport spokesman John Malcolmess who yesterday in Parliament demanded from Transport Minister Eli Louw an explanation of the continuing increases, despite the stronger rand, lower fuel price and Iata's non-interference

Malcolmess said the "cartel" for whom SAA made decisions were also quite satisfied to receive the increases

Gentry said if it weas true there had been at least six currency adjustments apart from the annual announced fare increase then they were invalid

And while foreign airways had lower profit margins because of the low exchange rate they earned here the increases served them well

However, Sabena SA general manager Adolf Arnold maintains the nine increases have been modest

He said overseas travellers enjoy a fair deal because the government continued to depress international airfares for the public SAA carried the cost of the government's effort to keep South African's — those who can afford it — well travelled

Gentry disagrees It was not in the government's interest to have a larger travelling population because this meant currency flowed out of the country Otherwise the government would have brought down airfares as they had done with the price of petrol when the rand strengthened

SAA had experienced losses for so long that they considered themselves justified in making them up with higher air fares, Gentry said

'Don't scrap our trains'

(269) WP 13/6/87

Weekend Post Reporter

FARMERS and businessmen in several platteland towns are up in arms over the South African Transport Services' proposed withdrawal of passenger trains and staff in the region

Trains between Port Elizabeth and Graaff-Reinet have already been replaced by buses and other towns may soon be affected

Farmers and businessmen from Graaff-Reinet, Klipplaat, Nieu-Bethesda, Kendrew and Baroe station, near Steytlerville, are sending deputations to a special meeting in Aberdeen next week to protest against the planned action

Senior officials of Sats will be present at the meeting on Thursday which has been convened by the Regional Development Association for Region 9

Graaff-Reinet was the first to be "downgraded" by Sats about nine months ago, causing great inconvenience to everybody in the town, particularly farmers and businessmen, Mrs Anne Nash, the association's chairman, said

The buses were overcrowded, inconvenient and more expensive than the passenger train service

Delays were experienced with goods trains bringing orders from as far afield as Johannesburg, resulting in financial losses to farmers and businessmen, she said

The withdrawal of Sats staff was another serious complaint because it contributed towards the depopulation of the platteland

Mr Vic de Vries, the Sats public relations officer in Port Elizabeth, said passenger trains were withdrawn from the Port Elizabeth-Graaff Reinet route because the service had proved uneconomical

Extra economy-class buses operated on the route at peak hours and whenever there was a demand for it

No final decision had been taken yet about other routes, he said

14/6/87

SIT

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'Racist' bus ban keeps boy from school

By BOETI ESHAK

THREE young schoolchildren — two coloureds and an Indian — have been banned from using a municipal bus after travelling on it for two years.

They were ordered off the Roodepoort City Council bus after several white parents were said to have complained

This week, Mrs Fadilla Hartley said her son, Zunaid, 11, and two coloured children — all pupils at a private school in Roodepoort — had been travelling on the same bus for two years without any problems

"On Tuesday morning the driver told Zunaid that he would not be allowed on the bus again," she said

"He was in tears when he came home

"When I asked the transport manager for an explanation, he said he had received complaints from the parents of some of the white girls who travel on the bus

Mocked

"They said the boys had been making unpleasant remarks to the girls

"This is laughable Schoolchildren all over the world make fun of each other

"In fact, Zunaid was mocked about his religion during Ramadan.

"I think this is just an excuse to get rid of the 'non-white' children"

Mrs Hartley said that since her son had been banned from the bus, he had not been able to go to school

However, the Roodepoort Transport Department manager, Mr K van Rensburg, said the incident should not be viewed as racial

"Anybody, irrespective of colour, who causes trouble on the bus is refused entry

"Our buses are licensed to carry whites only — the driver took it on himself to admit the other children

"We turned a blind eye until Roodepoort residents threatened to withdraw their patronage"

Sats to streamline goods' delivery service

Transport Reporter

SA Transport Services (Sats) is to streamline the delivery of goods in order to provide its clients with a "speedy, efficient and reliable service"

A Sats spokesman said with this in mind the State corporation had introduced the Fast Freight PX Container Services, which allows customers to pack and seal their own containers which are then dispatched by road or rail, ensuring minimum goods' handling

An online computer network is being installed to keep track of every consignment from the minute it is accepted by Sats to the time of delivery

The next development in the improvement of the parcel service will be the installation of three automatic sorting (Autosort) terminals in Bellville (Cape Town), Bayhead (Durban) and Kaserne near Johannesburg These terminals will have a mechanical parcel sorting system controlled by computer

In order to facilitate delivery and collection, satellite depots will be established at various centres in the metropolitan areas surrounding Autosort terminals

Functioning at full capacity, the Bayhead and Bellville terminals will handle 10 000 parcels an hour and Kaserne 20 000 parcels an hour

★ ★ ★

The two mine dumps at Kaserne are being cleared so that the land can be used by Sats for the installation of an automatic parcel sorting system at the terminal

A Sats spokesman said Sats owned the surface rights to the land while the Village Main Reef mining company owned the mining rights In terms of an agreement signed in 1984, Sats agreed to pay the company to clear the two sand dumps

Removal of the first dump of 7 ha will be completed in December, while the second of 13 ha will take until 1995

★ ★ ★

Sats is to install remote control equipment at New Canada station to control signalling on the line between New Canada and Naledi stations

A Sats spokesman said that, when installed, the equipment would increase the capacity on the line and improve signalling control

There have been several arson attacks on both stations in the violence surrounding the dismissal of striking Sats workers Signalling equipment has been damaged, leading to delays in rail traffic from Soweto

(269) STAR 15/6/87.

The DEPUTY MINISTER OF INFORMATION

(1) Yes

(a) 20 May 1987

(b) (i) Major-General P H Groenewald

(ii) The Afrikaanse Handelsinstituut (AHI)

(2) Yes

(3) Yes In view of the fact that the remarks were made in confidence during a closed meeting of the AHI, they cannot be revealed without breaching this confidentiality The remarks were not part of the briefing but were made in reply to a question from the audience

(4) No, although some newspapers published critical articles in connection with this matter

(a) and (b) fall away

(5) Yes, an inquiry about the issue was made by me and a press release was issued on 28 May 1987 in response to incorrect perceptions which were reflected in certain news articles

Blacks acute spinal injuries

*19 Dr M S BARNARD asked the Minister of National Health and Population Development

Whether any facilities are available in (a) the Transvaal, (b) Natal (c) the Orange Free State and (d) the Cape Province for the treatment of acute spinal injuries in Black persons, if not why not, if so in what hospitals in each case?

†The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(a) *Transvaal* Yes

(i) Kalafong hospital

(ii) Baragwanath hospital,

(iii) Natalspruit hospital,

(iv) Ga-Rankuwa hospital

(b) *Natal* Yes

(i) All Natal Provincial Hospitals

(c) *Orange Free State* Yes

(i) Pelonomi hospital, Bloemfontein,

(ii) Boitumelo hospital, Kroonstad,

(iii) Welkom hospital

(d) *Cape Province* Yes

(i) Conradie Hospital

†Dr M S BARNARD Mr Speaker, arising from the hon the Minister's reply, I should like to know whether these units for acute spinal injuries are specialised, as is the case with, for example, the Volks Hospital, or whether they are just general hospitals

†The MINISTER Mr Speaker, I did not hear the first part of the question of the hon member for Parktown Could he repeat it please? Could he just speak a little more clearly?

†Dr M S BARNARD Mr Speaker, maybe the hon the Minister should listen more clearly

†The SPEAKER Order! The hon member for Parktown must just repeat his question

†Dr M S BARNARD Mr Speaker, I just want to ask the hon the Minister whether these units for Blacks in the other provinces are specialised like the Volks Hospital, or if their patients just receive treatment in general wards?

†The MINISTER Mr Speaker, the reply is that they are specialised institutions

Foreign passport

*20 Dr M S BARNARD asked the Minister of Home Affairs

(1) Whether a certain person, whose name and identity number have been furnished to the Minister's Department for the purpose of his reply, has applied to his Department for permission to obtain a foreign passport, if so, (a) when and (b) what is her name,

(2) whether permission was granted to her, if not, why not, if so, when,

(3) whether any other members of her family have applied for permission to possess a foreign passport, if so, (a) how many, (b) what is their relationship to the above-mentioned person and (c) what was his response?

The MINISTER OF HOME AFFAIRS

(1) No (a) and (b) Fall away

(2) Falls away

(3) The person's husband has not applied for permission to possess a foreign passport Other members of the person's family are not known to the Department

(a), (b) and (c) Fall away

Jan Smuts Airport. air-ticket privileges

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

(1) Whether an inquiry was instituted recently into an alleged abuse of air-ticket privileges at Jan Smuts Airport, if so, (a) when and (b) what were the circumstances surrounding this inquiry,

(2) whether the inquiry has been completed if not when is it anticipated that it will be completed, if so, what were the findings,

(3) whether any action has been taken as a result of the inquiry if not why not, if so what action

(4) whether he has received a report on this inquiry, if not why not, if so,

(5) whether he will table the said report, if not, why not, if so when?

†The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 19 January 1987

(b) Irregularities regarding air-ticket privileges

(2) No towards the end of July 1987

(3) No, the inquiry is still in progress

(4) No, the matter will be dealt with by the S A Airways and the S A Police

(5) No, it is a departmental and police inquiry

Vryheid. foster parents

*22 Mr M J ELLIS asked the Minister of Justice

(1) Whether with reference to his reply to Question No 20 on 17 February 1987, the commissioner of child welfare in Vryheid in Natal has received any request from the couple in question for written consent to act as foster parents of the child concerned in this matter, if not, (a) what action has been taken in respect of this child, (b) what is the (i) race and (ii) age or date of birth of this child, (c) where is this child residing at present and (d) what is it anticipated will be done with this child, if so, on what date,

(2) whether the said commissioner of child welfare gave his written consent to this couple, if not, what reasons did he furnish for denying his consent, if so, when,

(3) (a) what is the (i) race and (ii) marital status of the couple concerned (b) what is the (i) race and (ii) age or date of birth of the child concerned and (c) who are the (i) parents or (ii) guardians of this child,

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

The MINISTER OF HOME AFFAIRS (for the Minister of Justice)

(1) to (4) With reference to my reply to Question No 20 on 17 February 1987 the hon member s attention is drawn to the fact that the couple concerned initially went to see the Commissioner of Child Welfare, Vryheid After the provisions of the Children's Act, 1960 (Act 33 of 1960) which was then in force, had been explained to them, they were referred to the Commissioner of Child Welfare, Melmoth because the child concerned was originally admitted to a hospital within the magisterial district of Melmoth I caused enquiries to be made and it appears that the proceedings of the Children's Court, Melmoth has already started in this case. In view thereof the hon

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question, if not, why not, if so, (a) when, (b) with what result and (c) what action has been taken by the Police in consequence of this visit?

†The DEPUTY MINISTER OF LAW AND ORDER

(1) (a) and (b) Yes

(i) From two members of the public whose identity I am not prepared to reveal,

(ii) 25 May 1987,

(iii) In both instances that a low flying helicopter was distributing pamphlets,

(iv) Because the investigation is not yet completed, I am not prepared to reveal the identity of the owner,

(v) Investigation was instituted and is not yet completed,

(vi) Because the matter is still under investigation, I do not consider it feasible to reveal the information

(2) Yes

(a) 27 May 1987,

(b) It was ascertained that the address is false,

(c) The matter is still under investigation

Helicopter· pamphlets dropped

*8 Mr J VAN ECK asked the Minister of Defence

Whether a South African Defence Force helicopter was used on 23 May 1987 for dropping pamphlets over any Cape Town suburbs, if so, (a) what was the purport of these pamphlets and (b) (i) on whose instructions, (ii) over which suburbs and (iii) why were these pamphlets so dropped?

The DEPUTY MINISTER OF DEFENCE

No (a) and (b) Fall away

Helicopter. pamphlets dropped

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

Whether a South African Police helicopter was used on 23 May 1987 for dropping pamphlets over any Cape Town suburbs, if so, (a) what was the purport of these pamphlets and (b) (i) on whose instructions, (ii) over which suburbs and (iii) why were these pamphlets so dropped?

†The DEPUTY MINISTER OF LAW AND ORDER

No (a) and (b) Fall away

Travel bureau. Mossel Bay/George

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

(1) Whether the South African Transport Services have opened a travel bureau in Mossel Bay, if so, (a) on what date and (b) why,

(2) whether this travel bureau has shown a profit, if so, (a) what is the nature of the profit and (b) in respect of what period is this information furnished, if not, (i) why not and (ii) what action is to be taken as a result,

(3) whether the Transport Services operate a travel bureau in George, if so, when was it opened,

(4) whether this travel bureau showed a profit during the latest specified year for which figures are available, if so, what was the nature of this profit, if not, in what specified year did this travel bureau last show a profit?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 2 January 1987

(b) To provide an improved service to existing corporate account holders in the area and to generate new business

(2) Not yet

(a) and (b) Falls away

(i) The bureau was only opened in January 1987 and is not yet fully established

(ii) Marketing in the area, especially the corporate sector, is receiving preference

(3) Yes, since 17 November 1952

(4) Yes A profit of 3,5% on turnover during the 1986-87 financial year

Mr D J N MALCOMESS Mr Speaker arising out of the hon the Minister's reply, may I ask him whether he does not consider the opening of this new bureau to be detrimental to the travel agencies already established there and whether this is not a case where the State is interfering with private enterprise?

The MINISTER Mr Speaker, this is a matter that can be fully discussed in debate

Cape Town/London. non-stop flights

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

Whether direct non-stop flights between Cape Town and London are still taking place, if not, (a) why not and (b) when did these flights stop?

†The MINISTER OF TRANSPORT AFFAIRS

No

(a) In order to maximise commercial benefits for SA Airways, all services (including international sectors) are continuously rationalised

(b) 27 March 1987

Group Areas Act

*12 Mr F J LE ROUX asked the Minister of Constitutional Development and Planning †

Whether applications for the issue of permits in terms of section 26 (3) of the Group Areas Act No 36 of 1966, to couples who have entered into mixed marriages, to reside permanently in White areas notwithstanding the provisions of the said Act, are considered on the basis of certain criteria, if so, what criteria are used for this purpose?

The DEPUTY MINISTER OF DEVELOPMENT PLANNING

Section 26 (3) of the Group Areas Act has no bearing on the issue of permits

Kwatzaduza

*13 Mr C B SCHOEMAN asked the Minister of Constitutional Development and Planning †

Whether the planning of Kwatzaduza on the East Rand is at present being reconsidered with a view to providing more suitable buffer strips, if not, why not, if so, (a) what is the proposed width of the buffer strips between Dunnottar, Sharon Park, Selcourt and the Black area of Kwathema and (b) what does the proposed Black extension next to the Nigel hospital, south of Dunnottar, comprise?

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

No

(a) The area proposed in the Draft Guide Plan for the East Rand-Far East Rand for Black township development, with an open area (which is up to a kilometre wide in places) between Sharon Park-Dunnottar and the Kwatzuduza complex, has already been approved Although parts of this land will (because of mining activities) not be available for township development in the short term, it can make a valuable contribution towards the provision in the demand for land for urbanisation in the medium to long term

(b) Application has been received from a developer for the designation of a development area in terms of section 33 of Act 4 of 1984 on that part of Portion 51 of the farm Vlakfontein 161-IR which is situated to the south-west of proposed route K161 This land is part of the land which has been approved for Black township development in the Draft Guide Plan for the East Rand-Far East Rand and links logically to Duduza Representatives of the Town Council of Nigel have undertaken to introduce a proposal for a suitable land-use for the area situated to the north-east of

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New rail link for Flats

Cape Times 17/6/87 269

Own Correspondent

JOHANNESBURG — The government has given the go-ahead for a R250-million high-priority commuter rail line for the Cape Flats.

News of the huge project, which will necessitate the building of underground and overground stations, is to be formally announced at a press briefing in Cape Town today.

The 11-km track will link Mitchells Plain, Khayelitsha and the new Blue Downs coloured housing project with Bellville and will open up a high-speed commuter route.

The line will go underground through a new city centre at Blue Downs and is expected to relieve heavy commuter pressure on the existing Mitchells Plain/Khayelitsha lines.

Director of the Blue Downs project Mr Carel Marais says the rail link has already been given approval by all government departments involved.

"All that is required now is for an Act of Parliament to give the final go-ahead. A feature of the line will be the siting of commercial shops and offices over the station at Blue Downs with the lines passing underneath."

☐ New city launched today — Page 3

Western Cape to get fast commuter line

B/Day 17/6/87 (269)

GOVERNMENT has given the go-ahead for a R250m, high-priority commuter railway line in the Western Cape

News of the huge project, which will necessitate the building of underground and over-ground stations, is to be announced formally at a Press briefing in Cape Town today

The 11km, high speed commuter route will link Mitchell's Plain, Khayelitsha and the new Blue Downs coloured housing project with Bellville

The line will go underground through a new R100m city centre at Blue Downs and is expected to relieve congestion on the existing Mitchell's Plain-Khayelitsha lines

Seven diesel units, each costing R10m, will service the new route, which will transport thousands of workers to heavy industries based in Bellville

Blue Downs project director Carel Marais says the rail-link has already been given approval by all government departments involved

A feature of the line will be the siting of shops and commercial offices over the station and railway lines at Blue Downs

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SAA may end Abidjan stop

By ROGER WILLIAMS
Chief Reporter

SA AIRWAYS is expected, in the face of strong criticism and loss of support, to reverse its recent decision to reroute former Cape-London direct flights via Abidjan on the Ivory Coast.

The airline is also having a re-think about its much-criticized "add-on" fare, applicable to the direct flights to London

Cape businessmen have been angered and dismayed over the Abidjan switch, and SAA has been strongly criticized over this, and the "add-on" fare issue, by the Cape Town Chamber of Commerce

The chamber's latest bulletin, to be issued today, says that at top-level talks last week, SAA said it regretted the inconvenience to travellers from the Cape, caused by the decision to make a "technical" refuelling stop at Abidjan

"And," says the bulletin, "they believe a solution to the problem will be found in the very near future, that will obviate the need for this stop

"SAA emphasizes that it values the support of the travelling public in the Cape, and has undertaken to make every effort to achieve an acceptable solution to both these problems"

Earlier this year the chamber called on SAA to stop "unfairly discriminating" against Cape Town by its add-on to fares on the direct Cape-London flight

From April 1 the cheapest return air fare between Cape Town and London became R2 355, including a R310 add-on — although the flying distance is shorter (6 025 nautical miles) compared with a flight from Johannesburg (6 170 miles)

SAA has said the add-on fares are based on the shortest distance between the gateway points, which in this case is down Africa via Nairobi But Cape Town Chamber of Commerce says this argument "simply does not hold water"

In its latest bulletin it says SAA has now undetaken to start fresh negotiations through the International Air Transport Association (IATA) to have the add-on fare on the Cape-London direct flight removed

"It has to be understood however that competition between the airlines is extremely keen and that this negotiating process will not be an easy one"

Barry Streek reports that the decision by SAA to stop direct non-stop flights between Cape Town and London was slated yesterday by the Progressive Federal Party spokesman on transport, Mr John Malcomess

He said the decision did not appear to make economic sense

ELI LOUW

Firm and clear

269

Transport Affairs Minister Eli Louw has just finished piloting his first budget through parliament He came under attack from Left and Right in the House, after seven eventful months in the job

Hendrik Schoeman's laid-back and often unorthodox style may have seemed a hard act to follow Louw (59), the former Loeriesfontein lawyer who was first elected to parliament as MP for Namaqualand a mere 10 years ago, has taken it in his stride Just how different the styles of the men are was illustrated by Louw's decision to ban smoking on all SAA's domestic flights — for years the anti-smoking lobby had got nowhere with Schoeman

"I decided on the move after very careful consideration There is the health aspect," says Louw "We must believe our medical people when they tell us there is a risk Secondly, the smoking ban in our theatres and cinemas is accepted, it didn't affect the industry, and an aircraft cabin is a limited area We are concerned with the welfare of the passengers — most of them are non-smokers We must also consider our personnel, who are in the cabin all day"

Louw says reaction to the ban has been "very favourable," and is adamant that he is not anti-smoking — he used to use a pipe "And I still enjoy watching a person who is really able to smoke a pipe," he says, with a twinkle of long-lost craving

Looking back to last November when he took over from Schoeman, Louw says he's satisfied that he has moved towards at least some of his goals

He believes transport must be competitive to be effective, and believes that in a competitive field, free of legal protections (to which he is opposed), he is justified in demanding high productivity from his personnel He wants Sats to establish a clear image as an effective business undertaking, and to shake off the perception that it is sheltered employment for people who can't get jobs elsewhere

Having served as a minister in the State President's office, where he was closely involved in steps towards deregulating the economy, Louw is a firm advocate of privatisation and freer competition

But just how far does he believe he can go?

"We can go a very long way, provided the meaning of privatisation is clearly defined If you look at it in the sense that you want to sell out, the way Britain did in most of her privatisation, then the scope is limited because the circumstances here are very different Industries were never nationalised in SA as they were in Britain What Mrs Thatcher is doing is merely giving the businesses back to the private sector — that is very easy

"In our case, a very important aspect of privatisation is to give the private sector a stake in an industry I favour the partnership idea very strongly We need to see it's possible, whether the private sector can do the job as well, if not better than the public sector, and whether it's in the interest of the community at large"

Louw ... labour relations are important

Louw believes an important factor is the reduction of capital spending, to make it possible for the private sector to spend more on capital projects in all spheres The best job-creating sectors are agriculture, mining and industry and that is where capital must be utilised This is the main reason that he cut back on Sats capex in the budget.

Louw also believes there is scope for Sats to make an even bigger contribution to the economy, through profitable and effective use of its assets and co-operation with the private sector "The private entrepreneur must not be our enemy There are certain sections of the business where we have a competitive advantage, but on the other hand the private sector is always more mobile and adjustable. Together we can do something great," he says

Louw is firmly committed to the phasing out of two controversial aspects of the Sats operation the remnants of railway apartheid, and uneconomical services He believes Sats is under no obligation to continue offering uneconomical services — that's why he increased tariffs for these services by relatively substantial amounts, and he wants them to be more efficient

He's equally committed to doing away with apartheid in Sats "It's a question of education and people accepting each other," he says "We've gone a long way already, but on the other hand, in politics it's not always good to advertise what you do If I were to stand up and say look at Cape Town station, there are no discriminatory signs and there's no trouble, then sure as anything someone would go there and see that trouble is made

"This is a matter we must deal with very carefully, but as I said in the House of Representatives, it must be done away with in a judicious manner To put a timetable on it would be unwise, I would be creating a crisis for myself"

Another potentially explosive issue that Louw appears to have behind him now is the recent Sats workers' strike

He says at no stage was he concerned that it would not be resolved

"We went out of our way to be reasonable The message got through at various stages and the majority of workers were prepared to come back, but they were intimidated It must also be remembered that 75% of our 90 000-strong black work force did not go on strike and that Blatu, the officially recognised black union, was with us all the way," he says

Louw dismisses white rightwing criticism that he was too soft on the strikers.

"Those were political arguments I'm sure that if those people had sat with me in that room negotiating, their arguments would have been different

"The end result proved that our actions were correct Labour relations are very important to me personally, and to Sats management"

Commenting on his budget, Louw says it's impossible for Sats to keep its tariffs static when all other costs are rising

But he favours smaller increases over a longer period, rather than sharper increases once a year

Away from his official duties, Louw relaxes on the tennis court He insists on some form of physical exercise every day, even if it's just bashing a tennis ball against the garage wall

To get away from it all, he spends time on his sheep farm in the Loeriesfontein district in the north-western Cape ■

Shock bus fare rise

By KIN BENTLEY

BUS FARES in Port Elizabeth and Uitenhage are to go up by an average of more than 17% from July 1.

The move will hit thousands of commuters and add another twist to the inflation spiral in PE.

Making the shock announcement of the increases today, Mr Carl Coetzer, managing director of PE Tramways, said a combination of increased operating costs and wage increases had made the increases unavoidable

At the same time he announced that 10 more "bus-trains", one of which was introduced last year, had been ordered to replace scarpped buses within the next two months

They would cost PE Tramways more than R2 million

Mr Coetzer said fare increases had kept pace with the inflation rate since 1983 and the relatively high increase of 17,62% was therefore realistic

Operating costs had escalated and this, together with the impact of the wage increases in May last year, had resulted in bus operations running at a loss

"For the six months of operations to the end of December, 1986, the income per kilometre was 157c against a total cost per kilometre of almost 178c

"The increase, amounting to an extra 22c a kilometre, will mean that the bus operation can now be regarded as breaking even"

But Mr Coetzer said 1987 wage increases would also come into effect on July 1 and would be a major factor in fixing bus fares in the future

He said that in the first 10 months in the 1986-87 financial year the cost of tyres for the bus fleet had increased by almost 40% and the costs of spares and maintenance by almost 25%

He said application had been made to the Department of Transport to increase the passenger subsidy on the 10-ride clipcards In some cases this amounted to a reduction on clipcard costs

THE cash bus fare increases from July 1 are

- **In Port Elizabeth the 16c fare goes up to 20c; all fares between 30c and 70c go up by 10c, and those above 70c by 20c.**
- **Fares from New Brighton, Kwazakhele and Zwide to Harrower Road go up by 5c**
- **There is a 30c increase on the 80c fare from Motherwell to the city**
- **In Uitenhage, the 20c fare goes up to 25c, the 36c fare to 40c, all fares between 40c and 70c by 10c, and those above 70c by 20c**

Increases in the 21 different clipcards vary from nothing to 66%, with the highest increase being on the R1,50 clipcards, which go up by 60% to R2,50. The R[illegible] clipcard remains unchanged.

- **Some fares are not affected They are the 40c fare from Windvogel to Cottrell Street; the 50c fare from Windvogel to Berry's Corner and Harrower Road, and the 50c from the city station to Walmer Township**

Boeings collide during taxiing

SAA experts fly to Vienna to probe crash

Staff Reporters

A team of engineers from Jan Smuts Airport has flown to Austria to investigate the collision between a South African Airways Boeing 747 and a plane belonging to Royal Jordanian Airlines.

Both aircraft were damaged extensively in the accident at Vienna international airport on Saturday afternoon.

The engineers from Jan Smuts will join an SAA technical team from London which went to Vienna on Saturday night

The SAA jumbo was about 100 m from its parking bay — taxiing to take off for Zurich where it was to pick up another 88 Johannesburg-bound passengers — when the aircraft collided.

The SAA aircraft's right wing slashed the fuselage of the Jordanian aircraft, leaving a 3 m gash, The Star Bureau in London reports Part of the SAA plane's wingtip was torn off

SAA officials in Johannesburg said today a woman passenger on the Jordanian airliner, which was carrying 232 passengers, received a bruise on her thigh.

None of the 20 passengers and 17 crew aboard the SAA jet was hurt

Damage to the two aircraft was estimated at about R825,000

Long delay

The passengers disembarked after the accident and continued their journeys on other flights after several hours' delay

The planes were taken to hangars for repair

The 20 SAA passengers were transferred to a Lufthansa flight which arrived at Jan Smuts Aircraft yesterday

The 88 SAA passengers waiting for the flight in Zurich arrived at Jan Smuts this morning on the Brussels-Frankfurt-Johannesburg plane which had been rerouted to pick them up

Construction work to expand Vienna's airport is going on at present and it is very crowded

cations by members of foreign media to visit South Africa have been refused, if so, (a) how many, (b) what are the names of the persons concerned, (c) what media services did each represent, (d) what was the reason for refusing their applications in each case and (e) in respect of what date is this information furnished?

The MINISTER OF HOME AFFAIRS

Yes

(a) 116

(b) (c) and (d) It is not considered expedient to disclose information of this nature, as an application for a visa is a personal matter between the applicant and the Department of Home Affairs

(e) From 1 January 1987 till 31 May 1987

Maintenance and Promotion of Competition Act

179 Mr C J DERBY-LEWIS asked the Minister of Economic Affairs and Technology †

(1) Whether any prosecutions in terms of the provisions of the Maintenance and Promotion of Competition Act, No 96 of 1979, were instituted during the latest specified period of five years for which information is available, if so (a) how many, (b) against whom, and (c) what were the findings in respect of each of these years,

(2) whether any convictions have been obtained in this connection if so, what are the relevant particulars thereof?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

(1) No (a), (b) and (c) Fall away

(2) Falls away

Nasella trichotoma

188 Mr R J LORIMER asked the Minister of Agriculture

(a) What was the approximate area of land in the Republic infested by nasella trichotoma at the end of 1986 and (b) (i) what amount was spent by his Department in 1986 in combating the spread of this weed and (ii) how many hectares were cleared in that year?

HoA

The MINISTER OF AGRICULTURE

(a) 87 368 ha on 31 March 1987 It is estimated that the infestation has been brought under control on 80 per cent of this area

(b) (i) R657 900

(ii) 1 064 ha

KwaNdebele, independence

189 Mr P G SOAL asked the Minister of Constitutional Development and Planning

Whether the Government of KwaNdebele has requested that this national state be granted independence if so, (a) on what date (b) in what manner was this request made and (c) what was the response of the South African Government to this request?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes

(a) 9 June 1987

(b) During a meeting between the State President and members of the RSA Cabinet and the Chief Minister and members of his Cabinet

(c) The member s attention is drawn to the press release issued by the Bureau for Information on behalf of the State President after the discussions on 9 June 1987

Tsitsikamma toll road

192 Mr A GERBER asked the Minister of Transport Affairs †

(1) (a) At what total cost was the Tsitsikamma toll road constructed and (b) what is the interest per annum on this amount,

(2) (a) (i) what was the total income collected from motorists in 1986 by the concessionary of the toll gate and (ii) what amount of this income was paid over to the State and (b) what was the

average income per day for the concessionary,

(3) whether a projection has been made to determine what it will cost the State to operate the toll gate itself, if not, why not, if so, what will be the average cost per day to the State?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) R75 012 278,10

(b) R69 012 278,10 of the total cost has been financed interest free out of the National Road Fund (NRF) and the other R6 million out of capital market loans The interest per annum on the capital market loans is R870 136,84

(2) (a) (i) R1 343 765 72

(ii) The full amount

(b) R1 501 27

(3) Yes, R1 432 07

The figures supplied in (2) and (3) above are in respect of the 1986 97 financial year The concessionaire must deposit all toll collected on a daily basis in the NRF, a statutory fund which is controlled by the National Transport Commission (NTC) in terms of the National Roads Act, 1971, and is in turn compensated on a monthly basis by the NTC in accordance with a tendered amount

Greater Cape Town area

201 Mr C W EGLIN asked the Minister of Constitutional Development and Planning

(1) (a) What is the estimated number of (i) Black, (ii) Coloured, (iii) Indian and (iv) White persons who reside in the Greater Cape Town area and (b) in respect of what date is this information furnished,

(2) (a) what is the estimated number of Black persons residing in each specified Black township in the Greater Cape Town area and (b) in respect of what date is this information furnished?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a) (i) 620 462

HoA

(ii), (iii) and (iv) These questions should be referred to the Minister of Home Affairs

(b) 30 September 1986

(2) (a) Old Cross Roads 90 000
New Cross Roads 17 310
Langa 72 533
Nyanga 35 710
Guguletu 249 135
Khayelitsha 96 909
Site C' 38 868
KTC 20 000

(b) 30 September 1986

Dairy Board

204 Mr D J N MALCOMESS asked the Minister of Agriculture

(1) Whether the Dairy Board is accumulating a building fund, if so, (a) why and (b) what amount was in this fund as at the latest specified date for which information is available,

(2) whether the Dairy Board intends building premises for its own occupation, if so, (a) why and (b) (i) what premises are currently occupied by the Dairy Board and (ii) who owns these premises?

The MINISTER OF AGRICULTURE

(1) Yes

(a) to provide for improvement and alterations to existing buildings and for possible extensions in future,

(b) R1 2 million on 28 February 1987,

(2) No,

(a) falls away,

(b) (i) Head Office, Arcadia, Pretoria, a small office building in Bellville and two old houses which were renovated and converted into offices in Bloemfontein and Pietermaritzburg,

(iii) the Dairy Board

Dairy Board

205 Mr D J N MALCOMESS asked the Minister of Agriculture

Whether any staff members of the Dairy

Authorities' Service Superannuation Fund 43,48%

(ii) Government Service Pension Fund 73,32%
Associated Institutions Pension Fund 67,11% (by the Institutions)
Temporary Employees' Pension Fund 66,67% (by the State and Institutions)
Authorities' Service Pension Fund 67,11% (by the Authorities)
Authorities' Service Superannuation Fund 56,52% (by the Authorities)

(2) Final figures not yet available

State pension scheme

98 Mr R M BURROWS asked the Minister of National Health and Population Development

Whether, with reference to his reply to Question No 628 on 25 March 1986, the actuarial valuation of each State pension scheme has been completed, if not, (a) why not and (b) when is it anticipated that it will be completed, if so, (i) what is the total actuarial liability resulting from the purchasing of such pensions for past services in respect of each specified State pension fund and (ii) in respect of what date is this information furnished?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

No

(a) The necessary information required from some employers is not readily available

(b) November 1987

(i) Quantification of the liability resulting from the purchase of pensionable service requires investigation of the records of each individual purchaser In view of the extent of the task this information is not readily available

(ii) See (i)

Vehicles purchased

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

How many vehicles in each specified category were purchased by the State in each of the latest specified three years for which figures are available, from each of the companies whose names have been furnished to the Minister's Department for the purpose of his reply?

The MINISTER OF TRANSPORT AFFAIRS

Category	Volkswagen 1984/85	1985/86	1986/87	General Motors 1984/85	1985/86	1986/87	Nissan 1984/85	1985/86	1986/87
Motor Cars									
751 to 1 550 cm³	105	—	—	10	—	—	230	201	—
1 551 to 2 500 cm³	115	—	—	86	21	—	40	70	2
2 501 to 3 500 cm³	—	—	—	—	—	—	5	—	—
3 501 to 5 000 cm³	—	—	—	—	—	—	—	—	—
Over 5 000 cm³	—	—	—	—	—	—	—	—	—
6- to 8-seaters	—	—	—	—	—	—	—	—	—
Specially converted	—	—	—	—	—	—	—	—	—
Light Commercial Vehicles									
Light delivery trucks									
0,5 ton	—	—	—	110	—	30	—	—	—
0,75 ton	—	—	—	125	—	50	—	—	—
1 ton	—	—	—	—	50	82	—	—	—

Category	Volkswagen 1984/85	1985/86	1986/87	General Motors 1984/85	1985/86	1986/87	Nissan 1984/85	1985/86	1986/87
0 5 ton 4×4									
0 75 ton, 4×4	—	—	—	—	60	—	70	80	91
1 ton 4×4	—	—	—	—	—	—	25	35	58
Panel Vans									
0,5 ton	—	—	—	—	—	—	16	5	—
0 75 ton	—	—	—	—	—	—	1	60	52
1 ton	—	—	—	—	—	—	2	4	1
0 75 ton 4×4	—	—	—	—	—	—	—	4	3
1 ton, 4×4									
Medium Commercial Vehicles									
Light delivery trucks									
1 5 ton	—	—	—	—	—	—	—	—	—
1 5 ton 4×4	—	—	—	—	—	—	—	—	—
Panel vans									
1 5 ton	—	—	—	—	—	—	—	—	—
Heavy Commercial Vehicles									
Trucks									
2 ton	—	—	—	—	—	—	—	—	—
3 ton	—	—	—	—	—	—	—	—	—
5 ton	—	—	—	46	81	—	—	—	—
7 ton	—	—	—	6	55	4	—	—	—
10 ton	—	—	—	—	2	—	48	—	50
5 ton, 4×4	—	—	—	—	—	—	—	—	—
Tip trucks									
3 5 m³	—	—	—	—	—	—	—	—	—
5 5 m³	—	—	—	—	15	—	21	—	6
2,5 m³, 4×4	—	—	—	—	—	—	—	—	—
Cycles									
Motor cycles	—	—	—	—	—	—	—	—	—
Pedal cycles	—	—	—	—	—	—	—	—	—
Station Wagons									
1 551 to 2 500 cm³	80	—	—	110	36	—	—	—	—
2 501 to 3 500 cm³	—	—	—	—	—	—	—	—	—
3 501 to 5 000 cm³	—	—	—	—	—	—	—	—	—
4-wheel drive	—	—	—	—	—	—	—	—	—
Passenger Buses									
8- to 12-seater, light	—	—	—	—	—	—	130	164	30
13- to 19-seater, light	—	—	—	—	20	—	—	—	—
20- to 29-seater	—	—	—	—	4	—	—	—	—
30- to 40-seater	—	—	—	—	7	10	—	—	—
41- to 50-seater	—	—	—	10	—	10	—	—	—
Miscellaneous	—	—	—	—	—	—	—	—	—
Ambulances	—	—	—	—	—	—	—	—	17
Total	300	0	0	503	351	186	588	623	310

Category	Samcor 1984/85	Samcor 1985/86	Samcor 1986/87	Toyota 1984/85	Toyota 1985/86	Toyota 1986/87	Mercedes-Benz 1984/85	Mercedes-Benz 1985/86	Mercedes-Benz 1986/87
Motor Cars									
751 to 1 550 cm³	95	461	1 180	100	—	265	101*	—	—
1 551 to 2 500 cm³	—	80	329	170	283	712	—	1	7
2 501 to 3 500 cm³	10	12	—	—	—	—	35	22	27
3 501 to 5 000 cm³	—	—	—	—	—	—	—	1	—
Over 5 000 cm³	—	—	—	—	—	—	—	—	—
6- to 8-seaters	—	—	—	—	—	—	—	—	—
Specially converted	—	—	—	—	—	—	1	—	1
Light Commercial Vehicles									
Light delivery trucks									
0 5 ton	—	120	119	—	10	640	—	—	—
0,75 ton	—	190	—	—	—	182	—	—	—
1 ton	—	—	—	70	—	610	—	—	—
0,5 ton, 4×4	—	—	—	—	—	—	—	—	—
0,75 ton, 4×4	—	—	—	—	—	11	—	—	—
1 ton, 4×4	—	—	—	10	—	—	—	—	—
* Honda vehicles									
Panel vans									
0 5 ton	—	—	—	5	—	10	—	—	—
0,75 ton	—	50	28	—	—	12	—	—	—
1 ton	—	40	—	20	—	28	—	—	—
0,75 ton, 4×4	—	—	—	—	—	—	—	—	—
1 ton, 4×4	—	—	—	—	—	—	—	—	—
Medium Commercial Vehicles									
Light delivery trucks									
1,5 ton	—	—	—	8	5	6	—	—	—
1,5 ton, 4×4	—	—	—	—	—	6	—	—	—
Panel vans									
1,5 ton	—	—	—	5	20	5	—	—	—
Heavy Commercial Vehicles									
Trucks									
2 ton	10	5	—	—	—	4	—	—	—
3 ton	10	30	—	—	—	—	—	—	—
5 ton	—	35	—	10	5	—	—	—	—
7 ton	—	38	—	42	2	26	—	—	—
10 ton	—	—	—	—	—	4	—	—	—
5 ton, 4×4	—	—	—	—	—	—	—	22	—
Tip trucks									
3,5 m³	—	—	—	20	30	47	—	—	—
5,5 m³	—	—	—	—	—	—	—	—	—
2,5 m³, 4×4	—	—	—	—	—	—	—	1	—
Cycles	—	—	—	—	—	—	—	—	—
Motor cycles	—	—	—	—	—	—	—	—	—
Pedal cycles	—	—	—	—	—	—	—	—	—

Category	Samcor 1984/85	Samcor 1985/86	Samcor 1986/87	Toyota 1984/85	Toyota 1985/86	Toyota 1986/87	Mercedes-Benz 1984/85	Mercedes-Benz 1985/86	Mercedes-Benz 1986/87
Station Wagons									
1 551 to 2 500 cm³	—	70	40	—	94	213	—	—	—
2 501 to 3 500 cm³	—	—	—	—	—	—	—	—	—
3 501 to 5 000 cm³	—	—	—	—	—	—	—	—	—
4-wheel drive	—	—	—	15	—	10	—	—	—
Passenger Buses									
8- to 12-seater, light	—	—	200	2	—	30	—	—	—
13- to 19-seater, light	—	—	10	5	—	—	—	—	—
20- to 29-seater	—	—	5	—	—	—	5	—	—
30- to 40-seater	5	—	—	—	—	—	—	—	—
41- to 50-seater	—	—	—	—	—	5	—	—	—
Miscellaneous	—	—	—	—	—	—	—	—	—
Ambulances	—	—	—	12	26	—	—	—	—
Total	130	1 131	1 911	494	475	1 626	142	47	35

Notifiable diseases

125 Dr M S BARNARD asked the Minister of National Health and Population Development

How many cases of each notifiable disease were notified in respect of each race group in 1986?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

Notifiable Diseases	*Whites*	*Coloureds*	*Asians*	*Blacks*
Anthrax	0	0	0	0
Brucellosis	47	0	0	12
Cholera	0	3	1	275
Diphtheria	0	1	0	18
Haemorrhyic fevers of Africa	5	3	0	2
Lead poisoning	0	0	0	1
Leprosy	0	1	0	129
Leprospirosis	0	1	0	0
Malaria	188	3	8	6 640
Measels	1 060	1 053	48	10 414
Meningiococcal meningitis	64	211	4	232
Paratyphoid fever	2	0	0	18
Plague	0	0	0	0
Poisoning from agricultural or stock remedy	16	31	0	121
Poliomyelitis	1	5	0	35
Malignancy of lung, bronchus or plaura	260	108	42	148
Psittacosis	0	0	0	0
Rabies (deaths from rabies all races = 9)	0	0	0	0
Smallpox	4	10	2	161
Tetanus	0	0	0	0
Toxoplasmosis	0	1	0	108
Trachoma	0	0	0	0
Trypanosomiasis	720	12 714	537	37 342
Tuberculosis (all forms)	51	41	27	3 940
Typhoid fever	0	0	0	0
Typhus fever				

23/6/87 Hansard

Cape Times 24/6/87 (269)

'Millions' missing from SAA

Political Staff

THE Auditor-General has raised a series of queries and observations about SAA which show that millions of rands were not accounted for, or were lost.

Some of the queries had not been finalized when the 1985/86 report was written

In one case, the report said accounting procedures concerning aircraft spares had been changed and R13,3 million for the purchase of spares had not been accounted against the capital budget.

In another case, the Auditor-General said that an investigation into maintenance work for other airlines had shown "certain deficiencies"

"This resulted in considerable losses on certain of these services," said the report

Arrangements had been made for future contracts to be adjusted, for the accounting instructions to be amended and for guidelines to be established

"In respect of maintenance services, a net loss of R2 055 554 was sustained, bringing the accumulated losses, which were not accounted against the airways' working account, to R3 580 775," said the report

The Auditor-General also said that a test audit on a barter system through which SAA air tickets were issued to contractors and suppliers in payment for goods and services had shown "serious deficiencies in control and accounting procedures"

The general manager was informed that this "deviates from the accepted principles regarding the settlement of accounts in the State administration" He had replied that while it was a deviation, approval in principle had been obtained from the minister

CAPE TIMES 24/6/87 (269)

SATS 'Gravy Train' costs R168m

Political Staff

THAT much-maligned train nobody admits to being on — the Gravy Train — has taken on a new meaning with the publication yesterday of the Auditor General's report on SATS for the year 1985/86.

It appears it already has a long, long passenger list.

According to the report, the estimated value of free and concessionary rail and air travel for SATS workers that year amounted to R168 million

It also disclosed details of how an enterprising member of the public picked up a cheque made out to SATS but was caught trying to cash it

The cheque was for a mere R906 943.

In another five cases, 11 members of the public and an employee of SATS were found guilty of stealing parcels valued at R2 317 400 from post bags.

Nearly everything was recovered.

A SATS worker who used duplicate keys to steal R129 843 in wages from a safe was caught

He was found guilty and sentenced and a compensatory fine of R43 000 plus 18% interest was imposed in favour of SATS.

An arrest warrant was issued for an accomplice who was a member of the public and R23 000 was recovered

Electrified train service starts May

Soon to be extended to Free State

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DD 26/6/87

Dispatch Reporter

QUEENSTOWN — A fully electrified train service for both goods and passengers between here and East London is due to start on May 1 next year.

This is scheduled to be extended at the start of October from Queenstown to Springfontein, between Bethulie and Bloemfontein in the Free State

This was announced this week at the handing over of the section of electrified line between Cathcart and Tylden by contractors to the South African Transport Services (SATS)

This is only the second section of the 476 km route to be handed over The other is between Birch, near Queenstown, and Tylden

The regional manager of SATS in East London, Mr Louis du Toit, said yesterday that the total cost of the electrification programme between East London and Springfontein might eventually be as high as R180 000 000.

"This expenditure will provide certain technical advantages, such as the capacity to haul heavier trains This, and other economic factors, will tend to help us keep our prices to customers down

"Though on many sections of the line speeds are governed by limits, the more powerful electric locmotives will enable us to maintain higher average speeds and thus often cut the times of journeys"

Mr Claude Rossi, the Queenstown-based contract engineer for Electric Transmission, the technical company involved in Elekrail, the consortium responsible for electrifying the line, said that 85 per cent of instalation work between here and East London had already been completed

Only final touches had still to be done, he said, on a project on which work had begun in June 1985 The line was now being officially handed over to SATS at the rate of about 50 km a month

Although the route involved was itself only 476 km long, some 713 km of track had had to be electrified because of additional length caused by sidings and so on

Mr Rossi said "Because of steep cuttings and sharp curves, particularly in the Stutterheim area, the job has been technically very difficult

"There are 13 tunnels, the longest of which is about 600 m, between Stutterheim and Queenstown, but happily much of the electrification work on these was carried out some years ago"

The senior district engineer (construction) for SATS, Mr Pieter du Plessis, said that 17 electrical substations had had to be built along the line

Part of the reason for the high overall cost of the project was that because of a 25-kilovolt system having been used, rather than the conventional 3-kv system, a number of bridges had had to be raised to ensure higher clearance

These included the Buffalo River bridge, near East London, and the Kingsway bridge, in Queenstown Work was still continuing on the latter.

Mr Du Plessis said "I am delighted to say that the tunnels were already high enough" He added that electric locomotives would be brought down from the Ermelo to Richards Bay line

Electricity on the section of the line between Queenstown and East London would be switched on next January so that driver training could begin, a railways spokesman said

There would be no danger to any member of the public as long as they kept clear of the poles and other installations, Mr Du Toit said

"We will soon embark on a comprehensive programme to inform the public of the possible dangers involved," he said

The poles carrying the power lines have been sited so that the line can be converted to a double-track system, should this be decided to be necessary

Electrification of the line may also at some time be extended from Springftontein to Bloemfontein

Cancer check-up

WASHINGTON — President Reagan will undergo a routine six-month post-cancer checkup at the White House on Friday — Sapa-RNS

(269) EP

29/6/87

Commission calls for air clamp on SA

OSLO — Senior world politicians have called for a total air boycott of South Africa

They also urged that military aid be provided to Mozambique, one of the "frontline" states bordering South Africa

The Palme Commission on Disarmament and Security, formed by the murdered Swedish Prime Minister in 1980, issued a toughly worded statement at the end of a three-day meeting in Oslo, in which it said

"Mozambique needs military assistance as well as economic aid That can best be provided by forces from African states but with countries outside Africa helping to fund such military support

"One particularly effective way to isolate South Africa is to put into effect a total air boycott, including overflight and landing rights

"We deplore the refusal of many European nations to impose an air boycott They could and should do so immediately"

Members of the commission, which met specifically to discuss South Africa, include Norwegian Prime Minister, Gro Harlem Brundtland, former Polish Prime Minister, Josef Cyrankiewicz, former US Secretary of State, Cyrus Vance, and leader of Britain's Social Democratic Party (SDP), David Owen

"The international community has not risen to its responsibility (over South Africa)," Brundtland yesterday told a news conference after the meeting

"The West is losing the battle for hearts and minds in South Africa"

The Rev Allan Boesak, a founder of the United Democratic Front (UDF), which opposes apartheid in South Africa, said after the meeting "The commission has concrete proposals and their work points very clearly to the lack of political will over South Africa" — Sapa-Reuter

Two who killed for bottle of sherry jailed for 16 years

By CHRIS RENNIE, Court Reporter

TWO men who killed for a bottle of sherry have been sentenced to 16 years each by the Port Elizabeth Supreme Court

Cape Times 30/6/87 269

Rail, post rises tomorrow

Staff Reporter

TOMORROW, July 1, will see the introduction of a battery of new increases from suburban rail tariffs to telephone, telegram and postal charges.

The new rail tariffs on Peninsula lines will be an average 10% higher.

The installation fee for a telephone will be R125 while the monthly rental will increase on average by R3 Telephone calls will go up from 12c to 13,5c a call unit.

Telephone subscribers will find that the new rental is debited on their latest account as this is paid in advance

Telegrams will also cost more with the handling charge rising to R2,50 and the per-word cost R1,20 for the first 10 words and 12c for each extra word

Postage on standard letters (no smaller than 90mm x 140mm, no larger than 120mm x 235mm, no thicker than 5mm and maximum mass 50g), postcards and aerograms will be 16c

On non-standard letters with a mass of up to 100g the surface postage rate will be 25c and the airmail rate 35c.

Certain overseas mail will also cost more to send from tomorrow but these price increases are "beyond the control of the South African Post Office", said a PO statement yesterday

NEW rail tariff fares from July 1, 1987:

Cape Town to:	Km	Single 1st	Single 3rd	Week 1st	Week 3rd	Month 1st	Month 3rd
Bellville/Lavistown	19	1,60	,70	12,50	3,80	45,50	14,50
Claremont	10	1,00	,40	8,00	2,70	29,50	10,50
Crawford and Langa	13	1,20	,50	9,40	3,10	34,50	12,00
Elsie's River	14	1,20	,50	9,90	3,20	36,50	12,50
Goodwood	12	1,10	,50	8,90	3,00	33,00	11,50
Maitland	6	,70	,40	6,10	2,10	22,50	8,30
Mitchells Plain	32	2,40	1,00	17,50	4,80	65,00	19,00
Muizenberg	25	1,90	,80	15,00	4,30	55,00	17,00
Paarl	57	3,90	1,70	25,50	6,00	95,00	23,50
Pinelands/Newlands	9	,90	,40	7,60	2,60	28,00	10,00
Rondebosch	8	,90	,40	7,00	2,40	26,00	9,50
Somerset West/Stellenbosch	48	3,40	1,50	23,00	5,60	85,00	22,00
Strand	53	3,70	1,60	24,50	5,80	91,00	23,00
Khayelitsha	34	2,50	1,10	18,50	4,90	68,00	19,50

effects" permit and so on.

Sats, which has been accused of using the police to hound down grey permit operators, precipitated the fracas when it applied for an interdict to prevent road carrier Presto from conveying a long list of goods. It partly succeeded, with the court ruling that several categories of goods were, indeed, illegally conveyed

But Sats was not alone in seeking redress from the courts

Cape-based operator Trencor did not believe that SA Trucking's permit to carry shaft-sinking equipment included cement It took the matter to the Supreme Court — and eventually won in the Appellate Division

Taking such activity into account, the White Paper estimates that the permit system costs more than R60m a year

Bothma has sympathy for both sides He understands the feelings of the legal operators, but is also aware of the motives that drove many to seek counsel's opinion to find out if their permits allowed them to carry additional goods At this time, he concedes, "the economy had plunged and they saw their bread and butter diminishing"

Because they were allowed to operate for so long, these operators built up valuable contracts with industry As a result industrialists now complain that, should their so-called "illegal" transport operators be forced out of business, they would be prejudiced and the economy would suffer.

Bothma, André Jacobs of the National Association of Private Transporters (Napto) and Ian Moss of the Public Carriers' Association (PCA) have set out to find a way to

SARTC's Bothma ... no more playing around

allow the illegals to operate legally until the whole transport industry can be deregulated

Several suggestions have been made. The idea of extending exempted areas to a 300 km radius of their places of business, provided they meet certain requirements, is one suggestion which has met with approval by many

The standing committee of the National Transport Commission was requested to ask the minister to implement it as soon as possible as an interim measure

Sats is against the move, but Bothma hopes Louw will overrule its objections. ■

required, although the launch is expected to cost in the region of R250 000

The House of Gallia, which has taken more than two years to develop its range, has started with skin treatment products two traditional cleansers, an exfoliator, a toner, a moisturiser, a night cream and a dual-purpose skin treatment

In addition it has spent time and more than of R250 000 on researching the market

Says Gail Schoeman, product manager for Gallia "Up to now, we have been importing premium brands from Europe We were concerned at the fall-off in domestic purchases and set out to find out where the consumer who had previously bought these premium items was going

"As a result of that research, we decided to develop Gallia We then looked at optimum distribution potential and decided to launch, not through postal orders or direct sales, but through supermarkets The launch exercise is concentrating on below-the-line intensive in-store promotions and sampling"

Turnover target for the new products in 1987-1988 is more than R2m through more than 50 supermarkets The range and distribution network will be increased over the next five years ■

counting where depreciation is written off over the estimated life of the asset In short, Eskom's bottom line will benefit through writing off assets over a longer period

Botha says the switch will not affect the financing of capital expansion, nor does it affect the availability of funds from Eskom's traditional sources of finance These come from the sale of Eskom stock and short-term loans and import financing facilities from abroad

Botha concludes that "Eskom will adopt a financing policy in keeping with accepted business principles and with particular emphasis on maintaining a strong debt.equity ratio." ■

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SATS FOREX LOSSES 269

Whodunnit?

SA Transport Services' (Sats) level of actual and potential forex losses is a moving target, thanks to inappropriate and antiquated accounting methods But Progressive Federal Party (PFP) spokesmen have predicted that these losses could eventually exceed R4 billion

The PFP's John Malcomess says Sats has already written off R1,2 billion — and had been considering another R2,7 billion

Of some 199 000 Sats employees, only two are qualified chartered accountants, although others are in training On the other hand, it's also of note that, assuming the R4 billion as hardcore losses, it would be usual accounting practice to amortise it to the currency of the loans On this basis the write-off for 1986-1987 would amount to less than 5% of operating gross profit

As a chunk, R4 billion more than covers the net domestic investment of *all* public authorities in 1986 It is also equal to 7% of *total* income of all incorporated business enterprises for 1986

But, like all forex losses (and gains) Sats' figures are clouded by mysteries inherent in dynamic accounting concepts that try to present things in a static context For instance, Malcomess's estimates were based on the assumption that the rand would remain constant over the next six to 10 years

Private-sector accounts are regulated by Accounting Practice (AC) 112 — with which Sats tries to comply The AC was passed by the Public Accountants' and Auditors' Board last year after controversy about how to enter in journals and ledgers the dramatic changes consequent to the rand's collapse

Deferral method

The statement allows for a choice on disclosing future forex losses, and allows the deferral method to be employed While AC 112 gives shareholders, creditors and authorities a clearer vision than before of what forex exposure a company has, it offers absolutely no answer to whether company directors have been authorised to use *uncovered* foreign loans as a form of funding

A company's memorandum and articles of association were originally required in law to enable shareholders and the like to have an idea of what scope the company was permitted in its activities It ensured that an investment in a company authorised to make bricks would not become one in a company making cigarettes

Today, unless a memorandum and articles expressly exclude it (and no such case is known), there is implied permission given to directors to secure foreign loans This is based on the premise that it is sound business practice to obtain the least expensive funding available at any given time

Stats . . . losing track on finances

FINANCIAL MAIL OCTOBER 9 1987

It is also understood that such directors are under no compulsion to take forward cover — "insurance" — against such loans falling foul of changes in forex rates So for there to be culpability, there would have to be an express statement that company executives must not take loans denominated in foreign currencies

Loan debacles

The forex loan debacles that followed the near-death of the rand *did* result in a number of executives being run out of office — mainly by holding company executives But executives have been dismissed for a hundred other reasons, ranging from personality clashes to incompetence, that cannot be directly described as non-compliance with a company's memorandum and articles

So while it would be improper to call for dismissal of Sats executives — who, in hindsight, like so many dozens of others, made a terrible forex hash — a call to exclude entirely such officials from indulging in the vagaries of currency markets is entirely appropriate

There is only one clear way to avoid another Sats bungle Sats and other public corporations, because of their public nature, should be precluded by statute from taking loans denominated in foreign currencies — unless they can secure cover for the full amount, or a certain specified percentage of it

By the same token, shareholders and creditors of incorporated businesses should call for the same protection of their interests That, if nothing else, is the financial and accounting lesson to be learnt from the collapse of the rand

In the present case of Sats, whether or not incompetence can be used as a premise for dismissal will remain a moot point The officials who can claim responsibility for the largest single financial loss in South African history will presumably have a batch of smart answers to the charge ■

Call for cut in bus fares

CP Correspondent

BLACK community and trade union bodies in Port Elizabeth have warned that the massive 17,6 percent increase in bus fares announced by PE Tramways last week was creating "an explosive situation"

They called on the company's managing director, Carl Coetzer, to scrap the hike

On Tuesday, UDF and Cosatu leaders emerged from a heated second meeting with Coetzer saying they had rejected a Tramways offer of a 20 cent a trip reduction for pensioners and called it an effort to sidestep the hike

A community leader, who did not wish to be identified for fear of detention, said "Their response is quite insensitive and does not address the heart of the problem In fact, this concession is long overdue "

Meanwhile, following an outcry against the hikes, the Department of Transport granted Tramways a selective clip card subsidy of 32 percent for the main townships and 55 percent for residents at the huge resettlement township of Motherwell, 25km from Port Elizabeth

In a joint statement released afterwards, the UDF and Cosatu said the talks which had reached a deadlock on Monday when a proposal to cancel the hikes planned for July 1, was rejected by Coetzer

The groups said the Tramways concession was a result of pressure and not benevolence They did not consider it to have been a victory

In his statement, entitled "Good news for pensioners", Coetzer said the concession followed a request from black community organisations

He said pensioners had to apply to their nearest bus depot to qualify for the concession on Wednesdays between 9-10am

They have to produce proof of age and pensioner status and a permanent identification card would be issued and "only once, free of charge"

Last week, Coetzer said the hike was a result of a rise in wages in May 1986 coupled with increases in the price of tyres, buses, and spares

He also blamed the fare hike on a wage and salary increase of 19 percent due to be effected next month, which he said would cost almost half the running cost of his bus fleet

Moses Loyw, spokesperson for the Democratic Transport and Allied Workers' Union, said

- There was no reason for the hike
- Company profits were healthy
- The bus service was dangerous and shoddy
- Company employees were not to receive a 19 percent increase, but would only get a 10 percent rise on their hourly rate
- Company employees would also be paying the increased fares

He said wages paid to PE Tramways employees were also only half of those paid to Cape Town Tramways employees He also said some fares had also increased by 25 percent to areas such as Kleinskool

He accused PE Tramways managers of trying to befuddle commuters – East Cape News Agency

'Apartheid's like Aids'

APARTHEID has poisoned virtually every area of South African society, like the deadly disease Aids, clergyman Beyers Naude told the annual meeting of the South African Council of Churches.

He said that since the nationwide state of emergency, declared in June last year to quell black protest, violence had become an almost permanent feature of the country's life and the life of black neighbouring states. – Sapa.

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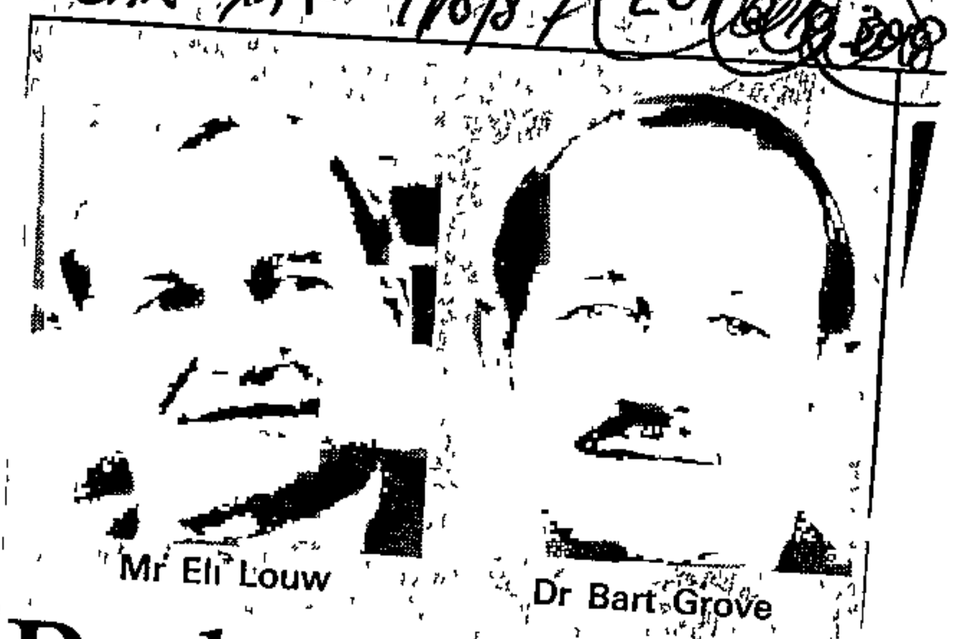

Mr Eli Louw Dr Bart Grove

Probe of SATS R4-bn losses

Political Staff

A SPECIAL committee will investigate R4-billion foreign exchange losses being incurred by SA Transport Services (SATS)

The Minister of Transport, Mr Eli Louw, said the committee would report direct to him and Auditor-General Mr Joop de Loor The findings would be made available to the parliamentary standing committee on SATS

The unusual request for the establishment of this investigating body was made by this standing committee after the auditor-general report had revealed that SATS faces existing and combined forex losses of almost R4-billion through its failure to take out forward cover

The PFP's spokesman on transport affairs, Mr John Malcomess, asked in Parliament last night that part of the investigations task would be to determine why SATS management failed to take advice on two occasions on covering the organization's potential forex losses

● Speaking on the SATS pension fund, Mr Malcolmess said the retiring general manager of South African Transport Services, Dr E L (Bart) Grove, would receive an estimated gratuity of between R390 000 and R432 000

Mr Malcolmess said this was in addition to a pension of between R106 000 and R116 000 and various other perks

Speaking in the debate on the report of the standing select committee on the accounts of SATS, Mr Malcomess said the general manager of SATS got a deal "that no sensible man would retire and say he would not take it"

The minister, he said, would not state what salary was paid to the general manager of SATS If, however, he earned R131 000 as his equivalent in the Post Office and bought back service his gratuity would be 49 years x his salary x 6,72 or a total of R432 000

His pensions at such a salary, he said, would amount to R116 709 a year

Jo'burg bus apartheid grounds blacks

MORE black passengers have been barred from boarding white buses in Johannesburg. (269)

Last week, at least two such cases were reported in two daily newspapers Sowetan 7/7/87

A Progressive Federal Party city councillor, Mrs Claire Quail, has also said she had received numerous complaints about incidents involving black passengers travelling on white buses in her suburb

By NKOPANE MAKOBANE

Mr Sello Scott, a transmission producer for SABC TV3, told the *Sowetan* that on Thursday he was refused permission to board a Johannesburg City Council bus because he is black

He said the incident took place at 9 30am at an Eloff Street bus terminus The No 66 bus he was about to board was going to Triomf via Auckland Park

Angry

"I was the only black commuter and the last in the queue When my turn came to get into the bus, the driver suddenly closed the doors and drove off

"I was embarrassed and annoyed by the incident I usually board the bus at the same time and terminus, but have never had problems," he said

On Wednesday, an afternoon daily reported that the 12 05pm bus to Yeoville was 15 minutes late in leaving Eloff Street — all because the white driver had refused to carry a well-dressed black woman carrying a briefcase

According to the report, the woman had politely refused and sat down when ordered to get off The driver had said the bus would not move until she alighted, but he backed down when white passengers became angry

Buses on only three selected routes are open to all races. Parkhurst (79), Craighall (78) and Parktown North (79a) The northern suburbs routes were "rationalised" by the council on an experimental basis in December last year

The stops are still segregated

On all other routes coloureds and Indians are allowed to travel on white or black buses

Asked to comment on Mr Scott's case, Mr Les Pettey, the council's general manager of the transport department, said the driver was quite right in terms of his interpretation of the law

He said at times drivers had difficulty in differentiating between a coloured and a black man The driver, he said, had used his discretion, but he (Pettey) promised to investigate the matter

Sapa

SATS' first-class apartheid rules

CAPE TIMES 9/7/87

269

By ANDREW DONALDSON

A REGULAR first-class commuter suffered a dose of regular railway apartheid on yesterday's 7 55am from Athlone — resulting in anything but first-class treatment — after, officially, "the public became uneasy"

Travelling to the city, where he works in a publishing company, Mr Mogamat Noor Osman, of Rondebosch East, was ordered by a conductor to leave the first-class carriage for the "non-white" section of the train.

A holder of a monthly first-class ticket, Mr Osman said he objected to this — as did fellow commuters who tried to persuade the conductor to let him stay.

"I asked him why I should leave and he said that this coach is for whites So I left," he said

Mr Osman said that he has always made use of first-class carriages in commuting to and from the city.

"The way I see it is that I can sit anywhere on the train as long as I do not cause a disturbance, annoy other passengers and that sort of thing"

At Cape Town station, Mr Osman's particulars were noted by a policeman

A South African Transport Services liaison officer, Mr Luther Diedericks, pointed out that although SATS had desegregated certain coaches, a number of coaches on each train remained "whites only"

"What normally happens is that a minimum of two first-class carriages — smoking and non-smoking — are kept for whites The rest of the train — including other first-class coaches — are desegregated," he said.

Explaining this situation was compulsory due to "regulations and law", Mr Diedericks said "we can't take white coaches away at this stage".

"It's politics, you know"

Referring to Mr Osman, Mr Diedericks said he had entered a white, first-class smoking coach "The public became uneasy and the conductor had to act."

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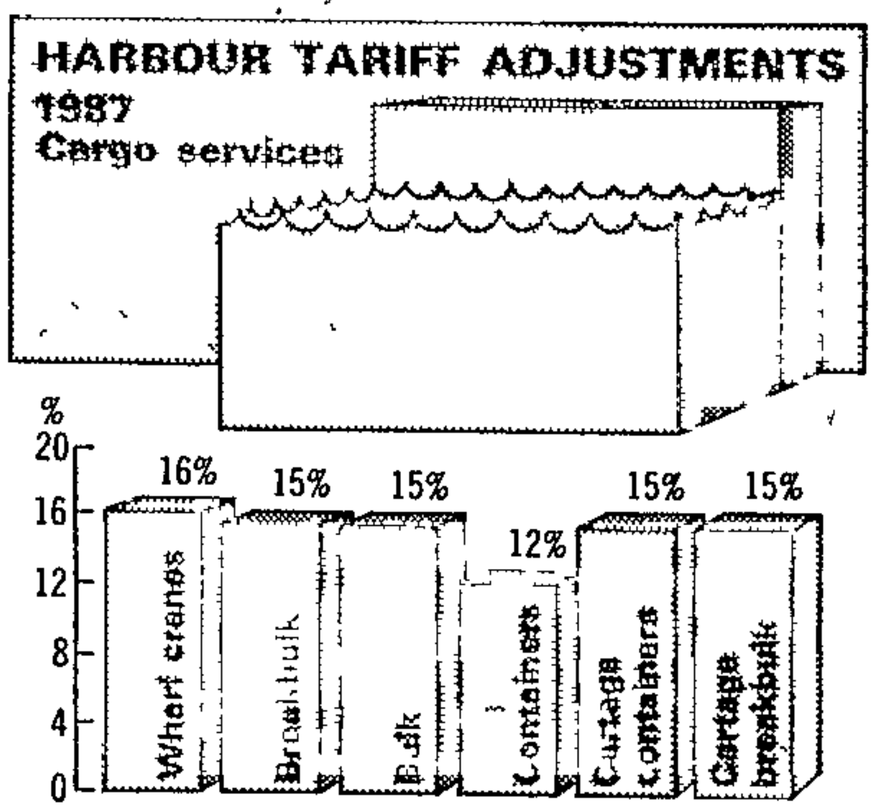
B/Day 10/7/87

Sats defends harbour tariffs

(269)



Wharfage:

Import/Export - No change to basic minimum value raised from R97 per ton to R120 per ton

Coastwise - Unit wharfage of R9 per ton at both ports i.e R4,50 per port.

Graphic JOHN McCANN Source SATS

MICK COLLINS

SA TRANSPORT SERVICES has defended the latest increase in harbour tariffs, which have seen charges rise 6,8% to R120/1 000kg

It says the increases, which came into effect on July 1, were caused by a weak rand, rising costs and a relatively stagnant economy

On coastal cargo, the principle of raising wharfage on an *ad valorem* basis has been discontinued, and a unit rate of R4,50 per harbour ton, at both the port of shipment and port of landing, has been instituted

Industry sources say the move should stimulate the coastal routes

The basic 0,9% charge on exports and 1,8% on imports is unchanged

"Marine services operate at a loss of 50% Taking into account an inflation rate of 18,6% in 1986, it should be clear that, without improved productivity and cost savings, an increase of between 12,5% and 16,1% could only aggravate the position," Sats says

Cargo services fared little better and, besides container and break-bulk handling, all other services are supplied at a 14%-57% loss

An editorial in the July edition of Harbour News says imports in the past year fell by 4,8%. "Exports, though stimulated by the weak rand, consisted mainly of low-value commodities such as minerals and agricultural produce SA Harbours is committed to eliminating cross-subsidisation, which would lead to lower wharfage charges

"If export charges for ores and minerals were increased to cover total costs, these commodities, taking into account inflation, would be priced out of the international market leaving many more people unemployed," the magazine says

And an increase in marine charges, to ensure total cost coverage, would further jeopardise exports and increase the price of imports, resulting in a negative influence on the inflation rate

"SA Harbours, like most other business concerns, is faced with rising costs We regard these increases as further proof that we place our clients first, in that we are prepared to shoulder our share of the burden by making every endeavour to save costs and improve productivity," it says

IN BRIEF

Ban on Marcos pleases Aquino

MANILA — President Corazon Aquino, unruffled by reports that Ferdinand Marcos was planning a coup, yesterday welcomed a US decision to bar the ousted Philippine leader from leaving Hawaii

Gene found for clotting factor

LONDON — Scientists have found the gene for tissue factor in blood clotting The breakthrough will help research into strokes and heart attacks

Training is set for a boost

NORMAN SHEPHERD

SPENDING on training is expected to pick up slightly in the next six months, in line with the general economic upswing, say training consultants

Demand for training at the beginning of the year focused on black advancement and this aspect is expected to enjoy attention well into next year.

But hopes are not too high after the number of people being trained by private concerns hit a five-year-low last year

Manpower Department figures show the number of people being trained at registered private training centres dropped to 126 000 last year from 129 000 the year before, 164 000 in 1982 and more than 200 000 in the 1983/4 peak years.

Despite talk about an information explosion, it is notable that computer trainees last year numbered almost 4 800, compared with about 14 100 in 1982

Building and construction trainees fell from 4 800 in 1982 to 1 100 in 1985 and moved up to 3 800 last year Motor assembly trainees went from 12 000 in 1982 to 18 000 in 1984 and 2 800 last year

Contracts of apprenticeship registered also fell, from 14 500 in 1982 to 9 600 last year

SA Society for Training and Development chairman Rudolph Odendaal attributed the training decline to reduced government incentives, a traditional budgetary cutback during a recession and a more critical attitude to courses offered

He said "Training should pick up this year with the general business improvement There seems to be more movement in the job market and that has positive implications for training"

He added that computer training tended to be linked to capital expenditure on hardware — an area under scrutiny in a recession

Two training consultants said the quality of training had improved as the fly-by-night trainers had fallen away

Last year 61 private training centres were registered and 98 cancelled, while 42 training schemes were registered and 305 cancelled

New station for Bellville — Sats plan for private sector

ARGUS 14/7/82 (269)

Tygerberg Bureau

A PLAN to replace Bellville's dilapidated and inadequate station with a new R14-million building by leasing the space above it to private enterprise was unveiled by Sats today

Sats has offered to lease the overhead air space over the station — 39 000 square metres spread over two levels, to get the new station built

Sats spokesman Mr Luther Diederichs said Sats did not have the estimated R14-million to upgrade the station Involving private enterprise would be the only way in which Bellville could get a new one

The condition of Bellville's station, which handles the second-largest number of commuters in the Peninsula, has drawn bitter complaints from passengers, was raised in Parliament last month and has also become a bone of contention between the city's mayor, Mr Tienie Meyer, and Sats

The mayor said last week the city "deserved much better than this conglomeration of corrugated iron, wooden and stone shacks and buildings which have not kept pace at all with Bellville's rapid development"

Problems experienced by the 161 000 daily commuters to Cape Town are a lack of shelter, a high crime rate and unclean and inadequate toilets

ALL A MATTER OF MONEY

Mr Diederichs told the Press conference, at which a model of the new station was unveiled, that he agreed that Bellville's station needed upgrading, but Sats could not afford to pour new capital investment into new passenger services on which they got a return of 35c in the rand

He said Sats regional manager, Mr Bertie Heckroodt, had been negotiating with the municipality about a new station since 1970. "They all know it is a matter of money," Mr Diederichs said.

He said the model for a the new station had been languishing at their architects' offices since 1980 "These plans can be realised only if private developers handle this project," he said.

Meanwhile, Sats has promised to make the present station "more presentable"

● Private developers interested in the Bellville station project may contact Sats' Mr J B van Dijken at ☎ 218 4171

SAA may lose R1,5m in ticket fraud

DANIEL SIMON

IRREGULAR issuing of flight tickets over a period of more than one year could cost SAA R1,5m, a senior policeman said yesterday.

Deputy Commissioner of the Transport Branch, Brigadier Roelf van Heerden, said yesterday a number of people had already been arrested and charged with fraud but investigations were still continuing.

Van Heerden said more people were involved but they had not yet been arrested and charged

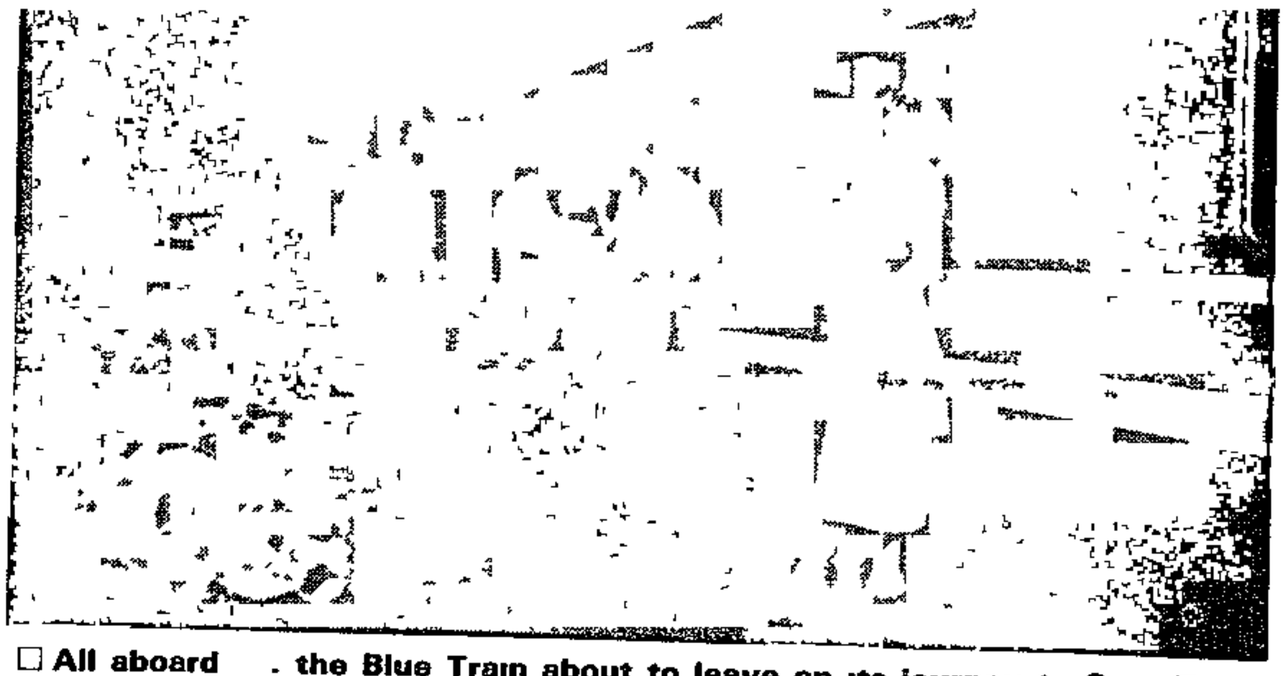
Sentenced

Senior SAA superintendent and advertising manager, Ignatius Petrus van Tonder, was sentenced this week to ten years for his part in defrauding SAA of R135 000 on 32 counts of irregularly issuing flight tickets over a 16-month period

After a separation of trials, alleged accomplice, Reuben Robert Pretorius had his case postponed to August 26 for trial

Four other people who have been arrested and charged with fraud are out on bail They are all scheduled to appear in court in the coming

269 15/7/87 B/Day



☐ All aboard . the Blue Train about to leave on its journey to Cape Town

Chug away the blues in swish style

THE legendary romance of luxury train travel verges on the point of being derailed by economic problems

Famous luxury trains such as the Venice-Simplon "Orient Express", Spain's "Al Andalus Espreso" and India's "Palace on Wheels" have for a long time operated at a financial loss

SA's luxury Blue Train — SA Transport Services' flagship — is no exception

The number of foreign tourists travelling on the train has declined sharply over the past few years, bringing down its financial performance

However, if occupancy is maintained at 100%, the operations will almost break even with expenses, says Blue Train product manager Basil Cloete

This year the Blue Train, which travels between Johannesburg and Cape Town, will make 212 trips, each time carrying up to 92 people

Cloete says "Occupancy figures between June last year and May this year show the largest and cheapest accommodation was largely unoccupied The two three-room suites, which are the most expensive, were mostly fully booked three months in advance"

Despite its shaky financial support, the Blue Train service is maintained to build an image for Sats and in the interest of foreign tourism, says Cloete

But the number of foreign tourists using the luxury train declined sharply over the past few years

"Despite this, we have been able to maintain 89% of our passenger levels of the 1984/85 year," says Cloete

The traditional passenger traffic pattern comprised 72% foreign travellers and 28% local travellers

Due to the sharp decline in foreign tourism, local travellers now make up 43%

To boost the lagging passenger trade, Sats last year launched a series of package tours aimed at local tourists

"We sell an experience of a lifetime. Luxury travel like this you cannot get anywhere else

"Fares range from R1 010 per person for a round-trip to R3 800 a suite accommodating one or two people for a round-trip," he says

SAA profit-orientated

HELEN WISHART

IN ITS aim to achieve excellence, SAA has changed its focus from that of a service-oriented company to that of a profit-making company with emphasis on increased manpower, resources and management productivity

In pursuit of this goal, SAA last year earned more than R2m by leasing out its services and training operations, says Captain Michael Mitchell, head of the Pilots Association

The flight-training department is currently training crews using the SAA simulators and formal lessons for certain international and regional carriers

"This provides a valuable source of income for the SAA, whose standards have been recognised by the world flying community as being equal to, or better, than their own," he says

"SAA pilots have been, and are still being, leased out to a number of carriers throughout the world. This is another source of income in pilot productivity utilisation Flight-safety training is also sold to other carriers — SAA motivation being that the sky should be a safe-place for everyone"

A R1,25m programme for cockpit management training has recently been initiated, in which aircrew are trained in flight-deck managerial and organisational methods, he says

Air-crew productivity is constantly monitored and is at a high level.

SAA is particularly proud of its long range, non-stop services and is one of the pioneers in this field Its first flight around the bulge of Africa was in 1963.

At present, the longest non-stop flight is that from Johannesburg to Frankfurt, leaving Jan Smuts at 18h00, arriving Frankfurt 11h00 (next day), local time. This type of service is usual for the SAA, but new to many other carriers

But Mitchell emphasises that the pursuit of profits has not detracted from the importance of maintaining and improving safety measures.

A quality insurance system, known as "flight standards", operating in the three fleets — the Boeing 747, A300s; and Boeing 737s — monitors the quality and trends of the operation on a monthly basis

"SAA conducts its own training and re-training of flight-staff on a three-monthly basis Twice a year they are checked for competency by the the flight training captains on behalf of the civil aviation authority This applies to flight engineers as well Medical check-ups are required twice a year, and there is between 5% and 8% loss of personnel through their not satisfying these medical examinations," Mitchell says

Whole centrespread

Sats is moving in a mission of free enterprise

MANDY JEAN WOODS

THE SA Railways & Harbours (now Sats) was organised in 1910 to umbrella all transport activities in what was then the Union. Now, it is a multi-model transport organisation that is striving to be a viable business operation.

In its newly-revised mission statement, it says "Sats specialises in the handling and transportation of goods and people in SA and across our borders. In order to attain this main goal, we also render ancillary and supporting services which are cost competitive or which are strategically important for the main goal"

Even though Sats is a state business enterprise, it operates on a free market system, and considers profit as a measure of success in a competitive environment

The mission statement asserts that the primary responsiblity of Sats is towards its clients

"We endeavour to meet the requirements of our clients by providing a competitive service of high quality Our goal is to render this quality of service through a well-trained, motivated and happy personnel corps utilising our infrastructure and equipment to the optimum"

Sats has also committed itself to progress by

☐ Stating that it believes in decentralised management with effective control measures,

☐ Not discriminating against anyone on the grounds of colour, race or creed, and

☐ Striving for market-related service conditions and opportunities for all its employees that they may develop to their full potential

Sats — with more than 221 000 personnel working in SAA, the SAR, the country's ports and harbours and the country's largest road transport facilities — is extensive and impacts on almost every business in one way or the other

The SA railway system is fully interconnected with its neighbouring states, and the infrastructure extends over 36 000km with more than 15 000km electrified.

These lines run over 10 000 bridges, through 187 tunnels and past 1 000 stations It carries 158-million tons of goods and 722-million passengers annually, and boasts a rolling stock of 184 goods stucks, 11 000 passengers carriages and 5 000 locomotives.

SAA has a fleet of 36 jetliners and carries 4-million passengers and 419 000 tons of freight annually There are, on average, 42 domestic flights in and out of Jan Smuts daily.

It has recently adopted a more dynamic and aggressive approach towards a satisfaction-oriented business, with respect to its patrons. "We are our own competition as far as our domestic flights are concerned, and the crew are being encouraged to be more caring to the needs of the passengers — they are our salesmen and handle over R1m a year of 'passenger value'," a spokesman says

Approximately 85-90% of the total volume of SAA passengers are domestic travellers Business class passengers comprise 70% of the volume of domestic flight travellers

SA Harbours are involved in a constant flow of new projects to increase and update existing facilities to effectively service SA's import and export needs

Despite almost 13 000 ships docking in SA ports last year, the total cargo landed decreased by 31,7% from 16,3-million tons landed in the 1984/85 year to 11,1-million tons handled during 1985/6 This was attributed mainly to the poor rand exchange rate and the economic recession The harbours handle more than 94-million tons of cargo annually

Sats has a fleet of 22 000 road transport vehicles which transport 17-million passengers and 3,7-million tons of goods annually.

With the implementation of a strategic business plan and continued modernisation of equipment and improvement of client service, Sats is proving itself as a viable business corporation

SATS
South African Transport Services

A Business Day Survey

Freight — at 190km/h

SATS has a strategic plan to beat the bureaucracy blues and improve its service to customers. Assistant GM planning Duke Davidson says a keynote of the organisation's strategic plan has been service to customers — how good, how much, how fast and how competitive? "The idea is to offer a service second to none and so to improve the standard of customer support," he says

A development towards this effort has been the research and testing of high speed freight trains. "Currently, our trains travel at about 120km/h. Our 'metrobliz' technology enabled trains to travel at 160km/h Further development in this area will mean that trains will soon be able to travel at 190km/h"

The 190km/h freight train will allow a 36-hour service to Cape Town. However, a 15-hour service is being targeted for within the next five years, he says.

DID YOU KNOW

THAT IN one year, SAA:

☐ Serves 2 780 000 meals and snacks;

☐ Uses 52 000kg lamb, 82 000kg beef and 62 000kg chicken;

☐ Slices 18 250 dozen loaves of bread;

☐ Serves 1 533 300 bread rolls;

☐ Spreads 32 350kg of butter;

☐ Pours 155 125 litres of milk;

☐ Cooks 156 000kg of vegetables?

HARBOURS SET FOR A CHANGE OF FACE

A SIGNIFICANT change in the composition of harbour traffic has resulted in goods being handled faster and a growing portion of harbour facilities being left idle.

So says assistant GM of harbours Mike Myburgh.

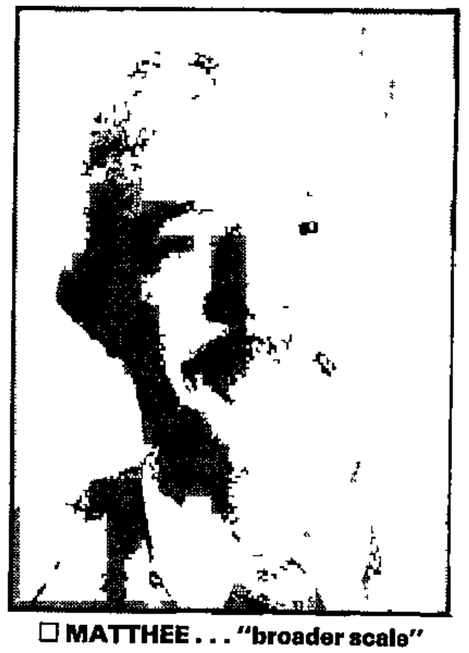
"A change in the composition of harbour traffic from break-bulk to containers means that goods go through the harbour facilities much faster. This means there is a lot of space going to waste."

Alternatives are being sought, he says. "We are trying to find alternative uses for the harbours so we will have the opportunity to increase income, and so increase the import economy of the country."

To this end, the development of portions of harbours for tourist recreation is being considered. Empty warehouses and sheds are being eyed with a view to renting them to the private sector.

"We are also looking very hard at productivity of all harbours and harbour services. Unfortunately we do not have a competitor to compare ourselves against, but I know we have quite a way to go."

Tetrarch is brought in to push up productivity



☐ MATTHEE . . . "broader scale"

REAL productivity in any organisation is achieved to a large extent through careful strategic planning and systems development.

Sats believes it is moving into the forefront of technological improvement in this area

The planning department identified the need for a standard approach on identifying and developing business-driven computer systems and evaluated the available computer methodologies to assist it

The Tetrarch methodology was chosen to become a standard throughout Sats In June 1986 locally-based computer management consultant Comcon was appointed to assist in introducing it

"Our methodology is locally developed and supported, we have 60 full time professional consultants with a wide variety of experience and I believe these elements, together with our transfer of skills philosophy, played an important part in our selection," says Comcon director Billy Matthee

"The Tetrarch methodology allows the organisation to make technology work for it on a far broader scale than simply assessing departmental and other management information and processing requirements," Matthee continues

"It allows organisations such as Sats to decide upon its computer requirements within a framework of overall corporate planning

"For example, Tetrarch allows for the building of possible systems requirements scenarios in the event of major strategic decisions being adopted — such as the privatisation of certain divisions

"If these become a reality, the systems will have been designed to accommodate the change The organisation will be in a position to make the correct long term decisions on all resources — hardware, software and personnel — while also assessing the risk involved and providing a management function for its implementation"

The Tetrarch studies undertaken by the planning department will encompass the whole of Sats and SAA They cover harbours, railways, pipelines, road transport, mechanical workshops, air travel, head office functions and Transmed, the transport medical aid society.

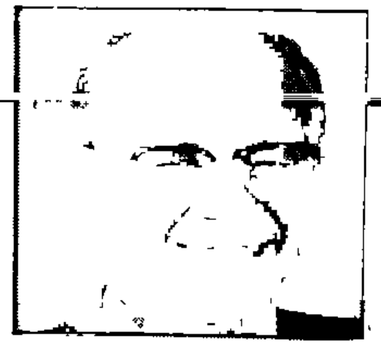
Initial business systems analysis studies have already been completed for harbours, the chief mechanical engineer and pipelines. The entire business systems analysis is due to be completed by 1988.

Systems implementation in the operating divisions are being undertaken according to plans drawn up in each study and agreed to by a Sats executive steering committee The project plans span five years

"The strength of Tetrarch also lies in its benefits to the end user," says Matthee. "Computer systems are specifically developed to meet the end user's requirements — in which he is able to drive the functional analysis of the systems he needs."

For Sats, the standard methodology will allow greater control of systems analysis and development — ensuring timeous and accurate systems development

Added benefits are that the quality of information system planning within Sats will be significantly improved, ensuring an overall increased level of service to the community and response to the challenges of a fast changing environment.



KOOS MEYER

Rail freight percentage up

DESPITE a slump in the economy, spiralling costs and increasing competition, Sats' rail freight has been able to increase its market share.

Chief director, commercial, Koos Meyer says although the rail freight service has not yet reached its market share peak of 51% (in 1977/78), it has climbed to 45% this year from an all-time low of 25% in 1983/84.

"Our reports show that our service is improving. We are constantly setting our rates to compete with private hauliers," he says.

The contract rates have been a particular boon to the service. Currently, 52% of all container traffic is handled under contractual conditions which undercut the normal rates.

"We are also constantly improving the services we render. We would like to be able to maintain our market share in a depressed economy. We are confident we will regain our previous peak market share and even improve on it in the near future," says Meyer.

One feature of the improved services was the introduction of containerisation in 1977 and, more recently, of mini-containers.

Other innovations are the Autosort system, overnight fast-freight trains and an integrated accounting system.

Forwarding system to revolutionise service

MIKE ALDRIDGE

A NEW computerised fast-freight forwarding system is about to revolutionise Sats freight service, enabling a more rapid and efficient transit system

Sats fast freight research and development deputy director Marius Dippenaar says "What we are trying to achieve is a minimal handling cost. "This cost reduction will take place as a result of centralised administration and sorting functions, through a mechanised, computer-controlled system known as Autosort"

Mechanisation has the added advantages of speed and reliability, as freight handed in at one of the Autosort depots can be forwarded out the same night.

Dippenaar says· "This is the first time we are looking at guaranteeing certain services. The hub-and-spoke system which is now being implemented is transparent to the client and these methods give him peace of mind."

There are different components involved in the through-put of freight, from transit to sorting The time factor can be all important from the client's point of view, and Sats have found the most time-consuming part of the process is at the depot

This led to the implementation of mechanised sorting, to shorten handling time, so sorting takes place in a more controlled environment

The Kazerne depot in Johannesburg handles about 50 000 parcels a 12-hour shift. The mechanised system can handle the same volume in one two-and-a-half hour shift

Computers have reputations for occasionally making mistakes which can be disastrous, but Dippenaar is confident of his system's efficiency

He says "The system is basically simple and simplicity is always a prime requisite for efficiency."

The parcel starts its journey through the transport labyrinth when it is stamped with a destination code It is then placed on a conveyor belt, pausing on its travels when it arrives abreast of an official who types its code into the computer.

The computer knows the speed of the carousel which carries the parcels. When the tray on which the package rides arrives at a destination chute, the parcel is then tipped into it

Of course, the parcel may have been stamped with the wrong code to start off with, so there is a secondary check when it arrives at the bottom of its chute.

There is also a rejection chute to handle such mistakes, with an accompanying controller to check on problem areas.

Sats have looked at the operation of such systems overseas and have found they offer a high standard of reliability.

Dippenaar says· "The cost of a sorting terminal is in the region of R30m. The system should have an effective lifespan of 15-20 years, however, judging from equivalent systems in other countries, the investment should be re-couped in about four years."

As for the future, Sats is now looking at the smaller depots, of which there are about 700 Not all of these will be mechanised, those not will be rationalised

The aim of the new computerised service is to personalise the giant Sats machine.

Dippenaar says "A client-centred approach is always a problem for large organisations, a fact which allows a gap for smaller companies to edge in. Sats intends using computer technology to make its service more personal, keeping track of consignments, market trends and the personal details of individual clients"

This computer planning ties in with the new Intak accounting system, which is also to be implemented later this year Terminals will operated in all of the major depots as well as in some of the smaller ones, and this will combine income and tracking information

This means that all the information from the different regions can be put into a central data base, enabling the administration of accounts from a point

Containerisation is cost-effective

SATS deputy GM Barend Groenewald was instrumental in introducing containerisation to SA 10 years ago.

He was placed in charge of introducing a container system suited to SA's requirements. The decision to introduce containerisation was taken in 1974

Within three years, work on the container terminals in Durban, Port Elizabeth and Cape Town were completed.

Although South Africa is a relative newcomer to containerisation — it was first implemented here in 1977 — the speed at which containers are handled at local ports already exceeds that of the most important ports abroad.

Port Elizabeth handles an average of 26,5 containers an hour, compared with 23,2 at Le Havre, the busiest European port. Compare Hamburg at 22,1, Cape Town 24,6, Durban 24,6; Rotterdam 22,9, Bremerhaven 21,9, and Zeebrugge 19

Containerisation is cost effective because it offers speedy transit as well as less capital investment, less handling damage and pilferage, saving on insurance, less documentation, less addressing and minimal packaging.

A sophisticated computer system makes the exact location of each container immediately available

Container terminals have been established at City Deep (Johannesburg), Bayhead (Durban) and Belcon (Cape Town), with adequate handling equipment also provided at other larger centres At stations where no cartage service is in operation, containers are packed/unpacked while on the conveying truck

Sats' fleet of Sartainers currently comprises 14 476 units. A total of 117 461 3m and 118 416 6m freight containers, 6 109 3m and 7 315 6m tank containers, and 5 221 mobile container loads were conveyed during 1985/86

Sats handles a large number of privately owned containers that carry imports/exports and traffic destined for local consumption

Containers destined for stations and depots within a radius of 240km from City Deep are delivered on the day after acceptance and, depending on the distance, shortly afterwards to outlying stations

Sats losses amount to R119,8m

21/7/87 B/Day (269)

GERALD REILLY

PRETORIA — Sats losses on all services in the first two months of the financial year amounted to R119,8m

This was R41,04m more than the expected budget deficit of R78,75m.

Total income for the two months amounted to R1,44bn (expectation R1,56bn) and expenditure R1,56bn (R1,64bn).

Harbours, airways and the pipeline, however, improved their financial performance above budget estimates.

Harbours' income amounted to R158,92m and expenditure R115,92m — a surplus of R43,62m

Airways, performed better than expected with income of R263,20m and expenditure of R250,96m — a surplus of R12,24m. This was R2,93m more than the budget expectation

However, the railways deficit increased in the two months by R51,95m, against a budget of R166,84m — expenditure of R997,63m and income of R830,79m

Road transport, too, showed higher than budget losses — R6,57m, expenditure of R49,17m and income of R42,60m.

SATS LAND

Mother City's massive facelift

A major re-development of a section of Cape Town's harbour and foreshore area which will "turn the city on its head" has been proposed by Johannesburg-based property brokers, J H Isaacs (JHI)

The proposals are in line with Sats' stated intention to re-develop and lease under utilised Satsowned land throughout the country

The ambitious scheme — expected to cost well in excess of R1 billion — involves the re-development of the harbour's historic Victoria Basin and could include a residential and office component, a protected water recreational area and a marina, according to Sats' regional quantity surveyor, Jan van Dijken

It is understood the proposals include the re-development of Cape Town's old power station site which is not far from the Victoria Basin The power station itself is currently being demolished

Victoria Basin was built at the end of the last century and is the most historically important and picturesque section of the harbour It is presently used by Sats tugs and pilot boats and is the centre of the port's fishing industry

Van Dijken says it is likely that the tugs and pilot boats, as well as the fishing boats, will continue to use the basin after re-development to add a "Fisherman's Wharf" character to the area

He says the environment created in the basin would not be unlike the sought-after residential and business areas around parts of Sydney harbour in Australia

JHI MD Errol Friedmann confirms his company has had consultations with Sats, but says it would be improper to give details of the negotiations at this stage

He says, however, that JHI's proposals hinge on the report of the Burgraaff Commission which is due to be handed to Transport Affairs Minister Eli Louw at the end of the months The commission has been investigating alternative uses for sections of Sats harbours and adjacent areas It is understood the commission's report is likely to tie in well with JHI's proposals

Friedmann says the role JHI hopes to play in the re-development is still subject to definition He doesn't want to pre-empt the progress of the project and is aware of the sensitivity of the issue from the point of view of conservationist pressure groups

"We are very anxious to play as low key a role as possible at this stage What we have proposed would stand Cape Town on its head It would completely revitalise the CBD and provide employment for tens of thousands of people

"Our proposals must also be seen as a cohesive re-development plan, not only for the harbour area, but also for adjacent areas It's no good planning on a haphazard basis, we are looking at developing a town within a city," he says

Friedmann says JHI is capable of getting the first phase of its proposals off the ground by next June if the green light is given fairly soon ■

Victoria Basin ... retaining the character

PAIRING UP POSSIBLE

(267)

SA Transport Services is looking for a private sector partner to help build a new R14m station in Bellville.

In line with Sats' policy of making better and more commercially profitable use of its property holdings, a plan has been put forward for a R14m station at Bellville which could include shops and offices for private sector use

Sats' western Cape regional quantity surveyor, Jan van Dijken, says funds are not available for the new station which is badly needed But as a compromise, a private developer could build the new station in a manner which would make about 39 000 m² of commercial space available on two levels above the station. All Sats would need is a ticket office

Belville station handles the second highest number of train commuters — 161 000 daily — in the Cape Peninsula It is now regarded as inadequate, but can't be replaced because of the shortage of money

Recently Sats unveiled plans for a major tower block development on land to be leased to the private sector in Cape Town's CBD (*Property* May 22)

FM 24/7/87

Cape Times 28/7/87

'Gravy train' description of SATS is unjustified

269

From B HECKROODT, regional manager, South African Transport Services (Cape Town)

WHEN I read the article of June 24 under the caption "SATS gravy train costs R168 million", I wondered why the nasty touch

The editorial on June 25, however, came as a surprise to me and I realized that the editorial team must be unaware that, although a government department, the Transport Services is operated on business principles and required by law to balance its own books

The SATS rail commuter services, as in the case with virtually every other commuter service in South Africa and the rest of the world, is for very obvious reasons operated at a substantial loss

Hence the Transport Services receives some compensation for such services from the central government although this does not cover the losses made

The losses must therefore be cross-subsidized from our profit-bearing operations

The amount of R168 million for the 1986/87 financial year might sound astronomical to you, but bear in mind SA Transport Services is the biggest single employer in South Africa The amount must be compared with our salary and pension payments for that year, namely R3 145 million for salary and R396 million for pensions paid to 221 730 employees and 57 418 pensioners respectively

Although the above alone will put the matter in a completely different light, also bear in mind the R168m consists of

1 R95 million worth of free or concessionary rail fare made up by

R68 million for employees and pensioners which includes official and commuter travelling,

R27 million for journeys by other government departments and people rendering services to SA Transport Sevices, and

2 R73 millin worth of free or concessionary air fares

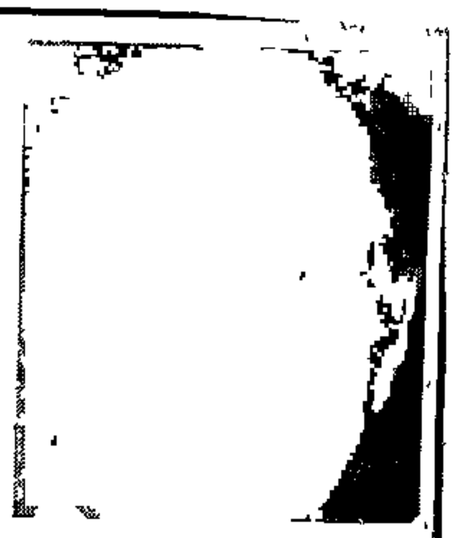
Please do not deny SATS employees and pensioners of their free or concessionary travel as the perk "costs" about 2,6% of our annual salary and pension budget and the influence on the rates would have been more if the employees had to be rewarded in money terms

Speaking of rates, I would think that the term "inflated rates" is not really applicable to rail, road or air Road travel is increasing in popularity and although SATS is not the biggest bus operator, its rates are most competitive

Travelling by rail can still be the cheapest form of long-distance travel For example renting a coupe or compartment from Cape Town to Johannesburg costs R144 per person in the first class and R96 per person travelling in the second class

Commuter rates are surely still the best value for money (See table)

C T to	Dist/km	Cents p/km Sgle (I)	Sgle (III)	Wkly(7) (I)	Wkly(7) (III)	Mnthly(30) (I)	Mnthly(30) (III)
Maitland	6	11,7	6,7	7,3	2,5	6,3	2,3
Bellville	19	8,4	3,7	4,7	1,4	4,0	1,3
M/Plain	32	7,5	3,1	3,9	1,1	3,4	1,0
Strand	53	7,0	3,0	3,3	0,8	2,9	0,7



Mr Heckroodt

reckless and/or negligent driving On 23 July 1987 the member was convicted on a charge of culpable homicide and sentenced to a fine of R400,00 or 12 months imprisonment

(3) No, but the facts raised during the criminal trial are presently being perused with the intention of taking possible departmental action

(4) (a) to (c) I refer the hon member to the above paragraph 2 (b) and my reply in paragraph 2 (a) and (c) to written Question No 48 of 18 February 1987

Note I want to point out to the hon member that during the incident the member of the South African Police was on his way to attend to an emergency alarm, and that the court accepted this evidence as extenuating circumstances

Rooi Els/Betty's Bay/Kleinmond area

*6 Mr R R HULLEY asked the Minister of Constitutional Development and Planning

Whether he or his Department intends to proclaim the Rooi Els/Betty's Bay/Kleinmond area as a nature area, if not, why not, if so, when?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes Negotiations with regard to the establishment, in terms of section 9 of the Environment Conservation Act, Act 100 of 1982, of a management committee for the nature area to be established are under way As soon as this aspect has been finalised, the formal proclamation of the nature area by the Administrator will follow

Chronic spinal injuries

*7 Dr M S BARNARD asked the Minister of National Health and Population Development.

Whether any facilities are available in the Transvaal for the rehabilitation of chronic spinal injuries in Black persons, if not, why not, if so, in what hospitals?

HoA Hansard 28/7/87

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

Yes Natalspruit and Kalafong

Underutilised institutions

*8 Mr R M BURROWS asked the Minister of Education and Development Aid

Whether (a) he and (b) any minister of education of a national state has approached the Minister of Education and Culture in the House of Assembly to admit Black students or pupils to underutilised institutions under the control of the Department of Education and Culture, if not, why not, if so, (i) when, (ii) in respect of what specified institutions and (iii) what was the response?

†The DEPUTY MINISTER OF EDUCATION

(a) Yes

(b) No

(i) 27 November 1986

(ii) Broad guidelines in respect of the possible utilisation of such educational institutions were discussed

(iii) The response was positive

Hansard

Kwamevane Township

*9 Mr R W HARDINGHAM asked the Minister of Constitutional Development and Planning

Whether any decisions have been taken in regard to the upgrading of Kwamevane Township, near Howick, if not, why not, if so, (a) what decisions and (b) when?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Yes

(a) Kwamevane will be retained and upgraded within its present boundaries

(b) The decision was conveyed to the relevant local authority on 14 July 1987

28/7/87 Hansard

Abuse of air-ticket privileges

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

(1) Whether, with reference to his reply to Question No 21 on 16 June 1987, the inquiry into the alleged abuse of air-ticket privileges at Jan Smuts Airport has now been completed, if not, (a) why not and (b) when is it anticipated that it will be completed, if so, (i) who was in charge of the inquiry and (ii) what were the findings,

(2) whether any action has been taken as a result of the inquiry, if not, why not, if so, (a) what action and (b) with what result,

(3) whether the matter has been referred to the South African Police, if so, (a) on what date and (b) with what result,

(4) whether he has studied the report of this inquiry, if not, why not, if so, when,

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

†The MINISTER OF TRANSPORT AFFAIRS

(1) No

(a) Investigation by the SA Police is not yet completed

(b) Presumably during the second week of August 1987 (i), (ii) and (2) Falls away

(3) Yes

(a) 2 March 1987

(b) Matter is *sub judice*

(4) Falls away

(5) No

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Generic medicine· tests checked

*11. Dr W J SNYMAN asked the Minister of National Health and Population Development †

(1) Whether a team of experts appointed by the South African Medicines Control Council is at present checking the accuracy of tests on generic medicine by a certain laboratory, particulars of which have been furnished to the Minister's Department for the purposes of his reply, if so, (a) what is the name of this laboratory and (b) how many medicines are involved in the investigation,

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

HoA Hansard 28/7/87

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(1) Yes

(a) Gestalt (Pty) Ltd

(b) 20

(2) No, as the matter is still under investigation

Clarendon Gardens Shopping Complex

*12 Mr F J LE ROUX asked the Minister of Constitutional Development and Planning †

(1) Whether a certain project, particulars of which have been furnished to the Minister's Department for the purposes of his reply, was submitted to the Administrator of the Cape Province for his approval, if so, (a) what (i) was the Administrator's decision and (ii) were the reasons for his decision, (b) where is the project being launched, (c) what is the (i) nature and (ii) name of the project and (d) by whom is it being undertaken,

(2) whether there was any objection to the project, if so, (a) by whom was objection lodged and (b) what was the nature thereof,

(3) whether the city council concerned has approved the project, if so, (a) what city council and (b) when,

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

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) A proposal for the development of a shopping complex, to be known as

Hansard 28/7/87

Riebeeck Castle, Swartland, Malmesbury
Hermon Clinic, Swartland, Malmesbury
Swartland Clinic, Swartland, Malmesbury
Macassar Day Hospital/Hottentots Holland, Somerset-West
Kleinvlei Clinic Hottentots Holland, Somerset-West
Pacaltsdorp CHC, George
Grahamstown CHC, Settlers, Grahamstown
Dysseldorp Clinic, Oudtshoorn
West End Clinic, Livingstone, P E
Chatty Poly Clinic, Linvingstone, P E
Buffalo Flats/Parkside Clinic (Frere, East London)
Pefferville Clinic (Frere, (East London)
White City Clinic, Saldanha
Diazville Clinic, Saldanha
Paternoster Clinic
St Helena Clinic
Rosemoor Clinic, George
Rietfontein Clinic, Gordonia, Upington
Askham Clinic, Gordonia, Upington
Narraville Clinic, Walvisbay
Hawston Clinic, Hermanus
Wesfleur, Atlantis
Gonnakraal Clinic, Mosselbay
Mitchell's Plain Community Health Centre

Day Hospitals

Bellville
Bishop Lavis
Dr Abdurahman, Athlone
Elsiesrivier
Grassy Park
Hanover Park
Heideveld
Kensington
Lentegeur, Mitchell's Plain
Lotusriver
Ocean View
Retreat
Scottsdene, Kraaifontein
Vosburg

2 3 *Natal*

None

2 4 *Orange Free State*

None

3 *To be allocated to the Administration House of Delegates*

3 1 *Transvaal*

Laudium
Lenasia

Province Aided

Riverlea

3 2 *Natal*

R K Khan, Chatsworth
Phoenix CHC
Northdale

Subsidised Hospitals

Dayanand Gardens
St Aidans, Durban

Cape

None

3 4 *Orange Free State*

None

Suburban railway lines· delays

228 Mr J VAN ECK asked the Minister of Transport affairs

(a) How many delays of (i) less than 30 minutes, (ii) 30 to 60 minutes, (iii) one to two hours, (iv) two to three hours and (v) more than three hours occurred during the period 1 January to 30 April 1987 on the (aa) Cape Town to Simon's Town, (bb) Cape Flats, (cc) Cape Town to Kapteinskip, (dd) Cape Town to Bellville and (ee) Cape Town to Bellville via Monte Vista suburban railway lines and (b) how many commuters were affected by these delays in each case?

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The MINISTER OF TRANSPORT AFFAIRS

(iii), (iv) and (v)

Due to the intensive scheduling of passenger suburban trains, trains which are technically more than 60 minutes late are cancelled as the passengers concerned will have travelled with a subsequent train

(a)	(i)	(ii)
(aa)	462	25
(bb)	335	3
(cc)	1 444	130
(dd)	1 163	24
(ee)	40	None
(b)	Less than 30 minutes	30 to 60 minutes
(aa)	508 200	27 500
(bb)	361 500	3 300
(cc)	2 926 000	260 00
(dd)	1 780 000	36 000
(ee)	44 000	None

Mpopohomeni Township

239 Mr R W HARDINGHAM asked the Minister of Education and Development Aid

(1) Whether any facilities in the Mpopohomeni Township, near Lions River, were upgraded in 1986, if so, (a) what facilities and (b) (i) in terms of what projects and (ii) at what cost in terms of each such project,

(2) whether it is the intention to proceed with this programme of upgrading, if not, why not, if so, what estimated amount is to be spent in this regard?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

(1) Yes

(a) Roads and drainage, water reticulation, sanitation, buildings (general), sports facilities, electricity supply and schools

(b) (i) Each item under (a) is a separate project

(ii) Roads and drainage R890 000
Water reticulation R400 000
Sanitation R570 000
Buildings R485 000
Sports facilities R46 000
Electricity supply R27 000
Schools R475 000

(2) The town concerned transferred to KwaZulu on 1 January 1987 and the intention of the kwaZulu Government in this regard is not known

Hansard 29/7/87

Transkei Government. loan

240 Mr F J LE ROUX asked the Minister of Foreign Affairs †

(1) Whether his Department was consulted regarding a loan negotiated by the Transkei Government from a foreign institution for the construction of a certain housing scheme, particulars of which have been furnished to the Minister's Department for the purposes of his reply, if not, why not, if so, (a) (i) where and (ii) by whom were the houses erected, (b) how many houses (i) were erected, (ii) were sold and (iii) are occupied at present, (c) what is the amount of the

Hansard 29/7/87

Pay for our damaged train!

Shock R385 000 SATS claim from family whose son was killed in level crossing crash

By NEIL HOOPER

THE GRIEVING father of a young man who died in a level crossing accident is being sued for R385 000 by the Railways for the damage his truck caused to the train that killed him.

A spokesman for the South African Transport Services (Sats) confirmed this week that it is claiming the money from Mr Antonio Goncalves, the Germiston owner of the truck

"We are trying to recoup our losses," the spokesman said

Mr Arthur Goncalves, 21, died in the blazing truck after it was struck by a diesel locomotive at a level crossing between Boekenhoudt and Middelfontein about 12km from Nylstroom in the Northern Transvaal on May 29 1984

The truck was insured with AA Mutual Insurance which collapsed last year after Sats initiated its claim against him

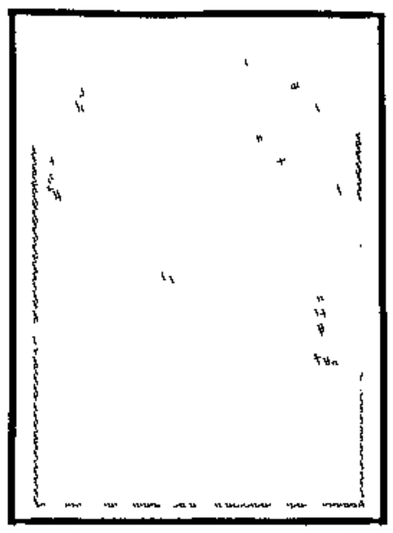
The dead man's brother this week accused Sats of "having no feelings", saying his family could not afford to pay the claim "not even in 10 years"

Damages

At the time of the accident it was reported that the estimated damage to the diesel locomotive and passenger carriages might be as high as R1-million

The truck apparently hit the diesel locomotive head-on at the level crossing and both burst into flames, which at times shot 20m into the air

The Golcalves family maintain that the level crossing is dangerous and that the accident was not Arthur's fault



ARTHUR GONCALVES
Death in blazing truck

According to the inquest report Arthur was burnt to death, but the magistrate made no finding about who was responsible for his death

The train driver, Mr N Grimbeek, and his assistant, Mr L Noman, both of Pietersburg, were treated at the Nylstroom hospital for minor injuries and discharged the same day

Three fire engines battled for more than three hours to extinguish the blazing truck and train, which left the railway line between Pietersburg and Pretoria closed for six hours

About 200 passengers who were temporarily stranded by the accident were later transported to Pretoria by bus

As a result of the accident and the huge Sats claim, Mr Golcalves has closed down his trucking operation and started a restaurant/takeaway business for blacks in Germiston

Mr Golcalves is now overseas, but a business associate said this week that the Sats claim was based on accounts of the accident supplied by passengers on the train at the time of the accident

Arthur's younger brother, Tony, was managing the restaurant when approached this week about the claim

"The accident was not our fault you must just look at the level crossing

Questions

"Nothing has been done to warn traffic about the danger of approaching trains

"Why are they suing my father for the accident that killed my brother? We can't afford to pay it

"They have no feelings It seems more and more that they don't care about what happened at all

"They just want their money We're stuck we don't know what to do

"When my brother died my parents were overseas

"When Arthur died and they came back Arthur's death was really a very bad shock to my parents and they still haven't got over it My father didn't want anything more to do with the trucking business

And now they also have to try to find money for the Railways

'At present my father is overseas trying to organise something to sort something out," Tony said

Subsidies here for foreseeable future, convention is told

By Zenaide Vendeiro, Transport Reporter

Transport subsidies can never be completely eliminated unless dramatic socio-economic changes occur in South Africa in the future, Mr Roy Hindle, provincial secretary for Natal, said yesterday

In his keynote address to the Annual Transportation Convention, Mr Hindle said a unique situation existed in South Africa where the more affluent, who could afford to spend more on commuting, lived reasonably close to their work, while the poor communities lived the furthest from their work, in some cases vast distances away

"In many cases there is no way they can ever afford the full cost of this transport, no matter how efficient it may be, and some form of subsidy to make it affordable seems inevitable for all time, unless there are dramatic socio-economic changes in the future"

Decentralisation of industry could bring work opportunities closer to the workers, said Mr Hindle, but would increase considerably the transport requirements of the raw materials from their source and the finished products to the market

CAREFULLY WEIGHED

The two needed to be carefully weighed up so that decentralised areas even with incentives were not, in fact, less efficient

In major metropolitan areas, which were expected to be areas of maximum growth in the foreseeable future despite decentralisation endeavours, there was a responsibility to provide residential areas as close as practicable to work opportunities, said Mr Hindle

"This applies more especially to the lower paid and less privileged communities. Only in this way can we expect communities to be able to afford their necessary transport to and from work"

Turning to deregulation, Mr Hindle warned against "overkill" For example, deregulation would result in increasing numbers of minibus taxis Experience locally and overseas had shown that chaotic traffic conditions could arise if the situation was not ordered by traffic control and other measures.

269

Bad roads will affect economy, says Babb

Transport Reporter

Star 4/8/87

South Africa will fall into an economic decline if funds are not made available to enlarge, improve and maintain its road network, Mr Wally Babb, council chairman of the SA Bitumen and Tar Association, said yesterday.

Opening a session of the Annual Transportation Convention in Pretoria, Mr Babb said the economic decline would be on a scale not yet seen "except in countries in Africa where political change has brought about a great depression".

The deterioration of South Africa's roads — of such vital importance to the growth and economic welfare of the country — could not be allowed to continue.

Mr Babb criticised the road funding levels of the past and said expenditure on national and provincial roads had dropped in real terms by more than three percent each year since the mid-1970s

This was despite a 500 percent growth in vehicle ownership in the past 30 years and a decrease in the ratio of people to cars among blacks from 4 200 a car in 1950 to 41 a car in 1985 This increase in traffic volume would be enhanced by deregulation.

Mr Babb said there was a desperate need to have guaranteed dedicated funds available.

Funds generated from the road user, such as licence fees, traffic fines and a greater proportion of the fuel tax, had to be fed back to local authorities in proportion to the vehicles registered in their areas.

He also hoped that excess funds generated from toll roads would, in time, be ploughed back into road construction and improvements.

The growth, financing and major problems facing the country's road network was examined by several speakers in the convention's session on "Asphalt and the Economy", which was opened by Mr Babb.

Delay in transport laws may be good

269

5/8/87 Transport Reporter Star

The decision by the Minister of Transport Affairs to refer all outstanding legislation agreed to in the White Paper on transport policy to the proposed Transport Advisory Council (TAC) is likely to lead to further delays in the legislative programme for the transport sector However, industry spokesmen do not feel that this is necessarily an unwelcome development

The TAC, which will consist of 38 members — 16 from the public sector and 22 from the private sector, will study the four pieces of legislation which are the cornerstones of the new transport policy

These are the Road Traffic Act, which will consolidate the four provincial traffic ordinances, amendments to the South African Transport Services Act and the National Roads Act, and the Transport Act, which aims to deregulate transport and rationalise administration

A source in the National Transport Policy Study team (NTPS) said the situation had changed since the White Paper was tabled in January and was unanimously supported

"The matter has dragged on and there is no longer unanimous support for the White Paper Vested interests are coming to the fore and are fighting to get the maximum for themselves," he said "The Transport Advisory Council (TAC) is the proper forum where people can put their views and thrash out problems

"It will delay the legislative programme, but it is perhaps the best way of handling it at this stage"

Mr Ian Moss, chief executive of the Public Carriers' Association, which withdrew from the NTPS in February because of lack of progress in the implementation of its proposals, agreed

"There have been many problems that have already delayed implementation — we are way behind schedule — and certainly any steps that delay progress cannot be accepted However, there are critical issues which need thorough attention and further study and the TAC is the correct forum for that"

Mr Moss said he was convinced the Minister and the Department of Transport would give attention to outstanding issues and introduce interim measures to alleviate problems

"The introduction of measures to relax the permit system and overcome deadlocks in the system cannot be delayed any longer, for example," said Mr Moss

Rapid rail transit system

253 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 300 on 23 February 1987, a decision has as yet been taken on the introduction of a rapid rail transit system for Johannesburg, if not, (a) why not and (b) when is it anticipated that a decision will be taken, if so, what was that decision,

(2) what specified factors are being taken into consideration in taking a decision on this matter?

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(a) Adequate funds for the project are not assured

(b) After further discourse with the public and the Johannesburg City Council and when it becomes foreseeable that funds for the various phases of a project of such magnitude will be available

(2) The following factors will be decisive—

* The availability of funds,
* The support of all interested parties, and
* Unqualified consensus that the proposed project is viable and in the public interest

***The Citizen* transported**

269 Mr D J DALLING asked the Minister of Transport Affairs

With reference to his reply to Question No 2 on 26 May 1987, (a) how many copies of *The Citizen* were transported by the South African Airways from Johannesburg to other destinations on a daily basis in April and May 1987, respectively, (b) what was the freight weight of the newspapers so transported in each of these months and (c) what, in the absence of any special agreement existing, was the normal commercial charge for such transportation in each of these months?

The MINISTER OF TRANSPORT AFFAIRS

(a) Information is not available as airfreight is based on mass and not units

(b) 6 083 and 5 875 kilograms respectively

(c)

	Johannesburg/ Cape Town	*Johannesburg/ Durban*
	R/kg	R/kg
Up to and including 100 kg per shipment	1,80	0,84
More than 100 kg per shipment	1,35	0,63
More than 300 kg per shipment	1,26	0,59
More than 500 kg per shipment	1,17	0,55

***The Citizen* copies to passengers**

270 Mr D J DALLING asked the Minister of Transport Affairs

(1) With reference to his reply to Question No 2 on 26 May 1987, how many copies of *The Citizen* were used by the South African Airways on a daily basis for in-flight purposes in April and May 1987, respectively,

(2) whether such copies were given to all passengers travelling in the business and first class sections of aircraft, if not, (a) why not and (b) to which passengers were they given,

(3) how many passengers travelled (a) business and (b) first class on morning flights from Johannesburg to other destinations in April and May 1987, respectively?

The MINISTER OF TRANSPORT AFFAIRS

(1) 376 and 407 respectively

(2) (a) and (b) Copies were offered to all passengers in the business and first class sections

(3) (a) and (b) Separate figures are not readily available

SA Transport Services Board

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

(1) (a) How many commissioners are serving on the South African Transport Services Board at present, (b) what (i) academic and/or (ii) other specified qualifications in the field of transport do they hold in each case, (c) (i) for how long has each of these commissioners served on the Board and (ii) what is the normal term of office of a commissioner and (d) in respect of what date is this information furnished,

(2) whether he is considering appointing persons currently holding key positions in industry or commerce to the Board, if so, what are the relevant particulars?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) Three

(b) (i) and (ii) It is the sole prerogative of the State President to make appointments of this nature

(c) (i) Since 1 December 1974, 1 November 1975 and 1 October 1981, respectively

(ii) Five years

(d) As at 31 July 1987

(2) No

Taiwan: former ambassador

299 Mr C J DERBY-LEWIS asked the Minister of Foreign Affairs

(1) Whether a former ambassador to Taiwan was involved in any irregularities concerning the sale of a Japanese motor-car to a Taiwanese citizen prior to the completion of his mission, if so, (a) (i) what was the age of the vehicle and (ii) how many miles or kilometres had been registered on its distance recorder at the time of sale, (b) what was the profit made on the transaction and (c) what are the particulars of the alleged irregularities,

(2) whether any customs and excise duties were paid to the Taiwanese authorities on this transaction, if not, why not, if so, what were the amounts involved,

(3) whether the national intelligence agency in Taiwan investigated this matter, if so, (a) on what grounds and (b) what recommendations were made to his Department by this agency,

(4) whether the ambassador concerned is still in the South African diplomatic service, if so, (a) why, (b) (i) where and (ii) in what capacity and (c) what action has been taken against him as a result of this transaction, if not, why not,

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

The MINISTER OF FOREIGN AFFAIRS

(1) No (2), (3), (4) and (5) Falls away

THURSDAY, 6 AUGUST 1987

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†Indicates translated version

For written reply

General Affairs

Employees

153 Mr R M BURROWS asked the Minister of Constitutional Development and Planning

(1) What was the total number of persons employed in a full-time capacity in his Department as at the latest specified date for which information is available,

Full-time employees

167 Mr R M BURROWS asked the Minister of Transport Affairs

(1) What was the total number of persons employed in a full-time capacity in the Department of Transport as at the latest specified date for which information is available,

(2) (a) how many such persons were employed in each of the eight most senior post levels in this Department, (b) how many of these persons were (i) male and (ii) female and (c) to which population group did each of these persons belong,

(3) (a) what will be the applicable salaries and/or salary scales of each of the eight most senior post levels in this Department with effect from 1 July 1987 and (b) what financial and other specified benefits will be applicable to each of these post levels as at 1 July 1987?

The MINISTER OF TRANSPORT AFFAIRS

(1) 3 516 specified date 15 May 1987

(2) (a)

Post level	Number of persons employed
1	1
2	2
3	4
4	19
5	15
6	36
7	20
8	6

(b) (i) 103

(ii) Nil

(c) Whites 103
Coloureds Nil,
Indians Nil,
Blacks Nil

(3) (a)

Post level	Salary scale with effect from 1 July 1987
1	R119 136
2	R70 017
3	R62 199
4	R54 954
5	R48 879 × 1 830 – 50 709
6	R43 389 × 1 830 – 47 049
7	R36 234 × 1 431 – 40 527
8	R34 803 × 1 431 – 39 096

(3) (b) (i) Annual Service bonus that amounts to 93% of one month's salary

(ii) Housing Subsidy on interest and capital redemption up to a maximum of a housing loan of R50 000,00, subject to the compliance with certain conditions

(iii) Car Financing Scheme for officers occupying posts in the *management echelon* (ie those officers who are in receipt of an annual salary of R54 954 fixed and higher) The amount payable varies for each level as it is based on an officer's grading

Full-time employees

169 Mr R M BURROWS asked the Minister of National Health and Population Development

(1) What was the total number of persons employed in a full-time capacity in his Department as at the latest specified date for which information is available,

(2) (a) how many such persons were employed in each of the eight most senior post levels in his Department, (b) how many of these persons were (i) male and (ii) female and (c) to which population group did each of these persons belong,

(3) (a) what will be the applicable salaries and/or salary scales of each of the eight most senior post levels in his Department with effect from 1 July 1987 and (b) what financial and other specified benefits will be applicable to each of these post levels as at 1 July 1987?

Hansard 7/8/87

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(1) 25 304 specified date 31 May 1987

(2) (a)

Post level	Number of persons employed
1	1
2	3
3	66
4	109
5	310
6	117
7	160
8	1 386

(b) (i) 1 696

(ii) 456

(c) Whites 1 951
Coloureds 11,
Indians 96,
Blacks 94

(3) (a)

Post level	Salary scale with effect from 1 July 1987
1	R119 136
2	R70 017
3	R62 199
4	R54 954
5	R47 049 – 48 879
6	R43 389 × 1 830 – 47 049
7	R33 624 × 1 179 – 34 803 × 1 431 – 37 665
8	R25 371 × 1 179 – 30 087

(3) (b) (i) Annual Service bonus that amounts to 93% of one month's salary

(ii) Housing Subsidy on interest and capital redemption up to a maximum of a housing loan of R50 000,00, subject to the compliance with certain conditions

(iii) Car Financing Scheme for officers occupying posts in the *management echelon* (ie those officers who are in receipt of an annual salary of R54 954 fixed and higher) The amount payable varies for each level as it is based on an officer's grading

Full-time employees

170 Mr R M BURROWS asked the Minister of Law and Order

(1) What was the total number of persons employed in a full-time capacity in the South African Police as at the latest specified date for which information is available,

(2) (a) how many such persons were employed in each of the eight most senior post levels in the Police, (b) how many of these persons were (i) male and (ii) female and (c) to which population group did each of these persons belong,

(3) (a) what will be the applicable salaries and/or salary scales of each of the eight most senior post levels in the Police with effect from 1 July 1987 and (b) what financial and other specified benefits will be applicable to each of these post levels as at 1 July 1987?

The MINISTER OF LAW AND ORDER

(1) 66 503 specified date 8 June 1987

(2) (a)

Post level	Number of persons employed
1	1
2	5
3	15
4	30
5	91
6	171
7	344
8	517

(b) (i) 1 166

(ii) 8

(c) Whites 1 149
Coloureds 6,
Indians 5,
Blacks 14

(3) (a)

Post level	Salary scale with effect from 1 July 1987
1	R119 136

Hansard 4/8/87

Master plan for cuts in air links

By Zenaide Vendeiro, Transport Reporter

South Africa can circumvent cuts in international air links by using alternative routes and co-operating with other airlines, the chief director of civil aviation, Mr J J Smit, said yesterday

Speaking at the annual transportation convention in Pretoria, Mr Smit said in a paper on the need for a master plan for aviation that Australia and America among other countries had already refused landing rights to South African aircraft

Options that could be considered included

- Passengers and freight could be flown to countries, mainly in Europe, where landing rights were still granted to SA-registered aircraft and from there be transported further by other airlines
- Passengers and freight could be transported to neighbouring countries such as Botswana from transit to, for example, African countries further north.
- Regional passengers and freight could be transported by other airlines

These views were contained in a joint paper by Mr Smit, Mr G P Thom, Dr P J Strauss and Mr P Marques

They said the role played by civil aviation in South Africa fell far below its potential and was less developed than in comparable countries.

An aviation master plan for South Africa, self-governing states, the TBVC countries and other states in the region was needed to ensure the most affordable, efficient and safe air transport system

It was strongly felt aviation matters should not be decentralised to the TBVC countries

The paper said there was a lack of co-ordination in the provision of airport facilities

Two University of Stellenbosh researchers, S M Mills and B C Floor, said in another paper that if the country achieved stability and economic growth, causing real income among the blacks to increase on average by 4,5 percent a year, the growth in domestic air travel could rise from 3,4 million passengers in 1985/86 to 9,9 million in 2000.

Police as from this date up to the latest specified date for which figures are available and (cc) from what vote was this cost financed,

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

The MINISTER OF LAW AND ORDER

(1) (a) to (d) Yes

(i) and (ii) Fall away

(aa) 1 October 1986

(bb) R143 924 613 until 7 August 1987

(cc) South African Police Vote

(2) No

Policing services

*8 Mr J H VAN DER MERWE asked the Minister of Transport Affairs †

(1) Whether the South African Transport Services are responsible for (a) certain policing services and (b) the financing thereof, if so, (i) why, (ii) for what policing services and (iii) what total amount was spent on these services in the latest specified period of 12 months for which figures are available,

(2) whether it is the intention to take any action in respect of these services, if so, (a) what action and (b) when?

†The MINISTER OF TRANSPORT AFFAIRS

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

*9 Dr M S BARNARD—Transport Affairs [Withdrawn]

*10 Dr M S BARNARD—Transport Affairs [Withdrawn]

KTC squatter camp

*11 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) Whether the South African Police took any action in the KTC squatter camp on or about 25 June 1987, if so, (a) what was the purpose of this action, (b) how many persons were involved, (c) what action was taken and (d) what were the results,

(2) whether any persons were arrested on this occasion, if so, (a) how many and (b) for what alleged offence in each case?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) To combat crime and trace suspect criminals and terrorists

(b) Sufficient members of the Force to execute the specific task

(c) Premises and vehicles were searched for stolen property, unlicensed arms and ammunition, drugs, prohibited literature, suspect criminals and terrorists

(d) A large quantity of suspected stolen property, drugs and ammunition was confiscated Several suspect persons were detained for questioning and a number of arrests were made

(2) Yes

(a) 13 persons

(b) 3 persons for being in possession of dagga,
7 persons for public violence,
2 persons for theft of vehicles,
1 person for the illegal possession of ammunition

Hillbrow. investigation

*12 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

(1) Whether the Group Areas Board or any committee of this board has carried out any investigation in Hillbrow, if so, (a) when and (b) what was the purpose of the investigation;

(2) whether this investigation has been completed, if not, when is it anticipated that it will be completed, if so, (a) what were the findings and (b) what action is to be taken as a result?

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†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) No (a) and (b) Fall away

(2) (a) and (b) Fall away

Durban Prison, Westville: court case

*13 Mr R M BURROWS asked the Minister of Justice

(1) Whether, with reference to his reply to Question No 11 on 26 May 1987, the court case connected with the incident at Durban Prison in Westville on or about 5 May 1987 has been completed, if not, when is it anticipated that it will be completed, if so, (a) when, (b) what was the nature of the incident in question, (c) on what date did it occur, (d) how many persons were involved, (e) what was the cause of the incident and (f) what were the findings of the court,

(2) whether, in dealing with this incident, the prison authorities resorted to the use of (a) tear-gas, (b) batons and (c) fire-arms, if so, why in each case,

(3) whether any detainees were injured in this incident, if so, (a) what was the nature of the injuries, (b) how many persons were injured and (c) to which hospitals were the injured detainees taken,

(4) whether any medical treatment was given at the prison, if so, (a) what treatment and (b) to whom,

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

The MINISTER OF LAW AND ORDER (for the Minister of Justice)

(1) No Upon the request of the legal representative of one of the applicants, the proceedings were postponed to 1 September 1987

(a), (b), (c), (d), (e) and (f) Fall away

(2), (3), (4) and (5) Fall away as the circumstances outlined in my reply to Question No 11 on 26 May 1987, still apply

11/8/87 Hansard

*14 Mr S S VAN DER MERWE—Law and Order [Reply standing over]

RSA/KwaNdebele negotiations

*15 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(1) Whether, with reference to his reply to Question No 12 on 2 June 1987, any negotiations have taken place between the Governments of the Republic and KwaNdebele for the holding of a referendum for residents of this self-governing territory regarding independence, if so, (a) when, (b) what was the nature of the discussions and (c) what was the decision reached, if not, why not,

(2) whether any negotiations in this regard are due to take place, if not, why not, if so, when?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) Negotiations for independence took place on 9 June 1987 The hon member's attention is drawn to my answer on Question 189 of 23 June 1987

(2) Further negotiations for independence will take place as soon as the KwaNdebele Government has indicated that the requirements, as laid down by the State President, have been complied with

*16 Mrs H SUZMAN—Justice [Reply standing over]

Toll gates

*17 Mr A GERBER asked the Minister of Transport Affairs †

Whether it is the intention to erect more toll gates on freeways, if so, (a) how many and (b) (i) where, and (ii) when, in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) At this stage the National Transport Commission has approved three fur-

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

†The MINISTER OF AGRICULTURE

(1) Yes

(a) R2 067 574

(b) Creamline Dairies (Pty) Ltd

(2) Yes, J J Du Plessis (Chairman), T L Reynecke, C J Bester, R R Callanan, P W Dempsey, C P de Wit, D Osborne, P J Posthumus, F D P Reyneke, R B S Tucker, A C Vlok

(3) Yes

(a) Since the debtor was placed under provisional liquidation a compromise in terms of section 311 of the Companies Act, 1973 (Act 61 of 1973), was agreed to

(b) 20 September 1985

(c) The Dairy Board and the other creditors

(4) No

Agricultural machinery/chemicals

*5 Mr A J W P S TERBLANCHE asked the Minister of Economic Affairs and Technology †

(1) Whether import restrictions and tariffs in respect of agricultural machinery and chemicals are reviewed from time to time, if not, why not, if so, on how many occasions have such tariffs been adjusted since 1 January 1982,

(2) whether the rand/dollar exchange rate is taken into account in the adjustment of such import tariffs, if so, (a) to what extent and (b) what other factors are taken into account in this regard,

(3) whether the body reviewing import tariffs includes a representative of the agricultural sector, if so, (a) (i) who is this person and (ii) by whom was he nominated and (b) what (i) are the names of the other persons serving on this body at present and (ii) is the name of this body, if not, why not,

(4) whether he will consider appointing a representative of the agricultural sector to this body?

The DEPUTY MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY (Dr T G Alant)

(1) Yes Quantitative import restrictions are only applicable on certain types of agricultural machinery, including ploughs, harrows, cultivators, seed and fertiliser distributors and harvesting and threshing machines Import permits are issued to cover the full reasonable requirements of importers In the case of agricultural chemicals, the position is that fertilisers are exempted from quantitative import control The importation of insecticides, fungicides, weed killers and rat poisons is only monitored and this is done at the request of the Department of Agricultural Economics and Marketing which is responsible for the administration of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act 36 of 1947) in terms of which the products referred to have to be registered before they may be marketed locally

Import duties are being reviewed from time to time at the request of interested parties or on the initiative of the Board of Trade and Industry With regard to agricultural chemicals, import duties have been revised in 12 cases since 1 January 1982 Comprehensive investigations are conducted at present into the possible revision of customs tariff protection on agricultural chemicals and machinery

(2) Yes

(a) and (b) In the case of all applications for tariff protection the Board of Trade and Industry gives careful consideration to the effect of exchange rate fluctuations on the competitiveness of an industrial sector as well as on that sector's contribution to the economy The cost of tariff protection is also carefully weighed

up against the benefits which the country will derive from such protection

(3) No

(a) (i) and (ii) Fall away

(b) (i) and (ii) The body which advises the Government on customs tariff protection is the Board of Trade and Industry The Board is composed as follows

Full-time members
Dr L P McCrystal (Chairman)
Dr J Adendorff
Dr D L Bosman
Part-time members
Mr R J Ironside
Mr H J Terreblanche
Mr R Ramsay
Mr E Pavitt

The composition of the Board of Trade and Industry is laid down by law In terms of section 5 (2) of the Board of Trade and Industry Act, 1986 the members of the Board are appointed by the State President by reason of their knowledge of and experience in commerce, industry and the economy The members are, therefore, appointed in their personal capacity and do not represent specific sectors

(4) As indicated already, members of the Board of Trade and Industry are not appointed from specific economic sectors, but exclusively by reason of the special knowledge and experience they may have Anybody having that knowledge and experience is considered for appointment to the Board

Members convicted of theft

*6 Mr J H VAN DER MERWE asked the Minister of Defence †

(1) Whether any members of the South African Defence Force who have been convicted of theft, are allowed to remain in the service of the Defence Force, if so, in what circumstances,

(2) whether the pension money of such members may be used to make good damage suffered as a result of theft, if not, why not, if so, (a) in what circumstances and (b) in terms of what statutory provisions,

(3) what is the policy of the Defence Force in respect of members who are convicted of offences?

†The DEPUTY MINISTER OF DEFENCE

(1) Each case is considered on merit The nature and seriousness of the offence and the sentence is taken into account to determine whether the member should be dismissed or not

(2) Yes

(a) Losses sustained by the State may be deducted from the annuity or benefit payable to a member of the pension fund in a lump sum or in instalments such as determined by the Secretary of the Government Service Pension Fund

(b) Section (2) (3) (c)—General Pension Act, (Act 29 of 1979)

(3) Each case is considered on merit to determine whether other additional administrative steps should be taken against the member In addition to possible dismissal a member's promotion may be held back with the proviso that a member may not be penalised for more than two years for the same offence

Railways/harbours/airports policing

*7 Mr J H VAN DER MERWE asked the Minister of Law and Order †

(1) Whether the South African Police is responsible for the policing of (a) the railways, (b) the harbours, (c) the airports and (d) other specified branches and properties of the South African Transport Services, if not, (i) why not and (ii) what action is contemplated in this regard, if so, (aa) as from what date, (bb) what was the cost thereof to the South African

Police as from this date up to the latest specified date for which figures are available and (cc) from what vote was this cost financed,

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

The MINISTER OF LAW AND ORDER

(1) (a) to (d) Yes

(i) and (ii) Fall away

(aa) 1 October 1986

(bb) R143 924 613 until 7 August 1987

(cc) South African Police Vote

(2) No

Policing services

*8 Mr J H VAN DER MERWE asked the Minister of Transport Affairs †

(1) Whether the South African Transport Services are responsible for (a) certain policing services and (b) the financing thereof, if so, (i) why, (ii) for what policing services and (iii) what total amount was spent on these services in the latest specified period of 12 months for which figures are available,

(2) whether it is the intention to take any action in respect of these services, if so, (a) what action and (b) when?

†The MINISTER OF TRANSPORT AFFAIRS

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

*9 Dr M S BARNARD—Transport Affairs [Withdrawn]

*10 Dr M S BARNARD—Transport Affairs [Withdrawn]

KTC squatter camp

*11 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) Whether the South African Police took any action in the KTC squatter camp on or about 25 June 1987, if so, (a) what was the purpose of this action, (b) how many persons were involved, (c) what action was taken and (d) what were the results,

(2) whether any persons were arrested on this occasion, if so, (a) how many and (b) for what alleged offence in each case?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) To combat crime and trace suspect criminals and terrorists

(b) Sufficient members of the Force to execute the specific task

(c) Premises and vehicles were searched for stolen property, unlicensed arms and ammunition, drugs, prohibited literature, suspect criminals and terrorists

(d) A large quantity of suspected stolen property, drugs and ammunition was confiscated Several suspect persons were detained for questioning and a number of arrests were made

(2) Yes

(a) 13 persons

(b) 3 persons for being in possession of dagga,
7 persons for public violence,
2 persons for theft of vehicles,
1 person for the illegal possession of ammunition

Hillbrow: investigation

*12 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

(1) Whether the Group Areas Board or any committee of this board has carried out any investigation in Hillbrow, if so, (a) when and (b) what was the purpose of the investigation,

(2) whether this investigation has been completed, if not, when is it anticipated that it will be completed, if so, (a) what were the findings and (b) what action is to be taken as a result?

11/8/87 Hansard

†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) No (a) and (b) Fall away

(2) (a) and (b) Fall away

Durban Prison, Westville: court case

*13 Mr R M BURROWS asked the Minister of Justice

(1) Whether, with reference to his reply to Question No 11 on 26 May 1987, the court case connected with the incident at Durban Prison in Westville on or about 5 May 1987 has been completed, if not, when is it anticipated that it will be completed, if so, (a) when, (b) what was the nature of the incident in question, (c) on what date did it occur, (d) how many persons were involved, (e) what was the cause of the incident and (f) what were the findings of the court,

(2) whether, in dealing with this incident, the prison authorities resorted to the use of (a) tear-gas, (b) batons and (c) fire-arms, if so, why in each case,

(3) whether any detainees were injured in this incident, if so, (a) what was the nature of the injuries, (b) how many persons were injured and (c) to which hospitals were the injured detainees taken,

(4) whether any medical treatment was given at the prison, if so, (a) what treatment and (b) to whom,

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

The MINISTER OF LAW AND ORDER (for the Minister of Justice)

(1) No Upon the request of the legal representative of one of the applicants, the proceedings were postponed to 1 September 1987

(a), (b), (c), (d), (e) and (f) Fall away

(2), (3), (4) and (5) Fall away as the circumstances outlined in my reply to Question No 11 on 26 May 1987, still apply.

11/8/87 Hansard

*14 Mr S S VAN DER MERWE—Law and Order [Reply standing over]

RSA/KwaNdebele: negotiations

*15 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(1) Whether, with reference to his reply to Question No 12 on 2 June 1987, any negotiations have taken place between the Governments of the Republic and KwaNdebele for the holding of a referendum for residents of this self-governing territory regarding independence, if so, (a) when, (b) what was the nature of the discussions and (c) what was the decision reached, if not, why not,

(2) whether any negotiations in this regard are due to take place, if not, why not, if so, when?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) Negotiations for independence took place on 9 June 1987 The hon member's attention is drawn to my answer on Question 189 of 23 June 1987

(2) Further negotiations for independence will take place as soon as the KwaNdebele Government has indicated that the requirements, as laid down by the State President, have been complied with

*16 Mrs H SUZMAN—Justice [Reply standing over]

Toll gates

*17 Mr A GERBER asked the Minister of Transport Affairs †

Whether it is the intention to erect more toll gates on freeways, if so, (a) how many and (b) (i) where, and (ii) when, in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) At this stage the National Transport Commission has approved three fur-

11/8/87 Hansard

†The MINISTER OF EDUCATION AND CULTURE

(1) (a) 550

(b) 404 as at March 1987

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

Closure of Durban schools

*4 Mr M J ELLIS asked the Minister of Education and Culture

(1) Whether any consideration is being given to closing (a) Mansfield High School, (b) William Hartley Primary School and (c) a junior primary school in the Glenmore area in Durban, if so, (i) why and (ii) what is the name of the junior primary school in question,

(2) whether any decision has been taken regarding the closure of these schools, if not, when is it anticipated that a decision will be taken, if so, (a) on what date and (b) what was the decision,

(3) whether any representations have been received from any educational institutions regarding the grounds and facilities of Mansfield High School, if so, (a) from whom, (b) when and (c) what decision has been taken in this regard?

The MINISTER OF EDUCATION AND CULTURE

(1) (a) Yes

(b) Yes

(c) Yes

(i) Decreasing pupil enrolment

(ii) Carrington Heights Junior Primary School

(2) No, a final decision has not been taken

(a) and (b) Fall away

(3) Yes

(a) (i) Technikon Natal

(ii) M L Sultan Technikon

(b) (i) 9 December 1981

(ii) 24 April 1980

(c) No final decision has been taken at this stage

At present some of the classrooms are leased to Natal Technikon

For written reply

General Affairs

Group Areas Act

221 Mr A GERBER asked the Minister of Justice †Hansard 11/8/87

(a) How many persons charged during the period 1980 to 1986 with alleged contraventions of the provisions of the Group Areas Act, No 36 of 1966, have been convicted and (b) in respect of what date is this information furnished?

The MINISTER OF JUSTICE

(a) and (b) The information for the period 1980 to 1983 is not readily available in the Department For the period 1984 to 1986 four (4) persons have been convicted

For the honourable member s information I may add that alternative steps are also taken against unlawful occupants For example, approximately 500 occupants evacuated their places of residence in Johannesburg during 1981-1984 The last-mentioned evacuation was, *inter alia*, brought about by negotiations and the issuing of summonses and written notices to the unlawful occupants

***In forma pauperis* divorce**

157 Mrs H SUZMAN asked the Minister of Justice

(1) Whether the means test for *in forma pauperis* divorce proceedings has been re-evaluated since January 1965, if so, (a) on what dates and (b) what factors were taken into consideration in these re-evaluations, if not, why not;

(2) whether he will take steps to have this means test re-evaluated in the light of the rising costs of living and of divorce, if not, why not, if so, what steps?

The MINISTER OF JUSTICE

(1) Yes

(a) The means test concerned, like any other similar provision of law, is constantly reviewed in the normal course of events During 1980 it was formally re-evaluated by the Commission of Inquiry into Proceedings in the Supreme Court of South Africa

(b) The above-mentioned Commission recommended that the amount be adjusted due to monetary depreciation The Rules Board for Courts of Law Act, 1985 (Act 107 of 1985), which placed the responsibility to make rules for the Supreme Court and the lower courts on the Rules Board for Courts of Law, has since then been put into operation

(2) Yes The Rules Board for Courts of Law considered the Commission's recommendation at its recent meeting and the Board's decision has been submitted to me together with numerous other suggested amendments of the relevant rules I am presently considering these suggestions

Top management. cash loans

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

(1) Whether the South African Transport Services granted any cash loans to any members of its top management in 1986, if so, (a) to whom and (b) what as the (i) amount, (ii) rate of interest and (iii) terms of repayment in each case,

(2) whether these loans were granted subject to any conditions relating to the purpose for which they could be used, if not, why not, if so, what were these conditions,

(3) whether this loan facility is available to all staff members of the Transport Services, if not, (a) why not and (b) to what categories of staff is this facility available?

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(2) and (3) Fall away

Staff: second-hand motor-cars

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

(1) Whether the South African Transport Services provide a facility to certain categories of staff whereby new or second-hand motor-cars can be purchased at special low prices, if so, (a) (i) to which categories of staff is this facility (aa) available and (bb) not available and (ii) why in each case, (b) how many staff members are making use of this facility at present, (c) what discount as compared to normal retail prices is provided, (d) to what extent are customs and exise duties paid on these vehicles by the staff members concerned, (e) in whose name are these vehicles registered, (f) (i) how many vehicles is a staff member permitted to purchase in terms of this facility and (ii) why, (g) what are the terms of the loan facilities provided in respect of such purchases, (h) what was the total annual cost to the Transport Services of this facility in the latest specified financial years for which information is available, (i) how many motorcars have been purchased in terms of this facility by each specified category of staff members purchase motor-cars in terms of this facility,

(2) (a) how are such motor-cars disposed of after the period of repayment has been completed, (b) (i) to whom do the profits from such transactions accrue and (ii) why do they so accrue,

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(3) whether participants are required to pay for (a) petrol, (b) maintenance costs and (c) comprehensive insurance in respect of motor-cars so purchased, if not, why not, if so, what are the relevant particulars,

(4) whether he intends (a) expanding or (b) taking any other steps in respect of this facility in the near future, if so, what steps does he intend taking?

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(2), (3) and (4) Fall away

Express train services

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

Whether the South African Transport Services have commissioned a study regarding the introduction of express train services between the self-governing territories and the White industrial areas, if so, (a) when and (b) what were the findings?

The MINISTER OF TRANSPORT AFFAIRS

No (a) and (b) Fall away

Ballot papers

294 Mr C J DERBY-LEWIS asked the Minister of Home Affairs

How many ballot papers are issued in a general election in respect of a constituency with (a) 30 000 and (b) 20 000 voters on the voters' roll?

The MINISTER OF HOME AFFAIRS

(a) 30 000 plus approximately 100 ballot papers for each polling station situated in such an electoral division

(b) 20 000 plus approximately 100 ballot papers for each polling station situated in such an electoral division

Aircraft

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

(1) (a) How many aircraft of each type comprise the South African Airways fleet at present and (b) in respect of what date is this information furnished,

(2) whether any of these aircraft are currently being chartered or leased to foreign airlines or companies, if so, (a) to what airlines or companies, and (b) where are these aircraft being operated, in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)

Boeing 747-344	2
Boeing 747-244B	5
Boeing 747-244B Combi	2
Boeing 747-44SP	5
Boeing 737-244	4
Boeing 737-244 ADV	13
Airbus A300	8
Junkers JU 52/3M	1

(b) 3 August 1987

(2) Yes

(a) and (b) It is not in the interest of the Republic of South Africa or SA Transport Services to divulge information about airlines/companies or countries to which aircraft are leased

Outside charter/lease operations

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

(1) Whether any South African Airways crews were involved in outside charter or lease operations of Airways aircraft during the latest specified financial year for which information is available, if so, (a) how much revenue did the Airways earn from such operations (i) in that year and (ii) per month and (b) what percentage of the Airways' total revenue in that year did the revenue from these operations represent,

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(2) whether any studies have been conducted to gauge the effects of such charter or lease operations on the (a) ability of the South African Airways to offer sufficient seats on domestic services and supplementary flights at peak periods and (b) development and promotion of tourism and business travel to South Africa, if not, why not, if so, (i) when, and (ii) what were the findings, in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, during the 1986/87 financial year

(a) (i), (ii) and (b) It is not in the interest of the Republic of South Africa or Transport Services to divulge information of this nature

(2) (a) and (b) Yes

(i) Continuously

(ii) The downturn in demand necessitated the withdrawal of certain flights to match supply and demand Excess capacity was leased to other operators The lease periods were negotiated in staggered time periods to ensure that aircraft would become available when demand increased

Demand patterns are constantly monitored and forecasts made to ensure that S A Airways will be in a position to satisfy any fluctuations in demand In this regard chambers of commerce and other parties concerned are regularly consulted to establish future demand and trends

Aircraft normally used on international routes are used to provide supplementary flights on the domestic service in periods of excessive demand Sufficient capacity exists to provide additional international flights if required and where permission is granted to operate these flights

Citizens in foreign countries

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

(1) (a) How many South African citizens are employed by the South African Transport Services in foreign countries and (b) in what currencies are they paid for their services,

(2) whether such employees receive the same salaries and allowances as are paid to Transport Services employees in South Africa, if not, (a) why not and (b) what are the differences,

(3) whether the full salaries of such employees are paid out in the foreign countries concerned, if not, (a) why not and (b) what portion of their salaries is not so paid out,

(4) what facilities provided by the Transport Services for such employees are paid for in (a) part and (b) full?

The MINISTER OF TRANSPORT AFFAIRS

(1), (2), (3) and (4) Forty-three South African citizens are employed by the SA Transport Services in foreign countries Their salaries are equal to that of their counterparts in South Africa but in addition they receive an overborder allowance As the standard of living differs from country to country the allowances are tailored to the standard of the country in which the employee is resident

Payment is in the currency of the country of residence but part payment is in South Africa Rand The latter is to provide for obligations in South Africa eg income tax, pension and medical aid contributions, etc

Regarding particulars of the service conditions required in part (2) (b), (3) (b) and (4) (a) and (b) of the Question, it is not the policy to divulge information of this nature as it is regarded as a domestic matter

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The MINISTER OF EDUCATION AND CULTURE

(1) (a) 550

(b) 404 as at March 1987

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

Closure of Durban schools

*4 Mr M J ELLIS asked the Minister of Education and Culture

(1) Whether any consideration is being given to closing (a) Mansfield High School, (b) William Hartley Primary School and (c) a junior primary school in the Glenmore area in Durban, if so, (i) why and (ii) what is the name of the junior primary school in question,

(2) whether any decision has been taken regarding the closure of these schools, if not, when is it anticipated that a decision will be taken, if so, (a) on what date and (b) what was the decision,

(3) whether any representations have been received from any educational institutions regarding the grounds and facilities of Mansfield High School, if so, (a) from whom, (b) when and (c) what decision has been taken in this regard?

The MINISTER OF EDUCATION AND CULTURE

(1) (a) Yes

(b) Yes

(c) Yes

(i) Decreasing pupil enrolment

(ii) Carrington Heights Junior Primary School

(2) No, a final decision has not been taken

(a) and (b) Fall away

(3) Yes

(a) (i) Technikon Natal

(ii) M L Sultan Technikon

(b) (i) 9 December 1981

(ii) 24 April 1980

(c) No final decision has been taken at this stage

At present some of the classrooms are leased to Natal Technikon

For written reply

General Affairs

Group Areas Act

221 Mr A GERBER asked the Minister of Justice

(a) How many persons charged during the period 1980 to 1986 with alleged contraventions of the provisions of the Group Areas Act, No 36 of 1966, have been convicted and (b) in respect of what date is this information furnished?

The MINISTER OF JUSTICE

(a) and (b) The information for the period 1980 to 1983 is not readily available in the Department For the period 1984 to 1986 four (4) persons have been convicted

For the honourable member's information I may add that alternative steps are also taken against unlawful occupants For example, approximately 500 occupants evacuated their places of residence in Johannesburg during 1981-1984 The last-mentioned evacuation was, *inter alia*, brought about by negotiations and the issuing of summonses and written notices to the unlawful occupants

***In forma pauperis* divorce**

157 Mrs H SUZMAN asked the Minister of Justice

(1) Whether the means test for *in forma pauperis* divorce proceedings has been re-evaluated since January 1965, if so, (a) on what dates and (b) what factors were taken into consideration in these re-evaluations, if not, why not,

(2) whether he will take steps to have this means test re-evaluated in the light of the rising costs of living and of divorce, if not, why not, if so, what steps?

The MINISTER OF JUSTICE

(1) Yes

(a) The means test concerned, like any other similar provision of law, is constantly reviewed in the normal course of events During 1980 it was formally re-evaluated by the Commission of Inquiry into Proceedings in the Supreme Court of South Africa

(b) The above-mentioned Commission recommended that the amount be adjusted due to monetary depreciation The Rules Board for Courts of Law Act, 1985 (Act 107 of 1985), which placed the responsibility to make rules for the Supreme Court and the lower courts on the Rules Board for Courts of Law, has since then been put into operation

(2) Yes The Rules Board for Courts of Law considered the Commission's recommendation at its recent meeting and the Board's decision has been submitted to me together with numerous other suggested amendments of the relevant rules I am presently considering these suggestions

Top management: cash loans

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

(1) Whether the South African Transport Services granted any cash loans to any members of its top management in 1986, if so, (a) to whom and (b) what as the (i) amount, (ii) rate of interest and (iii) terms of repayment in each case,

(2) whether these loans were granted subject to any conditions relating to the purpose for which they could be used, if not, why not, if so, what were these conditions,

(3) whether this loan facility is available to all staff members of the Transport Services, if not, (a) why not and (b) to what categories of staff is this facility available?

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(2) and (3) Fall away

Staff: second-hand motor-cars

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

(1) Whether the South African Transport Services provide a facility to certain categories of staff whereby new or second-hand motor-cars can be purchased at special low prices, if so, (a) (i) to which categories of staff is this facility (aa) available and (bb) not available and (ii) why in each case, (b) how many staff members are making use of this facility at present, (c) what discount as compared to normal retail prices is provided, (d) to what extent are customs and exise duties paid on these vehicles by the staff members concerned, (e) in whose name are these vehicles registered, (f) (i) how many vehicles is a staff member permitted to purchase in terms of this facility and (ii) why, (g) what are the terms of the loan facilities provided in respect of such purchases, (h) what was the total annual cost to the Transport Services of this facility in the latest specified financial years for which information is available, (i) how many motorcars have been purchased in terms of this facility by each specified category of staff members purchase motor-cars in terms of this facility,

(2) (a) how are such motor-cars disposed of after the period of repayment has been completed, (b) (i) to whom do the profits from such transactions accrue and (ii) why do they so accrue,

Lwandle, Strand· accommodation

*23 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) Whether any (a) existing accommodation is to be upgraded and (b) additional accommodation is to be provided in Lwandle, Strand, if not, why not, if so, (i) what are the particulars of the (aa) upgrading and (bb) additional accommodation envisaged, (ii) when will work (aa) commence and (bb) be completed and (iii) who is responsible for (aa) managing and (bb) financing the project,

(2) whether any of this (a) upgraded and (b) new accommodation will be family housing, if so, what housing, in each case, if not, (i) why not and (ii) who took the decision in this regard,

(3) whether the decision not to provide any family housing represents a change in Government policy regarding Black housing, if so, why is the policy being changed,

(4) whether any individuals, organisations or councils (a) were consulted and (b) made representations to his Department regarding (i) single-quarter accommodation and (ii) family housing for Blacks in the Strand/Gordon's Bay/Somerset West/Firgrove area, if so, (aa) what persons or bodies, in each case, (bb) what views did they express in each case and (cc) what were the dates of each of these consultations and representations, if not, why did such consultations not take place,

(5) whether any family housing is available in this area, if so, (a) where is it situated and (b) what family housing is available for new applicants, if not, where is the nearest family housing to Lwandle situated?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning) (Reply laid upon the Table with leave of House)

(1) (a) Yes, the Administrator's decision as announced on 14 July 1987 has reference

(b) Renewed representations from the residents of Lwandle have been received that it should not be expanded but that the existing residents should be accommodated Further information has accordingly been called for in order to reconsider the matter

(i) (aa) The upgrading approved by the Administrator comprises the conversation of the existing 124 dormitories into 248 flats each consisting of three bedrooms (for six persons), a storeroom, a shower and washbasins with hot and cold water and a water closet Ceilings are also to be provided

(bb) Falls away

(ii) (aa) As soon as contract documents are ready and tenders are approved

(bb) Approximately 12 months after commencement of contract

(iii) (aa) The Administrator of the Cape of Good Hope

(bb) The Department of Development Planning

(2) (a) and (b) Fall away (pending further investigation)

(3) No

(4) Yes

(b) (i) and (ii) Yes

(aa) Municipalities of Gordons Bay, Strand and Somerset West as well as the Divisional Council of Stellenbosch

(bb) The Municipality of Somerset West was in favour of the provision of family housing and the remaining three instances were not in favour thereof

(cc) 2 June 1986, 14 October 1986 and 12 May 1987

(5) No

(a) and (b) Fall away
The nearest towns to Lwandle with family accommodation are Khayelitsha and Mfulemi

Traffic conditions holidays

*24 Dr M S BARNARD asked the Minister of Transport Affairs

(1) Whether his Department commissioned a research project on traffic conditions during the April 1987 holidays, if so, (a) when and (b) what was the (i) purpose of the project and (ii) total cost involved,

(2) whether any money was paid to a certain firm of consulting engineers, the name of which has been furnished to the Minister's Department for the purpose of his reply, if so, (a) what total amount, (b) in respect of what services was this money paid and (c) what is the name of this firm,

(3) whether the data bank used in this project contained any outdated information on speed limits, if so, (a) why, (b) how (i) outdated was the information and (ii) did this affect the results of the study and (c) who was responsible for the accuracy of this information,

(4) whether this outdated information has been used in the compilation of any other reports, if so, what reports,

(5) whether a revised report on comprehensive traffic observations during the holidays in April 1987 will be issued, if not, why not, if so, when?

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

(1) Yes by the National Transport Commission and the National Road Safety Council as part of ongoing projects

(a) During March and April 1987

(b) (i) The purpose of the project was to

obtain continuous traffic information at nine selected observation points placed on holiday routes and make it available to the media,

obtain traffic information, for later analysis, from another ten selected observation points,

prepare information on Easter holiday traffic peaks for the benefit of the motorist,

compare the 1986 and 1987 Easter holiday traffic peaks at selected observation points,

present a simulated traffic monitoring demonstration to the public visiting the 1987-Easter show,

instantly direct traffic information through the radio, television and press to motorists, and

establish traffic figures which could be used for the evaluation of the effectiveness of various steps that were taken to reduce the number of accidents and their severity during the April holidays of 1987

(ii) R35 000 divided as follows

R22 000 to the firm Brunette Kruger Stoffberg Incorporated, and
R13 000 to the firm Transport Info who also participated in the project

(2) Yes

(a) R22 000

(b) The hon member is referred to my reply in paragraph (1) (b) (i)

(c) Brunette Kruger Stoffberg Incorporated

(3) Yes, in three cases

(a) The equipment used at three of the nineteen observation points was not updated to reflect adjustments in current maximum speed limits at the time the project was undertaken

(b) (i) A reliable answer cannot be supplied at this point in time

(ii) The results at three observation points were adjusted to reflect the following corrections

to indicate that only 13,9 per cent of the motorists at Middelfontein exceeded the speed limit of 120 km/h and not 51,7 per cent,

to indicate that 13,9 per cent of the motorists at Hibberdene exceeded the speed limit and not 1,3 per cent, and

to indicate that 11,0 per cent of the motorists at Wonderfontein exceeded the speed limit and not 47,9 per cent

(c) Brunette Kruger Stoffberg Incorporated

(4) Yes In comprehensive traffic observation bulletins issued by the Department of Transport to provincial and local road authorities, consulting engineers, etc, mainly to be used for planning and design purposes

(5) Yes, amended pages were distributed to users of the report

Children's court, Melmoth

*25 Mr M J ELLIS asked the Minister of Justice

Whether, with reference to his reply to Question No 19 on 28 July 1987, the proceedings of the children's court in Melmoth have been concluded, if not, when is it anticipated that they will be concluded, if so, (a) when, (b) what were the findings and (c) what action has been taken in respect of the child in question as a result of these findings?

The MINISTER OF LAW AND ORDER (for the Minister of Justice)

Yes

(a) 30 July 1987

(b) and (c) In terms of section 15 (1) (b) of the Child Care Act, 1983 (Act 74 of 1983) the Children's Court, Melmoth ordered that the child concerned be placed in the custody of a suitable foster parent, to wit Mrs Bhalisiwe Virginia Dlamini, under the supervision of a social worker An order was also made that, as far as the formal adoption of the child is concerned, the matter be transferred to the Children's Court, Eshowe, because the foster parent is resident in the magisterial district of Eshowe

Amanzimtoti

*26 Mr C J DERBY-LEWIS asked the Minister of Constitutional Development and Planning

(1) Whether it is the intention to alter the area of jurisdiction of the local authority of Amanzimtoti, if so, what

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is the nature of the proposed alterations,

(2) whether any written representations have been submitted to his Department in this regard, if so, (a) when, (b) (i) by whom and (ii) on whose behalf and (c) what is the purport of these representations,

(3) whether these representations have been submitted to the Borough of Amanzimtoti for perusal, if so, (a) when and (b) what was the response, if not, why not,

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

†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning) (Reply laid upon the Table with leave of House)

(1) The power to alter the area of jurisdiction of a local authority is not vested in me This power is vested in the provincial administrators of the various provinces

(2) Yes

(a) 6 May 1986

(b) (i) Mr N E Khan MP of the constituency of Isipingo

(ii) The residents of Isipingo

(c) The expansion of the area of jurisdiction of the Borough of Isipingo by the inclusion of the industrial area of Amanzimtoti which is situated between Isipingo Rail and Isipingo Beach

(3) Yes, by the Administrator of Natal,

(a) on 6 November 1986 after such representations had been considered by the Administrator-in-Executive Committee of Natal, who resolved that the matter also be referred to the Demarcation Board for investigation and report,

(b) the Borough of Amanzimtoti requested that the Demarcation Board enquiry be abandoned

(4) No For your information it may be mentioned that the Administrator of Natal has requested the Demarcation Board for Local Government Areas in terms of Section 7F of the Promotion of Local Government Affairs Act, 1983 (Act 91 of 1983) to advise him on the desirability or otherwise of the alteration of the area of jurisdiction of the local authority of Amanzimtoti
An announcement by the Administrator of Natal will be made in the Official Gazette after consideration of the recommendations of the Demarcation Board by the Administrator-in-Executive Committee

Compulsory schooling

*27 Mr R M BURROWS asked the Minister of Education and Development Aid

(1) Whether compulsory schooling has been introduced in respect of all Black children in the Republic and self-governing territories, if not, (a) why not and (b) in which areas has schooling not been made compulsory, if so, with effect from what date,

(2) (a) up to what age has schooling been made compulsory for Black children and (b) when was this age limit introduced,

(3) whether he intends changing this age limit, if so, (a) to what age, (b) why and (c) when?

The DEPUTY MINISTER OF EDUCATION

(1) No

(a) Compulsory education was introduced only in the 379 schools where the school committees requested it

(b) In those areas where the school committees did not request the introduction of compulsory education

(2) (a) 16 years in those areas in which compulsory education has been introduced

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sional Commissioner of the area where they envisage such action

(i) and (ii) Fall away

(2) (a) Yes

(b) Yes

(i) and (ii) Legislation of the RSA which has not been repealed in a national state, stays in force in that national state

Permanent members of police forces of the national states have no jurisdiction in the RSA to arrest, detain or remove persons who have committed an offence, from the RSA to a national state, in terms of the said legislation in that national state Such arrest, detention and removal must be performed according to the requirements in paragraph (1) above

Members of the South African Police who are seconded to a national state, retain their jurisdiction in the RSA Thus, they have jurisdiction to arrest and detain persons who have committed an offence in the national state, both in the RSA and that national state and to remove such person to that national state. However, the requirements in paragraph (1) above must be adhered to

(3) (a) Yes

(b) Yes

(i) Two persons on 27 May 1987

(ii) By members of the South African Police, seconded to the KwaNdebele Police

(4) Yes Because members of the South African Police seconded to the KwaNdebele Police, did not take action according to the prescribed requirements, the Commissioner of the South African Police discussed the matter personally and thoroughly with the Commissioner of the KwaNdebele Police It was pointed out to him that the prescribed requirements should be strictly adhered to in future

Up to the present, police forces of other national states acted strictly according to the prescribed requirements The matter and the serious implications of disregarding the prescribed requirements were, nevertheless, once more brought to the attention of Commissioners of police forces of the national states

Mr R M BURROWS Mr Speaker, arising out of the hon the Minister's reply, can he give us the assurance that the people who were—apparently illegally—taken into detention, were released from detention in KwaNdebele?

†The MINISTER Mr Speaker, whether the persons were detained illegally or not is not for me to say, it is for a court to decide on that I only told the hon member what arrangements are applicable in that regard, and what arrangements I have made to prevent a repetition thereof

Employees' extra employment

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

(1) Whether employees of the South African Transport Services are permitted to (a) take on extra employment and (b) participate in any type of business of their own, if not, why not, if so,

(2) whether such employees are permitted to become directors of companies registered in (a) the Republic and (b) a foreign country, if not, why not,

(3) whether disciplinary action is taken by the Transport Services against staff members who are employed by or personally operate private companies involved in the export/import business, if so, what action,

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

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†The MINISTER OF TRANSPORT AFFAIRS

(1) and (2) Yes, subject to certain conditions

(3) Disciplinary action will only be instituted when circumstances justify such action It is a basic principle to impose punishment commensurate with the seriousness of offences, regard being had to mitigating/aggravating circumstances

(4) No

Mr J A B Murray

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

(1) Whether, with reference to his reply to Question No 37 on 17 February 1987, the South African Transport Services have received a certain memorandum, particulars of which have been furnished to the Transport Services for the purpose of the Minister's reply, concerning irregularities allegedly committed by the present incumbent of the post of South African Airways sales manager for the United Kingdom and Ireland, if so, (a) on what date, (b) from whom, (c) what is the (i) name of the incumbent of this post and (ii) nature of the alleged irregularities,

(2) whether any amounts of money due to the Transport Services were written off as a result of these irregularities, if so, (a) what amounts, and (b) why, in each case,

(3) whether any action has been or is to be taken against this person, if not, why not, if so, (a) what action and (b) when,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) 24 January 1987

(b) Mr A B Watkins

(c) (i) Mr J A B Murray

(ii) Alleged misconduct and abuse of departmental facilities and of the conditions of the official passports of the employee concerned and his wife

(2) Yes

(a) R3 510,10

(b) Amount was in respect of private telephone calls During an investigation there was reason to believe that the employee concerned was not aware of extant instructions pertaining to private telephone calls

(3) No The alleged irregularities were investigated and apart from the incident in part (2) (b) of the reply the allegations proved to be unfounded

(4) No

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Dairy Board: bad debts

*4 Mr D J N MALCOMESS asked the Minister of Agriculture

(1) Whether the Dairy Board lost any money through bad debts in respect of fresh-milk distributors in the 1985-86 financial year, if so, (a) what total amount was involved and (b) what are the names of the fresh-milk distributors who failed to pay these debts,

(2) whether he will furnish the names of the directors of these fresh-milk distributing concerns at the time, if not, why not, if so, what are their names,

(3) whether any action has been taken in respect of these bad debts, if so, (a) what action, (b) when and (c) who took the decision in this regard,

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Police as from this date up to the latest specified date for which figures are available and (cc) from what vote was this cost financed,

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

The MINISTER OF LAW AND ORDER

(1) (a) to (d) Yes

(i) and (ii) Fall away

(aa) 1 October 1986

(bb) R143 924 613 until 7 August 1987

(cc) South African Police Vote

(2) No

Policing services

*8 Mr J H VAN DER MERWE asked the Minister of Transport Affairs †

(1) Whether the South African Transport Services are responsible for (a) certain policing services and (b) the financing thereof, if so, (i) why, (ii) for what policing services and (iii) what total amount was spent on these services in the latest specified period of 12 months for which figures are available,

(2) whether it is the intention to take any action in respect of these services, if so, (a) what action and (b) when?

†The MINISTER OF TRANSPORT AFFAIRS

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

*9 Dr M S BARNARD—Transport Affairs [Withdrawn]

*10 Dr M S BARNARD—Transport Affairs [Withdrawn]

KTC squatter camp

*11 Mr S S VAN DER MERWE asked the Minister of Law and Order

(1) Whether the South African Police took any action in the KTC squatter camp on or about 25 June 1987, if so, (a) what was the purpose of this action, (b) how many persons were involved, (c) what action was taken and (d) what were the results,

(2) whether any persons were arrested on this occasion, if so, (a) how many and (b) for what alleged offence in each case?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) To combat crime and trace suspect criminals and terrorists

(b) Sufficient members of the Force to execute the specific task

(c) Premises and vehicles were searched for stolen property, unlicensed arms and ammunition, drugs, prohibited literature, suspect criminals and terrorists

(d) A large quantity of suspected stolen property, drugs and ammunition was confiscated Several suspect persons were detained for questioning and a number of arrests were made

(2) Yes

(a) 13 persons

(b) 3 persons for being in possession of dagga,
7 persons for public violence,
2 persons for theft of vehicles,
1 person for the illegal possession of ammunition

Hillbrow: investigation

*12 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

(1) Whether the Group Areas Board or any committee of this board has carried out any investigation in Hillbrow, if so, (a) when and (b) what was the purpose of the investigation,

(2) whether this investigation has been completed, if not, when is it anticipated that it will be completed, if so, (a) what were the findings and (b) what action is to be taken as a result?

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†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) No (a) and (b) Fall away

(2) (a) and (b) Fall away

Durban Prison, Westville: court case

*13 Mr R M BURROWS asked the Minister of Justice

(1) Whether, with reference to his reply to Question No 11 on 26 May 1987, the court case connected with the incident at Durban Prison in Westville on or about 5 May 1987 has been completed, if not, when is it anticipated that it will be completed, if so, (a) when, (b) what was the nature of the incident in question, (c) on what date did it occur, (d) how many persons were involved, (e) what was the cause of the incident and (f) what were the findings of the court,

(2) whether, in dealing with this incident, the prison authorities resorted to the use of (a) tear-gas, (b) batons and (c) fire-arms, if so, why in each case,

(3) whether any detainees were injured in this incident, if so, (a) what was the nature of the injuries, (b) how many persons were injured and (c) to which hospitals were the injured detainees taken,

(4) whether any medical treatment was given at the prison, if so, (a) what treatment and (b) to whom,

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

The MINISTER OF LAW AND ORDER (for the Minister of Justice)

(1) No Upon the request of the legal representative of one of the applicants, the proceedings were postponed to 1 September 1987

(a), (b), (c), (d), (e) and (f) Fall away

(2), (3), (4) and (5) Fall away as the circumstances outlined in my reply to Question No 11 on 26 May 1987, still apply

11/8/87 Hansard

*14 Mr S S VAN DER MERWE—Law and Order [Reply standing over]

RSA/KwaNdebele negotiations

*15 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(1) Whether, with reference to his reply to Question No 12 on 2 June 1987, any negotiations have taken place between the Governments of the Republic and KwaNdebele for the holding of a referendum for residents of this self-governing territory regarding independence, if so, (a) when, (b) what was the nature of the discussions and (c) what was the decision reached, if not, why not,

(2) whether any negotiations in this regard are due to take place, if not, why not, if so, when?

The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(1) Negotiations for independence took place on 9 June 1987 The hon member's attention is drawn to my answer on Question 189 of 23 June 1987

(2) Further negotiations for independence will take place as soon as the KwaNdebele Government has indicated that the requirements, as laid down by the State President, have been complied with

*16 Mrs H SUZMAN—Justice [Reply standing over]

Toll gates

*17 Mr A GERBER asked the Minister of Transport Affairs †

Whether it is the intention to erect more toll gates on freeways, if so, (a) how many and (b) (i) where, and (ii) when, in each case?

The MINISTER OF TRANSPORT AFFAIRS

Yes

(a) At this stage the National Transport Commission has approved three fur-

11/8/87 Hansard

ther toll projects These projects are currently under construction

(b) (i) On National Route 3 between Frere and the farm Keeversfontein with the toll plaza located at the northern end near Keeversfontein,

On National Route 1 between Kroonstad and the farm Vergenoeg with the toll plaza located to the south of the Vergenoeg interchange, and

The Du Toits tunnel on National Route 1 between Paarl and Worcester

(ii) Frere—Keeversfontein During March 1988,

Kroonstad—Vergenoeg during June 1988, and

Du Toitskloof tunnel during April 1988

Hartbeespoort Government Water Scheme

*18 Mr A GERBER asked the Minister of Water Affairs †

(1) Whether water from the Hartbeespoort Government Water Scheme is being supplied to Bophuthatswana at present, if so, (a) what quantity and (b) for what purposes,

(2) whether it is the intention to enlarge the (a) Rudd Dam and (b) main canal from this dam, if so, when,

(3) whether this will be done with the object of making a quantity of water or an additional quantity of water available to Bophuthatswana, if so, what quantity,

(4) whether this water will be made available for irrigation purposes only, if not, for what other purposes,

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

†The MINISTER OF AGRICULTURE (for the Minister of Water Affairs)

(1) Yes

(a) 1 600 cubic metres per day

(b) Mining

(2) (a) and (b) Yes, there is a possibility, but the date is as yet unknown

(3) Yes, but the possible additional quantity has not yet been determined

(4) No, the indications are that the water will be applied mainly for domestic use and limited industrial purposes The possibility of stock watering and small scale irrigation is, however, not excluded

(5) Yes, Bophuthatswana is a co-basin state of the Crocodile River catchment and as such is entitled to water from the catchment Negotiations in this regard are taking place on a continuous basis between the Republic of Bophuthatswana and the RSA through the Permanent Water Commission, which was established to specifically discuss matters of this nature

Internal Security Act

*19 Mrs H SUZMAN asked the Minister of Law and Order

(a) How many persons were being detained in terms of section 29 of the Internal Security Act, No 74 of 1982, as at 31 July 1987 or the latest specified date for which information is available and (b) how many of these persons were under the age of 18 years?

The MINISTER OF LAW AND ORDER

(a) 221 persons

(b) 16 persons on 31 July 1987

Internal Security Act

*20 Mrs H SUZMAN asked the Minister of Justice

(a) How many persons were being detained in terms of section 28 of the Internal Security Act, No 74 of 1982, as at 31 July 1987 or the latest specified date for which information is available and (b) how many of these persons were under the age of 18 years?

†The MINISTER OF LAW AND ORDER (for the Minister of Justice)

(a) None

(b) Falls away

Housing, statistics

*21 Mr K M ANDREW asked the Minister of Home Affairs

(1) Whether the Central Statistical Services keep statistics on housing in respect of the various population groups, if not, why not, if so,

(2) whether there is a (a) shortage or (b) surplus of housing for (i) Whites, (ii) Coloureds, (iii) Indians and (iv) Blacks in the Cape Peninsula, if so, what was the extent of the shortage or surplus in respect of (aa) Whites and (bb) Coloureds as at the latest specified date for which information is available?

The MINISTER OF HOME AFFAIRS

(1) and (2) No, the Central Statistical Service has no survey concerning this subject

Mr K M ANDREW Mr Speaker, arising from the hon the Minister's reply, in view of the fact that I was advised that his was the department to which to direct this question, could the hon the Minister tell us whether any department that he knows of keeps these figures? [Interjections]

The MINISTER Mr Speaker, the functional responsibility in regard to housing rests with other departments and the hon member should know which other departments are concerned

Mr K M ANDREW Does the hon the Minister know?

The MINISTER Central Statistical Services does not operate where there is a functional responsibility on the part of other departments These are specifically the own affairs departments relating to housing

Mr K M ANDREW Mr Speaker, further arising from the hon the Minister's reply, may I ask him, in view of Coloured housing being an own affair, to whom I should address that question?

The MINISTER Mr Speaker, there is an own affairs department in the House of Representatives dealing with housing and no doubt the hon member has sufficient knowledge of the way Parliament operates to direct his question to them. [Interjections]

Group Areas Act

*22 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

Whether any action has been taken against (a) owners and (b) occupants of residential property in the Cape Peninsula in terms of the provisions of the Group Areas Act, No 36 of 1966, during the past two years, if so, (i) in what suburbs were the affected properties located, (ii) what action was taken, (iii) who initiated the action, (iv) who decided that action should be taken, (v) why was action taken, and (vi) what was the outcome of the action taken, in each case?

†The MINISTER OF TRANSPORT AFFAIRS (for the Minister of Constitutional Development and Planning)

(a) Yes

(b) No, not by my Department

(i) Kenwyn, Ottery, Lansdowne, Wetton and Philippi

(ii) Notices in terms of section 41 (1) of the Act were served on them

(iii) Action arose from complaints lodged with the Police by the public

(iv) In terms of Government Policy

(v) In terms of Government Policy and in view of occupation by disqualified persons in contravention of the provisions of the Act

(vi) Five affected persons have not yet reacted Two occupants have vacated the premises concerned Two occupants have applied for re-classification One occupant has applied for a permit to occupy

Efforts to deregulate air travel flounder

NORMAN SHEPHERD

EFFORTS to deregulate the SA air travel industry have gone nowhere, Association of SA Travel Agents (Asata) secretary John Bing said yesterday.

He said that while Asata appreciated and recognised government's good intentions on deregulation, nothing had been accomplished on this

"The sooner government's good intentions are applied to Sats' transport and SAA the better," he said

Bing said discounting of air fares would continue — with or without regulation

"We have concluded deregulation is preferable to unethical discounts given under the table If there is to be a price war, at least let's have it in the open We want the marketplace to fix new price structures"

SA would eventually have to follow overseas deregulation trends, he said

☐ State President P W Botha has sent a message to be read at the 1987 Asata Congress, which will run from September 6-11 In it he praises the travel industry for its contribution to SA's foreign currency holdings

SA tourists may profit from Aussie air link cut

STAR 13/8/87

By Zenaide Vendeiro, Transport Reporter

The suspension of South African Airways' direct flights to Australia on October 26 may prove a boon for South African holidaymakers, Mr Kobie van Rooyen, SAA route director for the Far East and Australasia, said yesterday

He said SAA had completed arrangements with Cathay Pacific, China Airlines, Air Mauritius and Singapore Airlines to accommodate its passengers on connecting flights to various cities in Australia

The airline had also managed to limit air fare increases for its passengers to 10 percent — while passengers travelling to Australia on other airlines would have to pay a 25 percent surcharge

"Although some passengers may feel frustrated by the stopovers, what they will get in exchange is a bargain This is a situation where a negative can be turned into a positive," said Mr van Rooyen

PASSENGERS' OPTIONS

Passengers had three options

- Taking the weekly Friday SAA flight to Hong Kong and boarding a Cathay Pacific flight to Perth or Sydney the same day As passengers would arrive in Hong Kong in the morning and depart for Australia in the evening, SAA was putting together a day tour package for Hong Kong Those deciding on a longer stay could make use of SAA's "Costcutter" programme
- Travelling on the weekly Tuesday SAA flight to Taipei, boarding connecting flights to Hong Kong and then on to Australia on China Airlines or Cathay Pacific
- Travelling to Mauritius on SAA flights and then on to Australia via Singapore on either Air Mauritius, Singapore Airlines or other carriers

Mr van Rooyen said all the stopovers were choice tourist destinations which SAA passengers would have the opportunity of visiting at little extra cost

Provision had also been made for air freight and no increase in rates was envisaged, he said Freight would probably be taken on SAA's flight to Hong Kong and then on to Australia

SAA's direct services to Australia will end on October 26 because the Australian Government has suspended the airline's landing rights

SAA/Times Media agreements

*11 Mr D J DALLING asked the Minister of Transport Affairs

(1) Whether the South African Airways have been approached by any other publishing companies to enter into agreements similar to the one referred to in his reply to Question No 2 on 26 May 1987, if so, (a) by which companies, (b) when and (c) what was the response of the Airways,

(2) whether an arrangement of this nature is available to any other publishing companies if not, why not, if so, (a) to which companies and (b) who took the decision in this regard,

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

The DEPUTY MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) Times Media

(b) 5 June 1987

(c) The company was advised that similar agreements are available to all publishing companies where there is commercial advantage for S A Airways

(2) Yes

(a) Any publishing company, provided there is commercial advantage for S A Airways

(b) S A Airways' Chief Executive

(3) No

12 Mr J H VAN DER MERWE—De- [Reply Standing over]

Uncut/cut diamonds

*13 Mr F J LE ROUX asked the Minister of Economic Affairs and Technology †

What amount in foreign exchange was earned by the Republic from the export of (a) uncut and (b) cut diamonds during the latest specified period of five years for which information is available?

†The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

(a) Export of uncut diamonds
1982 276,3 million rand
1983 429,2 million rand
1984 440,3 million rand
1985 512,9 million rand
1986 578 1 million rand

(b) Export of cut diamonds
1982 126,9 million rand
1983 161,4 million rand
1984 252,8 million rand
1985 389,8 million rand
1986 533,2 million rand

Elda Bani death in detention

*14 Mrs H SUZMAN asked the Minister of Law and Order

(1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, died while being detained in terms of the emergency regulations, if so, (a) on what date (i) was she detained and (ii) did she die, (b) where did she die, (c) what was the cause of death and (d) what was her name,

(2) whether she fell ill while being detained, if so, (a) when, (b) what was the nature of the illness and (c) what treatment was she given,

(3) whether she (a) requested and (b) was given permission to see a private doctor, if so, on what date did she (i) make the request and (ii) see a private doctor, if not, why was she refused permission,

(4) whether she was hospitalised, if not, why not, if so, (a) when, (b) where, (c) what were her symptoms and (d) what treatment was she given in hospital

(5) whether any representations were made for her release, if so, (a) by whom, (b) when and (c) what was the response?

†The MINISTER OF LAW AND ORDER

Before I answer this question, I wish to say that my reply to the sections of this question which pertain to the South African Prisons Service is given after having consulted with my colleague, the Minister of Justice

(1) Yes

(a) (i) 29 August 1986

(ii) 29 July 1987

(b) Port Elizabeth Female Prison Hospital

(c) According to the post-mortem report, the cause of death is described as terminal pulmonal embolism in a person with chronic renal disease, a history of diabetes, and evidence of a cerebro-vascular lesion in the pons

(d) Elda Bani

(2) No, but she continued to receive treatment for the ailments that she already had

(a), (b) and (c) Fall away

(3) (a) No not as far as can be ascertained

(b) Falls away

(i) and (ii) Fall away

(4) Yes

(a) and (b) Shortly after she had been detained, she was transferred to the prison hospital, where, with the exception of a few days, she remained She was also admitted to public hospitals for treatment during the following periods

*18 November 1986 to 27 November 1986

*14 June 1987 to 24 June 1987

*29 June 1987 to 7 July 1987

(c) and (d) It is a well known fact that, in terms of standing directives, all prisoners (including detainees) have to be examined by a medical doctor as soon as possible after admission to prison The deceased was no exception and she consulted several doctors during the periods of her stay in prison and public hospitals

The hon member will probably agree with me that there is a professional and confidential relationship between doctors, their patients and the families concerned The State respects this need for privacy and traditionally does not comment on or discuss the ailments of individual detainees or other prisoners Furthermore, the professional independence of the medical doctors who render medical services to prisoners in prison and elsewhere, is also respected and the instructions and prescriptions issued by doctors for the treatment of their patients are carried out strictly and under their continued supervision

It is sufficient say that the medical care of all persons in South African prisons is of a high standard and that the deceased had continuous access to and made use of this service

(5) No

(a) to (c) Fall away

Note The person received a visit in prison from her attorney on 21 July 1987

Re-employment of strikers

*15 Mr P J PAULUS asked the Minister of Transport Affairs †

(1) Whether the South African Transport Services are classified as an essential service, if not, why not, if so, in terms of what statutory provisions,

(2) whether the Transport Services employees who were involved in strikes this year, received any remuneration during strikes, if so, (a) why, (b) for what period and (c) what components

CAPE TIMES 21/8/87 (269)

Khayelitsha line to open next year

Staff Reporter

ON SCHEDULE and within budget — that's the progress on the new Khayelitsha railway line due to be operational by January next year

The 10,5 km electrified double railway track, which has four stations along its route, will cost South African Transport Services about R62 million

It will serve the growing population of Khayelitsha, which is expected to reach 200 000 by the end of the year It is designed to handle an expected peak capacity of 55 000 people per hour

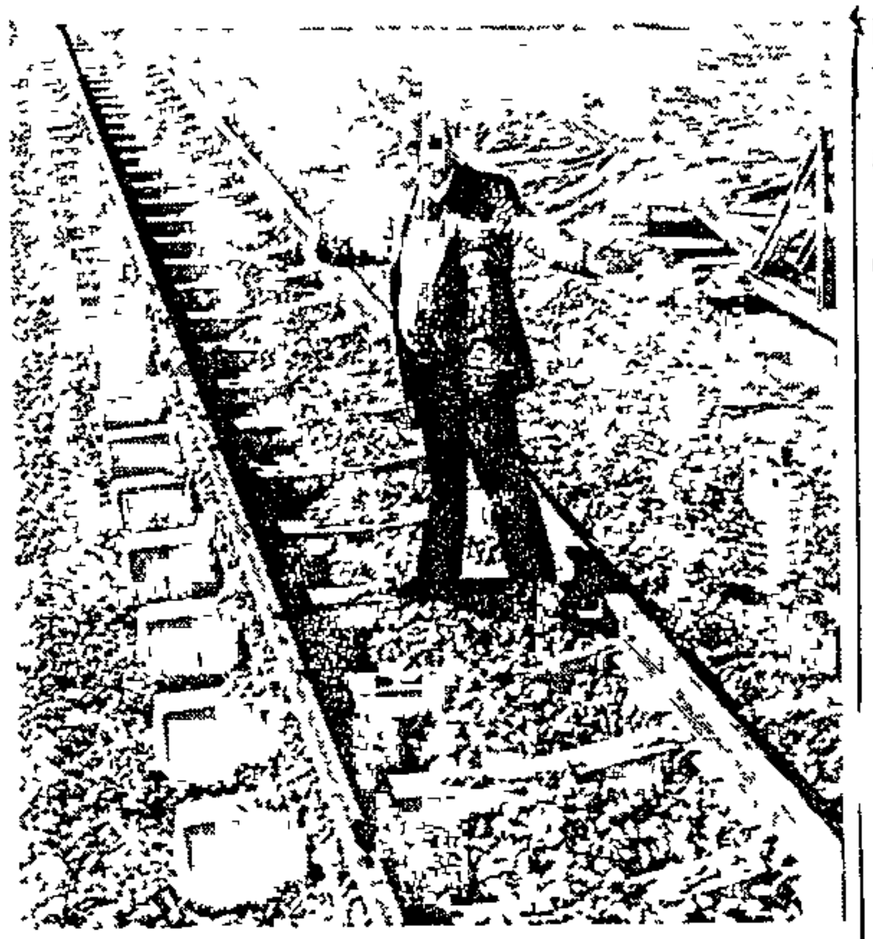
The new line will reduce Khayelitsha residents' dependence on buses and taxis for transport A monthly third class rail ticket from Khayelitsha to Cape Town will cost R19,50 and a first class ticket will cost R68

The stations have overhead concourses which house the ticket offices, and will be the only means of access to the platforms

The concourses will also serve as a public street-to-street access, with some of the walkways almost as wide as a standard suburban road A further three footbridges and six road-over-rail bridges will be constructed to allow easy access over the railway line

SATS will also upgrade the Kapteinsklip-Bonteheuwel line to handle the extra flow of traffic from the Khayelitsha line

To meet this demand the section between Nyanga and Bonteheuwel is to be quadrupled at a cost of R54-million The stations along the line will also be upgraded



NEW RAILWAY . . . Project engineer Mr Gerhard Bam on the railway line that will link Khayelitsha to Cape Town

Picture PATRICK COLLINGS

MONDAY, 24 AUGUST 1987

†Indicates translated version

For written reply

General Affairs

Lusaka, Zambia: airport

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

(1) Whether any (a) flights of and/or (b) aircraft owned by the South African Airways make use of the landing facilities at the airport of Lusaka, Zambia, if so, what specified navigational aids (i) existed and (ii) were in a serviceable condition as at the latest specified date for which information is available,

(2) whether the localizer at this airport is functioning, if not, when did it cease to function,

(3) whether all the runway lights are operating, if not, how many lights are estimated to be out of commission,

(4) whether there are approach lights on all of the runways, if not, how many runways have approach lights,

(5) whether all of these approach lights are in working order, if not, in respect of how many runways are all the approach lights not in working order,

(6) whether the instrument landing system is fully operational, if not, when was it last fully operational,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) Yes

(i) Instrument landing system, visual omni-range and non-directional beacon

(ii) Visual omni-range and non-directional beacon

As at 11 August 1987

(2) No, date unknown SA Airways is aware of the defect and all SAA flights to and from Lusaka are operated during daylight and with the necessary care

(3) Yes

(4) Yes

(5) No The airport has two runways only and some of the approach lights on both runways are not in total working order SA Airways is aware of the circumstances and the necessary caution is displayed

(6) No, date unknown

(7) No

Rayton/Ekandustria: railway line

321 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether a railway line has been constructed from Rayton to Ekandustria, if so, (a) when and (b) what was the total cost of constructing this line,

(2) whether this line is being used, if so, (a) how many trains have used this railway line since it was constructed and (b) in respect of what date is this information furnished, if not, why not?

The MINISTER OF TRANSPORT AFFAIRS

(1) No (a), (b) and (2) Fall away

TUESDAY, 25 AUGUST 1987

†Indicates translated version

For oral reply

General Affairs

State President

ANC/SA businessmen' meeting

*1 Mr T LANGLEY asked the State President †

(1) Whether he was consulted and/or in-

(ii) *Local Authorities*	*Wards*
Dipelaneng (Hobhouse)	6
Tikwana (Hoopstad)	6
Ratanang (Jacobsdal)	6
Itumeleng (Jagersfontein)	7
Tlholong (Keštell)	4
Ditlhake (Koffiefontein)	6
Kwakwatsi (Koppies)	5
Maokeng (Kroonstad)	15
Manyatseng (Ladybrand)	7
Ntha (Lindley)	5
Moemaneng (Marquard)	6
Zamani (Memel)	4
Kutlwanong (Odendaalsrus)	7
Metsimaholo (Oranjeville)	4
Tumahole (Parys)	8
Fateng-Tse-Ntsho (Paul Roux)	6
Bohlokanang (Petrusburg)	5
Mamafubedu (Petrus Steyn)	4
Qhoweng (Reddersburg)	5
Petsana (Reitz)	5
Poding-Tse-Rolo (Philippolis)	6
Mautse (Rosendal)	6
Rwelelevathunya (Rouxville)	6
Matwabeng (Senekal)	6
Tshepanong (Smithfield)	6
Ikgomotseng (Soutpan)	5
Mophodi (Springfontein)	6
Matwangtlwang (Steynsrus)	5
Masilo (Theunissen)	6
Madikgetla (Trompsburg)	6
Mafahlaneng (Tweeling)	4
Borwa (Tweespruit)	6
Thapelang (Vanstadenrus)	5
Tswelangpele (Ventersburg)	6
Tshepong (Verkeerdevlei)	5
Rammulotsi (Viljoenskroon)	5
Qalabotjha (Villiers)	4
Meloding (Virginia)	7
Thembalihle (Vrede)	7
Mokwallo (Vredefort)	5
Ezenzeleni (Warden)	4
Thabong (Welkom)	9
Qibing (Wepener)	6
Monyakeng (Wesselsbron)	6
Makeleketla (Winburg)	6
Matlakeng (Zastron)	6

(2) No *general elections* have been held for these local authorities since their conversion from community councils and local committees to town committees and local authority committees respectively by section 2 (3) of the Black Local Authorities Act, 1982 (Act 102 of 1982)

(3) Falls away

Cape Peninsula: housing units

280 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) (a) How many housing units for Black occupation were built in the Cape Peninsula in 1986 and (b) what is the number to be built in this area in 1987,

(2) (a) what was the estimated shortage of housing for Black families in the Cape Peninsula at the end of 1986 and (b) when is it expected that the shortage of housing for Blacks in this area will be eliminated?

The MINISTER OF CONSITUTIONAL DEVELOPMENT AND PLANNING

(1) (a) 622

(b) 86 houses were built by the private sector up to 31/7/87 As the provision in general of housing as such is no longer the responsibility of the State it is not possible to indicate accurately the number of houses to be built during the remaining months of 1987

(2) (a) 34 700

(b) A definite reply to this question cannot be furnished as it depends on the participation of the private sector and the availability of State funds for the purchase of land and installation of infrastructure

Old/New Crossroads

281 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) What is the latest estimate of the (a) *de facto* and (b) *de jure* Black population of (i) Old and New Crossroads, respectively, and (ii) each specified other township in the Cape Peninsula in respect of (aa) adult males and females, respectively, and (bb) children;

(2) how many persons in each category were (a) employed and (b) unemployed at the time the estimate was made,

(3) what is the date of this estimate?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a), (b), (i), (ii), (aa) and (bb) As a result of recent riots and faction fighting many people have moved from these areas to other towns No reliable population statistics are therefore available The Black local authorities in collaboration with the CPA are at present busy conducting a population survey and final figures are not available yet

(2) Figures are not available as Blacks are no longer required to register for employment

(3) 31 July 1987

Express train services

292 Mr C J DERBY-LEWIS asked the Minister of Education and Development Aid

Whether his Department has commissioned a study regarding the introduction of express train services between the self-governing territories and the White industrial areas, if so, (a) when and (b) what were the findings?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

No

Television sets

295 Mr C J DERBY-LEWIS asked the Minister in the State President's Office entrusted with Administration and Broadcasting Services

Whether his Department conducts surveys on the estimated number of television sets in the Black urban areas of the Republic, if not, why not, if so, how many such sets (a) were there as at the latest specified date for which figures are available and (b) were unlicensed as at that date?

can Police have a statutory obligation to preserve the security of the State and to this end, like its counterparts the world over, indulge in monitoring the actions of revolutionary activists whether on or off campus

Taking into account several instances that have occurred in the past that necessitated the arrest, trial and conviction of individuals, connected with the University of Cape Town either as students or as lecturers and who has acted as ANC or SACP agents, the police would be failing in its duty if it should exclude the said university from such action

This was further necessary because the South African Police, as well as parents and he moderate majority of South Africans are oncerned about the situation at the particular university

have asked the Commissioner of Police to nvestigate fully why Mr Pretorius has exosed his involvement with the South African Police

urthermore, I am quite prepared to discuss the matter with the vice chancellor of e University of Cape Town, dr Stuart aunders I also have a few other matters hich I would like to raise with him

-8-87

DRIAAN VLOK

INISTER OF LAW AND ORDER

Mr S S VAN DER MERWE Mr Speaker, sing from the hon the Minister's reply, I uld just like to ask him whether it is the licy of his department to recruit people for se purposes while they are still at school d whether it did indeed happen in other es

he MINISTER Mr Speaker, I do not nk we could send people to the university spy who are for instance 60 years old I l therefore not add to the reply I had en previously

K M ANDREW Mr Speaker, arising n the hon the Minister's reply, may I ask whether any steps are being taken in the t of the photographic evidence of the icipation of this policeman in certain acies?

e MINISTER Mr Speaker, for the benefit of the hon member I have explained it in full in my reply and in the Press release about the activities of the Police I will not add to my reply

Mr K M ANDREW Mr Speaker, further arising from the hon the Minister's reply, in view of the photographic evidence may I ask him whether he expects anybody to believe his answer? [Interjections]

Disability rebate

*12 Mr M J ELLIS asked the Minister of Finance

(1) Whether he has given any consideration to increasing the maximum disability rebate of R3 000 from the income of severely handicapped persons for tax purposes, if so, with what result if not, why not,

(2) whether he will consider increasing this rebate in the light of the direct and indirect additional expenses of severely handicapped persons, if not, why not, if so, (a) by what amount and (b) when,

(3) whether he has received any representations for this rebate to be increased, if so, (a) when, (b) from whom and (c) what was his response thereto,

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

The DEPUTY MINISTER OF FINANCE (Mr K D S Durr)

(1) No No representations have been received in this regard

(2) I wish to point out that the relief in question is given in the form of a deduction from income and is not a rebate, i e a reduction in tax An increase in the amount of the deduction, or relief in some other form will be considered, together with other personal reliefs, in the light of recommendations contained in the Margo Report

(3) No

(4) No

Hansard 25/8/87

25/8/87

ANC/SA businessmen: discussions

*13 Mr T LANGLEY asked the Minister of Foreign Affairs †

(1) Whether his Department was in contact with a group of South African businessmen and newspaper editors who held discussions with the ANC in the Luangwa Game Park in Lusaka on or about 13 September 1985, if so,

(2) whether his Department was in contact with the said group (a) before and (b) after these discussions if so, (a) with what purpose, in each case

(3) whether he gave (a) instructions and/or (b) permission that this group be so contacted,

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

†The MINISTER OF FOREIGN AFFAIRS

(1) No, the Department of Foreign Affairs was not in contact with the group The then Deputy Minister of Foreign Affairs, Mr D J L Nel was informed of the visit by one of the persons involved in the arrangements of the group which would visit Lusaka Mr Nel informs me that he discouraged them most strongly from talking to the ANC and said that nothing could be achieved by talking to the ANC Mr Nel also supplied facts to the person concerned about the ANC's violent aims and furnished them with particulars to indicate that the ANC was dominated by the South African Communist Party This was done to underline that nothing could be achieved from talking with that organisation Mr Nel's views were repeated in an interview with the BBC which fact was reported in SA

(2) and (3) Falls away

(4) No

Lusaka: airport

*14 Mr T LANGLEY asked the Minister of Transport Affairs †

HoA

Hansard

(1) Whether the South African Transport Services have received any complaints and/or representations about the landing facilities at the airport in Lusaka, particulars of which have been furnished to the Transport Services for the purposes of the Minister's reply, if so, what is the purport of these complaints and/or representations,

(2) whether the Transport Services have taken or are contemplating any action in this connection, if not, why not, if so, (a) what action and (b) when,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) No

(2) Falls away

(3) No

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†Mr T LANGLEY Mr Speaker arising from the hon the Minister's reply, we are dealing here with transport facilities which could have very serious complications for the South African public flying to Lusaka, and I therefore want to ask the hon the Minister whether he knows absolutely nothing about it, and whether he intends doing something about the matter

†The MINISTER Mr Speaker, I have answered the hon member's question exactly If he requires further information, he must put a new question

Mr D J N MALCOMESS Mr Speaker, further arising out of the hon the Minister's reply and in view of the fact that earlier this week or last week in reply to a question of mine he stated that the ILS and a number of runway approach lights at Lusaka Airport were out of action, I want to ask whether he is prepared to reconsider the fact that SAA's planes are apparently still landing in Lusaka

The MINISTER Mr Speaker, we will at all times ensure the complete safety of our aircraft

Mr K M ANDREW What about the passengers?

25/8/87

The MINISTER Yes, the passengers as well

†Mr J H VAN DER MERWE Mr Speaker, further arising from the hon Minister's reply, I want to ask him whether we can therefore assume that he is satisfied that all South African aircraft landing in Lusaka, can do so safely at the moment

†The MINISTER Yes under the circumstances and at the times that they land there, it is safe

Group Areas Act

*15 Mr J J S PRINSLOO asked the Minister of Constitutional Development and Planning †

(1) Whether his Department has already taken action against persons occupying premises in the White residential areas of Mayfair and Hillbrow in violation of the provisions of the Group Areas Act, No 36 of 1966, if so, (a) what action, (b) when (c) against how many persons and (d) with what result, if not,

(2) whether his Department intends taking action against such persons, if not, why not, if so (a) what action and (b) when,

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

†The DEPUTY MINISTER OF CONSTITUTIONAL PLANNING

(1) Yes

(a) Complaints in respect of alleged contraventions are referred to the South African Police for investigation.

(b) On a continuous basis as and when complaints are received

(c) The total number of persons involved in complaints and investigations are unknown and indeterminable

(d) According to the South African Police vacations take place as a result of investigations

(2) Falls away

(3) No

Mayfair/Hillbrow

*16 Mr J J S PRINSLOO asked the Minister of Constitutional Development and Planning †

(1) (a) How many persons are at present occupying premises in the White residential area of (i) Mayfair and (ii) Hillbrow in violation of the provisions of the Group Areas Act, No 36 of 1966, and (b) in respect of what date is this information furnished,

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

The DEPUTY MINISTER OF CONSTITUTIONAL PLANNING

(1) Unknown

(2) No

†Mr J H VAN DER MERWE Mr Speaker, arising from the hon the Deputy Minister's reply, may I ask him whether he is aware that, according to a report of the City Council of Johannesburg 20 000 people of colour are occupying properties in the Hillbrow area, in contravention of the provisions of the Group Areas Act, and that in Mayfair more than half of the residents are people of colour, in contravention to the provisions of the Group Areas Act?

†The DEPUTY MINISTER Mr Speaker, the question that was asked here, dealt with specific numbers, and not with estimates Therefore the specific numbers are not available

†Mr J J S PRINSLOO Mr Speaker, further arising from the hon the Deputy Minister's reply, may I ask him what action his Department is taking to determine what number of people are living in those areas illegally?

†The DEPUTY MINISTER Mr Speaker, this is a substantially different question to the one that was put here, and I would appreciate it if the hon member would have it placed on the Question Paper

†Mr J H VAN DER MERWE Mr Speaker, further arising from the hon the Deputy

Hansard 25/8/87

Minister's reply, I want to repeat that the investigation by the Johannesburg City Council revealed the figures which I mentioned, namely about 20 000 in Hillbrow and, if I remember correctly, about 7 000 people in Mayfair With reference to these approximately 30 000 people, is the hon the Deputy Minister aware of the fact that so many people occupy properties there, in contravention of the Group Areas Act?

†The DEPUTY MINISTER Mr Speaker, it is clearly a facet of the Department's activities which does not fall exactly under my control Therefore this question could be better answered by the hon the Deputy Minister who works with that aspect or by the hon the Minister himself They are at the moment busy in one of the other Houses with the debate on a Budget Vote, and therefore they can unfortunately not be here this afternoon I would therefore appreciate it if the hon member would have his questions placed on the Question Paper

†Mr J H VAN DER MERWE We are laughing at you! [Interjections]

†Mr SPEAKER Order!

Damage to wheat

*17 Mr D G H NOLTE asked the Minister of Agriculture †

(1) (a) What is the (i) extent and (ii) amount of the damage caused to wheat in the area adjoining the Rietvlei Nature Reserve by the quelea finch plague during the period 1 October to 31 December 1986, (b) what is the (i) location and (ii) extent of the area in which this plague occurred and (c) where are the main breeding and sleeping places of these quelea finches found,

(2) whether his Department has taken any measures to combat the quelea finch plague, if so, what measures?

†The DEPUTY MINISTER OF AGRICULTURE

(1) (a) (i) and (ii) Unknown and cannot be determined,

(b) (i) Transvaal, Northern Free State, Northern Natal, Northern Cape and the irrigation areas along the Orange and Fish Rivers where small grain is produced,

(ii) approximately one third of the area of the Republic,

(c) in plantations and natural woods and bushes along rivers, pans, marshes and swamps in the areas referred to in (b) (i)

(2) Yes, concentrations of quelea finches are when practically possible sprayed from aircraft only with the approval of the land users on whose land the finches sleep The cost is borne by the State

Farmers' fuel refund

†18 Mr D G H NOLTE asked the Minister of Finance †

(1) What is the prescribed procedure for claiming back the refund that farmers are allowed on fuel,

(2) whether discussions are at present being held with the South African Agricultural Union on the simplification of this procedure, if so, what progress has been made so far?

The DEPUTY MINISTER OF FINANCE (Mr K D S Durr)

(1) Briefly the procedure is that farmers must register with the Office of the Commissioner for Customs and Excise, Pretoria For this purpose registration forms are available at all Customs and Excise and Magistrate's offices On receipt of a farmer's application a registration number is allocated to him and a claim form together with an information pamphlet is posted to him for his first claim which should be based on use Invoices in respect of distillate fuel purchased during a preceding month should be forwarded together with the completed claim form to the Commissioner On receipt of the claim it is checked and if found in order, a cheque together with a claim

Hansard Wheat 25/8/87

Segregated buses 'will cause racial violence'

Star 29/8/87 269

SHIRLEY WOODGATE, Municipal Reporter

Johannesburg's policy on segregated buses was heading for racial confrontation, and it was only a matter of time before a violent incident occurred, Norwood councillor Mrs Claire Quail has warned

She claimed that complaints about incidents on the "white" Waverley bus route had been stepped up to three a week, and challenged the council to hold a referendum on the bus issue

This week a passenger complained about the driver of the 10,11 am bus from the Johannesburg Stock Exchange, who had avoided picking up blacks by refusing to open the doors at stops in Joubert Park

On Wednesday two blacks managed to slip aboard the 3,38 pm bus among the whites at a Grant Avenue stop despite efforts by the driver to close the door on them

"A white passenger, who said he was a council employee, allegedly became abusive and used filthy language The blacks replied that the bus was half empty and pointed out they had paid their fares"

Another passenger intervened and the driver then stopped at the Norwood Police Station where he called a policeman. He made the two black passengers get off

"After a brief delay they again boarded the bus which continued, arriving 15 minutes late at its destination in the city," said Mrs Quail.

Mr Danie van Zyl, chairman of the city's transportation committee, said. "The Transport Department is investigating the matter and we cannot act before receiving their report

"Bus drivers know they are only allowed to transport passengers allowed in their permits If a driver on a white route refuses black passengers, he is only doing his job"

Mr van Zyl denied the present policy was heading for confrontation, and said the Progressive Federal Party policy of throwing amenities open to all races was a sure recipe for chaos

"No longer poles apart"

Common bus stops are to be introduced from September 7 on Johannesburg's three northern suburbs routes which have been racially integrated on a trial basis since December

They are on the Parkhurst, Craighall and Parktown North routes which are served by buses marked blue (higher fare) and yellow (lower fare)

Blue and yellow each had separate bus stops at present, said Mr Les Pettey, general manager of the Johannesburg transport department

"In order to further improve the system and to test the reaction of commuters, a common bus stop will be introduced and the second stop cancelled and moved to the same pole as that of the other service," he added

Only the buses marked blue and yellow are involved in the rationalisation although others, such as the Randburg buses, may use identical routes Changes affect all stops from the suburbs up to Empire Road

"This is the second step in the rationalisation of the Johannesburg bus service that has so far proved to be very successful," said Mr Pettey

ARGUS 1/9/87

Container ships keeping city docks on the move

Pictures DION TROMP, The Argus

COOL CONTROL: Behind Mr D Rossouw, assistant crane foreman at Cape Town's container terminal, a quiet Table Bay harbour belies the activity when a large container ship is loaded

By HENRI du PLESSIS, Shipping Reporter

CAPE TOWN harbour is handling a higher tonnage of cargo now than it was 10 years ago — in spite of the sometimes-deserted appearance of Duncan Dock

The illusion of a stagnating port is the result of the switch to containerisation, says Port Director Mr Willem Louw

"There are fewer ships now because one container vessel is equal to about about eight general-cargo ships," he said

In the so-called "good old days" it took about a week to discharge and load a general-cargo ship, but a container one can be unloaded, loaded and made ready to sail within 24 hours

9 000 containers waiting

Mr Louw said "We are now handling 25 containers every operating hour on a single crane If one considers that the average mass of a container is 15 tons, this means 5 500 tons an hour

"Once the container ship has left, there may be as many as 9 000 containers in the stacking area waiting to be shipped on the next vessel"

According to Mr Louw, a quayside work party is much smaller than the 30 people for one ship years ago

A crane operating on a general-cargo vessel required eight stevedores and normally as many as four to five cranes were used

"We still render a 24-hour service, but we have cut our staff to less than half Because of this, we have managed to cut costs dramatically," said Mr Louw

Other costs have risen steeply, however

As a result, cross-subsidisation — a controversial measure — has been introduced to enable South African Transport Services (Sats) to break even

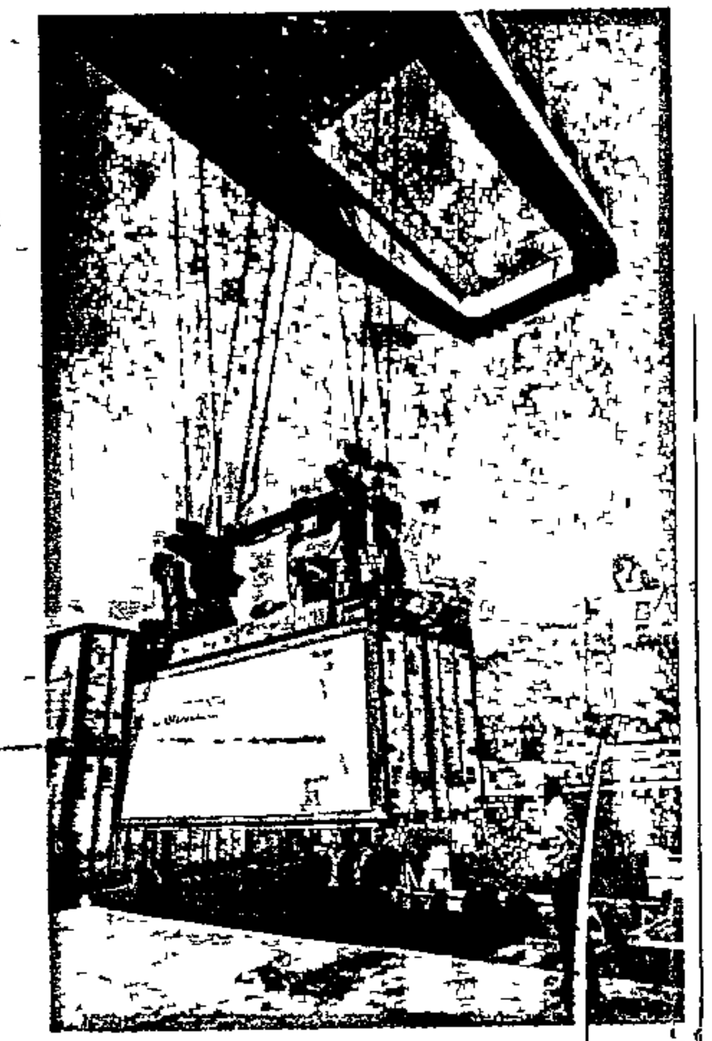
Marine service costs

Certain tariffs have been increased by an average 15,3 percent — a move seen in some quarters as a way of forcing harbour users to subsidise the uneconomical railway services

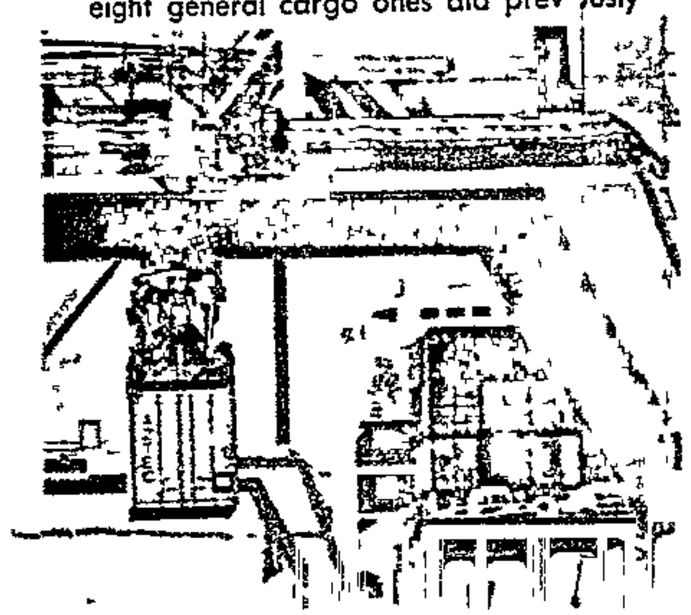
The allegation is strongly denied by Mr Louw

"Cross-subsidisation is essential and the increase in tariffs was necessary to cover marine services costs," he said

Defending the measure, he said many harbours in Europe and the United States were



TECHNOLOGY The container, a faster and safer way of shipping goods, has all but done away with the need for conventional freighters One container ship carries what eight general cargo ones did previously



DION TROMP, The Argus

inal, a quiet Table Bay

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Defending the measure, he said many harbours in Europe and the United States were run by private enterprise and subsidised by the state

Sats, on the other hand, had to cover the running costs of the harbours itself

According to Sats sources, only 43 percent of the total bill for marine services, such as the dry docks, is covered by tariffs

"We have to carry all the costs ourselves and, at the same time, run a satisfactory service Unlike private companies, we cannot refuse to provide a service, even if it does not pay," said Mr Louw

Grain elevator for lease

One service that has been offered for privatisation is the grain elevator with its shipping gallery on the Collier Jetty

Underutilised at present, it will be leased to a private company The lease is expected to be awarded soon

However, members of the ship repair industry have so far declined to take over the operation and maintenance of the two dry docks.

"A year ago, a marketing section was established in the harbour to generate more cargo for the port. This section has been fairly successful in that it has concluded contracts worth about R4-million, of which R1 million is contracts"

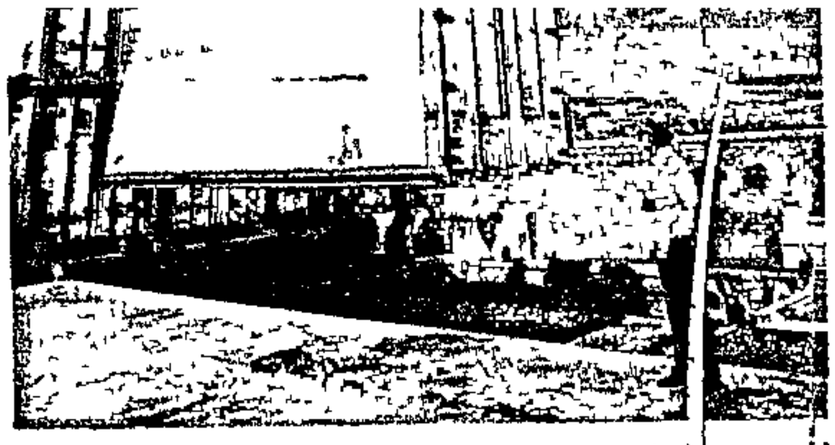
● The character and appearance of Cape Town harbour could change for the better if the concept of developing the "old harbour" as a tourist attraction reaches fruition.

Some time ago, it was decided to investigate the possibility of moving all Sats activities from the old harbour to the Duncan Dock area and to move fishing vessels to the old section

A senior Sats civil engineer, Mr A H Burggraaf, was appointed last year to investigate developing the tourism potential of Cape Town and other South African ports

His report on Cape Town harbour is expected to be tabled in Parliament next year

Among proposals are hotels, restaurants and fish markets in the re-vitalised "old" harbour



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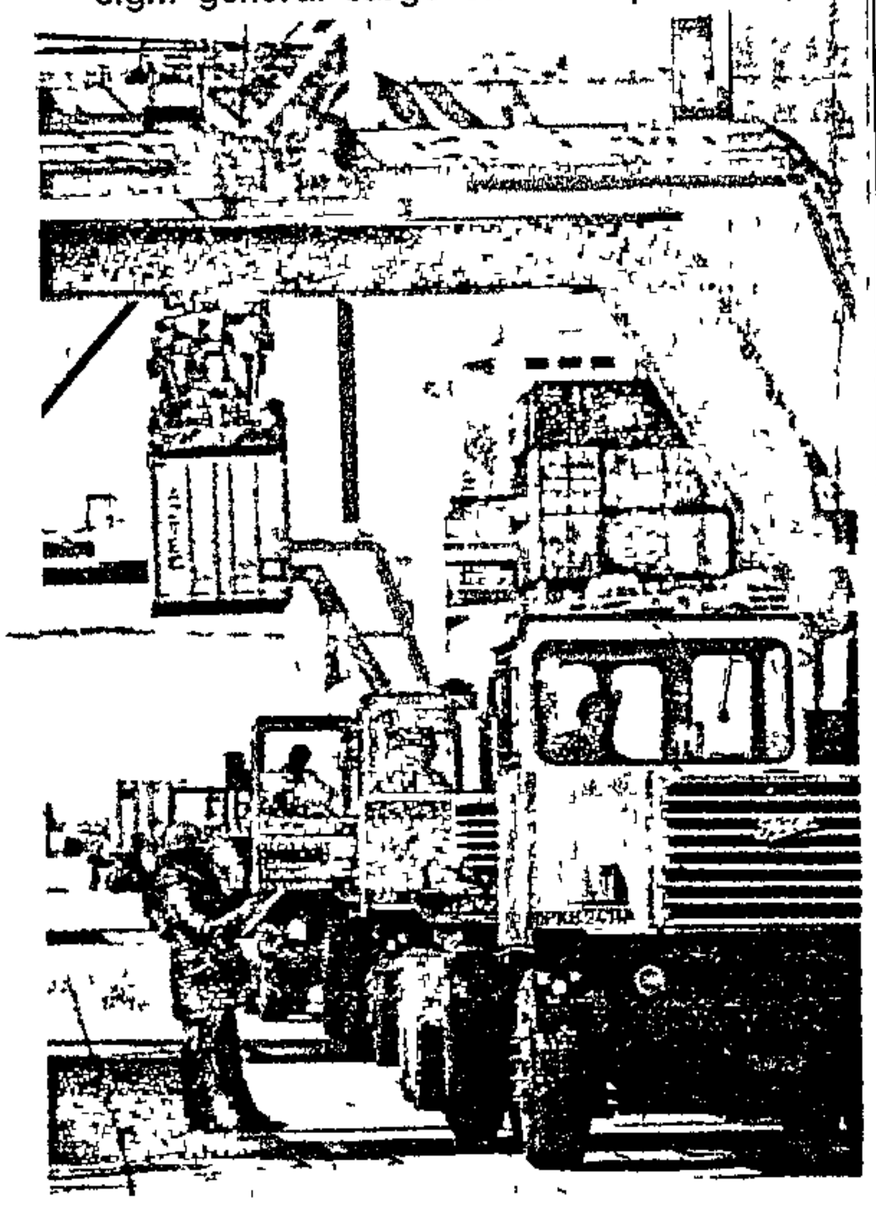

MOVING FAST: Lorries ferry containers from storage to loading areas in a fluent operation during which organised technology plays the starring role to make the harbour appear inactive and empty.

Transport deregulation debate gets into gear

(269) DD 1/9/87

Daily Dispatch Correspondent

JOHANNESBURG — The debate on transport deregulation gets into full swing this week

A government-backed deregulation "roadshow" begins in Pretoria this morning before making its way to other centres

Public and private sector freight transport experts will discuss the transport white paper being considered by government

The Castrol Trucking Deregulation Conference is billed as one of the last chances for the private roadfreight industry to put its views on the white paper before a decision is taken on implementing it

After Pretoria, the conference moves on to Johannesburg, Durban, Cape Town, Port Elizabeth and the Orange Free State

Speakers include The director general of Transport, Mr Adriaan Eksteen, and the chief executive of the Public Carriers Association (PCA), Mr Ian Moss

The white paper recommends a range of deregulatory actions to open up the industry to competition and reduce the inbuilt advantages of South African Transport Services (Sats)

Included in government plans to ease restrictions is the intention to extend the road transport free delivery area from 40 kilometre to 300 km

At the moment, companies making pick-ups and deliveries beyond a 40 km radius from their base of operations need a licence — usually in the face of objections from Sats and existing permit-holders

According to the founder of Sun Couriers, Mr Barry Saxton, critics argued the regulation "put a stop to private entrepreneurial growth and flair, kept prices artificially high, rewarded sloth and acted as a drag on the whole economy"

Mr Saxton believes the decision to extend free deliveries will help courier companies

"Established operations with extensive branch networks have in effect been given the opportunity to provide improved services in areas all over the country"

Sats set to seal deal at R100 000

269

4/9/87 EPost

SOUTH African Transport Services confirmed today they are willing to sell King's Beach to Port Elizabeth municipality for "around R100 000"

Mr Wicus Pretorius, acting regional manager of SATS, said. "We are very pleased with the city council's decision to go ahead with the purchasing of the King's Beach area, and we are especially pleased that the amount mentioned was acceptable"

The Evening Post reported last night that SATS had agreed "in principle" to sell the beach, and said it had learned a figure of R100 000 was being considered

Mr Pretorius said SATS had finally reached agreement over the land and added "We are quite agreeable to sell for that kind of figure."

He said SATS was ready to conclude a settlement "as soon as possible".

Yesterday, the city's town clerk, Mr P K Botha, said after protracted negotiations in the past few months, SATS was prepared to consider the council offer on condition services were provided for a site SATS intended developing — on the harbour side of the King's Beach car park

Acquisition of the land will clear the path for developing recreational facilities on the beachfront, for which extensive plans are on the drawing boards

Among the development schemes is a R2 million one put foward two years ago by Mr A Savides for revamping the little-used amphitheatre into an entertainment centre

He said he was still eager to go ahead with his plans

The original plans included a gymnasium, dodgem car track, video games arcade, tenpin bowling alleys, an amusement park and boating canal, indoor stalls featuring games of skill, restaurants and fast-food outlets

tions to the cost of the magazine it is not deemed in the public interest to reveal the name of the publication

*4 Mr D J N MALCOMESS—National Health and Population Development [Withdrawn]

Jan Smuts Airport, air-ticket privileges

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

(1) Whether, with reference to his reply to Question No 10 on 28 July 1987, the inquiry into the alleged abuse of air-ticket privileges at Jan Smuts Airport has now been completed, if not, (a) why not and (b) when is it anticipated that it will be completed, if so, (i) who was in charge of the inquiry and (ii) what were the findings,

(2) whether any action has been taken as a result of this inquiry, if not, why not, if so, what action,

(3) whether he has received a report on the investigation by the South African Police into this matter, if not why not, if so, when,

(4) whether any action is to be taken as a result of this investigation, if so, what action,

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

†The MINISTER OF TRANSPORT AFFAIRS

(1) The Departmental inquiry has been completed

(a) and (b) Fall away

(i) Two senior officers of South African Airways

(ii) The possibility of fraud has been identified

(2) Yes The matter has been referred to the South African Police

(3) No The Police investigation has not been completed

(4) Yes Should the South African Police acquire prima facie proof of criminal action the matter will be dealt with in terms of the normal judiciary procedure Should no such proof be acquired, the matter will be dealt with under the SA Transport Services' disciplinary code

(5) No

Clarendon Gardens shopping complex

*6 Mr J B DE R VAN GEND asked the Minister of Constitutional Development and Planning

Whether, with reference to his reply to Question No 12 on 28 July 1987, the Administrator of the Cape Province has reached a decision on the proposed Clarendon Gardens shopping complex, if not, when is it anticipated that a decision will be reached, if so, what was the decision?

The DEPUTY MINISTER OF DEVELOPMENT PLANNING

The Administrator of the Cape Province has not yet considered the application with regard to the proposed Clarendon Gardens Shopping Complex and it is not possible to say when the matter will be considered since certain information, *inter alia* from the developers, is being awaited

Groeneberg 844, Inanda: expropriation

*7 Mr P C CRONJÉ asked the Minister of Education and Development Aid

(a) Where is the land situated that is to be expropriated in terms of Government Notice 291 of 1987, published in *Government Gazette* No 10738 of 15 May 1987, and (b) for what purpose is this land to be expropriated?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID

(a) The land is situated on the farm Groeneberg 844, District of Inanda, in Released Area No 33

(b) The properties in Released Area No 33 are required by the South African Development Trust for township development

8/9/87 Hansard

Hansard 8/9/87

*8 Mr J H VAN DER MERWE—Defence [Withdrawn]

Canelands, Durban: chemical/pesticide manufacturing plant

*9 Mr R S SCHOEMAN asked the Minister of Water Affairs

(1) Whether his Department (a) has been informed of and/or (b) has received any complaints and representations in regard to the possibility of water pollution being caused by a certain chemical and pesticide manufacturing plant at Canelands, near Durban, particulars of which have been furnished to the Minister's Department for the purpose of his reply, if so, (i) from whom did he receive the information, complaints and/or representations and (ii) what was the purport thereof,

(2) whether his Department has taken any steps in regard to the matter, if so, (a) what steps and (b) when,

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

The MINISTER OF WATER AFFAIRS

(1) (a) and (b) No, but some press reports were, however, brought to the attention of the Department of Water Affairs

(i) and (ii) Fall away

(2) (a) and (b) Fall away

(3) Yes The premises of the factory was inspected on several occasions before and during the construction of the plant by senior officials of the Department of Water Affairs These inspections were done together with the management of the company The latest of these were on 24 September 1986, 19 May 1987 and 28 June 1987 The discharge and methods of discharge of the effluent were examined in detail and the requirements of the Department of Water Affairs were stipulated The discharge to sea was investigated in great detail in consultation with the Department of Environment Affairs and the method of discharge will under no circumstances cause any toxicological or other detrimental environmental effects A permit in terms of section 21 of the Water Act, 1956 (Act 54 of 1956) is being issued for the discharge of effluent to sea

8/9/87

Hansard

Pretoria, wreaths in honour of Rudolf Hess

*10 Mr H H SCHWARZ asked the Minister of Law and Order

(1) Whether he has received any information on a meeting held in Pretoria on or about 20 August 1987 at which Nazi flags and armbands were displayed and the Nazi salutes were given, if so, what is the purport of this information,

(2) whether any action is contemplated in respect of such activities, if so, what action, if not, why not?

†The MINISTER OF LAW AND ORDER

(1) Yes That on 21 August 1987 a memorial service was held in the Rebecca Street Cemetery, Pretoria during which wreaths were laid in honour of Rudolf Hess by a number of rightist organisations

(2) Yes A charge of contravening section 62 of the Internal Security Act, 1982 (Act 74 of 1982), is being investigated Once the investigation has been completed the case docket will be forwarded to the Attorney-General for his decision

Actuarial reports 269

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

(1) Whether an actuarial report has been received during the past three years in respect of the (a) Railways and Harbours Pension Fund for Non-White Employees and (b) New Railways and Harbours Superannuation Fund, if not, why not, if so, when,

(2) whether there is a deficit in either of these funds, if so, (a) what is the nature of the deficit in each case and

8/9/87 Hansard

(b) what action has been taken to remedy the matter?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) and (b) No An economic evaluation of the Railways and Harbours Pension Fund for Non-White Employees is being undertaken at present A similar evaluation of the New Railways and Harbours Superannuation Fund was completed during February 1987 Section 10 (1) of the Railways and Harbours Pensions for Non-Whites Act, 1974 (Act 43 of 1974), and section 11 (1) of the Railways and Harbours Pensions Act, 1971 (Act 35 of 1971), stipulate that these funds shall be valued if and when deemed necessary at the discretion of the Minister by an actuary appointed by the Minister, and an economic evaluation of the funds shall be undertaken at least once every five years

(2) (a) and (b) The economic evaluation of the New Railways and Harbours Superannuation Fund indicated that the Fund is economically solvent Particulars of the economic evaluation of the Railways and Harbours Pension Fund for Non-White Employees are not yet available

Mr D J N MALCOMESS Mr Chairman, arising out of the hon the Minister's reply may I ask him, firstly when a Minister of Transport Affairs last ordered an actuarial valuation of the fund—which apparently is his right to do and secondly can he inform me whether it is correct that this economic evaluation is, in fact, only done by employees of the SATS

The MINISTER Mr Chairman, I do not have any particulars as to when last an actuary did an investigation of this kind I can inform the hon member, however, that I have ordered an investigation by an actuary to be done as soon as possible

Mr D J N MALCOMESS Mr Chairman arising further out of the hon the Minister s reply, I congratulate the hon the Minister on the fact that he has called for an actuarial evaluation but may I ask him whether he will make the findings of that evaluation public when they become available because, naturally, we are extremely concerned about the enormous shortage in the State Pension Fund which was disclosed by his hon benchmate recently

The MINISTER Mr Chairman, I shall give consideration to that matter when the time comes

Mossel Bay: water scheme for gas-to-fuel project

*12 Mr R J LORIMER asked the Minister of Water Affairs

(1) Whether a new water scheme is to be constructed for the gas-to-fuel project at Mossel Bay, if so,

(2) whether his Department has called for tenders for the construction of this water scheme, if not, (a) why not and (b) who will undertake the construction of this scheme, if so, when,

(3) whether the contract has been awarded, if not, when will a decision on the matter be taken, if so, (a) who was the successful tenderer and (b) what was the amount of the tender,

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

The MINISTER OF WATER AFFAIRS

(1) Yes

(2) No

(a) It is the declared policy of the Department of Water Affairs to maintain its internal construction activities on the level of capital expenditure (in real value) as it was in 1980 and that the balance of the work be undertaken by the private sector On account of the essentiality of timeous water supply on the one hand and the lack of detail specifications at present on the other hand and taking into consideration the aforementioned policy of the Department whereby a minimum of internal construction capability is to be maintained, it was decided that the construction of the dam as such will be undertaken Departmentally Even if this work is undertaken Departmentally, the construction activities of the Department will still be at a lower level than it was in 1980 The balance of the construction work that is to be put out on contract to the private sector, will in all probability have to commence in 1989, to be completed by 1991 The final design of the scheme as well as the specifications that are required for tender documents for that part of the scheme that will be put out to tender have not been finalised as yet

(b) The construction of the Wolwedans Dam as such will be undertaken by the Department of Water Affairs and it is envisaged that the work will already commence in 1987 The other work on the water scheme, i e pump-stations, pipelines and reservoirs, will in all probability be put out on contract The putting out on contract of this work will likely be the responsibility of a local body, i e a regional services council or a water board. Such a body is yet to be instituted Once such a body has been instituted and full particulars of the water requirements of the gas-to-fuel project is known will the ownership and financing of the water supply works be finalised, whereupon the design can be completed and tender documents compiled Before tenders can be awarded, all offers will also first have to be evaluated

(3) No Tenders for that part of the work that is to be put out on contract, will in all probability not be awarded before June 1989

(a) and (b) Fall away

(4) No

8/9/87 Hansard

Industrial Development Corporation of South Africa Limited

*13 Mr H H SCHWARZ asked the Minister of Economic Affairs and Technology

(1) Whether any consideration is being given at present to the selling off of any of the subsidiaries of the Industrial Development Corporation of South Africa Limited, if so, (a) which subsidiaries are involved and (b) in what manner will they be sold off,

(2) whether any consideration is being given to the privatisation of the Phosphate Development Corporation Limited, if so, what steps are being considered in this regard?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

(1) As a matter of policy the IDC does not retain controlling shareholdings in companies which could reasonably be sold-off to the private sector and this position is reviewed regularly In this connection financial considerations including the need for further development capital and the establishment of reasonable and sustainable levels of profitability, as well as economic factors such as the impact of potential changes in pricing mechanisms on vulnerable sectors of the economy are major considerations

(a) and (b) Due to the far-reaching impact on employees, customers, suppliers and other interested parties, including the IDC's own negotiating position as vendor, no advance indication of specifically envisaged sell-offs can be given

(2) The position with regard to Foskor is being looked at in the light of the guidelines and criteria set forth in the White Paper on Privatisation and Deregulation and taking into consideration factors such as those mentioned in the reply to question (1) and in particular also the impact of price inputs in the agricultural sector and the state of both local and international phosphate rock and derivative markets

Local authorities: expenditure

*14 Mr W J D VAN WYK asked the Minister of Finance †

Whether his Department exercises control over the increases in the expenditure of local authorities, if so, (a) what procedure is followed in this regard and (b) what, with the 1983-84 financial year as a base, was the percentage increase permitted in respect of such expenditure in 1984-85?

†The MINISTER OF FINANCE

Yes

(a) A percentage increase in the spending of local authorities is determined annually by the Minister of Finance and notified to local authorities, following which budgets are submitted to the Department of Finance for approval

(b) 10%

Ekandustria: railway line

*15 Mr P G SOAL asked the Minister of Transport Affairs

(1) Whether, with reference to his reply to Question No 321 on 24 August 1987, a railway line leading to Ekandustria has been constructed, if so, (a) when, (b) through what town or station does this line go to Ekandustria and (c) what was the total cost of constructing the line,

(2) whether this railway line is being used, if so, (a) how many trains have used the line since it was constructed and (b) in respect of what date is this information furnished, if not, why not?

Hansard 8/9/87

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a), (b) and (c) A private siding was constructed from Forfar to Ekandustria by and at the cost of the Municipality of Bronkhorstspruit and completed on 7 June 1985

(2) No Development of the industrial area has not yet taken place

Child detainees: centres for rehabilitation

*16 Mrs H SUZMAN asked the Minister of Justice

(1) Whether the Department of Justice or the Prison Service is involved in the planning and provision of detention centres for the rehabilitation of child detainees, if not, by whom are such centres provided, if so, to what extent,

(2) whether such a centre is to be built in the Eastern Cape, if so, (a) where, (b) what is the total estimated cost of construction, (c) what facilities will be provided, (d) what categories of child detainees will be sent there, (e) how many detainees will it be able to accommodate, (f) who will be in charge of the centre, (g) what is the nature of the rehabilitation programme planned for detainees at the centre, (h) what security arrangements will be made for the centre, (i) when is construction due to commence and be completed respectively, and (j) who is to carry out the construction work,

(3) whether any other such detention centres are planned, if so (a) where and (b) when are they to be built in each case

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

†The MINISTER OF JUSTICE

(1), (2), (3) and (4) It is not clear what type of detention centres the hon member has in mind The Department of Justice and more particularly the South African Prisons Service is however responsible for the planning and administration of prisons and for no other detention centres The hon member possibly has a project such as the prison for sentenced juvenile delinquents at Leeuwkop near Johannesburg in mind A similar prison is presently being put into operation at Pollsmoor Prison These projects must however, not be confused with the establishment of additional facilities which are being planned by the State in respect of juveniles and children who are referred to such facilities by a competent court In this regard the honourable member is referred to the statement by the hon Minister of National Education on 11 August 1987

Hansard 8/9/87

Newlands East, Natal: police station

*17 Mr R M BURROWS asked the Minister of Law and Order

(1) Whether representations have been received for the construction of a permanent police station in Newlands East, Natal, if so, (a) from whom and (b) when were they received,

(2) whether such a police station is to be built, if not, why not, if so,

(3) whether a site has been identified for the construction of this police station if not, why not, if so, (a) when and (b) where is the site located,

(4) when is it envisaged that the construction of this police station will be completed?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) and (b) Duikerfontein Taxpayers Association on 23 August 1979

Mr B Dookie, MP Red Hill on 7 May 1980

Mr C J Kippen, MP Durban Suburbs on 30 May 1986 and 20 October 1986

(2) Yes

(3) Yes

8/9/87

(a) 22 June 1986

(b) Plots 5218, 5219, 5221 and 5222 to 5225 at Seacow Lake

(4) The project is included in the 1987/92 five year building programme It is anticipated that tenders to the total value of R10 million will be obtained for the construction of a police station and single quarters, and for 30 houses, during 1992 and 1993 respectively

NOTE This police station which will be known as the Seacow Lake Police Station will serve Newlands East, Newlands West, Parlock and Seacow Lake residential areas

Hansard

Utilization of icebergs for fresh water

*18 Mr P G SOAL asked the Minister of Water Affairs

(1) Whether, with reference to the reply of the then Minister of Environment Affairs and Fisheries to Question No 18, standing over, on 6 May 1983, any further international developments have taken place in regard to the utilization of icebergs as an alternative means of providing fresh water, if so, what developments,

(2) whether his Department is reconsidering the utilization of icebergs for this purpose, if not, why not if so (a) what are the circumstances that have given rise to this matter being reconsidered and (b) what action has been taken in this regard?

†The MINISTER OF WATER AFFAIRS

(1) Yes A German concern is studying the possibility of towing an iceberg in a plastic bag allowing the ice to melt without losing the fresh water This system has only been tested experimentally on a very small-scale under European conditions

(2) No There is sufficient fresh water and reclaimed water available along the coast for the next few decades at prices that are competative with iceberg water

(a) and (b) Fall away

Government Departments/statutory bodies: reports on activities

*19 Mr K M ANDREW asked the Minister in the State President's Office entrusted with Administration and Broadcasting Services

(1) Whether (a) Government Depart-

of the area, attending to complaints, accepting admission of guilt fines, the completion of reports in collisions, attestation of documents, recording of particulars regarding drivers' licences and persons who are reported to be missing

Group Areas Act

218 Mr A GERBER asked the Minister of Law and Order †

(a) How many charges in connection with contraventions of the provisions of the Group Areas Act, No 36 of 1966, were laid during the period 1980 to 1986 and (b) in how many cases were the alleged offenders charged?

The MINISTER OF LAW AND ORDER

	(a)	(b)
1 July 1979 to 30 June 1980	860	419
1 July 1980 to 30 June 1981	487	187
1 July 1981 to 30 June 1982	577	463
1 July 1982 to 30 June 1983	566	387
1 July 1983 to 30 June 1984	608	398
1 July 1984 to 30 June 1985	332	231
1 July 1985 to 30 June 1986	190	132

NOTE Statistics are given for the period 1 July 1979 until 30 June 1986

Because statistics for the period 1 July 1986 until 31 December 1986 have not yet been programmed the particulars for the period are not readily available

Mamelodi, persons killed

268 Mr P G SOAL asked the Minister of Law and Order

(1) Whether, with reference to the reply of the Minister of Justice to Question No 3 on 23 June 1987, the further investigation by the South African Police into the deaths of persons killed in Mamelodi on 21 November 1985 has been completed, if not, why not, if so, (a) when (b) what were the findings and (c) what action has been taken as a result of this investigation,

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

The MINISTER OF LAW AND ORDER

(1) No, the docket was referred back by the Attorney General for further investigation

(a) to (c) Fall away

(2) No

Annual reports

382 Mr K M ANDREW asked the Minister of Transport Affairs

(1) (a) (i) How many annual reports were produced in 1986 by the South African Transport Services and/or statutory bodies falling under the Transport Services and (ii) in respect of what bodies were these reports produced, (b) what was the cost of producing each such report, (c) how many copies of each report were printed and (d) who undertook the printing of each report,

(2) whether the printing of these reports was put out to tender if not, why not, if so (a) what was the (i) lowest and (ii) highest tender submitted, and (b) what was the amount of the successful tender in each case

(3) whether any copies of these reports were sold if so, (a) how many (b) to whom and (c) at what price, in respect of each report,

(4) in respect of each of the latest specified five years for which information is available, (a) what was the total cost to the Transport Services of these annual reports, (b) how many copies were printed, (c) how many of these reports contained (i) full colour and (ii) black and white pictures, (d) on what quality paper were the annual reports printed and (e) (i) how many of these reports contained a photograph or drawing of the (aa) political head and (bb) top official of the Transport Services and/or the statutory bodies in question and (ii) how many of these pictures were in (aa) colour and (bb) black and white in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) (i) Three

(ii)	(b)	(c)	(d)
SA Transport Services	R62 070,40	5 400	Hendlers Printers (Pty) Ltd
SA Transport Services Board	R 8 260	650	Cape and Transvaal Printers (Pty) Ltd
Permanent Level Crossings Committee	R 290	50	Transport Services' Printers

(2) Only in respect of SA Transport Services

	(a) (i)	(ii)	(b)
SA Transport Services	R46 845	R71 560	R46 845

SA Transport Services Board — Printing was undertaken by Cape and Transvaal Printers (Pty) Ltd under contract for the Government Printer, Pretoria

(a) (i), (ii) and (b) Fall away

Permanent Level Crossings Committee — Printing was undertaken by Transport Services' Printers

(a) (i), (ii) and (b) Fall away

(3) No (a), (b) and (c) Fall away

(4)	(a)	(b)
1982	R35 718,58	4 040
1983	R56 403,57	4 440
1984	R57 931 86	4 600
1985	R70 345,00	5 700
1986	R70 620,40	6 100

(c) (i) All the reports except those of the Permanent Level Crossings Committee, contained full colour pictures

(ii) One in respect of the SA Transport Services report for 1984-85

(d) The covers for SA Transport Services annual reports were printed on 250 g/m² Chromolux and the text on 115 g/m² Ikonofix, 100 g/m² Kymart, the reports of the SA Transport Services Board on Dukuza (matt finishing) and the reports of the Permanent Level Crossings Committee on ordinary paper

(e) (i) (aa) All the reports, except the report of Transport Services for the 1984-85-financial year and the reports of the Permanent Level Crossings Committee

(bb) All the reports except the reports of the Permanent Level Crossings Committee

(ii)	(aa)	(bb)
1982	7	Nil
1983	6	Nil
1984	20	Nil
1985	4	1
1986	6	Nil

Own Affairs

Annual reports

70 Mr K M ANDREW asked the Minister of the Budget and Welfare

(1) (a) (i) How many annual reports

tions to the cost of the magazine it is not deemed in the public interest to reveal the name of the publication

*4 Mr D J N MALCOMESS—National Health and Population Development [Withdrawn]

Jan Smuts Airport. air-ticket privileges

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

(1) Whether, with reference to his reply to Question No 10 on 28 July 1987, the inquiry into the alleged abuse of air-ticket privileges at Jan Smuts Airport has now been completed, if not, (a) why not and (b) when is it anticipated that it will be completed, if so, (i) who was in charge of the inquiry and (ii) what were the findings,

(2) whether any action has been taken as a result of this inquiry, if not, why not, if so, what action,

(3) whether he has received a report on the investigation by the South African Police into this matter, if not why not, if so, when

(4) whether any action is to be taken as a result of this investigation, if so what action,

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

†The MINISTER OF TRANSPORT AFFAIRS

(1) The Departmental inquiry has been completed

(a) and (b) Fall away

(i) Two senior officers of South African Airways

(ii) The possibility of fraud has been identified

(2) Yes The matter has been referred to the South African Police

(3) No The Police investigation has not been completed

(4) Yes Should the South African Police acquire prima facie proof of criminal action the matter will be dealt with in terms of the normal judiciary procedure Should no such proof be acquired, the matter will be dealt with under the SA Transport Services' disciplinary code

(5) No

Clarendon Gardens shopping complex

*6 Mr J B DE R VAN GEND asked the Minister of Constitutional Development and Planning

Whether, with reference to his reply to Question No 12 on 28 July 1987, the Administrator of the Cape Province has reached a decision on the proposed Clarendon Gardens shopping complex, if not, when is it anticipated that a decision will be reached, if so, what was the decision?

The DEPUTY MINISTER OF DEVELOPMENT PLANNING

The Administrator of the Cape Province has not yet considered the application with regard to the proposed Clarendon Gardens Shopping Complex and it is not possible to say when the matter will be considered since certain information, *inter alia* from the developers, is being awaited

Groeneberg 844, Inanda: expropriation

*7 Mr P C CRONJÉ asked the Minister of Education and Development Aid

(a) Where is the land situated that is to be expropriated in terms of Government Notice 291 of 1987, published in *Government Gazette* No 10738 of 15 May 1987, and (b) for what purpose is this land to be expropriated?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID

(a) The land is situated on the farm Groeneberg 844, District of Inanda, in Released Area No 33

(b) The properties in Released Area No 33 are required by the South African Development Trust for township development

Hansard 8/9/87

8/9/87 Hansard

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*8 Mr J H VAN DER MERWE—Defence [Withdrawn]

Canelands, Durban: chemical/pesticide manufacturing plant

*9 Mr R S SCHOEMAN asked the Minister of Water Affairs

(1) Whether his Department (a) has been informed of and/or (b) has received any complaints and representations in regard to the possibility of water pollution being caused by a certain chemical and pesticide manufacturing plant at Canelands, near Durban, particulars of which have been furnished to the Minister's Department for the purpose of his reply, if so, (i) from whom did he receive the information, complaints and/or representations and (ii) what was the purport thereof,

(2) whether his Department has taken any steps in regard to the matter, if so, (a) what steps and (b) when,

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

The MINISTER OF WATER AFFAIRS

(1) (a) and (b) No, but some press reports were, however, brought to the attention of the Department of Water Affairs

(i) and (ii) Fall away

(2) (a) and (b) Fall away

(3) Yes The premises of the factory was inspected on several occasions before and during the construction of the plant by senior officials of the Department of Water Affairs These inspections were done together with the management of the company The latest of these were on 24 September 1986, 19 May 1987 and 28 June 1987 The discharge and methods of discharge of the effluent were examined in detail and the requirements of the Department of Water Affairs were stipulated The discharge to sea was investigated in great detail in consultation with the Department of Environment Affairs and the method of discharge will under no circumstances cause any toxicological or other detrimental environmental effects A permit in terms of section 21 of the Water Act, 1956 (Act 54 of 1956) is being issued for the discharge of effluent to sea

8/9/87

Pretoria. wreaths in honour of Rudolf Hess

*10 Mr H H SCHWARZ asked the Minister of Law and Order

(1) Whether he has received any information on a meeting held in Pretoria on or about 20 August 1987 at which Nazi flags and armbands were displayed and the Nazi salutes were given, if so, what is the purport of this information,

(2) whether any action is contemplated in respect of such activities, if so, what action, if not, why not?

†The MINISTER OF LAW AND ORDER

(1) Yes That on 21 August 1987 a memorial service was held in the Rebecca Street Cemetery, Pretoria during which wreaths were laid in honour of Rudolf Hess by a number of rightist organisations

(2) Yes A charge of contravening section 62 of the Internal Security Act, 1982 (Act 74 of 1982), is being investigated Once the investigation has been completed the case docket will be forwarded to the Attorney-General for his decision

Actuarial reports

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

(1) Whether an actuarial report has been received during the past three years in respect of the (a) Railways and Harbours Pension Fund for Non-White Employees and (b) New Railways and Harbours Superannuation Fund, if not, why not, if so, when,

(2) whether there is a deficit in either of these funds, if so, (a) what is the nature of the deficit in each case and

8/9/87 Hansard

Hansard

SATS' TARIFFS

Coal shocker

South African Transport Services (Sats) has stunned coal exporters by imposing a further hike on Richards Bay rail tariffs with effect from September 1 It has serious implications for revenues from coal exports and, in turn, coal share prices

Sats' move appears to be a unilateral action because it has apparently been taken before the findings of a government inquiry into the issue of the Richards Bay rail rates have been finalised The coal exporters and Sats fought a running battle over rail tariffs for the past two years, they appeared to have reached a temporary truce when Sats agreed to impose interim increases in April this year. These were to run initially for three months while the government inquiry probed the issue and came up with recommendations on a solution

The interim increases (*FM* April 3 and April 10) pushed the average rate for railing coal to Richards Bay from the Black Hill station near Witbank to about R19,50/t, and from Broodsnyersplaas between Middelburg and Ermelo to about R18/t.

Neither Sats, the coal exporting companies, nor the Transvaal Coal Owners' Association (TCOA) will reveal the new rates However, my information is that Sats has bumped these rates up another 20% to give averages of about R23,40/t from Black Hill and R21,60/t from Broodsnyersplaas A year ago the average rates were about R14/t from Black Hill and R12/t from Broodsnyersplaas

Attempts this week to get comment on the increases from Sats and the Department of Economic and Technical Affairs failed

Rand Mines coal division chairman Allen Sealey has confirmed that Sats has upped its rates, but would not disclose the new tariffs

"I received a telex from Sats yesterday (Sept 7) informing me of the higher rates," he tells me "I am ignoring that telex pending clarification on the matter from the Minister for Economic and Technical Affairs because this action by Sats does not accord with what we had been led by government to believe would be the outcome of the rail tariff debate"

Sealey says that if the new Sats tariffs take effect, they would have serious implications for the coal companies which would incur losses on exports because of them

"While we would meet our obligations to ship coal to contractual customers, there would be an immediate adverse effect on export tonnages sold from SA on the spot market," he adds.

Another coal exporter commented. "After actions like this, one wonders if the government has any real concern for the situation facing the coal exporters

"Sats is trying to get back the money it has spent on expanding the capacity of the Richards Bay line for new exporters who are now unable to use it because of the surplus of coal on world markets," he says "In the process, Sats is killing the existing coal export industry."

A coal share analyst points out that, before this latest increase, those mines still profitable at that stage were making about R4/t-R5/t on export sales; this means that most of them will now be unprofitable or marginal propositions

Implications for coal shares are serious There has been some buying of shares on the grounds that conditions cannot get worse and there are good recovery prospects But, as the new Sats tariffs indicate, things can get worse and 1988 coal company earnings could drop further on 1987 earnings

An indication of how bad the 1987 earnings could be was given recently by the final results from Trans-Natal These showed a 37% drop in distributable income to R76,6m or 98c a share in the year to end-June (previous financial year — R120,7m or 161c a share), while dividends were slashed by 33% to 60c a share (90c)

That meant Trans-Natal made just 31c a share in the second half of its 1987 financial year, compared with the year-ago 67c One analyst estimates that Trans-Natal's earnings could drop to 70c a share in the current year and its dividends fall to 40c

Surprisingly, Trans-Natal's share price jumped on release of the final results from 550c to current levels around 675c If Sats gets away with the latest rail hikes and conditions on the coal market remained unchanged, those shares could well weaken again. Anyone buying on recovery prospects faces a long wait

Brendan Ryan

Cape Times 12/9/87 (269)

SATS anti-strike move

By BARRY STREEK
Political Staff

THE General Manager of the South African Transport Services (SATS), which was hit by a major strike in April this year, is to get increased powers to act against illegal strikes.

In terms of the South African Transport Services Amendment Bill, which was released in Parliament yesterday, the General Manager will have the power to fire strikers three days after he has told them to return to work.

If the general manager considers that a SATS employee or a group of employees are participating in a strike, he shall, in substitution for normal disciplinary procedures "extend to the employee or group of employees concerned an opportunity of providing, within three days, a written explanation for not complying with his or their normal duties"

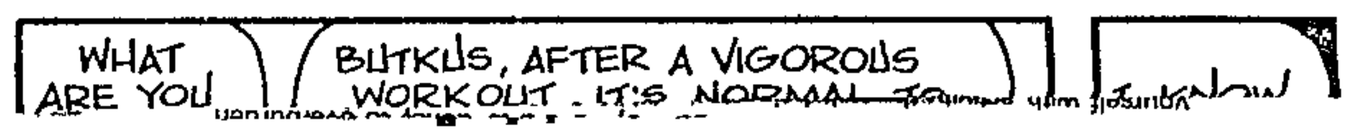
He can give notice to the workers to do so by means of verbal communication, letter, publication or notices at their place of work.

After the expiry of the three-day period, the general manager shall take these representations into consideration and "shall thereafter have the right to terminate the services of such employee or employees".

The new law gives the SATS general manager far wider powers to dismiss workers who participate in illegal strikes

A memorandum, attached to the bill, says the amendment provides for "practical and effective steps which may be taken by the general manager in the case of an illegal strike".

VOICE OF AMERICA
0300 News 0310 Daybreak Africa, 0330 News Summary, 0335 Daybreak Africa, 0400 News 0410 Saturday Morning 0430 News Summary/Saturday Morning 0500 News, 0510 Closeup, 0530 News Summary/Saturday Morning 0600 News



(i) to (iv) Falls away

It should be mentioned, however, that during the financial years 1982-83 up to and including 1986-87 project aid in the form of loans, including non-recoverable financial assistance, was granted to the independent national states for educational purposes In the accompanying schedule an exposition is given thereof

PROJECT AID IN THE FORM OF LOANS, INCLUDING NON-RECOVERABLE FINANCIAL ASSISTANCE, FOR EDUCATIONAL PURPOSES

Country	1982-83	1983-84	1984-85	1985-86	1986-87
Transkei	R2 705 644 Erection of primary and secondary schools	R2 590 000 Erection of primary and secondary schools	—	R7 122 165 Erection of classrooms at primary and secondary schools	R3 677 384 Erection of classrooms at primary and secondary schools
Bophuthatswana	R5 824 459 Financial contribution towards the erection of a University at Mmabatho	R2 774 752 Financial contribution towards the erection of a University at Mmabatho	R857 594 Erection of primary, middle and secondary schools at Winterveld	R6 339 448 Erection of primary, middle and secondary schools at Winterveld	R5 366 648 Erection of primary, middle and secondary schools at Winterveld
Venda	—	—	—	R311 472 Erection of additional classrooms at primary and secondary schools	R3 996 966 Erection of additional classrooms at primary and secondary schools
Ciskei	—	—	—	R3 585 104 Upgrading and provision of primary and secondary schools	R1 475 765 Upgrading and provision of primary and secondary schools

Goods transported by rail/road

407 Mr A J W P S TERBLANCHE asked the Minister of Transport Affairs †

How many tonne kilometres of goods were transported by the South African Transport Services by (a) rail and (b) road in the 1986-87 financial year?

The MINISTER OF TRANSPORT AFFAIRS

(a) 91 690 592 176

(b) Particulars are not available on the basis as set out in the Question The total mass conveyed was 4 211 990 ton A distance of 78 609 590 kilometres was covered for this purpose

Diplomatic immunities/rights/privileges

414 Mr C W EGLIN asked the Minister of Foreign Affairs

Whether the State President has granted diplomatic immunities, rights and privileges to any persons in terms of section 2B of the Diplomatic Privileges Act, No 71 of 1951, if so, (a) to how many since 12 April 1985 as at the latest specified date for which information is available, (b) what are the (i) names of, (ii) nationalities of and (iii) positions occupied by each of these persons and (c) what was the nature of the status granted to each of these persons?

The MINISTER OF FOREIGN AFFAIRS

No (a), (b) and (c) Fall away

TUESDAY, 15 SEPTEMBER 1987

†Indicates translated version

For oral reply

General Affairs

State President

SABC. telephone call

*1 Mr D J DALLING asked the State President

Whether he or any other person acting on his behalf telephoned the SABC or any senior official of the SABC during the broadcasting of the 8 pm news bulletin on TV1 on 24 August 1987, if so, (a) (i) who made the telephone call and (ii) to whom did he speak and (b) what was the (i) purpose of the call and (ii) response obtained?

The STATE PRESIDENT

Yes I personally phoned the Director-General of the SABC and requested him to carry out my original request, namely to broadcast the full version of the statement issued on that day by my Office on this matter, as well as the contents of my letter of that date to the Chairman of the Ministers' Council of the House of Representatives and his reply to me If I deem it necessary under similar circumstances in future I will do so again

Mr D J DALLING Mr Speaker, arising from the reply given by the hon the State President and bearing in mind that any request of this nature from the hon the State President during a news broadcast would largely be regarded as an instruction, could he tell the House by what legal authority or otherwise the State President has the right to interfere with the independent broadcasting of the SABC? [Interjections]

The STATE PRESIDENT I did so in the interests of truth, Sir [Interjections]

Mr SPEAKER Order!

Mr D J DALLING Mr Speaker, further arising from the reply given by the hon the State President, can he tell the House whether that facility of being able to make this sort of immediate request which will be carried out is available to the leaders of all political parties in this House?

The STATE PRESIDENT If they want to do so, Mr Speaker, I shall not stop them [Interjections]

†Mr F J LE ROUX Mr Speaker, further arising out of the hon the State President's reply, does the hon the State President want to imply that the first news version was not the truth?

†The STATE PRESIDENT Mr Speaker, the first news version was incomplete and not to my liking to let the country learn the true facts

Mr D J DALLING Mr Speaker, further arising out of the hon the State President's reply, I should like to ask him in what manner, in his view, the report was "onvolledig"?

†The STATE PRESIDENT Mr Speaker, it did not present a true reflection of the correspondence, and also not of the statement issued by my office

Mr P G SOAL Mr Speaker,

†Mr SPEAKER Order! I am not prepared to allow any more supplementary questions on this question to the hon the State President

Mr D J N MALCOMESS Mr Speaker, on a point of order May I ask in terms of what Standing Order you have given that ruling?

Mr SPEAKER Order! It is within Mr Speaker's discretion to do so, and I am doing just that [Interjections]

†The STATE PRESIDENT With all due respect for you, Mr Speaker, I am enjoying the questions and the replies

Airports

*31 Mr C B SCHOEMAN asked the Minister of Transport Affairs †

Whether it is the intention to privatize airports, if so, to what extent?

†The MINISTER OF TRANSPORT AFFAIRS

The possible privatisation of State airports will be investigated as part of a function evaluation programme which will be undertaken by the Commission for Administration No opinion can consequently be expressed at this stage

Own Affairs

*1 Mr K M ANDREW—Local Government, Housing and Works [Withdrawn]

Tuition fees

*2 Mr A GERBER asked the Minister of Education and Culture †

(1) Whether it is the intention to charge tuition fees at schools falling under his Department, if so, (a) why, (b) with effect from what date and (c) what tuition fees will be charged,

(2) whether these fees will be compulsory?

†The MINISTER OF EDUCATION AND CULTURE

(1) The matter of tuition fees is currently being considered A final decision has not as yet been taken in this regard

(a), (b) and (c) Fall away,

(2) falls away

†Dr W J SNYMAN Mr Speaker, arising out of the hon the Minister's reply, I wish to ask him whether he realises that the hon the Minister of Education and Development Aid furnished a different reply to exactly the same question

†The MINISTER Mr Speaker, the hon member should by now know that this Department is an own independent Department of Education and Culture in the Administration House of Assembly, while the department that the hon member is referring to is another independent department Naturally it is possible that two different replies can be given

†An HON MEMBER They are two legs of the same body

†Mr T LANGLEY Mr Speaker, further arising out of the hon the Minister's reply, does that mean that if department A says that an apple is green, department B can say that that apple is red and then both those questions have been correctly replied to? [Interjections]

Rent-controlled premises

*3 Mr C W EGLIN asked the Minister of Local Government, Housing and Works

(1) Whether any surveys have been conducted in any areas into the number of rent-controlled premises in those areas since his statement on this matter on 17 February 1987, if not, why not, if so (a) in what areas as at the latest specified date for which information is available and (b) what were the results of these surveys,

(2) whether rent-control has been phased out in any areas in terms of the above-mentioned statement, if so, (a) in which areas and (b) in respect of how many restricted units had rent-control been lifted as at the latest specified date for which information is available, if not,

(3) whether the phasing out of rent-control is being reconsidered, if so, what are the circumstances surrounding this decision?

The MINISTER OF LOCAL GOVERNMENT, HOUSING AND WORKS

(1) (a) and (b) No, but according to my statement on 17 February 1987 surveys were conducted beforehand of properties which, according to the Rent Boards' records, are still under rent control and the position is as follows in respect of the respective regional office's service areas

Area	*Number of rent controlled properties*
Western Cape	13 922
Southern Transvaal	19 330
Natal	7 889
Northern Transvaal	9 505
Northern Cape	486
Orange Free State	1 417
Eastern Cape	11 784
TOTAL	64 333

(2) (a) and (b) Yes As at 9 September 1987 as follows

Area	*Number of units decontrolled in respect of phase I*
Western Cape	1 743
Northern Transvaal	115
Northern Cape	46
TOTAL	1 904

(3) Falls away

Teaching staff recruitment/appointment

*4 Mr R M BURROWS asked the Minister of Education and Culture

(1) With reference to his reply to Question No 6 on 1 September 1987, (a) what are the conditions required to be met for the recruitment and appointment of teaching staff in respect of each province and (b) (i) when and (ii) in terms of what laws and/or ordinances were they imposed,

(2) whether, in recruiting and appointing teaching staff, education departments and/or school management bodies may deviate from the conditions laid down in such laws and/or ordinances, if so, in what manner,

(3) whether, in recruiting and appointing teaching staff, education departments and/or school management bodies may impose on persons to be appointed or recruited as teachers conditions relating to (a) their (i) religious and (ii) political viewpoints and (b) the training institutions attended by them, if so, in terms of what statutory authority,

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

†The MINISTER OF EDUCATION AND CULTURE

(1) (a) The conditions which apply to applicants before they may be recruited and appointed in teaching posts in my Department include that they must be White, registered with the Teachers' Federal Council, suitably qualified in accordance with given criteria, fulfil additional requirements in accordance with the Act or Ordinance in terms of which they were appointed including inter alia South African Citizenship, health, character and willingness to render such services as may be required

(b) (i) the requirements in accordance with which recruitment and appointments are done were in certain instances transferred from previous legislation to existing legislation and ancillary legislation Dates of the specific Acts and Ordinances are as indicated in (ii) below,

(ii) Constitution of the Republic of South Africa, (Act 110 of 1983)

National Education Policy Act, (Act 39 of 1967)

Educational Services Act, (Act 41 of 1967)

Mentally Retarded Children s Training Act, (Act 63 of 1974)

Technical Colleges Act, (Act 104 of 1981)

Cape Education Ordinance, (No 20 of 1956)

Asata annual meeting

Quotes by Mr George Toromanof, director of the Universal Federation of Travel Agents Associations at the recent annual meeting of Asata in Johannesburg:

● *"Airlines the world over are blackmailing travel agents. If you don't want to sell our tickets, they tell us, we'll open our own shops."*

● *"In the next ten years tourism will double. Then it will not be a question of where to send our customers but where we can get them accommodation."*

● *"Why are you (SAA) not putting on the table what you are doing under the counter?"*

SAA chief executive Gert van der Veer "For foreign vistors to South Africa SAA's domestic airfares are among the lowest in the world"

Travel agents in a spin over deregulation

By Chris Moerdyk

The anticipated battle royal over airline deregulation between travel agents and the SAA/foreign airlines cartel in Johannesburg recently amounted to nothing more than polite sabre-rattling

And until travel agents decide whose side they are on, South African air travellers will have to live with inflated airfares and without the many benefits deregulation could bring them

In spite of the Association of Southern African Travel Agents (Asata) having gone to great lengths to set up the confrontation between their members and the airlines at the organisation's annual meeting, no-one appeared willing to take up the cudgels

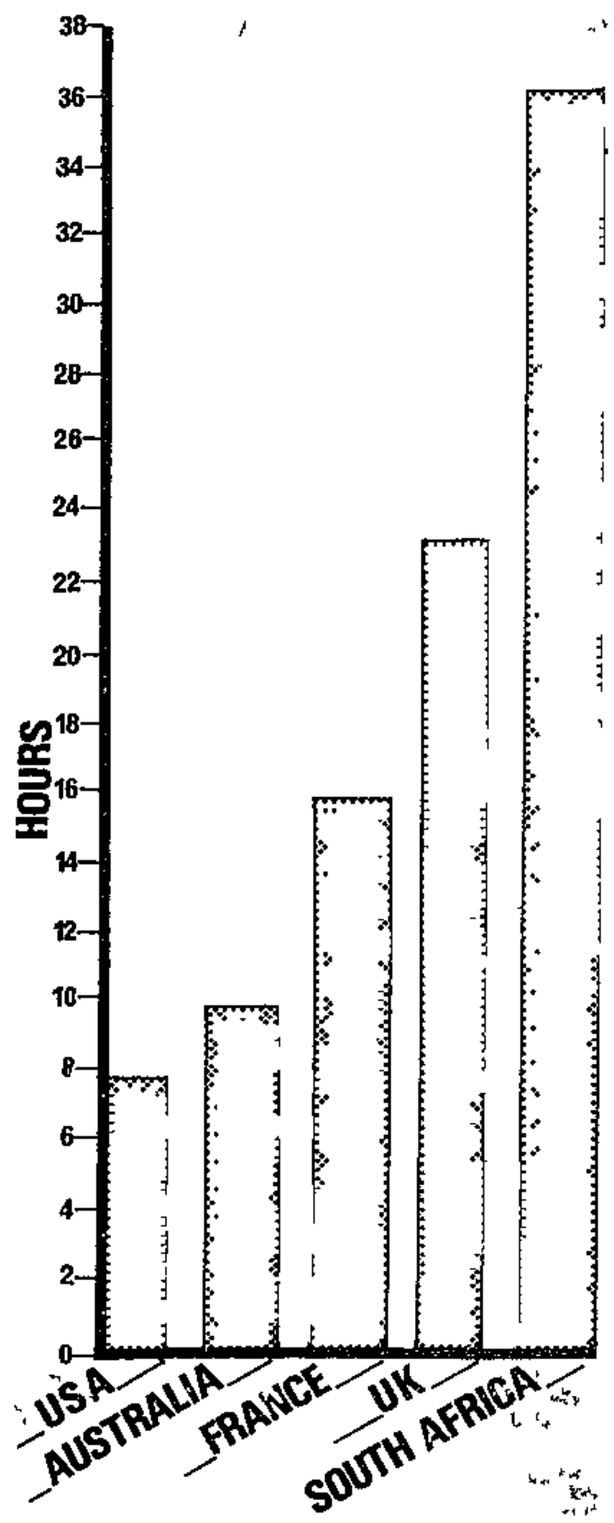
During the past year Asata has discovered that it has substantial clout and in the past few months has indeed bared its teeth at the airlines over fare increases and under-the-counter discounting. But the organisation has yet to discover its bite

Members and office bearers seem reluctant to stick their necks out And not without good reason

Most of them are travel agents fully aware of the necessity to maintain a close relationship with the airlines and particularly SAA Getting into the airlines' bad books would simply mean going out of business

Chairman's jest

Before reading out to the meeting a report from an Asata working group, congress chairman Gavin Simpson went to great lengths to assure his au-



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dience that remarks in the report were not necessarily his own and jokingly added that in view of the SAA presence at the meeting he did not wish to risk losing his domestic licence

While this remark was obviously made in jest it also emphasised the delicate relationship that exists between travel agents and the national carrier

There were two additional factors that precluded open confrontation with SAA The first was that SAA had not only sponsored a day at the races and the congress luncheon for delegates but had also provided them with rebated air travel in order to attend the congress Many might have felt it impolite to kick their gift horse in the teeth

The second factor was the presence of SAA's chief executive Gert van der Veer Genial and polite with a quick and ready wit, Mr van der Veer clearly understands the complexities of air transport During the panel discussion on the deregulation issue he was convincing and not in the least shaken by some patently disparaging remarks about his and other airlines made by the visiting director of the Universal Federation of Travel Agents Associations, George Toromanof

Mr Van der Veer insisted that deregulation would not prove beneficial. An argument which of course anyone in his position would be expected to support As the architect of US deregulation Prof Alfred Kahn said recently, deregulation was not designed to make life for airlines and travel agents any easier but simply to give the travelling public a better deal

Ramifications

It is clear that SAA and other airlines fully understand and appreciate the ramifications of deregulation but it is logically not in their own interests to promote it It is equally clear that neither Asata nor its travel agent members fully grasp what airline deregulation is all about

When Mr van der Veer was questioned about direct sales of tickets by airlines to the public thus by-passing travel agents, he quite rightly pointed out that delegates might not have realised that this was in fact also what airline deregulation would amount to

The number of hours a random group of employees in these five countries would need to work in order to buy an air ticket for a 500km journey in their respective countries.

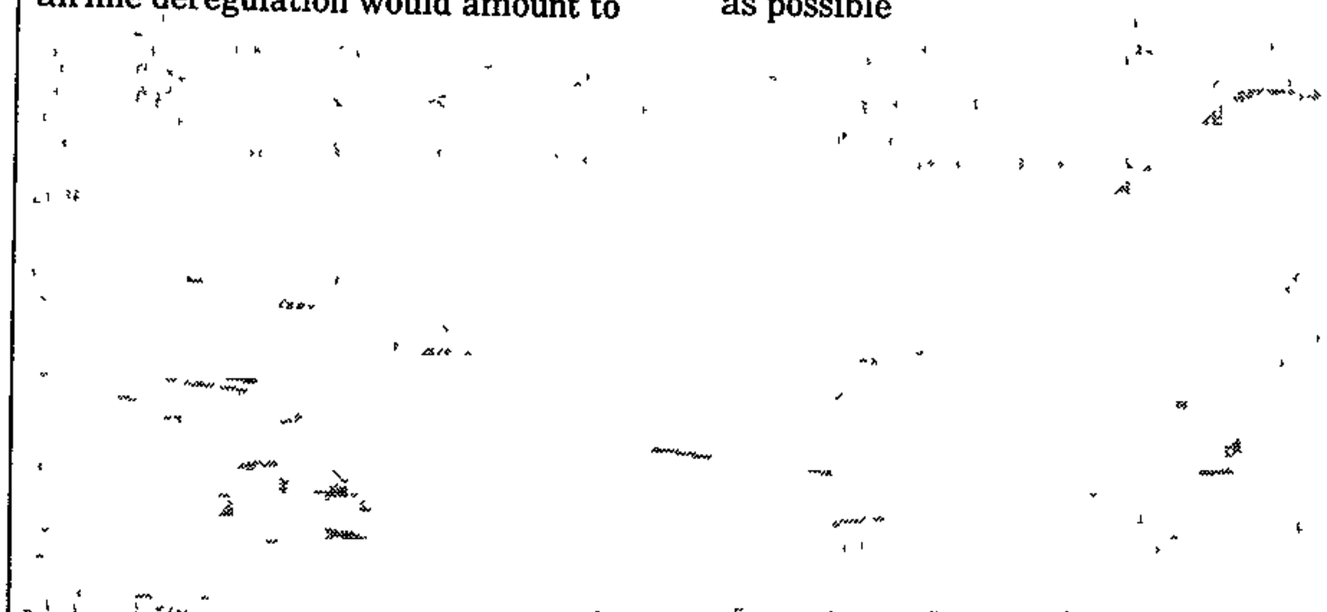
He later, perhaps unintentionally, tested travel agents' understanding of airline fare structures by claiming that for overseas visitors to South Africa SAA's domestic fares were probably the lowest in the world Travel agents appeared to accept this revelation without questioning the relative cost of domestic air travel for a South African compared to what an American or Australian might pay to travel the same distance in his own country Relatively this might easily make SAA's domestic fares the most expensive in the world

But, added Mr van der Veer, SAA would actually like to lower a lot of its fares but was unable to do so because the airline formed part of a wider African airline network and lower fares would place some African airlines in jeopardy Again no questions were raised about why the South African traveller should subsidise airlines in African states, particularly from the point of view that it was common knowledge that the International Air Transport Association did not set fares

As far as the travelling public of South Africa is concerned the only conclusion that could be drawn from the week-long Asata congress was that the man in the street has little hope for lower airfares or any other benefits of even partial deregulation

For the time being he cannot expect travel agents to bat for his cause, at least until Asata decides to stop baring its teeth and go for the jugular If this jugular is deregulation then travel agents can naturally only be expected to push the issue just as far as it won't hurt them

What is also clear is that SAA and its foreign airline partners have as firm a grip as ever on the air travel industry and in spite of the growing success of deregulation in more and more countries, the cartel will try to maintain and entrench the status quo for as long as possible



Winging away from deregulation — SAA still has a firm grip on the South African air travel industry

COAL EXPORTS

Rail tariff shocker

Coal producers intend ignoring a Sats directive that rail tariffs to users of the Richards Bay line went up by around 20% on September 1

They contend that Sats acted "irresponsibly" by hiking the rail rate so soon after April's interim rate adjustment — especially since the whole tariff issue is the subject of a full-scale government inquiry

Producers were clearly shocked by the Sats telex outlining the new charges Though tariffs vary according to the haulage distance involved, in effect it means a rise in transport costs of R4/t-R5/t for most producers

Many coal owners are marginal cost producers They contend the rail tariff hike would blow them out of even some of the most lucrative export markets if this were to be added to end prices And coal tonnages this year ex Richards Bay are already some 5,5% down (around 36 Mt) on last year (38 Mt)

Hans Smith, Gencor director, coal marketing, says the increases would have a disastrous effect on the industry. "It would halve coal exports and cause at least half the country's coal mines to close down," he predicts

Producers have made known to government their discontent over the unilateral imposition of the new rail charges Sats now appears to be doing some backtracking A spokesman for the Richards Bay coal terminal confirmed the tariff increase has not yet been implemented

Although there still appears to be some confusion within government, producers say they have a broad understanding that they can continue paying tariffs at the interim levels set in April until the commission of inquiry into the tariff structure reaches a finding This is not expected until the next rate review in March next year.

Meanwhile, prices on the spot coal market appear to have stablised at US$19,50/t-$20/t While few mines can be profitable at these prices — even without the rail hikes — the average price to South African producers could be closer to $23/t, taking into account long-term contracts to places like Japan

Smith believes the export outlook will remain unattractive in the short term But in the longer term he sees more buyers turning to SA as demand increases — in spite of sanctions pressures and the current international coal surplus ■

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CITY TRANSPORT

Sandton express

SA's first bus rapid transport (BRT) service, the Sandton Shuttle, started operating between Sandton City and the Carlton Centre in Johannesburg's CBD on September 14

The new service is unusual for two reasons

☐ It is a genuine attempt by the Sandton City Council to get commuters back into public transport by providing them with a fast, efficient service, offering discount fares at off-peak hours,

☐ And, if the sale of Putco to the Southern Africa Black Taxi Association goes through, it will be the first time a black-owned bus company will operate a municipal bus service for a white council

Putco Operating (PO), a Putco group subsidiary which runs the Edenvale municipal service, will operate the service on contract to the Sandton council which will subsidise any losses Buses will leave Sandton City every five minutes between 07h00 and 07h30, and at regular intervals after that throughout the day

Only Sandton passengers will be picked up Once across the municipal boundary buses will head for the Carlton Centre, stopping only to drop off passengers who boarded on the Sandton side of the line On the return journey only passengers destined for stops in Sandton will be picked up

Although support for public transport is declining worldwide, particularly in wealthy areas, the Sandton council believes the bus service will succeed CSIR research shows that passengers will support services that are fast, frequent, direct and offer good value for money

Transport expert and researcher Paul Browning, who devised the shuttle's marketing programme, believes the service will succeed due to its speed, frequency and "direct line through Johannesburg" The new service, he says, will offer the same benefits as a rapid rail system "which would have been ideal, but would have cost billions"

PO GM Barney Milns is also pleased The less attractive service PO had been operating between the two CBDs for 13 years has been absorbed into the new service and PO can't lose

The fares are not cheap, but will probably be less than the parking fees many motorists pay A one-way journey between the two termini will cost R3,40 A one-month season ticket R104 Off-peak return tickets cost only R4

Executive director of the SA Bus Owners' Association (Saboa) Gerrie Prinsloo says support for public transport comes mainly from the lower income end of residents in any community

"While Sandton is a wealthy community it also has people who earn less than those at the top of the tree They may support the new service In some communities R104 a month per person to get to and from work would be exorbitant, but to those who live in Sandton and work in Johannesburg it's not"

Only time will tell if the Sandton Express meets expectations ■

MP caught smoking in SAA loo

By CHRIS ERASMUS

THE SAA domestic flight smoking ban had been broken at the highest level — by a Member of Parliament

Conservative Party MP Dr Ferdi Hartzenberg was nabbed during a recent SAA flight between Cape Town and Johannesburg when he slipped into the loo for a quick puff on his pipe.

And it was not an on-board smoke detector that gave Dr Hartzenberg away.

The aroma of his favourite brand of pipe tobacco led a conscientious air steward straight to him.

Although slightly red-faced about his escapade, Dr Hartzenberg was quick to admit his offence when questioned by the Cape Times yesterday.

"Yes, it's true, I cannot tell a lie," said the MP for Lichtenburg.

"It happened about a month ago. I went into the toilet for a puff on my pipe, and when I came out the steward asked me if I had been smoking.

"I said 'Yes, I had some pipe' and asked him what would happen next. He did not seem to know, so I said he should report me to the minister (of Transport Affairs, Mr Eli Louw)," said Dr Hartzenberg.

But even though Dr Hartzenberg thinks the whole thing was a bit of a joke, he has clearly learnt his lesson.

"No man, I won't do it again, and that's a promise."

It also looks like he got away with just a warning, as there appears to be no attempt rigidly to enforce the R50 on-board smoking fine in Dr Hartzenberg's case.

Mr Leon Els, a spokesman for the minister, said no complaint had been forwarded to Mr Louw.

"Dr Hartzenberg's was among the last incidents of this kind — most members of the public seem happy to co-operate with us on the smoking ban and we have had very few incidents recently," said Mr Els.

SA Transport Services spokesman Mr Francois Louw said it was SATS policy to protect the privacy of its passengers, so the incident would not be confirmed or denied by SATS.

"Generally, our stewards have had excellent co-operation from passengers on the no-smoking rule and we have neither had to, nor do we want to, impose a fine," he said.

In case any other SAA passengers who were caught having an illicit puff in the loo are worried, they can rest assured that the airline does not keep a "little black book" for offenders.

WHERE THERE'S SMOKE Dr Ferdi Hartzenberg with the pipe that got him into trouble in an airliner toilet Picture: ANNE LAING

DD 23/9/87

Sats losses leap to R73 million

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PRETORIA — Sats operating losses for the first four months of the financial year increased against the budget by R20,4 million to R73,4m.

Statistics show had expenditure not been cut during this period the deficit would have been greater.

Budget expectation for total revenue amounted to R3 269,287m against actual revenue of R3 139,5m.

Expenditure was cut to R3 212,738m.

Railway revenue was down R131,95m to R1 822,773m but R64,372m was saved.

Road transport revenue at R93,174m was R5,902m down on budget. Harbours revenue at R351,894m was R4,7m down on budget.

Airways showed a R1,146m increase on budget for revenue of R550,8m.

Commuter service revenue was R4,179m up on budget to R223,397m. — DDR

Hansard

them at state expense with the aid of the Department of Public Works and Land Affairs, and against payment by them for the duration of their stay

(b) Official quarters Hostel Private rooms Private homes

(c) Official quarters on Prisons Terrain, Cape Town Hostel and private rooms at Guguletu and Khayelitsha Private houses at Nyanga East

(3) Yes Travel facilities are provided for official journeys undertaken during the Parliamentary session in the same way as if they were at their headquarters Exception for the following journeys, travel assistance is not given by the State for private journeys

A maximum of 2 private journeys, where the employee's whole household moves to Cape Town, and 4 journeys where the whole household is not thus moved can be paid out of State funds The journeys can be undertaken to and from their headquarters or any other place, to enable them to attend to their interests

(4) Yes

(a) Falls away

(b) The State is responsible for the relevant journeys referred to in (3) above In addition, the State transports the employees to Cape Town at the beginning of the session and for the final journey back to their headquarters The employees travel via the most economical means of transport which in the discretion of the head of department is the most practical and efficient means

†Mr S S VAN DER MERWE Mr Chairman, arising out of the hon the Minister's reply, I want to know whether no arrangements are made for assistance to these persons for journeys from and to work on a daily basis, while they are in Cape Town I ask this question as a result of the fact that Khayelitsha, for example, is very far from Cape Town Is there any assistance or are there special arrangements in that regard?

†The MINISTER Mr Chairman, I will have to furnish those particulars to the hon member later, or he will have to put an additional question on the Question Paper I am not prepared for that

Philadelphia Hospital: person disappeared

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

(1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, was removed from the Philadelphia Hospital in Denilton by the Police in early August 1987, if so, (a) on what date, (b) why, (c) where is he being held and (d) what is his name, if not,

(2) whether the Police have been approached by any persons regarding the disappearance of this person from the above-mentioned hospital, if so, (a) when and (b) what action have they taken as a result,

(3) whether the Police are investigating the disappearance of this person from this hospital, if not, why not, if so, with what result?

†The MINISTER OF JUSTICE (for the Minister of Law and Order)

(1) No
(a) to (d) Fall away

(2) No
(a) and (b) Fall away

(3) No The person had been detained since 16 May 1987 by the KwaNdebele Police in terms of the Emergency Regulations On 13 June 1987, members of that Police Force took him to the Philadelphia Hospital for treatment of an illness He was guarded for the duration of his stay in hospital and was discharged from hospital on 13 August 1987 After he had been detained at the Denilton police station for one night, he was

Hansard

transferred to the Nylstroom Prison, where he is still being detained The relatives of the detainee were informed of his discharge from the hospital They are aware of the fact that he is again being detained in the Nylstroom Prison and they, as well as the detainee's attorney, have visited him there on several occasions since 13 August 1987

Executions

*4 Mr P G SOAL asked the Minister of Justice

How many persons had been executed in the Republic since 1 January 1987 as at the latest specified date for which information is available?

†The MINISTER OF JUSTICE

From 1 January 1987 to 9 September 1987 111 persons were executed

Media: regulations

*5 Mr D J DALLING asked the Minister of Home Affairs

(1) Whether he has appointed any persons to serve on a committee or committees to advise him on the implementation of the most recently published regulations relating to the media, if so, what are the (a) names and (b) qualifications of these persons,

(2) whether the persons so appointed will receive financial compensation for performing their duties, if so, what compensation?

†The MINISTER OF HOME AFFAIRS

(1) No

However, in *applying* the regulations the responsible Minister must on examination of a series of issues of a periodical, decide whether a systematic or repeated publishing of matter has, or is calculated to have the effects stipulated in the regulations

The provisions of regulation 7A confer upon me the discretion to decide and the decision is mine alone In reaching that decision I have to apply my mind and act without *male fides*, failing which my decision can be challenged in Court In the process of applying my mind I intend to *inter alia* avail myself of and weigh the full spectrum of relevant issues and facts

Should I, therefore, deem it necessary in a particular case, I shall make use of the opinions and advice of social scientists, academics, lawyers and media experts Each individual situation will determine my course of action I might find the matter before me so clear-cut that I do not consult anyone

For the proper functioning of the system I do not consider it advisable to divulge the names of the people consulted by me I do not wish to involve them publicly in a decision which, in the end, is mine However, if they take it upon themselves to let it be known, I have no objection thereto

(2) *Compensation*

Compensation is a matter that varies from case to case I intend to consult experts directly, by telephone, or through correspondence The question of compensation might not arise at all in many cases, depending on the circumstances and the persons consulted

Passenger coaches: sequence

*6 Mr D J DALLING asked the Minister of Transport Affairs

Whether any passenger trains travelling between Johannesburg and Cape Town have the sequence of the passenger coaches changed during the journey, if so, (a) why, (b) what changes are effected in the sequence of the coaches and (c) (i) where and (ii) at what stage of the journey are these changes effected?

The DEPUTY MINISTER OF TRANSPORT AFFAIRS

Under normal circumstances the sequence

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of passenger coaches on passenger trains are not changed during journeys

Mr D J DALLING Mr Chairman arising from the reply of the hon the Deputy Minister, I should like to ask him what "normal circumstances" and "abnormal circumstances" are?

The DEPUTY MINISTER Mr Chairman, an "abnormal circumstance" would be, for example, when a technical defect occurs in a coach, and that coach has to be uncoupled Obviously there would then have to be a change in the sequence of the coaches [Interjections]

Debt: committal to prison

*7 Mr D J DALLING asked the Minister of Justice

Whether he intends introducing any legislation arising out of the report of the South African Law Commission regarding the committal of persons to prison for debt, if so, (a) what is the main import of the legislation and (b) when is it anticipated that this legislation will be placed before Parliament?

†The MINISTER OF JUSTICE

I dealt with the matter at length during the discussion of the Justice Vote in the House of Representatives on 30 July 1987 (Hansard col 1645) For the hon member's information I reiterate that I indicated on that occasion that it is a matter in which Members of Parliament have an interest and that the report of the South African Law Commission must therefore be referred to the Standing Committee on Justice with the instruction to report on the findings and recommendations of the Law Commission The Standing Committee may, should it find it necessary, propose legislation

I have already given notice that I shall move tomorrow that the report of the Law Commission be referred to the Standing Committee on Justice

Crime-prevention civic patrol

*8 Mr K M ANDREW asked the Minister of Law and Order

(1) Whether he or the South African Police have received any representations from the Cape Town City Council in respect of the possible formation of a crime-prevention civic patrol, if so, (a) what representations, (b) when and (c) what (i) was his response and (ii) were his reasons for giving this response,

(2) whether he received any requests for financial assistance to form such a patrol, if so, (a) what amount was requested and (b) what (i) was his response and (ii) were his reasons for giving this response?

The MINISTER OF LAW AND ORDER (Reply laid upon the Table with leave of House)

(1) Yes, respresentations were received by the Divisional Commissioner of the Western Province Division

(a) The representations dealt with the establishment of civic patrols to enforce municipal by-laws

(b) 20 February 1987

(c) (i) and (ii) The Divisional Commissioner held discussions with the Executive Committee of the City Council and also attended their meetings

For reasons of efficiency it is however, the viewpoint of the South African Police that it is a priority to rationalise law enforcement bodies in the South African context, instead of having fragmented smaller law enforcement components that possess separate executive powers throughout the RSA

After a meeting of the United Municipal Executive on 4 February 1987, during which the South African Police explained the benefits of a national police force with a uniform system, the United Municipal Executive decided at its annual meeting on 12 March 1987, not to negotiate the institution of Municipal Police for White, Asian and Coloured Local

Authorities This subject was not raised again

(2) No, (a) and (b) (i) and (ii) Fall away

Howick: abduction/murder

*9 Mr P C CRONJÉ asked the Minister of Law and Order

(1) Whether any (a) arrests have been made and (b) charges have been laid in connection with the alleged abduction and murder near Howick on or about 6 December 1986 of three persons, whose names have been furnished to the South African Police for the purpose of the Minister's reply, if so, (i) who were arrested and charged, and (ii) when, in each case,

(2) whether any further steps have been taken in respect of those so arrested and charged, if not, (a) why not and (b) when is it anticipated that such steps will be taken, if so, what was the outcome?

†The MINISTER OF JUSTICE (for the Minister of Law and Order)

(1) (a) and (b) No
(i) and (ii) Fall away

(2) Falls away

Strikes: employees prosecuted

*10 Mr J J S PRINSLOO asked the Minister of Justice †

(1) Whether any of the employees of the South African Transport Services who took part in strikes this year, have been prosecuted under criminal law, if so, (a) how many, (b) when, (c) on what charges and (d) with what result, if not, why not,

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

†The MINISTER OF JUSTICE

(1) Since the required information covers a wide spectrum, it is not clear which information the hon member requires In order to be of assistance to the hon member, we obtained information in regard to offences related to strikes Following on this I supply information which is at hand Should any further information become available I shall inform the hon member in writing

(i) On 27 August 1987 1 person was found guilty in the Regional Court, Germiston of contravening section 1 of the Intimidation Act, 1982, and sentenced to 4 years imprisonment of which 2 years imprisonment were suspended,

(ii) on 9 September 1987 1 person was found guilty in the Regional Court, Johannesburg of contravening section 1 of the Intimadation Act, 1982, and sentenced to 5 years imprisonment of which 2 years imprisonment were suspended,

(iii) the cases against 11 persons who are charged with contravening section 1 of the Intimidation Act, 1982, have not yet been finalized, and

(iv) a Police investigation against 45 persons which, *inter alia* includes 4 charges of murder and 1 charge of attempted murder is still pending

(2) In the light of this comprehensive information and that which I shall possibly furnish still, but which I do not not promise to, a statement is in my opinion not necessary

Strikes: temporary employees

*11 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

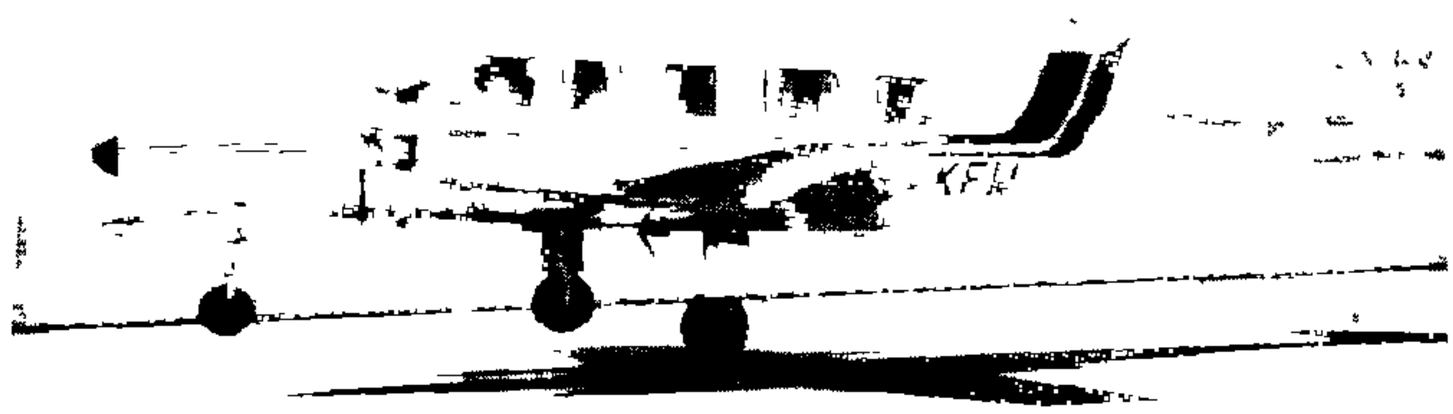
(1) Whether during the strikes by employees of the South African Transport Services this year any White persons were temporarily employed to do the work of strikers, if not, why not, if so, how many,

(2) whether the services of any of these White persons were terminated as a result of the re-employment of Black

PRIVATE AIRLINES (269)

Freeing the skies

Can SA afford to take the quantum leap required to deregulate its air travel? Opinions differ, but there is no doubt that moves towards deregulating air travel in SA are gaining momentum



Private airlines . . . time for a lift-off

Comair MD and immediate past chairman of the Airlines Association of SA (AASA) Piet van Hoven contends air travel deregulation will create many opportunities By now the favourable impact of Jimmy Carter's deregulation of US air travel is well known

"The market was stimulated, airlines became more profitable and users benefited from cheaper airfares For years there was a surplus of pilots in the US, but no more They have all been absorbed by the expansion of US airlines"

Van Hoven hopes that Transport Affairs Minister Eli Louw will take up the cudgels on behalf of private airlines and force SAA to release the stranglehold it has over some of the less lucrative routes

"We expect some deregulation of air travel by the middle of 1988," he notes

But current AASA chairman Trevor Conlyn of National Air takes a less consoling view He points out that "AASA members are scheduled airline operators known as second-level carriers or commuter operators. They have operated in a regulated environment for years and may lose the protection they have enjoyed if deregulation becomes a reality."

Conlyn is convinced that deregulation in the "near future" will harm domestic scheduled operators outside of SAA "who are already fighting for an existence in terms of making reasonable returns on their shareholders' investments"

But while he admits it will take many years before scheduled routes in SA are entirely deregulated, Conlyn says he "hopes that privatisation of SAA's less dense routes will happen in the immediate future."

Conlyn is convinced that the less dense routes "which SAA holds on to more often because of pressures from small town communities than due to economic realities," can become profit sources for AASA members The net effect would be increased passenger loads and improved fleet utilisation

Executive director of the Commercial Aviation Association of Southern Africa (CAASA) Cor Beek says CAASA has always supported the Margo Commission's recommendations for staged deregulation of domestic services to promote controlled competition

The draft Air Services Bill, which was referred back to the Department of Transport by the industry for updating "more of the words than of the principles," contains the guidelines for that deregulation

While CAASA wants more competition, it insists the high safety standards administered by the Directorate of Civil Aviation (DCA) must not be tampered with "We do not want economic control An operator cannot at present get into a market without a licence from the National Transport Commission," says Beek

"We need more competition We need to free air taxis and a number of other aerial services from economic control. Those who feel they can make money by operating in those markets must be free to do so provided their safety standards are monitored by the DCA"

But safety is one of the reasons why Van Hoven's enthusiastic support for the US deregulation experiment is not shared by Beek About 50% more daily flights now take place in the US than at the start of the decade, with more than two near misses a day officially logged. Last year alone there was an 18% rise in mistakes by air traffic controllers, while pilots have refused to fly because "non-urgent" repairs were not attended to for up to 30 days

More than twice the number of airlines now operate than before deregulation and 158 flights take place every weekday between the Washington area and New York At the same time, some important towns are now no longer served by air

So while the market does find its own level, safety standards remain paramount No doubt SA may well require different solutions to the US, with its crowded skies and vast domestic market. ■

Train fares up 10%

SA TRANSPORT Services yesterday announced that fares on commuters train journeys will be increased by 10 percent from October.

This follows an announcement on May 26 that increases in commuter fares twice a year would be more acceptable than one big increase.

It was also announced in May that SATS intended to again increase commuter fares in October.

To help compensate for the shortfall in fares against the general increase in expenses, first and third class commuter fares will be increased by 10 percent.

For example the new price of a monthly ticket between Johannesburg and Pretoria which was R107 will now be R118 while that of a third class monthly ticket between Mabopane and Belle Ombre which was R20 will become R22.

A SATS statement says it has to be borne in mind that a monthly ticket is valid for unlimited travel between the two stations for which it was purchased.

The total increase in fares for the financial year 1987/88 will be 13 percent for first and third class commuters

SATS says that, just as any other enterprise, it is subject to increases in costs over which it has no control, and has to compensate for this.

On this basis, a fare increase of at least 17 percent would have been necessary for the 1987/88 financial year on top of the shortfall in the

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Living costs

● From Page 1

previous financial year — as a result of the fact percent, as against the increase of 17,9 percent in consumer prices

The fare paid by commuters will now cover only a small portion of their travelling costs For each R1 that it costs SATS to transport a commuter, the commuter will contribute only 30c and will thus be subsidised by 70c

Fares for road passenger services will be increased from November by an average of 5 percent

SATS says it appreciates the fact that passengers are also burdened with increasing living costs and therefore does everything possible to keep cost levels as low as possible.— Sapa

Sats upgrades service

LYNN CARLISLE

IN ORDER to obtain a bigger slice of the growing parcel traffic, Sats is to unveil two hi-tech systems next month Some private couriers welcome the move

Disclosing details of the upgradings, Sats chief director (commercial) Koos Meyer says this will begin with the phasing in later this year of a new automatic sorting system (ASS), the first of three ASS link-ups costing R130m

It will be complimented by Intac, an integrated accounting system, which comes on line next month, both of which will monitor deliveries by the recently introduced 100km/h fast freight trains

Some private couriers in the R80m-a-year industry — still believed to be in its infancy in SA — welcome the Sats upgrading as any improvement in Sats' productivity could spin-off throughout the "express" business, particularly by speeding up deregulation in this time-sensitive sector

XPS marketing director Stephen Conradie says there is enough business for Sats and the private sector. "We hope the steps being taken will make Sats more market orientated and move to deregulation of road transport service, including the archaic and costly permit system"

A proposal by Transport Affairs Minister Eli Louw to allow freight hauliers to operate within 300km, instead of 40km, of most major centres would prove a further boon to the industry

Pilot right to allow smoking, says Minister

AR645 28/9/82 (269)

Staff Reporter

A PILOT who gave passengers permission to smoke during a 2½-hour delay on an internal flight was completely justified in overriding the smoking ban, a spokesman for the Minister of Transport said today.

Captain Marius Roberts, the pilot on flight SAA 374 from Cape Town to Johannesburg yesterday, gave passengers the go-ahead to light up when heavy weather prevented the aircraft from landing at Jan Smuts Airport. It landed in Durban 2½ hours later

There was a row when a passenger, upset by smokers who lit up near him, complained to a steward. This resulted in a heated argument

Mr Leon Els, spokesman for the Minister of Transport, Mr Eli Louw, said today that Captain Roberts's action was completely justified.

"The ban on smoking on internal flights is here to stay but in extraordinary circumstances the pilot is in a position to make changes to the rule. Yesterday's incident was such an exception and the captain acted correctly," Mr Els said.

"The flight had been delayed In a situation like that people become nervous and the captain can make a decision."

Mr Els said that before the announcement of the ban, which came into effect on July 15, the Minister of Transport and South African Airways pilots discussed the issue. The pilots supported the ban.

However, as pilots were in control of aircraft and the safety and comfort of their passengers, they had the final say in the air, and this was clarified during discussions with the Minister

Sats losses put at R4bn

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SA Transport Services (Sats) management is to face the full brunt of parliamentary censure in a special debate next week over the manner in which it has permitted its "gambles" on the foreign exchange markets to build up massive losses of almost R4bn in the last two years

These losses, accounting for about 9% of SA's total annual budget, were yesterday being described by politicians of all parties as a financial scandal of potentially enormous proportions

They were revealed in the Auditor-General's report into Sats accounts to March 1986, tabled recently in Parliament

The total of R3,9bn is made up of R2,7bn in unrealised losses on loans and R1,2bn being the accumulated deficit arising from forward cover contracts and brought to account against individual loan accounts usually financed by local banks

PFP transport spokesman John Malcomess said yesterday it was patently clear Sats' management thought it could play the market without the necessary expertise It must now be made accountable for its imprudence.

CHRIS CAIRNCROSS

In almost unprecedented fashion, the parliamentary standing committee on Sats has also taken an extremely tough line, demanding an independent specialist investigation as soon as possible into all matters surrounding Sats' currency management practices over the last couple of years

Expressing serious concern at the substantial losses incurred, it called for the committee to consist of at least one representative from the Reserve Bank, a person from a financial institution and a chartered accountant with knowledge of forex dealings

In response to this demand, Transport Affairs Minister Eli Louw has referred

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Sats racks up R4bn forex loss

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the committee's report to Sats management so that "proper formulated replies" can be prepared for tabling in Parliament

Until that happens, Sats management has indicated it is not prepared at this stage to make any more comment, or to indicate whether any sort of disciplinary or other action is contemplated

In evidence to the committee, Sats' GM Bart Grove confirmed that over the period during which these massive forex losses occurred only about 50% of the foreign loans taken up were in any way covered

Asked to comment on that, Auditor-General Joop de Loor was minuted as declaring his basic premise had always been that no state institution should be in the exchange market and take risks

At the same time, he noted that Sats did not consider itself to be a purely state institution, but a business undertaking, and as such believed it had reason to become actively involved in the exchange market

De Loor said "They have bought and sold foreign exchange in order to try to balance these two

"In this particular year (1985/6), it so happened that they were on the wrong end of the stick"

De Loor said Sats, as a business undertaking, was entitled to take certain business decisions and risks which a pure state institution would not be entitled to take

In the Auditor-General's report, it was stated that Sats followed a policy of active currency risk management in contrast to one of outright cover on all currency transactions

It was also mentioned that surpluses and deficits emanating from forward cover contracts were not being accounted for as financing costs during the currency of the loan, but were brought to account by means of adjustments in the individual loan accounts

Questionnaire Number

BUSINESSMAN OF THE WEEK

Worst is over for harbour — says shipping 'lifer'

W/E ARGUS 3/10/82

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by DEREK TOMMEY

CAPETONIANS tend to view their harbour these days with a tinge of despair and quietly wonder whether it has a future

Not so long ago two or three dozen sizeable ships could be seen entering or leaving the harbour daily But now the wharfs are often deserted and the presence of a dozen or so ships in the harbour at the same time is an occasion for celebration

But Hubert Miller-Stirling, Rennies' regional chairman who has been in shipping all his business life, believes the worst could be over for the harbour

"I don't think the volume of traffic will go much lower," he said this week

His impression was that business conditions were improving in Cape Town and its immediate surroundings and this ought to result in an improvement in traffic

Cape Town would always be a point of entry for the really express traffic to the Reef, even though this would be more expensive than shipping through Durban However, a major infrastructural development in the area would be useful, he admitted

Mr Miller-Stirling has been in the shipping industry since 1948

"After I was demobbed from the Fleet Air Arm in 1946 I returned to Cambridge and got a degree"

His next move was to join Rennnies in London where he worked for two-and-a-half years before coming to Cape Town in 1951

"We had a small newly-opened office in Cape Town in those days There was a tremendous pioneering spirit Everyone mucked in and helped We had the Farrell Line agency which kept us busy with three ships each way every month"

This was followed by a transfer to Durban where he ran the outward freight department

"That also kept us busy There was always something on the go

Rennies' Hubert Miller-Stirling ... pioneering spirit.

"Shipping in the 1940s, 50s and 60s was more interesting than in today's container era. There was much more detail and it was much less efficient

"It all moved at a slower speed, say 10 or 12 knots, and the characters in it moved at much the same speed"

After spending some time in Johannesburg and Lourenco Marques (Maputo) he returned to Durban in 1955 as a junior partner

"Rennies & Sons was originally two partnerships when I joined it — one in Durban and one in London," he said, "and this continued until 1962-3 when we turned ourselves into a company, Rennies Consolidated Holdings"

Changed

In 1964, after six years in London, he beame managing director of John T Rennie and Sons in Durban and in 1967 became one of four members of the executive committee

"It was at that time that Gordon Rennie and I invited Charles Fiddian Green to join Rennies"

Mr Fiddian Green was head of Rennies when it merged with Safmarine and became deputy chairman of Safren until his retirement on September 7 this year

He had a further long spell in London, returning to Cape Town in 1976 to his present position

Although the nature of the shipping industry has changed, "it will go on", he said

"They keep finding ways and means of economising, of burning fuel more efficiently, of making more efficient engines, and using automation

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P.T.O.

'Worst over for harbour'

(Continued from page 19.)

to keep down the crew numbers. But I think you can't reduce the crew much further.

"You can't rely entirely on radar to wake up the crew to see that all is well."

The container ships of the top class companies were very efficient, he said. "Everything is now mechanised and computerised. In the old days you weren't even allowed to sign a bill of lading until you were 35. Today it's punched out on a keyboard and is just part of the documentation

"It's obviously much more efficient, but it's less personal and less fun.

"The captain of a ship nowadays is very much like an office manager. He's a highly efficient man and it's hard to think of him ever standing on a bridge as a cadet taking a sight."

Another change was that few of the major world shipping lines, with the notable exception of Safmarine, had much personality or character about them.

"I regret not seeing any more Clan or Ellerman or Harrison ships.

"I think the whole shipping industry has changed in tone and the style of ship-owning has altered, not always for the better.

In the old days a ship-owner was automatically considered to be a man of the very highest repute.

A fit and youthful 63, Mr Miller-Stirling still goes skiing in Europe — something he has been doing since 1934.

They were stopped by members of the South African Police, whereupon they attacked and seriously injured these members

During the action at Cosátu House

13 persons were arrested on charges of Public Violence,

3 persons were arrested on charges of Attempted Murder,

1 person was arrested on a charge of Robbery,

1 person was arrested for being a prohibited immigrant

In addition, large quantities of dangerous weapons, *inter alia* pangas knives, iron bars and kerries were seized

(2) Yes

(a) Sufficient members to deal with a given situation

(b) and (c) These members of the South African Defence Force, in accordance with Regulation 1 of the Emergency Regulations promulgated by virtue of the Public Safety Act, 1953 (Act 3 of 1953), form part of the Security Forces and it was in this capacity that they assisted the South African Police to cordon off the building efficiently

(3) Yes

(a) and (b) One charge of Theft and one charge of Malicious Damage to Property were submitted on 11 May 1987

(4) Yes

(a) and (b) The investigation has not yet been completed and I am therefore not in a position to furnish any further information

Financial costs for education. tax deductible

*3 Mr M J ELLIS asked the Minister of Finance

Whether he or any member of his Department has received any representations with regard to making all financial costs incurred by parents in respect of all primary, secondary and tertiary education a deductible expenditure in the determination of taxable income, if so, (a) from whom, (b) when and (c) what was his response thereto?

The DEPUTY MINISTER OF FINANCE (Dr G Marais) [Reply laid upon the Table with leave of House]

(a) A number of representations have been received requesting that educational costs, or at least school and university fees, be allowed as a deduction against income In view of the secrecy provisions contained in the Income Tax Act, the names of correspondents cannot be furnished

(b) About 4 representations are received per annum

(c) The Minister of Finance has pointed out that expenditure on children's school and university fees and books is a private and domestic expense In our income tax system, in common with income tax systems in other countries, a taxpayer's total income less only such expenditure incurred to produce such income is used as a measure of his ability to pay tax The rebate allowed to a taxpayer who supports a child or children is intended in a measure to compensate for the additional expenditure he incurs in maintaining and educating his children

The primary reason for not allowing private and domestic expenditure as a deduction is that this amounts to subsidisation by the State of the expenditure in question The first disadvantage of allowing such expenditure is that assistance granted in this form is not subject to budgetary control, which often results in much higher levels of expenditure than would have been voted by Parliament in the form of a direct cash payment

Schools and universities are already substantially subsidised by the State, and this affects the amount of the

fees payable by parents and students As a result of budgetary constraints it is not possible to provide unlimited funds for education and if an income tax concession was granted this would of necessity affect the amount available for education For example, universities' fees would no doubt increase if the cash subsidy was reduced and in many cases the after tax position of the parent would remain substantially unchanged

Another cogent reason for granting direct cash subsidies rather than an income tax concession is that less well-to-do parents and students paying their own way through school and university will receive little if any benefit from a tax concession whereas wealthy persons will receive the maximum benefit The introduction of a tax concession will most probably result in an increase in fees and the effect will be that the after-tax cost for the wealthy will be reduced while the less well-to-do will have to pay higher fees This would be a most unfortunate effect of the concession as it would make access to education even more difficult for the children from the lower and middle income groups

Inanda Road/New Germany· construction of road

*4 Mr P C CRONJÉ asked the Minister of Education and Development Aid

Whether a road linking Inanda Road in the Waterfall area with New Germany along the Umgeni valley will be constructed as part of the proposal to resettle certain families as a result of the construction of the Inanda Dam, if not, why not, if so, (a) what steps have been taken towards the construction of such a road and (b) when is it anticipated that construction will (i) commence and (ii) be completed?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

A road will be provided, but to date no steps have been taken for the construction of the road as the release of the Waterfall area has as yet not been approved by Parliament and planning can only commence after purchase thereof has been effected

Waterfall: upgrading

*5 Mr P C CRONJÉ asked the Minister of Education and Development Aid

Whether any steps have been taken to upgrade the intersection between Link Road and Inanda Road in the development area of Waterfall, if not, why not, if so, (a) what steps and (b) when is it anticipated that the upgrading of this intersection will be completed?

†The MINISTER OF EDUCATION AND DEVELOPMENT AID

Not by the Department of Development Aid The matter falls under the jurisdiction of the Natal Provincial Administration

Waterfall schools planned

*6 Mr P C CRONJÉ asked the Minister of Education and Development Aid

Whether any (a) primary and (b) secondary schools are being planned for the development area of Waterfall, if not, why not, if so (i) where will they be located and (ii) when will they be taken into use?

The MINISTER OF EDUCATION AND DEVELOPMENT AID

To date no planning has been done for the development area of Waterfall as the release of this area has as yet not been approved by Parliament Schools will be provided as required once the area has been purchased

†Mr P C CRONJÉ Mr Speaker, arising from the reply of the hon the Minister, I want to tell him that the question does not necessarily refer to schools in the other area It refers to schools in the existing Waterfall area

Flight SA 351 from Johannesburg/Cape Town

*7 Mr A J W P S TERBLANCHE asked the Minister of Transport Affairs †

(1) Whether the South African Airways have investigated an incident that took place on 31 August 1987 in connection with flight SA 351 from Johannesburg to Cape Town, if not, why not, if so, (a) what were the circumstances surrounding the incident and (b) (i) what were the findings of the investigation and (ii) what steps have been taken as a result thereof,

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

†The DEPUTY MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) During take-off one of the tyres burst and slight damage was caused to the landing fairings A visual inspection was conducted during a fly over at D F Malan Airport and it was confirmed that there was no malfunction of the aircraft's system Permission was granted to land and the normal safety measures applied

(b) (i) It appears that a foreign object on the landing strip would have been responsible for the tyre burst The manufacturer has nevertheless been requested to make a further analysis

(ii) None

(2) No

Director-general of SABC

*8 Mr S C JACOBS asked the Minister of Foreign Affairs †

(1) Whether he recently received a request from a member of the Cabinet or any other person with regard to the possible appointment of the present incumbent of the office of director-general of the SABC to an ambassadorial or similar post abroad, if so, (a) when, (b) from whom and (c) what was the purport of the request,

(2) whether he has taken a decision on this request, if not, who has taken a decision on it, if so, what was the decision,

(3) whether he has conveyed his decision on the request to the member of the Cabinet or other person concerned, if so, (a) in what way, (b) where and (c) when,

(4) whether, in taking this decision, he consulted and/or was in contact with persons (a) within and/or (b) outside his Department, if so, (a) with what persons (i) within and (ii) outside his Department, (b) (i) where and (ii) when did this take place and (c) what was the (i) purport and (ii) result of these consultations and/or discussions?

The MINISTER OF FOREIGN AFFAIRS

(1) No, but to end further speculation in connection with this matter I may add that as a result of newsreports which appeared regarding this matter, I myself intimated to the Director-General of the SABC that should he have been interested, for whatever reason, to be appointed once again to a post in the Department of Foreign Affairs, I would be prepared to consider such a possibility

(2), (3) and (4) Fall away

†Mr F J LE ROUX Mr Speaker, arising from the reply of the hon the Minister, could he give us an explanation as to why in these circumstances he asked Mr Eksteen whether he was interested in a post in the Department of Foreign Affairs?

†The MINISTER Mr Speaker, I think every hon member of this House knows that at the time there were speculations in the newspapers and elsewhere about this person's position As he had served for many years in the Department of Foreign Affairs, I told him in the spirit of a colleague that if he wanted to he could return to the Department of Foreign Affairs, not knowing what was going on in his thoughts [Interjections]

†Mr J H VAN DER MERWE Mr Speaker, further arising from the reply of the hon the Minister, I want to ask him whether he was at all aware at that stage that Mr Eksteen's position was in jeopardy

†The MINISTER Mr Speaker, as I have said, I was aware of newspaper reports about statements made by Mr Eksteen himself and others as well I did not know what his state of mind was and I simply considered it to be collegial to tell him that if he wishes to return to the department for any reason at all, I would be prepared to consider it

†Mr J H VAN DER MERWE Mr Speaker, further arising from the reply of the hon the Minister, I want to ask him whether there were any other reasons which the Minister could have had to suspect that Mr Eksteen's position was in jeopardy, besides newspaper reports, to which hon members of the NP do not usually attach much credibility Is he aware that the hon the State President wanted to dismiss him?

†The MINISTER Mr Speaker, I strongly deny that the hon the State President wanted to dismiss him The hon the State President did not approach me about this person at any stage at all I was under the impression from newspaper reports that Mr Eksteen was alone at that stage and therefore I told him that if he wanted to return to the department, I would be prepared to consider it

†Mr F J LE ROUX Mr Speaker, further arising from the reply of the hon the Minister, did he discuss his intended collegial step to take Mr Eksteen back into the Department of Foreign Affairs with the hon the State President?

†The MINISTER Mr Speaker, at no stage did I discuss this with the hon the State President It was a decision which I took and was an offer made in a spirit of collegial benevolence to a man who had rendered good service in the Department of Foreign Affairs

†Mr SPEAKER Order! I am sorry but I have permitted the maximum number of questions

Director-general of SABC

*9 Mr S C JACOBS asked the Minister in the State President's Office entrusted with Administration and Broadcasting Services †

(1) Whether he has been notified that the present incumbent of the office of director-general of the SABC allegedly informed his management committee on or after 24 August 1987 that he had been dismissed from office, if so,

(2) whether he has investigated this matter or has had it investigated, if not, why not, if so, (a) who was questioned and/or consulted in connection with the investigation, (b) (i) why and (ii) when were these persons questioned and/or consulted and (c) (i) what were the findings and (ii) what action has been taken as a result thereof?

†The MINISTER OF NATIONAL EDUCATION (for the Minister in the State President s Office entrusted with Administration and Broadcasting Services)

(1) No

(2) Falls away

Citizen Force/Commandos. security clearance

*10 Mr P H P GASTROW asked the Minister of Defence

Whether the Chief of the South African Defence Force or any other member of the Defence Force has instructed any members of the Citizen Force and the Commandos to apply for security clearance while not performing service in terms of section 22 or 44 of the Defence Act, No 44 of 1957, if so, (a) why, (b) in terms of what statutory provision and (c) what action will be taken against members refusing to comply with these instructions?

The DEPUTY MINISTER OF DEFENCE

Yes

(a) Certain members of the Active Citizen Force Reserve who are again liable for further military service from 1988 and who are being considered for key appointments or attendance of courses for which a current security clearance is a prerequisite, have been furnished with the necessary application forms for a security clearance

Immigrants' requirements

*6 Mr A GERBER asked the Minister of Home Affairs †

What requirements have to be met by persons who wish to immigrate to the Republic of South Africa?

†The MINISTER OF HOME AFFAIRS

The requirements are stipulated in section 4 (3) of the Aliens Act, 1937 (Act 1 of 1937)

Swellendam, non-White farmers

*7 Mr D S PIENAAR asked the Minister of Constitutional Development and Planning †

(1) Whether (a) Coloured, (b) Indian and (c) Black persons are permitted to (i) carry on farming activities in the Swellendam constituency and (ii) occupy agricultural land in this constituency, if not, why not, in each case, if so,

(2) whether such persons are permitted to acquire ownership of agricultural land, if not, why not, in each case,

(3) whether he will make a statement on the position of such persons in respect of the other White constituencies?

The DEPUTY MINISTER OF CONSTITUTIONAL PLANNING

(1) (a) (i), (b) (i) and (c) (i) Yes, on condition that if they are disqualified persons, the required approval in terms of the Group Areas Act, 1966, is obtained from the Provincial Administration

(a) (ii), (b) (ii) and (c) (ii) Yes, provided that if they are disqualified persons in respect of the land concerned, occupation permits in terms of the Group Areas Act, 1966, need to be obtained from the Provincial Administration

(2) Yes, provided that if they are disqualified persons in respect of the land concerned, acquisition permits in terms of the Group Areaa Act, 1966, need to be obtained from the Provincial Administration

(3) No

Lusaka airport: complaint regarding facilities

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

(1) Whether, with reference to his reply to Question No 320 on 24 August 1987, a complaint has been lodged with the Zambian civil aviation authorities regarding the condition of the facilities at the airport in Lusaka, if so, (a) when and (b) what issues were mentioned in this complaint, if not, why not,

(2) whether he has been informed of any recent near mid-air collisions in Zambian air space, if so, by whom,

(3) whether he intends taking any action in this regard, if not, why not, if so, what action?

†The MINISTER OF TRANSPORT AFFAIRS

(1) No (a) and (b) Fall away The pilots and the flight operations section of the S A Airways are familiar with the restrictions at the airport at Lusaka and are satisfied that the flying techniques used ensure the safety of passengers, crew and aircraft

(2) No

(3) No

Mr D J N MALCOMESS Mr Speaker, arising out of the hon the Minister's reply, does he not think, firstly, that it would be wise to lodge an official complaint with the Zambian civil aviation authorities, in view of the fact that we definitely have it on record that certain of their facilities are unserviceable—it would appear that no attempts are being made to rectify these facilities—and secondly, that it would be in the interests of the SA Airways to have all these facilities function properly?

The MINISTER Mr Speaker, the point is that the SA Airways regard the safety of aircraft and passengers as a matter of the highest priority We are satisfied that the techniques at our disposal enable us to do just that

Mr D J N MALCOMESS Mr Speaker, further arising out of the hon the Minister's reply, does the hon the Minister then not believe that if the facilities were functioning properly there would be better control and a greater degree of safety?

The MINISTER Mr Speaker, we do not interfere with the facilities of other countries unless we are not satisfied that we can conduct safe business with them I have explained to the hon member that as far as we are concerned we have safe landing, etcetera with the techniques at our disposal

Mr D J N MALCOMESS Mr Speaker, further arising out of the hon the Minister's reply, is the hon the Minister telling this House then that he and SAA are satisfied with the safety standards at Lusaka Airport?

The MINISTER Mr Speaker, I did not say that I said that we are satisfied that we render a safe service to our passengers and that our aircraft are safe during landings

Passengers moved on SAA flight

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

(1) Whether, on a recent African Airways flight from Cape Town to Johannesburg, two passengers were requested to move from seats 1A and 1C to make room for a certain South African Transport Services official and his wife, particulars of whom have been furnished to the Transport Services for the purpose of the Minister's reply, if so, (a) why, (b) where were these passengers moved to, (c) who took the decision in this regard and (d) what is the rank of the official concerned,

(2) what is the policy of the South African Airways in this regard,

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

The MINISTER OF TRANSPORT AFFAIRS

(1), (2) and (3) It is the policy of South African Airways to respect all pre-seating requests by passengers travelling business class On the day in question the General Manager and his wife travelled from Cape Town to Johannesburg and were in possession of boarding tickets for seats 1A and C

Before they boarded, two other passengers, booked separately elsewhere in the business class but who requested to be seated together, were placed in seats 1A and C because it was not realised that these seats were already allocated

When the General Manager and his wife came aboard the two other passengers were requested by the Senior Cabin Controller to move to seats 5D and E

Compiling/publishing/printing of publication

*10 Mr P G SOAL asked the Minister of Defence

(1) Whether the South African Defence Force was in any way involved in the compiling, publishing or printing of a certain publication, the name of which has been furnished to the Defence Force for the purpose of the Minister's reply, if so, (a) to what extent, (b) what was the purpose of producing this publication, (c) what was the total cost to the Defence Force of this publication, (d) (i) who printed the copies of the publication, (ii) how many copies were printed and (iii) (aa) where and (bb) when were they distributed and (e) what is the name of this publication,

(2) whether the Defence Force was in any way involved in the compiling, publishing or printing of a similar publication, the name of which has been furnished to the Defence Force for the purpose of the Minister's reply, if so, (a) when, (b) what was the nature of its involvement and (c) what is the name of this publication,

(3) whether he or any member of his

The MINISTER OF DEFENCE

No, (a), (b) and (c) fall away

Bridge over Kraai River

610 Mr S S VAN DER MERWE asked the Minister of Constitutional Development and Planning

(1) Whether consideration is being given to the reconstruction of the bridge over the Kraai River between Motkop Station and Clanville in the district of Dordrecht, if not, why not, if so, what matters are being taken into account in this regard,

(2) whether any representations have been received with regard to this matter, if so, (a) what was the nature of the representations, (b) (i) by whom were they made and (ii) when were they received,

(3) whether a decision has been taken on this matter, if so, (a) what decision and (b) when?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) No The reconstruction of the bridge over the Kraai River between Motkop Station and Clanville cannot be justified as the trafic count of 100 equivalent vehicle units per day makes the project uneconomic

(2) No, not in recent times

(3) Falls away

Cape Town/Upington: bus service

611 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) Whether the South African Transport Services operate a bus service between Cape Town and Upington, if so, (a) at what intervals and (b) what is the (i) percentage utilization of this service and (ii) optimum percentage utilization for a service of this nature,

(2) whether consideration is being given to (a) curtailing and (b) taking any other steps in respect of this service, if so, (i) what steps are being considered in this regard and (ii) why,

(3) (a) where do buses travelling between Cape Town and Upington stop *en route* and (b) for what purpose is each of these stops made,

(4) whether any changes are to be made regarding these stops, if so, (a) why, (b) what changes and (c) when are they due to be implemented?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) One return trip per week with a frequency increase on an ad hoc basis according to demand

(b) (i) 92 per cent

(ii) 96 per cent

(2) (a) No

(b) Yes

(i) Conversion from the dual class service to an International service

(ii) To satisfy clients needs

(3) (a) Malmesbury, Moorreesburg, Piketberg Craig Royston Citrusdal, Clanwilliam, Klawer, Vredendal, Van Rhynsdorp, Niewoudtville, Calvinia, Kootjieskolk, Tontelboskolk, Brandvlei, Kenhardt, Neilersdrif and Keimoes

(b) For the loading and/or offloading of passengers and also for refreshments at Moorreesburg and Kenhardt as well as for passengers' biological needs at Citrusdal, Van Rhynsdorp and Calvinia

(4) Yes

(a) To better satisfy clients' needs

(b) Due to lack of support the bus will no longer stop at Moorreesburg Station, Kootjieskolk, Tontelboskolk and Neilersdrif Garage whilst it is envisaged to stop at the Post Office in stead of the agency at Clanwilliam the Van Riebeeck Restaurant in stead of the agency at Van Rhynsdorp the hotel in stead of the Post Office at Niewoudtville Pik and Java Cafe in stead of the hotel at Brandvlei and Welkom Cafe in stead of the station at Keimoes

(c) Not later than 1 December 1987

Hutchinson/Calvinia. conveyance of passengers

612 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) Whether any provision is made at present for the conveyance of passengers on trains between Hutchinson and Calvinia, if not why not if so, (a) what provision, (b) how often do passenger coaches run on this line and (c) to what extent is this passenger service being utilized,

(2) whether consideration is being given to discontinuing the passenger train service between Hutchinson and Calvinia if so

(3) whether a decision has been reached in this regard, if so (a) what is the decision and (b) when (i) was it reached and (ii) is it due to be implemented?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes

(a) One first and second class composite passenger coach and one third class passenger coach

(b) Between Hutchinson and Calvinia on Sundays and between Calvinia and Hutchinson on Fridays

(c) An average of eight first and second class passengers and 34 third class passengers

(2) The possibility to close the branch line is being considered

(3) No (a), (b) (i) and (ii) Fall away

Hutchinson/Calvinia discontinuation of train service

613 Mr S S VAN DER MERWE asked the Minister of Transport Affairs

(1) Whether consideration is being given to discontinuing the train service between Hutchinson and Calvinia if so why,

(2) whether any interested parties have been consulted in this regard, if not why not if so, (a) who and (b) with what result

(3) whether a decision has been reached on this matter, if not, when is it anticipated that a decision will be reached, if so what was the decision?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes The line is currently being operated uneconomically

(2) Yes

(a) (i) The local members of Parliament

(ii) Representatives of the Regional Development Advisory Committee (Regions A and B)

(iii) Representatives of the Regional Development Association (Regions 14 and 16)

(iv) Representatives of the commercial and agricultural community of Calvinia, Loeriesfontein, Brandvlei, Williston, Vosburg, Victoria-Wes, Nieuwoudtville and Carnarvon

(b) The community was informed why Transport Services was considering the closure of the line while the community made representations for the retention of the line

(3) No The community was invited to form a committee in conjunction with Transport Services with the purpose to investigate alternatives that may

contribute towards the continuation of the rail service and that the matter again be considered after three months

Town planning proposals for Khayelitsha

616 Mr K M ANDREW asked the Minister of Constitutional Development and Planning

(1) Whether any changes have been made to the town planning proposals for Khayelitsha announced in March 1984, if so, in respect of each of the villages in each of the demarcated towns in the Khayelitsha area, (a) what form of housing, other specified residential development or site provision is proposed, (b) how many of each type are to be provided, (c) who is to provide them, (d) when will they be built, (e) how much will they cost, (f) who will pay for this development and (g) what estimated total number of persons will it be possible to accommodate once this development has been completed,

(2) whether (a) freehold and (b) leasehold will be permitted in respect of these developments, if not, why not in each case?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) Yes

(a) Town 1 village 1 and 2 No hostels to be provided,
Town 1 village 3 and 4 Changed from residential sites to smaller higher density sites

(b) Town 1 14 067 residential sites
2 15 370 residential sites (500 site and service)
3 16 200 residential sites
4 No planning has been done yet

(c) Services are provided by the state in all the towns except in terms of 800 sites in town 2 where the development will be done by the private sector (Services and houses)

(d) Towns 1, 2 and 3 1988/89 (approximate dates)
Town 4 1990/92 (approximate dates)

(e) Town 1 Vary from R5 949 to R21 833
Towns 2, 3 and 4 No houses have been built yet and therefore no prices are available

(f) See (c) above (Will be recovered from the residents through rent and service charges)

(g) 301 600 people

(2) (a) and (b) Yes

Police officers

618 Mr J J S PRINSLOO asked the Minister of Law and Order †

(1) How many Black persons are officers in the South African Police Force at present,

(2) whether there are any Black commanding officers of police stations in the Police Force at present, if so, (a) how many, (b) what ranks do they hold and (c) how many of them are commanding officers of police stations in urban areas,

(3) in respect of what date is this information furnished?

The MINISTER OF LAW AND ORDER

(1) 76 officers

(2) Yes

(a) 35 Station Commanders

(b)

Colonel	1
Lieutenant-Colonel	3
Major	4
Captain	6
Lieutenant	1
Warrant Officer	17
Sergeant	3

(c) 19

(3) 8 August 1987

Parity in salaries

619 Mr J J S PRINSLOO asked the Minister of Law and Order †

Whether there is parity in salaries in respect of White and Black officers of the same ranks in the South African Police Force?

The MINISTER OF LAW AND ORDER

Yes I also refer the honourable member to my reply to written question number 170 in the House of Assembly and written question number 2 in the House of Representatives

Group Areas Act

620 Mr H J COETZEE asked the Minister of Law and Order †

(1) Whether the Town Council of Middelburg, Transvaal, lodged a complaint with the South African Police in Middelburg in 1984 in connection with certain Indian dealers allegedly trading in the local White group area in contravention of the provisions of the Group Areas Act, if so, (a) when and (b) what was the purport of the complaint,

(2) whether the Police have investigated this complaint, if not, why not, if so, with what result?

The MINISTER OF LAW AND ORDER

(1) Yes

(a) 12 April 1984

(b) That a number of persons traded from business premises in the White group area, in contravention of section 26 (1) of the Group Areas Act, 1966 (Act 36 of 1966)

(2) Yes The case docket was referred to the Attorney-General for his decision He declined to institute prosecution

ANC: funeral

622 Mr J M BEYERS asked the Minister of Law and Order †

Whether any members of the security forces were on duty on the occasion of the recent funeral of a member of the ANC at a cemetery in Maitland, if so, (a) why, (b) how many members were on duty (c) what was the nature of their duties and (d) what was the total cost of these duties to the State?

The MINISTER OF LAW AND ORDER

Yes

(a) Because the South African Police received information that the organisers of the funeral apparently wanted to allow certain activities during the funeral which would have promoted the aims of the ANC

(b) Sufficient members to deal with a given situation

(c) General crime prevention duties

(d) The duties were performed by members of the Force during their normal hours of service Separate calculation of expenses for these purposes is not kept by the South African Police

Fund-raising numbers

625 Mr C J DERBY-LEWIS asked the Minister of National Health and Population Development

Whether the approval given by him for a fund-raising number is subject to certain conditions, if so, what are these conditions?

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

The Temporary Authority issued by the Director of Fund-raising is subject to various conditions as stipulated in the Fund-raising Act, 1978 (Act 107 of 1978) and the regulations promulgated thereunder

The Director of Fund-raising has in terms of the powers vested in him, added a further condition to the effect that should a fund-raiser be made use of for the collection of contributions for the organization, his total expenses may not exceed 40% of the total proceeds of the collection

terms of the Prevention of Illegal Squatting Act, 1951, has been assigned to the Provincial Administrators and their Administrations The following information was therefore furnished by the Provincial Administrations

(a) ±786 200 squatters as on 30 June 1987,

(b) ±40 000 families as on 30 September 1987 (It includes families in the back yards of Black towns),

(c) ±37 249 families as on 30 September 1987 (It includes families in the back yards of Black towns),

(d) ±3 003 families as on 30 September 1987

(2) Yes

(a)

PWV area	unknown
Western Cape	nil
Eastern Cape	nil
Durban/Pinetown area	3 003

(b) Illegal squatting is an offence and it can not be accepted that each and every squatter family qualifies for housing in a relevant area Sites will be provided for those who qualify on a priority basis and if circumstances so dictate, assistance in the form of material loans will be provided

Upgrading of roads

564 Mr P G SOAL asked the Minister of Constitutional Development and Planning

What total amount was budgeted for the upgrading of roads in Black areas falling under his Department for the 1986-87 and 1987-88 financial years, respectively?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

Projects which include the construction of roads/streets normally form part of township development and are submitted by local authorities for approval by Regional Committees of the National Housing Commission The information as requested by the hon member is therefore not readily available and an extensive survey will be required to ensure a meaningful reply

Objections to establishment of townships

565 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(1) Whether any local authorities have raised objections to the establishment of Black townships since 15 September 1986, if so, (a) which local authorities, (b) in respect of which Black townships, (c) when in each case and (d) on what grounds did each of these local authorities raise these objections,

(2) whether plans for any of these townships were cancelled in consequence of these objections, if so, for which townships?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) Yes As township development vests in the provincial administrations, the following information has been obtained from the various provincial administrations

(a) Town Councils of Midrand and Ventersdorp,

(b) Ivory Park (previously Park Ridge) at Tembisa (Kempton Park) and Tshing (Ventersdorp),

(c) 3 July 1987 and 7 September 1987 respectively,

(d) The structure Plan for Tembisa, drawn up by the Town Council of Tembisa, is, as far as external roads and access points are concerned, not acceptable to the Town Council of Midrand,

The Town Council of Ventersdorp objected because of the security situation which may arise as a result of the locality of a

road adjacent to the new extension

(2) No

Women permitted to buy houses

566 Mr P G SOAL asked the Minister of Constitutional Development and Planning

(1) Whether (a) single and (b) married Black women are permitted to buy houses in urban Black areas, if not, why not, if so,

(2) whether any conditions are imposed on Black women wishing to buy houses in such areas, if so, (a) what conditions and (b) why?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

(1) (a) and (b) Yes

(2) (a) No conditions are imposed in instances where black women are competent persons who are unmarried or who are married out of community of property In instances where black women are competent persons who are married in community of property or in instances where customary unions prevail, the conditions are laid down by regulation 16 of the Regulations promulgated by Government Notice R2451 of 1 November 1985

(b) To ensure maximum uniformity between the various population groups irrespective of cultural differences

Privatization of SATS

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

(1) Whether any consideration has been given to the privatization of the South African Transport Services, if not, why not, if so, (a) when, (b) what was the decision reached in this regard and (c) what factors were taken into consideration in reaching this decision,

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

The MINISTER OF TRANSPORT AFFAIRS

(1) Dr Wim de Villiers addressed the question of privatisation in his investigation into the South African Transport Services and his report is currently being considered by the Minister

(2) No

Subsidies to bus operators

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

Whether the National Transport Commission grants subsidies to bus operators, if so, what criteria are applied in (a) granting and (b) determining the extent of these subsidies?

The MINISTER OF TRANSPORT AFFAIRS

No, not as such The function of the National Transport Commission in the relevant regard is to consider applications submitted by the Department of Transport and on the strength thereof to make recommendations to the Minister

(a) and (b) Fall away

For the sake of completeness I wish to point out that the following criteria are taken into account by the Department of Transport when the subsidisation of commuters is considered—

whether the need exists for workers to be transported from their place of residence to their place of employment,

the unemployment situation prevailing in the area where employment opportunities exist,

whether the place where workers are to be transported from is a resettlement area, township or squatter camp,

whether rail facilities exist for commuting purposes and, if not what the

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(3) No For more details the hon member is referred to the Report of the Commission of Inquiry into Secret Organisations, dated 12 December 1964, in which Judge of Appeal D H Botha replied in full to the questions now again posed by the hon member

Council support to terrorist movement

542 Mr C J DERBY-LEWIS asked the Minister of Law and Order

Whether the South African Police are engaged in investigations to ascertain whether a certain council, the name of which has been furnished to the Police for the purpose of the Minister's reply, is lending financial or other support to terrorist movements, if not, why not, if so, (a) what is the name of this council, (b) to what terrorist movements is it lending support and (c) what progress has been made in these investigations?

The MINISTER OF LAW AND ORDER

No

(a) to (c) Fall away

Gold

543 Mr C J DERBY-LEWIS asked the Minister of Finance

(1) Whether the foreign exchange earned through the sale of gold and other minerals is repatriated to South Africa immediately, if not, (a) why not and (b) within what period is the foreign exchange so earned to be repatriated to South Africa,

(2) whether this period has led to speculation resulting in profits being made on foreign exchange dealings, if so, to what extent,

(3) whether he intends taking any steps in this regard, if not, why not, if so, (a) what steps and (b) when,

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

The MINISTER OF FINANCE

(1) Exchange Control Regulations, Orders and Rules, 1961 determines that any person resident in the Republic to whom foreign currency accrues, inside or outside the Republic, must offer for sale such foreign currency to an authorised dealer within seven days after receipt No person who is entitled to receive foreign currency may do or refrain from doing anything with a view to delay in whole or in part the receipt by him of such foreign currency or waiving such payment

(2) Within seven days the foreign currency proceeds have to be made available to an Authorised Dealer and if any interest was earned thereupon during the seven days, the interest together with the foreign currency have to be transferred to the RSA Speculation is thus limited to a minimum and therefore no mention can be made of speculation profits within these seven days

(3) No steps are currently considered because under current circumstances it won t be practically feasible to shorten the period to less than seven days

(a) Falls away

(b) Falls away

(4) No

Pilots

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

(1) (a) How many pilots left the service of the South African Airways in each calendar year from 1982 up to and including 1986, (b) what were the main reasons given for resignations and (c) how many of these pilots joined other airlines,

(2) whether the Airways are bound by salary regulations applicable to members of the International Air Transport Association, if not, how do the salary scales of Airways pilots differ

from those paid to pilots in countries to which the above regulations are applicable,

(3) whether Airways pilots are members of a recognised trade union, if not, why not, if so, of what trade union,

(4) whether this trade union is permitted to call a legal strike, if not, what recourse is open to Airways pilots to negotiate competitive salaries for themselves?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a)

1982	12
1983	19
1984	9
1985	14
1986	21

(b) The main reasons given were, inter alia, starting own business, emigrated political religious, etc

(c) As far as can be ascertained, six

(2) No, the International Air Transport Association does not prescribe salary regulations for members

(3) Yes, SALSTAFF

(4) No Normal negotiating channels are available

Internal flights: delays

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

(a) How many delays to internal South African Airways flights occurred during the months of (i) July, (ii) August and (iii) September in 1985, 1986 and 1987, respectively, and (b) what was the (i) cause and (ii) duration of each of these delays?

The MINISTER OF TRANSPORT AFFAIRS

(a)

	(i)	(ii)	(iii)
1985	474	252	332
1986	341	293	305
1987	590	580	884

(b) (i) Information of this nature is not readily available and it will require much time and expense to gather However, in respect of the three months in question for 1987 the majority of the delays resulted from technical problems and weather conditions The upgrading of S A Airways' computer system also caused an unusual number of delays as particulars of passengers often had to be processed manually

(ii)

	10-30 minutes	30-60 minutes	more than 60 minutes
July 1985	361	61	52
July 1986	258	42	41
July 1987	446	71	73
August 1985	175	39	38
August 1986	200	59	34
August 1987	437	81	62
September 1985	273	32	27
September 1986	234	49	22
September 1987	618	116	150

Overseas visitors

547 Mr C J DERBY-LEWIS asked the Deputy Minister of Information

(1) (a) How many overseas visitors were the guests of the Bureau for Information during the period 7 May 1987 up

to the latest specified date for which information is available, (b) what are their names and (c) from which countries did they come,

(2) whether these visitors were afforded the opportunity of meeting members of the official opposition in this House, if not, why not?

The DEPUTY MINISTER OF INFORMATION

(1) (a) The Bureau for Information handles guests of the Department of Foreign Affairs on an agency basis 183 Guests of the Department of Foreign Affairs were received between 7 May 1987 and 30 September 1987 in this way by the Bureau

(b) It is not the policy of the Bureau to divulge the names of guests without their approval

(c) It is not in the interest of the RSA to name individual countries

(2) It is practice to arrange interviews with members of political parties from all three Houses of Parliament From time to time appointments cannot be arranged with members of all political parties as the representative of a specific party is not available or the itinerary of the guest does not permit it

Aircraft on charter: maintenance

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

Whether technical personnel of the South African Airways are responsible for the maintenance of Airways aircraft while they are on charter to other airlines or countries, if not, what steps are taken to ensure that such aircraft are returned in the condition in which they were when they were chartered out?

The MINISTER OF TRANSPORT AFFAIRS

The situation regarding the maintenance of leased aircraft varies from contract to contract

The airline leasing the aircraft is contractually responsible for ensuring that the maintenance work is performed in terms of the airworthiness requirements of the country where the aircraft is registered

When the lease period expires the lessee of the aircraft must return the aircraft in technically the same maintenance condition as at the outset of the lease period

Gold

549 Mr C J DERBY-LEWIS asked the Minister of Finance

(1) Whether the South African Reserve Bank is responsible for the marketing of South Africa's gold, if not,

(2) whether he will furnish the names of the organisations responsible for such marketing, if not, why not, if so, (a) what are their names and (b) with effect from what date has each been permitted to engage in such marketing?

The MINISTER OF FINANCE

(1) Yes

(2) Falls away

Officials working overtime

550 Mr C J DERBY-LEWIS asked the Minister of Communications

(1) Whether any officials of his Department are required to work overtime without being compensated for doing so, if so, (a) what are the relevant details, (b) since when has this policy been in force and (c) what acknowledgement do the officials concerned receive for working overtime on this basis,

(2) whether this procedure has led to any savings in terms of posts, if so, what savings?

The MINISTER OF COMMUNICATIONS

(1) and (2) In the event of officials being called upon to work longer than their prescribed weekly hours of attendance, e g during periods of staff shortages, absences, and seasonal increases in work, they are remunerated at prescribed overtime rates Situations arise, however, where officials perform extra duty of their own accord without expecting payment for the extra hours worked During the debate on the Post Office budget earlier this year, I gave credit to the staff for their valuable contribution towards keeping operational expenditure as low as possible It is impractical without an extensive and protracted investigation to determine the savings in terms of posts

Redundant naval vessels

551 Mr C J DERBY-LEWIS asked the Minister of Defence

(1) Whether any redundant naval vessels are being scrapped or about to be scrapped, if so, (a) why, (b) when and (c) how many,

(2) whether any consideration has been given to allocating these vessels to Citizen Force naval units, if not why not, if so,

(3) whether the South African Defence Force have investigated the possibility of these vessels being used and maintained by Citizen Force naval units without any additional expense being incurred for the Defence Force, if not, why not, if so, what were the findings?

The MINISTER OF DEFENCE

(1) Yes

(a) As a result of limited capital and running costs, and also manpower and especially logistic support capability, the battle order of the SA Navy has been reviewed and it was decided to dispose of redundant and obsolescent platforms

(b) Approval in principal was given on 4 December 1985 The disposal has already commenced but the phasing out will still take a considerable time

(c) Fourteen

(2) No As a result of the age and obsolete technology of the vessels continued logistical support would have been very problematical and in conflict with the decision to dispose of the vessels

(3) Falls away

Pharmacies/doctors' subsidization

552 Mr H J COETZEE asked the Minister of National Health and Population Development

(1) Whether the State subsidizes (a) private pharmacies and (b) doctors in private practice in respect of (i) medicines supplied and (ii) medical services rendered to pensioners, if so, up to what amount, in each case, if not, why not,

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

The MINISTER OF NATIONAL HEALTH AND POPULATION DEVELOPMENT

(1) (a) No

(b) (i) No

(ii) Doctors in private practice appointed as part-time District Surgeons attend *inter alia* to pensioners (all race groups) and are reimbursed for medicine supplied to above mentioned patients for *minor ailments*

The procedures followed in the 4 Provinces are basically very similar, but differ in detail only, for example

Transvaal

An amount of R4,50 for medicine is paid per consultation

Cape

An amount of R5,00 is paid for medicine per consultation

Venda: amounts paid

518 Prof N J J OLIVIER asked the Minister of Foreign Affairs·

(1) (a) What total amount was paid by South Africa to Venda in the 1986-87 financial year in terms of agreements between the two countries and (b) how was this amount made up,

(2) whether any additional amounts have been paid to Venda in the form of (a) loans and/or (b) grants, if so, (i) how many, and (ii) what was the amount of the loan or grant, in each case,

(3) whether any further (a) loans and/or (b) grants are envisaged in the 1987-88 financial year, if so, what loans or grants?

The MINISTER OF FOREIGN AFFAIRS

(1) (a) R240 595 264

(b) The amounts which were paid to Venda during the 1986-87 financial year fall into two main categories, namely

A *Direct assistance*

(i) An amount for budgetary assistance under Program 3 Foreign Aid and Development Co-operation of Vote 6 Foreign Affairs R164 200 000

(ii) *Technical assistance*

South Africa is from time to time approached by other governments with requests for assistance in one way or another Assistance may take the form of expert advice, visits, evaluation of projects, bursaries etc Each such application is considered on its merits During the 1986-87 financial year the RSA spent an amount of R641 579 in this regard on Venda

(iii) *Loan Fund*

Like any other friendly country Venda may apply for the financing of certain projects within the framework of the Economic Co-operation Promotion Loan Fund Such applications are considered strictly on merit according to fixed criteria and within the limits of available funds This type of financing consists mainly of loans which are, naturally, repayable During the 1986-87 financial year an amount of R4 945 222 was paid to Venda

(iv) *Incentive scheme for Industries*

In accordance with existing jointly agreed arrangements between the SATBVC States, the RSA is obliged to refund the TBVC States on a rand-for-rand basis for actual expenditure incurred in these states in terms of the industrial incentive scheme, which took effect on 1 April 1982 The RSA refunded Venda to the amount of R4 036 473 during the 1986-87 financial year

B *Transfers in terms of bilateral agreements*

Transfer payments which are regarded as own sources of income of the Venda Government

(i) Income Tax, An amount of R7 595 057 was transferred

(ii) An amount of R57 658 000 was paid for Venda's share in the Customs Union Revenue Pool

(iii) Common Monetary Area An amount of R1 518 933 was transferred

(2) (a) No Loans in terms of project aid agreements are included in the amount mentioned under (1) (a).

(i) and (ii) Fall away

(b) Yes

(i) One

(ii) A transfer in respect of the action programme Creation of Job Opportunities to the amount of R4 092 999 was made

(3) (a) Yes According to estimates an amount of R36 658 000 will be paid to Venda during the 1987-88 financial year from the Economic Co-operation Loan Fund

(b) Yes It is estimated that in addition to the amount mentioned in paragraph (3) (a) a total amount of R303 194 500 will be paid over to Venda during the 1987-88 financial year This amount consists of the following

Budgetary Assistance	R221 200 000
Incentive Scheme for Industries	R 1 500 000
Income Tax	R 8 600 000
Share in Customs Union Revenue Pool	R 67 070 000
Common Monetary Area	R 1 900 000
Action Programme Creation of Job Opportunities	R 2 500 000
Technical Aid	R 424 000
Total	R303 194 500

Long-distance passenger coaches

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

(1) How many long-distance passenger coaches did the South African Transport Services have as at the latest specified date for which information is available,

(2) whether any of these passenger coaches were redundant as at the above date, if so, (a) how many and (b) how many coaches will be redundant by 1 January 1988,

(3) whether it is intended to sell these coaches, if not, what is to be done with them, if so, what is the age of the most recently built coaches which are to be sold?

The MINISTER OF TRANSPORT AFFAIRS

(1) 3 365 as at 31 July 1987

(2) Yes

(a) 493

(b) 1 369

(3) The possibility of converting some of the latest models of these coaches for use on commuter services is being investigated Other redundant coaches will be sold if possible, or scrapped The age of the most recently built coaches which are affected is eleven years

Small businesses

521 Prof N J J OLIVIER asked the Minister of Economic Affairs and Technology

Whether his Department allocated any funds for small businesses run by Blacks in the 1986-87 and 1987-88 financial years, if not, why not, if so, (a) what amounts in each case and (b) what amounts were allocated in the form of (i) loans and (ii) grants in each such year?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

The Department of Trade and Industry does not allocate funds directly to small entrepreneurs Funds for small business development are budgeted for annually and allocated, among others, to the Small Business Development Corporation (SBDC) In the financial years 1986/87 and 1987/88 the normal provision for small business development amounted to

	(a)	(b)	(c) (i)	(c) (ii)	(d)	(e) (i) (aa)	(e) (i) (bb)	(e) (ii) (aa)	(e) (ii) (bb)
					1986 Dukuzu 250 g/vm Content 90 g/m² oyster opaque 90 g/m² oyster opaque 90 g/m² oyster opaque Dukuzu matt 115 g/vm Dukuzu matt 100 g/vm				
Wheat Board		500 per year	None	None	Hammermill nipple bond 75 gsm	None	None	None	None
Cotton Board		500 per year	None	Five	115 g Dukuzu matt	None	Five	None	Five
Lucern Seed Board		600 per year	None	Five	White gloss paper	None	None	None	None
Oil Seeds Board		3 754 in total	None	None	1981/82 Cover Mayfair white 176 g/m² Content 80 g/m² Bond 1982/83 Content Mayfair white 176 g/m² Content 80 g/m² Bond 1983 84 Particulars not available 1984/85 Cover Icena Carol 200 Content gm² Bond 1985/86 Cover Icena 135 g m² Content 70 g m² Bond	None	None	None	None
Rooibos Tea Board									
1982		400	None	Five	Dukuzu gloss	None	Three	None	Three
1983		425							
1984		400							
1985		400							
1986		476							
Chicory Board 1983		1 000	Five	One	Gloss	None	One	None	One
1984		1 000							
1985		750							
1986		500							
1987		500							
Meat Board 1981/82		2 400	None	Five	1981/82-1984/85 Text Dukuzu Matt 90 gsm Cover 250 gsm Content 1985/86 Lord Ariston 85 gsm Cover 270 gsm	None	Four	Four	None
1982/83		2 800							
1983/84		2 800							
1984/85		1 800							
1985/86		2 000							
Wool Board		2 000 per year	None	Five	Matt and gloss gloss paper	None	One	None	One
Mohair Board 1982		500 per year	None	One	Cover 250 g stratakolour Content 89 g chromolux board	None	None	None	None
1983									
1984									
1985									
1986									
Egg Board 1981/82		800	Five	None	Gloss paper	None	Five	Five	None
1982/83		1 000							
1983/84		1 000							

	(a)	(b)	(c) (i)	(c) (ii)	(d)	(e) (i) (aa)	(e) (i) (bb)	(e) (ii) (aa)	(e) (ii) (bb)
1984/85		1 020							
1985/86		1 000							
Dairy Board 1982		800	Two	Five	90 g and 115 g	None	One	None	One
1983		900							
1984		1 000							
1985		1 450							
1986		1 500							
S A Abattoir Corporation 1982		1 000	Vier	None	Cambritext 140 g	None	None	None	None
1983		700							
1984		1 000							
1985		1 200							
1986		1 000							

Annual reports

381 Mr K M ANDREW asked the Minister of Transport Affairs

(1) (a) (i) How many annual reports were produced in 1986 by the Department of Transport and/or statutory bodies falling under this Department and (ii) in respect of what bodies were these reports produced, (b) what was the cost of producing each such report, (c) how many copies of each report were printed and (d) who undertook the printing of each report,

(2) whether the printing of these reports was put out to tender, if not, why not, if so, (a) what was the (i) lowest and (ii) highest tender submitted, and (b) what was the amount of the successful tender, in each case,

(3) whether any copies of these reports were sold, if so, (a) how many, (b) to whom, and (c) at what price, in respect of each report,

(4) in respect of each of the latest specified five years for which information is available, (a) what was the total cost to this Department of these annual reports, (b) how many copies were printed, (c) how many of these reports contained (i) full colour and (ii) black and white pictures, (d) on what quality paper were the annual reports printed and (e) (i) how many of these reports contained a photograph or drawing of the (aa) political head and (bb) top official of this Department and/or the statutory bodies in question and (ii) how many of these pictures were in (aa) colour and (bb) black and white in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) (a) (i) Four

(ii) A Report of the Department of Transport and of the National Transport Commission for 1984/85,

B report of the National Road Safety Council for 1985,

C report of the Perishable Products Export Control Board for 1985, and the

D report of the Civil Engineering Advisory Council for 1985

(b) A R25 295,

B R 7 080,

C R 6 000, and

D R 4 700

(c) A 900,

B 2 000,

C 1 000, and

D 1 200

(d) A Printed for the Government

Printer by Cape and Transvaal Printers (Pty) Ltd,

B Profund Print,

C Perishable Products Export Control Board, and

D The Council for Scientific and Industrial Research for the Civil Engineering Advisory Council

(2) A No The procedure is in the discretion of the Government Printer (a) and (b) Fall away,

B Yes

(a) (i) R 7 080,00

(ii) R12 397,00

(b) R7 080,00,

C No The printing of these reports was done by the Perishable Products Export Control Board (a) and (b) Fall away, and

D No The secretarial services of the Civil Engineering Advisory Council are being handled by the National Institute for Transport and Road Research of the Council for Scientific and Industrial Research (CSIR) and the Graphic Arts Division of the CSIR consequently undertook the printing of the report (a) and (b) Fall away

(3) A Yes

(a) 148,

(b) The general public, and

(c) R26,70 Local (excluding GST)

B No (a), (b) and (c) Fall away,

C No (a), (b) and (c) Fall away, and

D No (a), (b) and (c) Fall away

(4) (a)

	A	*B	**C	D
1982	17 477,00	4 900,00	875,00	3 500,00
1983	17 000,00	5 000,00	875,00	5 350,00
1984	15 270,00	8 530,00	1 200,00	4 500,00
1985	25 295,00	7 080,00	6 000,00	4 700,00
1986	32 287,00	8 789,00	1 350,00	6 900,00
	R107 329,00	R34 299,00	R10 300,00	R24 950,00

* The amounts given in B are for the cost of the National Road Safety Council

** The amounts given in C are for the cost of the Perishable Products Export Control Board

(b)

	A	B	C	D
1982	610	2 000	350	1 000
1983	615	2 000	350	1 500
1984	625	2 000	400	1 200
1985	900	2 000	1 000	1 200
1986	1 100	2 000	450	1 000
	3 850	10 000	2 550	5 900

(c) (i) A Five,

B Five,

C Nil, and

D Four

(ii) A Five,

B Five,

C Nil, and

D Three

(d) A GP wove, 60 g/m²,

B Lord Ariston classic white, 100 g/m²,

C Rank Xerox, 80 g/m² and Panasonic, 80 g/m², and

D Lord Ariston high white, 80 g/m² and Dukuza semi gloss, 15 g/m²

(e) (i) (aa) Four, and

(bb) Six

(ii) (aa) Two, and

(bb) Eight

Annual reports

385 Mr K M ANDREW asked the Minister of Law and Order

(1) (a) (i) How many annual reports were produced in 1986 by the South African Police and/or statutory bodies falling under the Police and (ii) in respect of what bodies were these reports produced, (b) what was the cost of producing each such report, (c) how many copies of each report were printed and (d) who undertook the printing of each report,

(2) whether the printing of these reports was put out to tender, if not, why not, if so, (a) what was the (i) lowest and (ii) highest tender submitted, and (b) what was the amount of the successful tender, in each case,

(3) whether any copies of these reports were sold, if so, (a) how many, (b) to whom, and (c) at what price, in respect of each report;

(4) in respect of each of the latest specified five years for which information is available, (a) what was the total cost to the Police of these annual reports, (b) how many copies were printed, (c) how many of these reports contained (i) full colour and (ii) black and white pictures, (d) on what quality paper were the annual reports printed and (e) (i) how many of these reports contained a photograph or drawing of the (aa) political head and (bb) top official of the Police and/or the statutory bodies in question and (ii) how many of these pictures were in (aa) colour and (bb) black and white in each case?

The MINISTER OF LAW AND ORDER

(1) (a) (i) One

(ii) The South African Police

(b) R12 971,51

(c) 1 000 copies

(d) Cape and Transvaal Printers on instructions of the Government Printer, Pretoria

(2) No, because the Government Printer gave it to Cape and Transvaal Printers on standing contract

(a) and (b) Fall away

(3) No

(a) to (c) Fall away

(4) (a)

1981/82	R2 842,75
1982/83	4 053,33
1983/84	5 209,76
1984/85	7 851,12
1985/86	12 971,51

(b)

	Afrikaans	*English*
1981/82	480	450
1981/83	530	500
1983/84	600	580
1984/85	825	782
1985/86	1 000	Bilingual Annual Reports

Diepmeadow: bridging finance

398 Mr W J D VAN WYK asked the Minister of Constitutional Development and Planning †

mentary constituencies, the question cannot be answered in its present form

Wynberg: exemptions from Group Areas Act

492 Mr J B DE R VAN GEND asked the Minister of Constitutional Development and Planning

(1) Whether, since 1 January 1986, his Department has received any applications for exemptions from the provisions of the Group Areas Act, No 36 of 1966, in respect of residential premises in the Wynberg constituency, if so, (a) how many such applications had been (i) granted and (ii) refused as at the latest specified date for which information is available, (b) what were the reasons for (i) granting and (ii) refusing each application, (c) in respect of which properties were such applications granted for (i) acquisition, (ii) holding or (iii) occupation and (d) in respect of which group, as defined in section 12 of this Act, was each such application granted with reference to each such property,

(2) whether any action has been taken against (a) owners and (b) occupants of residential property in the Wynberg constituency in terms of the provisions of the said Act during the above-mentioned period, if so, (i) in respect of the owners or occupants of which properties, (ii) what action was taken, (iii) who initiated the action, (iv) who decided that action should be taken, (v) why was action taken and (vi) what was the outcome of this action in each case,

(3) whether any notices in terms of section 41 of this Act were served in respect of any of the above-mentioned properties, if so, when was notice (a) served on the (i) owner of the property and (ii) holder of any registered mortgage bond over the property, (b) published in the *Gazette* and (c) transmitted to the Registrar of Deeds,

(4) whether any of these notices have been withdrawn in respect of any of the properties concerned, if so, (a) in respect of which properties and (b) when?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

In view of the fact that the required information is not available in terms of parliamentary constituencies, the question cannot be answered in its present form

Groote Schuur: exemptions from Group Areas Act

493 Mr J B de R VAN GEND asked the Minister of Constitutional Development and Planning

(1) Whether, since 1 January 1986, his Department has received any applications for exemptions from the provisions of the Group Areas Act, No 36 of 1966 in respect of residential premises in the Groote Schuur constituency, if so, (a) how many such applications had been (i) granted and (ii) refused as at the latest specified date for which information is available, (b) what were the reasons for (i) granting and (ii) refusing each application, (c) in respect of which properties were such applications granted for (i) acquisition, (ii) holding or (iii) occupation and (d) in respect of which group as defined in section 12 of this Act, was each such application granted with reference to each such property,

(2) whether any action has been taken against (a) owners and (b) occupants of residential property in the Groote Schuur constituency in terms of the provisions of the said Act during the above-mentioned period, if so, (i) in respect of the owners or occupants of which properties, (ii) what action was taken, (iii) who initiated the action, (iv) who decided that action should be taken, (v) why was action taken and (vi) what was the outcome of this action in each case;

(3) whether any notices in terms of section 41 of this Act were served in respect of any of the above-mentioned properties, if so, when was notice (a) served on the (i) owner of the property and (ii) holder of any registered mortgage bond over the property (b) published in the *Gazette* and (c) transmitted to the Registrar of Deeds,

(4) whether any of these notices have been withdrawn in respect of any of the properties concerned, if so, (a) in respect of which properties and (b) when?

The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING

In view of the fact that the required information is not available in terms of parliamentary constituencies, the question cannot be answered in its present form

Trains delayed/cancelled

494 Mr J VAN ECK asked the Minister of Transport Affairs

With reference to his reply to Question No 228 on 29 July 1987, (a) how many trains that were technically delayed for longer than 60 minutes were cancelled in respect of the (i) Cape Town to Simonstown, (ii) Cape Flats, (iii) Cape Town to Kapteinskip, (iv) Cape Town to Bellville and (v) Cape Town to Bellville via Monte Vista suburban railway lines during the period 1 January to 30 April 1987 and (b) how many commuters were affected by such cancellations in respect of each of these routes?

The MINISTER OF TRANSPORT AFFAIRS

	(a)	(b)
(i)	Nil	Nil
(ii)	Nil	Nil
(iii)	33	57 161
(iv)	Nil	Nil
(v)	Nil	Nil

Pretoria, telephone services/private post boxes

495 Mr P G SOAL asked the Minister of Communications

Whether any applications for (a) telephone services and (b) private post boxes were outstanding in the Pretoria area as at the latest specified date for which figures are available, if so, (i) how many, (ii) in respect of which post office areas and (iii) when is it anticipated that the backlog will be eliminated?

The MINISTER OF COMMUNICATIONS

Yes,

(a)

(as at 31 August 1987)

(i)	(ii)	(iii)
224	Akasia exchange area	During the second half of 1989 on the commissioning of the new Akasia exchange and the completion of a cable work
1 493	Atteridgeville exchange area	During the first half of 1988 on the commissioning of a 1 984 line extension of the exchange and the completion of a cable work
3	Bergbries exchange area	See note 1
703	Bronberg exchange area	During the first half of 1988 after the commissioning of a temporary 1 700 line containerized exchange at Schoonzicht and the completion of a cable work
64	Constantia Park exchange area	See note 1
16	Daspoort exchange area	See note 2

Coloured soldier was not 1st class

By JOHANN VERSTER

A YOUNG soldier was kicked out of his first-class train compartment halfway through his journey — because he is not white

The coloured man's white companion — who also had a first-class ticket — was forced to join him in a second-class coach on the Trans-Karoo from Johannesburg to Cape Town. But both were allowed to have meals in the restaurant coach

The two men boarded the train last Thursday at 09h00 and took up their first-class compartments for which they paid R230 each

"All went well until shortly after the train left Kimberley, where a new conducter took over," the white soldier said this week

"When he got to our compartment and saw that my travelling companion was coloured he ordered us out"

Both soldiers are members of the Military Police and went to Cape Town to escort a national serviceman — arrested for being absent without leave — back to the Reef

The two young Permanent Force members had to stand for more than an hour in the corridor before they were assigned a second-class compartment

"The conductor only did his job. We don't have anything against him — it's the system that's wrong," they said

Mr Jannie van Zyl, a SATS spokesman, said the conductor did what he was suppose to do "Our trains are open for all races in all classes, but we do have whites-only coaches and open coaches," he said

Asked how a repetition of this could be prevented, Mr van Zyl said when tickets were booked, mention should be made of the race of the passengers

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S/T 6/10/87

SATS FOREX LOSSES

In for a hiding?

Sats will "have to take its hiding," Transport Minister Eli Louw told parliament, if it is found to be in error in handling foreign exchange transactions

He was referring to alleged exchange losses of R4 billion incurred through inadequate, or non-existent, forward cover on foreign loans As discussed by the *FM* last week, however, the figure is a moving target Final losses will emerge only on repayment of the loans

With plans afoot for privatisation, potential investors will watch the situation keenly Meanwhile, as PFP transport spokesman, John Malcomess, has said, the consumer will pay for the losses — assuming, as is likely, there is no sharp appreciation of the rand

But, as Louw points out, the issue is complex Sats obtained foreign exchange-linked loans over 10-year periods While they were covered on an annual basis in which the fluctuating rand/dollar exchange had to be taken into account, opinions on losses incurred differed "Complicated bookkeeping flows from this and a difference of opinion is therefore possible "

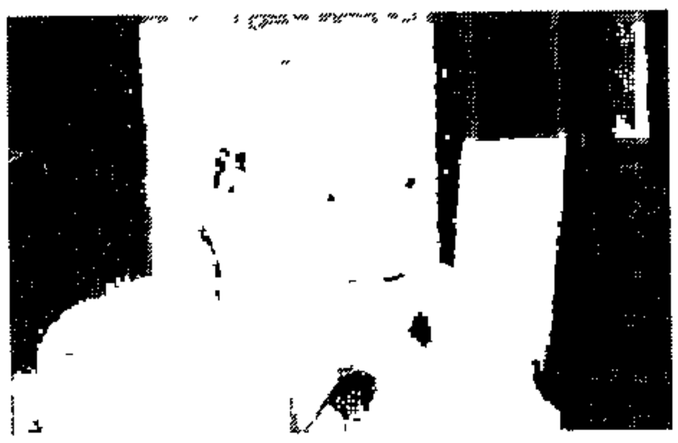
Louw says Sats consistently covered loans until December 1979 On January 1 1980, the Reserve Bank stopped issuing cover for loans in, among other currencies, Swiss francs and D-marks "About 80% of Sats' loans were in these currencies As a result, the cost of cover increased drastically "

He says Sats, like many organisations, has expertise in forex transactions But like other organisations it suffered major losses due to the drop in the rand which followed an "economic opinion," based on politics This had little to do with the real value of the rand

Louw says Sats acknowledged that it faced a "potential" forex loss of R2,7 billion at the end of March last year, based on a rand/dollar rate of US45c The current rate is about 48c, which makes a "big difference "

"The whole issue must be seen in perspective," he says

If losses do amount to R2,7 billion, over a 10-year period this would average R270m annually, or about 2,7% of Sats' annual income That loans could be "rolled over" has to be taken into account as a softening factor in the cost of coverage The impact then is about 2% of Sats' annual income, says Louw He adds that though the drop in value of the rand had a negative effect, it on the other hand brought increased "foreign" trade for Sats



Transport Minister Louw ... not the end of the world

Another factor was that the decision on coverage of loans is related to the cost of such coverage, there is no economic basis for the statement that it has to be taken out every single time

"So to throw your hands in the air and say it's the end of the world takes us nowhere," he says If Sats is found to have been unreasonable or careless, it will have to take its hiding "But until this happens, let's refrain from prejudging the issue " ■

14/06/87 FM (269)

SAA crews' sad adieu to Australia

Weekend Argus Foreign Service

PERTH — A melancholy party has been held every Tuesday for the past few weeks at one of Perth's smaller hotels, the Transit Inn, which has been a home from home for South African Airways cabin crews since 1981

At these unhappy occasions hotel staff have been saying goodbye to the crews as they leave for the last time before SAA's Australian service ends this month

Flight SA 280 leaving Jan Smuts Airport on October 26 for Mauritius, Perth and Sydney will be the last inward one, while outgoing flight SA 281 to Johannesburg the following day will see the end of a South African link with Australia which has lasted one month short of 30 years

Australia's loss

Sad as the farewells have been for the cabin crews, it will be the Australian economy which will be left with a sizeable financial hangover, estimated to be worth R85-million a year

That is the figure a spokesman for SAA has put on the loss to Australia resulting from the embargo placed on the airline a year ago by the Bob Hawke Labour government

SAA was given 12 months' notice in October last year that its service was to end

Trevor Henry, SAA's manager in Perth, said the Transit Inn has had two full cabin crews in the hotel every week since 1981 That is 32 people and on Monday nights, with another crew coming in, the total of hotel rooms occupied has been 48

Spend freely

One crew has returned to South Africa the following day, one has flown the shuttle to Sydney and back to Perth, and there has been a new back-up crew

On this basis the Transit Inn has provided 12 480 bed nights a year and this alone has been worth R1,5-million to the hotel

Cabin crew are given a meal allowances, and on top of this they spend their own money freely on things such as laundry, personal shopping and recreation — cycle-riding along the river or sea trips to Rottnest Island off the coast

The proceeds to the West Australian economy are, however, only a small portion of the benefits to the country as a whole Mr Henry estimates that SAA has been contributing about R40-million directly to the Australian economy every year

Apart from hotels and food services, SAA has been paying landing fees at Perth and Sydney airports, aircraft handling charges and engineering maintenance costs

And, of course, there has been the enormous bill paid to the suppliers of aviation fuel

Jobs affected

"This R40-million contribution is what we pay direct, but Australia will also be losing out on the indirect benefit of our bringing in tens of thousands of passengers over the years," Mr Henry said

"We estimate that they spend about another R45-million every year In this regard we must make allowances for the benefit to South Africa from what Australians spend there in the reverse direction"

Mr Henry said he expected about 1 500 jobs to be affected in Australia by the disappearance of SAA But jobs in the airline's offices were safe and there would be no review of the staff situation, at least before January or February

"Hot product"

Time would be needed to see if the new routing to South Africa — excluding Australia but taking in Hong Kong and Taipei — would justify keeping on all staff

SAA staff in Australia are naturally sad to see the service ending but are by no means defeated Optimism about the future was expressed by Mr Allan Dexter, the airline's public relations manager in Sydney

"It is our feeling that Australians will still want to travel to South Africa and won't be deterred by having to pay slightly more in exchange for a Hong Kong stopover/shopover"

BAN NOT FOREVER SAA HOPES

Weekend Argus Foreign Service

PERTH — The chief executive of South African Airways, Mr Gert van der Veer, is confident the ban on SAA operating a service to Australia will not be permanent.

"I am positive that eventually we will come back to Australia," he told a Press conference here yesterday.

SAA bows out from Australia at the end of this month after a 30-year link which has seen it transport more than 600 000 passengers between the two countries.

"I can't think of two countries which are more similar," Mr van der Veer said.

"I reject out of hand the argument that such sanctions help to promote racial changes in South Africa by applying moral pressure"

He said sanctions merely destroyed jobs at the bottom of the economic pyramid — and in South Africa that meant blacks jobs.

Cape Times 20/10/87 268

CAN'T STOP . . . Members of the cast of the play "You Can't Stop the Revolution" at Camps Bay beach yesterday. The play opens at the Baxter Theatre tomorrow, but a preview will be given tonight From the left are: Thabane Mkhize, Tiki Nkumalo, Patty Nokwe, Bhe Shandu, Nelson Ngwenya, Beryl Ngcobo, James Ngcobo, Priscilla Mkhize, Henny Khulu and Pat Pillai.
Picture ROBERT BELLON

Playwright 'humiliated' by cops

By RONNIE MORRIS

DURBAN playwright Saira Essa is considering legal action after a "humiliating experience" at D F Malan Airport on Sunday when police searched her luggage in full view of the public soon after she had landed

Interviewed yesterday at the Baxter Theatre, where cast members were rehearsing her play "You Can't Stop the Revolution", an angry Ms Essa said that a woman, who identified herself as Warrant Officer Van Taak, approached her and, without any explanation, said she should accompany her

They were joined by a Constable J Visser and she was taken to a locker near the exit where they were in full view of the public

"I told the police if there was a problem and they wanted to search me they could at least do so in private They refused to do that and I was getting more agitated. No amount of pleading helped," she said.

She said the airport manager, Mr H B van der Westhuizen, was "very apologetic and embarrassed"

Approached for comment, a police liaison officer, Lieutenant Attie Laubscher, confirmed that the incident took place, and that Ms Essa had been searched by a policewoman, but said Ms Essa was searched "in private"

Mr Van der Westhuizen said "It is a domestic affair and I told her she could write a letter of complaint to me

"I forbid you to link my name, my position or the airport to the matter You must get in touch with my head office in Pretoria"

269 DFM 26/10/87

SAA's Aussie air link ends

The last South African Airways flight to Australia left Jan Smuts today after the Australian government's suspension of SAA landing rights.

Mr Gert van der Veer, chief executive of SAA, said today in a full-page newspaper advertisement, that passengers would not be affected by the restrictions because arrangements had been made for flights to Australia via Hong Kong, Taipei or Singapore. The cost of flights to Australia would remain the same — Sapa

Ministers will probe Sats hikes

(269) B/day 26/10/87

LINDA ENSOR

THE Cabinet has appointed a three-man ministerial committee to probe Sats tariffs for coal exports, after angry accusations from the coal and other industries that rail tariffs hikes are making their business increasingly uncompetitive.

Coal, maize and timber industry representives are leading the battle against Sats, charging that recent tariff hikes are excessive and are seriously harming their businesses

Government is taking the attacks seriously In an unusual step, three Cabinet Ministers — Finance Minister Barend Du Plessis, Economic Affairs Minister Danie Steyn and Transport Affairs Minister Eli Louw — were requested at last Wednesday's Cabinet meeting to study and make recommendations on the tariff structure of the Richards Bay line.

The ministers and their heads of departments held their first meeting on Friday

The fairness and advisability of Sats' tariff structure, as well as its financial organisation, was the subject of a report by former Gencor CE Wim De Villiers. A spokesman for Louw's office said the report was submitted to government two weeks ago and the three ministers would be studying and making recommendations on it

Sats said it was necessary to change tariffs in order to gear itself for a deregulated transport market as proposed by the National Transport Commission

A Sats spokesman said Sats was phasing out the cross-subsidisation of commodities to make each one pay for its own transport costs. Coal was heavily subsidised and that was the reason for the industry now having to foot a higher bill However, the railage rates for some commodities had come down.

The changes were also instituted to bring Sats' tariff structure into line with

● To Page 2

Ministers to probe Sats hikes

(269)

● From Page 1

its operational costs

The spokesman said "It will take some years to phase out cross-subsidisation." He added the increases in the tariffs were not an attempt by Sats to recoup its R4bn foreign exchange losses

He could not say at this stage whether the tariff structure would be changed in the light of the fierce opposition to the increases but said Sats would consider each complaint on its merits.

Rand Mines coal division MD Nelo Zollezi said the average increase for railing coal — which came into effect on September 1 — was about 20% However, with the increases in April, the annual increases ranged between 20% and 100% depending on the previous prevailing rates.

The coal industry was estimated to spend about R800m annually on transporting coal by rail.

Zollezi said coal exporters who used the Richards Bay coal terminal believed the tariffs were unfair As well, Sats had not revealed how it arrived at its rates and had not considered the effect of the increases on the local market

Zollezi said it was impossible for coal exporters to negotiate long-term contracts in such an atmosphere of uncertainty over rail tariffs

The maize and timber industries have also protested against the tariff increases, several of them way above the rate of inflation.

The Maize Board expressed its shock over the unilateral tariff increases — which came into effect on October 1 — in telexes sent to the Agriculture Minister Greyling Wentzel and the Sats GM (Tariffs). The increases for the transport of maize this year have risen between 23% and 29% — depending on the distance

The board said "The increase in railage will have an extremely detrimental effect on the maize industry because it may lead to a decline in the domestic consumption of maize."

The board was particularly dismayed at the unilateral way in which the tariffs were imposed.

The timber industry is also involved in discussions with government on the tariff increases

Mike Edwards, an economist with the Forest Owners Association, said: "We have major problems with Sats — they are virtually killing the industry with their tariff increases Over the last year the average increase has been about 50% We just cannot absorb that."

ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT

SAA Chief Executive speaks out on Australia landing-rights embargo.

JOHANNESBURG – Gert van der Veer, Chief Executive of South African Airways, stated today during an interview in his Johannesburg office that "We've provided an air service between South Africa and Australia for over 30 years. Despite the present embargo, we still are." Asked to elaborate, Mr. van der Veer said that in cooperation with other leading airlines around the world, "We are able to fly passengers to Australia via Hong Kong, Taipei or Mauritius and Singapore. Passengers have the option of an extended stopover, or an immediate connection to Perth and Sydney."

Mr. van der Veer talked openly about the problems SAA has been forced to deal with in recent times, but, citing its past success in overcoming similar African and American embargoes, gave the assurance that passenger service would not suffer. Some major excerpts from this revealing interview:

Gert van der Veer, Chief Executive, South African Airways.

delaying or cancelling a single flight With a fleet of modern Boeing and Airbus aircraft and a staff of 10 000, SAA remains one of the world's most important airlines We are by far the biggest in Africa, the third largest in the Southern hemisphere and amongst all IATA members, we rank 22nd Confident about the future? You bet we are.

In closing, Mr van der Veer expressed his gratitude to the thousands of passengers who have supported SAA's Australian service for 30 years He apologised for any inconvenience the embargo may have caused, but stressed that "If you're going to Australia, we can still get you there in the efficient, convenient way. SAA is famous for

Daily Dispatch

26-10-1987

What are the immediate effects of the Australian government's decision to suspend SAA's landing rights?

As a result of this action by Australia, South African Airways will no longer be able to offer its passengers, from both countries, the opportunity of flying by the most direct and shortest route between these two leading Southern hemisphere nations This is indeed a pity South Africa and Australia have had both cultural and commercial ties over many years And whatever political differences there may exist – and political differences have a tendency to be temporary rather than permanent – it is our fervent belief that communication links should always enjoy the highest possible priority Communicating, visiting, speaking to and listening to each other are attributes which facilitate better understanding – something which the whole world surely needs more of, not less

Is there a possibility that SAA passengers will be stranded overseas because of this suspension as from today?

None whatsoever In the 53 years of our existence, we have not let one passenger down We certainly won't let it happen now That's a promise With the co-operation of our partners, other large airlines, we will use alternative routes In the case of Australia, we immediately arranged alternative destinations, where passengers can then fly to Australia on other airlines

What will happen if other overseas countries also refuse landing rights to SAA?

It is unlikely that this will happen Not one of the overseas airlines landing in South Africa is in favour of the refusal of landing rights to SAA The South African route is highly profitable for both large and small airlines As far as Australia is concerned, this was not an issue, because no Australian airline flies to South Africa And in any case landing rights cannot be suspended at the drop of a hat It would mean the violation of long-standing international bilateral agreements

In the light of recent developments, can passengers still depend on SAA to meet all of their travel requirements?

Absolutely SAA passengers need not worry that they will not reach their destination, An SAA ticket will always be valid on other airlines SAA's membership of the International Air Transport Association (IATA) is a guarantee to passengers that they will not be left stranded anywhere Membership of IATA means that an air ticket bought from one airline will be accepted by any other airline belonging to IATA, and all 22 airlines which serve South Africa are members of IATA

Will SAA now be forced to cut some of its overseas services?

Not if we can help it We are still maintaining a high frequency service to all our traditional destinations in Europe We are still the only direct link to the Far East And our capacity will be increased to three per week as of 2 November

Do you think South Africans should be urged to fly with SAA?

We all know it's a good thing to support South African business, but we at SAA do not rely on that Through innovative competition against other international airlines and by offering the very best service we can, we ensure that more and more travellers fly SAA as their first choice The present figure of 4 million passengers a year is in fact indicative of our success

How does the present situation affect SAA financially?

South African Airways' financial position is stronger than it has ever been in the past In fact, in the 1987 financial year we made a profit of nearly R108 million In the first five months of the current financial year the profit was close to R52 million This of course adds to the muscle we need to cope with new situations such as the Australian embargo

Does this mean a big improvement in SAA's passenger figures?

It most certainly does Domestically, South African Airways has shown an increase of close to 10% and internationally figures have gone up an amazing 28%

How do you see the future of SAA?

South African Airways has always triumphed over obstacles Remember when the airspace over Africa was closed to SAA? A decision to fly around the bulge of Africa to Europe was taken overnight and we managed this without

Daily Dispatch
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SAA: a history of successfully overcoming all obstacles

At 07h20 today the last South African Airways Boeing 747 bound for Australia departs from Jan Smuts Airport Flight SA 280 marks the end of an era. The end of SAA's Australian service after more than 30 successful years.

Despite the fact that the Australian route proved to be one of SAA's most popular routes, the airline has been forced to cancel the service for, as you are probably aware, "political reasons" In the face of such adversity, however, SAA remains confident about the future The big news from SAA is that, despite the landing rights embargo, passengers will still be able to get to Australia via alternative routes and with the help of other leading international airlines. After all, it's not the first time SAA has had to deal with problems of a political nature When the airspace over Africa was suddenly closed to SAA on August 23, 1963, a decision to fly around the bulge of Africa to Europe was taken immediately, and was accomplished without delaying or cancelling a single flight

More recently, America imposed a landing-rights embargo against SAA in November, 1986. With the huge demand for flights to America for both business and pleasure, the embargo could have been inconvenient for SAA, as well as South Africa. But SAA found a solution and implemented it well. As Mr. Gert van der Veer said shortly after the US embargo was imposed, **"South African Airways undertakes not to let one passenger down".** Embargo or no embargo, it seems that SAA has what it takes to serve its thousands of customers, both in South Africa and around the world.

Daily Dispatch
26/10/87
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How the Australian embargo will affect passengers

Most of us are aware of the Australian government's landing-rights embargo against South African Airways The last flight to Perth and Sydney will depart Jan Smuts airport at 07h20 today

How will the lack of a direct service to Australia affect you, a prospective SAA passenger?

"Passengers will not be adversely affected by the embargo against SAA", according to Mr Tienie Willemse, the airline's Chief Director of International Services However, Mr Willemse went on to say that there are some important facts people should be aware of These are

- All flights to Perth and Sydney can still be booked through SAA
- You will fly with SAA to Hong Kong or Taipei, or to Mauritius where you can connect onto Air Mauritius or Singapore Airlines to Singapore You then have the option of an extended stopover, or an immediate, pre-booked connection to Australia on another airline
- If you have already booked and paid for a direct SAA flight to Australia, don't worry Your ticket and your bookings are still valid, and will simply be reorganized in terms of the new route
- All SAA flights to the stopover cities will be on modern, comfortable Boeing jets
- Previously, there was one SAA flight to Perth and Sydney a week You now have a choice of 3 flights a week, with easy, hassle-free connections in Hong Kong, Taipei or Singapore The capacity to Taiwan has been increased with an additional flight per week

If you have any additional questions, SAA encourages you to contact any SAA office for further information They'll be glad to answer any questions you may have

SAA has one of the largest fleets of modern Boeing and Airbus aircraft in the world. Pictured here is the Boeing 747 SUD.

DD 30/10/87 (269)

Australian airline asks SAA for help

Daily Dispatch Correspondent

DURBAN — South Africa should tell Qantas Airlines to "go to blazes", the chief opposition spokesman on transport, Mr Tom Langley, said yesterday

Reacting to a request by the Australian national carrier to South African Airways for help in handling the heavy Christmas and New Year traffic now that SAA is banned from Australia, he said "It is a bloomin' cheek."

A spokesman, Mr Jannie van Zyl, confirmed yesterday that Qantas had asked SAA for seven extra flights between Johannesburg and Harare to link up with Qantas flights to Perth and Sydney

Qantas has laid on extra flights to Harare itself to accommodate passengers who would normally have flown SAA At the same time it has asked SAA for four extra flights between Johannesburg and Harare in December, two in January and one in February

Confirming the request, Mr Van Zyl, said however "We have not yet made a decision We have to consider the availability of our fleet"

He confirmed that if SAA conceded to the Qantas request it would be tantamount to taking passengers away from other airlines which had agreed to help SAA get passengers to Australia on alternative routes

Mr Van Zyl did not know when a decision would be made

Mr Langley said yesterday "I think there is more business than ideology behind Australia's ban on SAA

"It appears they were hoping to draw all the traffic and freight bound for Australia from South Africa via Harare As far as I am concerned they can go to blazes

"These people are boycotting South Africa and now have the utter audacity to ask for our help"

'Govt to retaliate for SAA ban'

269 STAR 29/10/87

The Star's Foreign News Service

MELBOURNE — The South African Government plans to retaliate for Australia's closing of the South African Airways service between Johannesburg and Sydney, according to the *Canberra Times*

It said today that South Africa was considering telling SAA to cancel its Harare-Johannesburg flights, scheduled for the convenience of Qantas passengers travelling to and from South Africa

This could take many passengers away from Qantas flights and put them on the new SAA links planned to route Australian traffic through Singapore, Hong Kong and Taipei

Australia banned SAA flights last Tuesday but Qantas continues to fly a weekly service to Harare

Cape Times investigation

Crime rife on packed trains

By RONNIE MORRIS

MITCHELLS PLAIN train commuters believe that the South African Transport Services are giving them a raw deal

Trains regularly run late, or are cancelled, carriages are overcrowded, dagga smoking is rife and police are absent when serious crimes are committed

This emerged during a four-day Cape Times investigation into conditions on trains running between Mitchells Plain and Cape Town

Commuters ignored safety rules and this reporter saw people crossing the line in the face of on coming trains, commuters jumping on to departing trains and others — including women — climbing into carriages through windows

A train conductor said the view was widely held that the 7 10am express from Mitchells Plain to Bonteheuwel was known as the "dagga train" because commuters openly smoked dagga on their way to work.

Twice, when the Cape Times reporter was at Mitchells Plain station during the peak morning period a garbled and indistinct anouncement — about a delayed train — was made

- A nurse, who did not want to be identified, said passengers were regularly robbed and assaulted on the trains
- Police were noticeably absent on Friday evenings and at month ends

A mad scramble

When a delayed train arrived at Mitchells Plain station, there was a mad scramble for standing room and some commuters travelled in between carriages

They also hung from the open doors while the trains were moving.

There were commuters who made it a daily ritual to smoke dagga in full carriages, she said

Commuters had resigned themselves to the high price of tickets A third-class single from Mitchells Plain to Cape Town cost R1 10 while a first-class ticket cost R2 60

Mr Rashaad Samsodien, of Beacon Valley, said he left his home at 6 30am to catch the 7 35am train. The train which comes from Kapteinsklip — one station away — would fill up at Mitchells Plain station and by Lentegeur station, commuters were already hanging out of open doors

Trains were regularly delayed and because the public address system was so indistinct, he never knew which train had been delayed or when it was due

He had also lost a job when, after he arrived late for work on several occasions his employer could no longer believe him

Police were never present when criminal elements smoked dagga or drank, he said

Mr Faizel Hendricks, of Eastridge said dagga smokers had a field day when police were not present and during one train journey, police had by-passed skollies while "decent people" had been body-searched

Mrs Christine Rhode mother of two, said she took a taxi from Rocklands to Mitchells Plain station to ensure she gets to work on time

She was late for work often because trains were delayed or cancelled without warning Commuters sometimes waited up to half-an hour for a train, she said

The 4.45pm train she took home was almost always packed and at times the only carriage she felt safe in was where a train preacher was preaching

She said police were absent when trains were full and when serious crime took place

She would feel safer if there were more trains — and more police on the trains

Mrs Angeline Samuels who takes the 5 40am train from Mitchells Plain to town said 'It seems to me the police are scared of these skollies One only sees them when it is quiet and trains are not so full

Mr J Jantjies said he had to take the 6 25am train to start work in Bellville at 7 30am He had also been the victim of train delays and cancellations but he was lucky his employer understood why he was late, he said

Packed trains where commuters clung to open doors were a big problem and many damaged windows had not been replaced and commuters risked serious injury when they were stoned, Mr Jantjies said

As a result, he knew of someone who had lost an eye and another who had serious facial injuries

A train conductor, who declined to be named, said the 7 10am express train from Mitchells Plain to Bonteheuwel (and then all stations to Cape Town) was officially known as the "dagga train"

To avoid paying train fare some commuters get on trains between Nyanga and Kapteinsklip, changing trains at Kapteinsklip on to other Cape Town bound trains

Once the train was moving they walked from carriage to carriage to stay one coach ahead of the ticket collector

Railways personnel arrive at stations about 6am to see that commuters did not use illegal crossing points where the fence had been cut.

"I have seen women climbing through windows while the train was in motion I cannot believe that people can do that. We are also threatened with violence when we warn people not to climb or use illegal crossing points Because these people have the backing of people on the platform, we back off"

Three trains, between 6 20am and 7 10am, were the problem trains where people were robbed and assaulted and where dagga was smoked, he said

Never told why

Mrs Florence Naude who has been using the train service daily for the past four years, said that because of frequent breakdowns in the train service, she gets up at 6am to get the 7 20am train from Mitchells Plain to town

She travels third-class because it was much cheaper than first-class

She said commuters were never told why trains were late and when announcements were made, it was difficult to hear what the announcer said

'I think the train service is disgusting. The trains are always packed, even your lungs are squashed when you get to work. There s always pushing and shoving to get into the train People climb through the windows because they cannot get in through the door

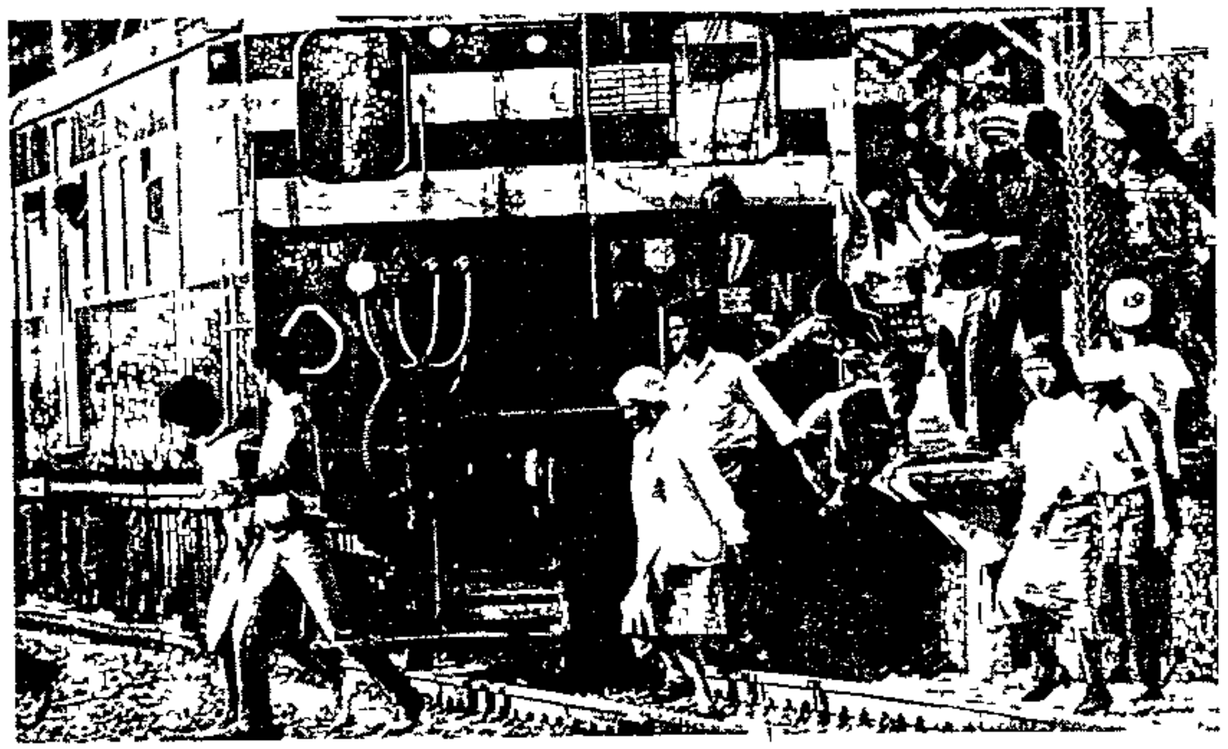
"I think they should have more frequent trains and make clear announcements when a train has been delayed I can't understand why the trains break down so often

"My employer is always very understanding when I arrive late for work but I am encouraged to take an earlier train so that I get to work on time," Mrs Naude said

● The Minister of Transport, Mr Fli Louw said in Parliament earlier this year that 57 161 commuters on the Mitchells Plain route had been delayed for over an hour during the first four months this year

Mr Louw also said that 33 trains had been cancelled because they were technically delayed for longer than 60 minutes

In July Mr Louw disclosed that six million commuters on Cape Town's surburban railway service were delayed by less than 60 minutes in the first four months of 1987



IGNORING THE RULES Commuters ignore safety rules and cross railway lines illegally Picture OBED ZILWA

SATS seeks commuter solutions

By RONNIE MORRIS

THE South African Transport Services yesterday admitted there were problems on the Mitchells Plain line but said they were working at solutions

Approached for comment on commuter allegations Mr Piet Lotz, Manager, Passenger Services, yesterday said that contrary to certain allegations SATS believed its had a good time-keeping record

Trains ran late for a total of 69 minutes for the week ending October 23 and a total of 51 minutes — of which 14 were as a result of power failures — at the end of last week.

Mr Lotz said SATS was aware of the crowded third-class carriages and was monitoring the situation

There was a shortage of third class carriages but new trains would operate when the Khayelitsha line opened, and more carriages would be available

The tempo at which carriage windows were dameged was too high and SATS could not keep up with the demand to replace them, he said.

Regarding complaints about train fares he said a scheme was available whereby four or more commuters who bought tickets together would be entitled to a 5% discount.

Commuters could also save money if they bought seasonal tickets The price of a first-class single ticket (R2,60) from Mitchells Plain to Cape Town would be slashed to R1,20 per ride and single third-class single (R1 10) to 34 cents

Replying to complaints about the faulty public address system, Mr Lotz said that when the system was faulty, commuters should bring it to the attention of the station clerk.

Railway authorities were doing everthing in their power to combat the dodging of train fares but were not physically able to apprehend all the dodgers However, last month R161 000 in additional revenue was raised after train-fare dodgers were caught

Mr Lotz said SATS was deeply concerned that between March and September this year 65 people had died in the Western Cape while falling from moving trains crossing at illegal crossings and jumping on to moving trains The public address system was used to warn commuters of the dangers, he said

THE BIG CRUSH A typical scene at Mitchells Plain railway station before 7am Commuters scramble for seats or standing room when the train doors open while others climb through windows. Picture RONNIE MORRIS

Police 'doing their best' on overcrowded trains

Staff Reporter

POLICE were aware of crimes committed on overcrowded trains but were doing their best" in combating them a police liaison officer for the Western Cape Lieutenant Attie Laubscher said yesterday

Although police maintained a presence in trains they could not be everywhere all the time Lieut Laubscher said

He appealed to commuters who had complaints or information about crime — including dagga smoking — to report it to their nearest police station

'All-white' train ride — all alone

W/C ARGUS 7/11/87

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by CHRIS WHITFIELD, Weekend Argus Reporter

AN Afrikaner Weerstandsbeweging supporter's dreams of all-white train rides came true with something of a vengeance this week.

The notorious passenger on Cape Town's southern suburbs service objected to the presence of coloured schoolchildren on one of the two "whites only" carriages on the train.

The conductor took up his complaint and at the next stop the offending children and their white schoolmates moved to a part of the train in which skin tone was not a factor ... and they were joined by all the other white passengers from the carriage.

The man, well-known among commuters for his AWB badges, was left entirely alone in the expansive carriage, presumably contemplating the joys of being white and dreaming of a boerestaat.

Sue Burns, a teacher at a non-racial school in Cape Town, said the children had been on a school outing with three teachers and had no idea that segregated train rides still existed

Outraged passengers

"We all just piled in to a carriage. Next thing this man with an AWB badge complained to a conductor, who said we should move to the next carriage."

The man's behaviour outraged the other passengers in the carriage and they all left him in disgust.

Miss Burns said the children had been embarrassed and offended but the support of the other commuters had been encouraging.

"It's hard to believe that this type of thing still happens here," she said.

The AWB supporter is a familiar sight to commuters on the service. Many will have seen him dashing past half-empty carriages to reach the "whites only" carriages at the front of the train.

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Station sites on offer to traders

Fleamarket at Mitchells Plain

By RONNIE MORRIS

UNUSED South African Transport Services (SATS) land has been made available — even sites on platforms — to create jobs and stimulate the informal trading sector in Mitchells Plain and elsewhere.

Already two sites — at Mitchells Plain and Lentegeur stations — have been contracted out by SATS to someone for use as a flea market

The sites, 250m² at R250 a month and 1 500m² at R500 a month — would be sub-let to individual traders.

Mr Luther Diederichs, public relations officer for SATS, said SATS have relaxed their hold on unused land and have decided that it could create job opportunities, stimulate the informal sector and raise revenue

Any person who wished to operate a stall at any station could liaise with SATS and if sites were available at stations, a permit would be issued and a nominal rent charged

The only condition for the issuing of a permit would be that the trader must already be in possession of a hawker's licence, which was obtainable from the city council

SATS would not prescribe to traders and had only laid down the minimum rules, he said

The potential was endless and already 49 permits had been issued for the sale of "software" (clothing, fruit and vegetables and other goods) on the Cape Flats line

However, getting a permit to sell foodstuffs would be more difficult, because SATS' catering division had first preference

Only at stations where no catering facilities existed could an application be made for a concession, which would then be placed on tender

At Mitchells Plain station three people are already hiring under cover space from SATS at a rental of R10 a month and elsewhere on the Cape Flats line 49 people have been issued with permits

To prevent an individual from holding a monopoly, SATS would make a maximum of four 1x2m stands available to one trader, Mr Diederichs said

Inquiries could be directed to Mr John Basson at 218 5805

269 STAR 9/11/87

Apartheid pressure on transport

Apartheid will continue to force authorities to choose between mounting transport subsidies and sharp fare increases

This is the conclusion of the South African Institute of Race Relations' latest *Social and Economic Update*

In its report on transport, it said that the Government saw deregulation as a partial solution to mounting subsidies and fare increases

However, while increased competition could improve black transport delivery in some areas, it could further hamper it in others

This would occur, for example, if increased competition with business on its profitable services forced the South African Transport Services (Sats) to abandon or increase the costs of black passenger services

The SAIRR report said that the Government's policy on subsidisation remained unclear

"It now seems less likely that Regional Services Councils (RSCs) will be expected to take over subsidies, but it is unclear whether the Government is seeking another subsidy formula or whether it will continue to bear the burden itself."

The report said the pressure on black passenger transport was illustrated most clearly by Putco's attempt to sell its assets

DET looks at bus fare subsidies

Discussions to investigate the possibility of subsidising bus fares for black, Indian, and coloured pupils have begun, Department of Education and Training spokesman Mr Job Schoeman said yesterday.

He could not give details of talks between the Department of Transport and the DET

The discussions follow Putco's announcement that it would no longer subsidise pupils' fares Scholar passengers will have to pay full fares from January 1 1988.

The company decided to withdraw its subsidy because over the past three years scholar concessions had cost it between R12 and R15 million This had resulted in substantial losses

10/11/87

goods shed, next to

SAA may run more midnight flights in '88

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12/11/87

EAST LONDON — South African Airways (SAA) may introduce more midnight flights on domestic routes

The airline's chief executive, Mr Gert van der Veer, said SAA, which operates late-night flights to most major centres, had found the reduced-fare service to be so successful that they were thinking of laying on more flights early next year

He said demand for the service was indicative of SAA's success with discount tickets

Pensioners, sportsmen, servicemen, family members, late-night and weekend travellers are all entitled to cut-price fares, he said

"At present, about 46 per cent of all our passengers fly at a discount"

East London has not been included in the centres which have enjoyed the midnight service up to now It is understood that the volume of passengers who would support such a flight is not considered to be sufficient to justify a late-night service here — DDR

Argus Times 12/11/87

Plan to beat M Plain train chaos

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By CHRIS BATEMAN

OVERCROWDING of Mitchells Plain trains, with the attendant problems of crime, vandalism and delays, could only be overcome if industry and commerce staggered their working hours, the SATS said yesterday

A Chamber of Industry spokesman said he was prepared to resurrect discussions with South African Transport Services, but expressed reservations, blaming government resettlement policies for "creating the situation"

At least one major union, the Amalgamated Clothing and Textile Workers' Union (ACTWUSA), reacted favourably to staggered working hours — on condition that managements granted a 40-hour working week

SATS spokesman for the Western Cape, Mr Luther Diederichs, said the company recently outlayed R250 million to accommodate the new Khayelitsha line, to upgrade stations and to add extra tracks This would alleviate problems slightly but "would solve little"

"The central problem remains a cul-de-sac Cape Town station — all lines end in Cape Town and this causes a tremendous build-up," he said Present construction was aimed at "spreading the load" to avoid a build-up at railway junctions

The only other solution, which was financially untenable, would be to build a R2 billion network of underground platforms at Cape Town station

Private enterprise, which depended on an efficient SATS service, was not prepared to actively help, Mr Diederichs said

Work under way on the Cape Flats lines at present includes the new Khayelitsha line, due for completion in June next year, lengthening of all platforms between Kapteinsklip and Hazendal (to accommodate three extra coaches) and two extra lines between Pinelands and Maitland

The Khayelitsha line will reduce pressure on Nyanga station, to which thousands of Khayelitsha workers at present travel to catch trains

"The most we can do is ease the problem — to solve it alone is impossible," Mr Diederichs said

Mr Colin Boyes, secretary of the Chamber of Industries, said consistent appeals had been made to chamber members to "be more flexible"

However, he believed workers would be resistant to change

"Also, you can't really stagger factory production runs and you'd have to deal with the unions," he said

Mr Norman Daniels, assistant general secretary of ACTWUSA, said that if staggered working hours meant Cape Flats people getting to and from their homes "at a reasonable hour", his union would fully support it

PUBLIC TRANSPORT

Advice the answer?

Public transport in SA is universally appalling by developed Western standards — a situation which bodies like the Council for Scientific and Industrial Research (CSIR) and the Department of Transport (DoT) readily admit

Not surprisingly, there has been some attempt at improvement

The latest — and most interesting scheme to date — is the introduction of what are being called "travel advisers" to act as combined brokers-consultants in the public transport sector The concept has been launched by the DoT in association with the CSIR

Says CSIR group head Pat van der Reis "Government wants to make it easier for people to get into the transport business At the same time it wants to help commuters who experience difficulty in travelling to work get a better service

"The simplest way to do this is to put those who provide, or want to provide, transport in touch with those who want to use it The new offices will therefore act as agents in achieving this communication

"In the past, most attention was focused on the problems of the operator and thus we spoke about 'transport ' In this scheme the emphasis will be on the user, so we call the subject 'travel' and the agent the 'travel adviser '"

The first travel adviser — Cindy Smith — opened her office in Kimberley on November 4, assisted by experts from the CSIR She acknowledges "having no experience in this field to lean on," adding "I hope to hear from employers who want to improve commuter travel conditions for their workers.

"I also hope to be able to stimulate existing operators into reviewing their services and looking for new ways of boosting public transport At the same time I will encourage others who wish to offer transport — from lift clubs right up to scheduled public services — to apply for permits "

Most unusual

The scheme certainly ranks as one of the most unusual to emanate from a government department It is also a marked departure from the tendency to impose regulated solutions on the public transport sector

Sources within the DoT even describe it as "the first tentative steps towards deregulation, since it invites private sector participation "

The DoT is to be commended for its initiative — but it must go beyond Kimberley

What remains now is to see how soon other travel advisers will be installed around the country — and how responsive both operators and commuters are to the service they offer ■

FM
13/4/87

round two will be ringing soon. ■

ANTON MOOLMAN

In the tracks

(269)

Dr Anton Moolman (50) who is to succeed Dr Bart Grové as GM of South African Transport Services (Sats) when he retires in January has a diplomat's ability to deflect questions

He fields the obvious first question relating to the changes he plans to implement in Sats' management when he takes over by pointing out that Grové is still GM

"We have worked together for 30 years I am part-of his decision-making team, so am satisfied with the Sats' direction "

But he does concede a manager develops his own style during his career, that he cannot succeed by slavishly following in the steps of a predecessor or examples in textbooks Consequently he grudgingly admits "Yes, there will be minor changes "

Moolman, who desribes himself as a "people's person," hints he may delegate more responsibility than his predecessor. "I can achieve a lot on my own, but am amazed by what I can achieve with and through other people," he says "And I hope to create an environment in which people can grow and expand to their maximum capability If I can achieve that I will be happy "

Although he believes the working day is too short to do justice to any top job and that a manager must "put in a little extra every day," workaholics who spend 10 to 15 hours behind their desks do not impress him Nor do strings of degrees

"It's what people produce that interests me I am interested in the performance of people and in the way they apply their abilities," he says

A horrific car crash he and his wife Elsabé were involved in on the outskirts of Johannesburg recently has also changed his management philosophy "It made me realise there's a vast difference between what is essential and what is important Everything is important, otherwise one wouldn't do it, but not everything is essential "

Moolman ... putting in a little extra

He learnt the real value of communication and a lot about trade unions while heading up the team that dealt with the recent Sats workers' strike "We were frustrated by our inability to communicate with them The trade unions could, but we couldn't, and they certainly weren't going to transmit our point of view," he says

"However, it was an enriching experience We learnt that first-line supervisors should communicate with the workers at the coal face and are now training many of them to do just that Hopefully that will improve the situation "

He is also looking forward to blacks, Indians and coloureds becoming part of top management Sats will not be able to function without them in future. However, they will have to prove themselves to take full advantage of Sats' stance as an equal opportunity employer Moolman does not believe in the American approach of an affirmative action programme aimed at forcing blacks to the top

Moolman's daughter is studying medicine at the University of Pretoria His son is studying B Comm with accounting at RAU Although he is a Sats man to the core he won't encourage his son to join the service "If he achieves anything in Sats he'll always be burdened with me being GM There will be those who will say he didn't do it on his own, that his dad was up there and reached down to pull him up

"It's a diplomatic decision," says Moolman ■

WEEKEND POST, NOVEMBER 14, 1987

SATS axe falls hard on passenger trains

(269)

By RAYMOND HILL

SA TRANSPORT SERVICES has put the brakes on passenger trains and has cut these services in the Cape Midlands region by 40% over the past eight years

This month alone nine services in the Eastern Cape and Border were stopped and more could be withdrawn if they become non-viable

Confirming that 40% of the region's passenger trains had stopped running since 1979, a spokesman for SATS's Cape Midlands region said this week that trains on many routes had been replaced by express luxury buses

The SATS Eastern Cape regional manager, Mr L D du Toit, said the East London-Bloemfontein, EL-Cape Town and EL-Queenstown passenger services were withdrawn on November 2

The EL-Blomfontein train cut was the special that ran between the two centres Passengers could still travel to and from the Free State capital on the EL-Johannesburg train, now a daily service

The region's suburban passenger train service and the goods train service were also still operating There are still EL-King William's Town and EL-Umtata trains

In March last year SATS rationalisation resulted in cutting the Port Elizabeth-Johannesburg and PE-Cape Town trains to only certain days of the week

Taking the trend further, SATS on November 1 this year withdrew the PE-Cape Town and the Alicedale-Grahamstown-Port Alfred services completely because of poor public support

And the next day passenger train services were withdrawn on the PE-EL, PE-Graaff-Reinet, PE-Grahamstown and Alicedale-Grahamstown routes

Mr Vic de Vries, public relations officer for SATS's Cape Midlands region, said a popular luxury and economy-class express bus service from Port Elizabeth to all the main centres in the country was introduced by SATS and two private companies last year

He said regular assessments were made to see whether passenger train services were economical

"We cannot say yet which service will be affected next," he said

"The assessments are an ongoing exercise, and the necessary withdrawals are made because we cannot afford to operate train services at a loss"

Cape Times 16/11/87

Manufacturing profits rise by 26%

(BD 269)

Own Correspondent

JOHANNESBURG. — Manufacturing firms increased net profits by 26% in the second quarter of this year, government figures show.

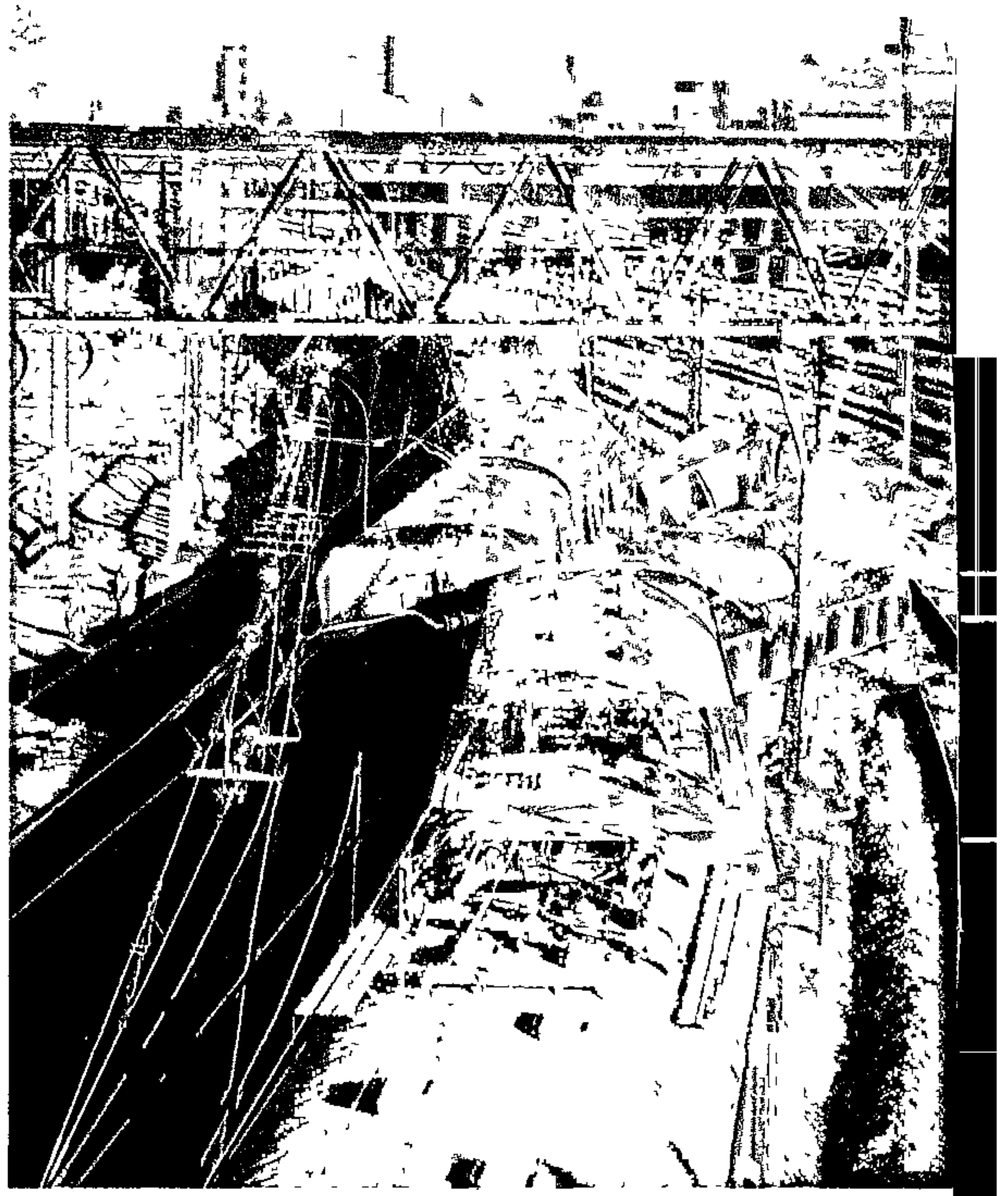
Combined profits of manufacturers in the three months to June amounted to R2,28 billion, compared to R1,81 billion in the second quarter of 1986. The figure was also a slight improvement on the first quarter of this year, when profits totalled R2,2 billion.

Nearly every manufacturing sector reported better profits to June, officials say. Biggest increases were in textiles, industrial chemicals, motor vehicles, machinery and equipment.

A large slice of the improvement is due to a reduction in firms' interest burden. From R831m to June last year, interest payments in the second quarter of 1987 fell 18% to R681m. The food and chemical industries, in particular, enjoyed lower interest bills, say officials.

Manufacturers laid out R893m in capital expenditure on new assets in the three months to June, compared to R815m a year ago. More than two-third of that went on plant, machinery and fittings. Companies increased spending on new motor vehicles by nearly 50% during the quarter, to over R120m.

Crash scene outside Cape Town station



WRECKED CARRIAGES . . . The crumpled wreckage of the two trains lies outside Cape Town station yesterday afternoon. These pictures were taken soon after the collision. Pictures OBED ZILWA

Cape Times 17/4/82 269

City trains collide

THIRTY-FIVE people were injured when two passenger trains, one fully laden, collided head-on 100 metres from Cape Town station late yesterday.

Report by CHRIS BATEMAN, RONNIE MORRIS, CHRIS ERASMUS ANDRE KOOPMAN and COLIN HOWELL

A crowded outgoing train crossed over on to a track on which an empty train was coming in

The impact buckled five coaches, throwing several from the tracks and leaving twisted and torn wreckage strewn over a wide area

The major rescue operation involved Metro Rescue workers, ambulancemen, police, firemen and SATS officials

"It's a miracle nobody was killed," said one rescuer, inspecting the mangled seating in one coach

Three Metro Rescue Services doctors were summoned to the scene

Six ambulances took the injured to two city hospitals after several people received on-the-spot treatment

Rush-hour delays are expected today

SATS technicians and engineers were this morning still working to clear the wreckage from the four lines blocked by the accident and expected to have finished by 8am

An estimated 18 000 Cape Flats, Mitchells Plain and northern areas commuters arrived home between 45 minutes and several hours late as trains were reallocated to cope with the chaos

A SATS spokesman, Mr Luther Diederichs, said the empty train, coming in from Philippi, had just pulled off from a staging siding outside Cape Town station at 4 55pm when it collided head-on with the outgoing Mitchells Plain train — apparently after a signal was misread

Twenty people, including one pregnant woman, were treated and discharged from New Somerset Hospital, and 15 people were treated and discharged from Woodstock Hospital Two Metro Rescue Services buses ferried the injured home

Mr Daniel Daniels, 20, of Woodstock, who received head and stomach injuries, said he was seated two carriages away from the driver's cab "There was a loud bang I didn't know what had happened When I opened my eyes I was lying outside I was flung through the window and landed with my head against the concrete base of a pylon"

Mr Bertie Heckroodt, General Manager of SATS for the Western Cape, who arrived on the scene soon after the collision, said a top-level inquiry would be launched to establish what went wrong

"I regret very much the inconvenience and trauma caused to our passengers — and also to those relatives sitting at home in anguish at not knowing what exactly happened," he said

Stunned passengers told how they had been flung to the floor of carriages during the impact

Mr Don Magaqa, 65, of Guguletu, a city bank messenger, could not recall the collision

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Rail boss in gear for action

THE MAN most responsible for creating order out of yesterday's Cape Town railway station chaos — the General Manager of SATS for the Western Cape, Mr Bertie Heckroodt — was nearly hustled from the scene by an over-zealous policeman.

The railway chief arrived in his racing cycling gear and with no ID

INJURED . . . Mr Fame Kabley of Mitchells Plain was one of those injured Picture RICHARD BELL

HURT IN TRAIN CRASH: Ms Patricia Nazo, 25, of Guguletu, who was hurt when two trains collided head-on at Cape Town station yesterday afternoon, is treated by Fire Brigade personnel before being taken to hospital. Picture CHRIS BATEMAN

From page 1

"I heard nothing, I felt nothing and I remember nothing," he said as he was being treated for head wounds in the station concourse

"I can't explain how it happened I was on my way home with some groceries for my kids I don't know what happend to the packets, they're still on the train"

A dazed Edward Skosana, 16, who received head, shoulder and foot injuries, said he was "hurled to the floor"

"People were screaming and everyone was rushing to get out of the train"

Ambulancemen, police and SATS personnel treated several victims in the concourse for minor cuts An ambulance drove through the station concourse, avoiding hundreds of startled commuters, to ferry the injured to hospital

Nobody had been in danger of electrocution because of an automatic trip system, officials said

The two train drivers, Mr C M Vermaak and Mr E Jordaan, received slight back injuries.

● The last serious train collision in the Peninsula was at Woodstock station on April 8, 1957, when 18 people died and 72 were injured

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Collision course chaos

By John Yeld
Staff Reporter

LONG queues for public telephones, impromptu soccer games, card sessions and a musical revivalist meeting were some of the ways commuters tried to cope with lengthy delays at Cape Town station after the head-on train collision

The station was chaotic and at one point hundreds of passengers streamed across the tracks to other platforms as Sats announced re-scheduling over the public adress system

People already on the platform screamed warnings to those attempting to cross the tracks as a train pulled slowly into the station

Curious passengers hung out of windows as trains on the unaffected lines crawled passed the mangled wreckage just outside platform 18

Restless

A small crowd also watched from the parapet of the bridge on Oswald Pirow Bouldevard, just above the scene of the crash

Passengers on a crowded train on platform 20 apeared to get restless at the delay and at one point Sats called for security personnel

Other pasengers played soccer with tennis balls, indulged in card games, jeered passers-by good-naturedly, clapped and sang with a revivalist group of musicians or waited patiently in long queues to use the public telephones

An ambulance drove through commuters down to near the end of platform 19 to reach two injured women They had been taken to lie on the seats of empty coaches of other trains

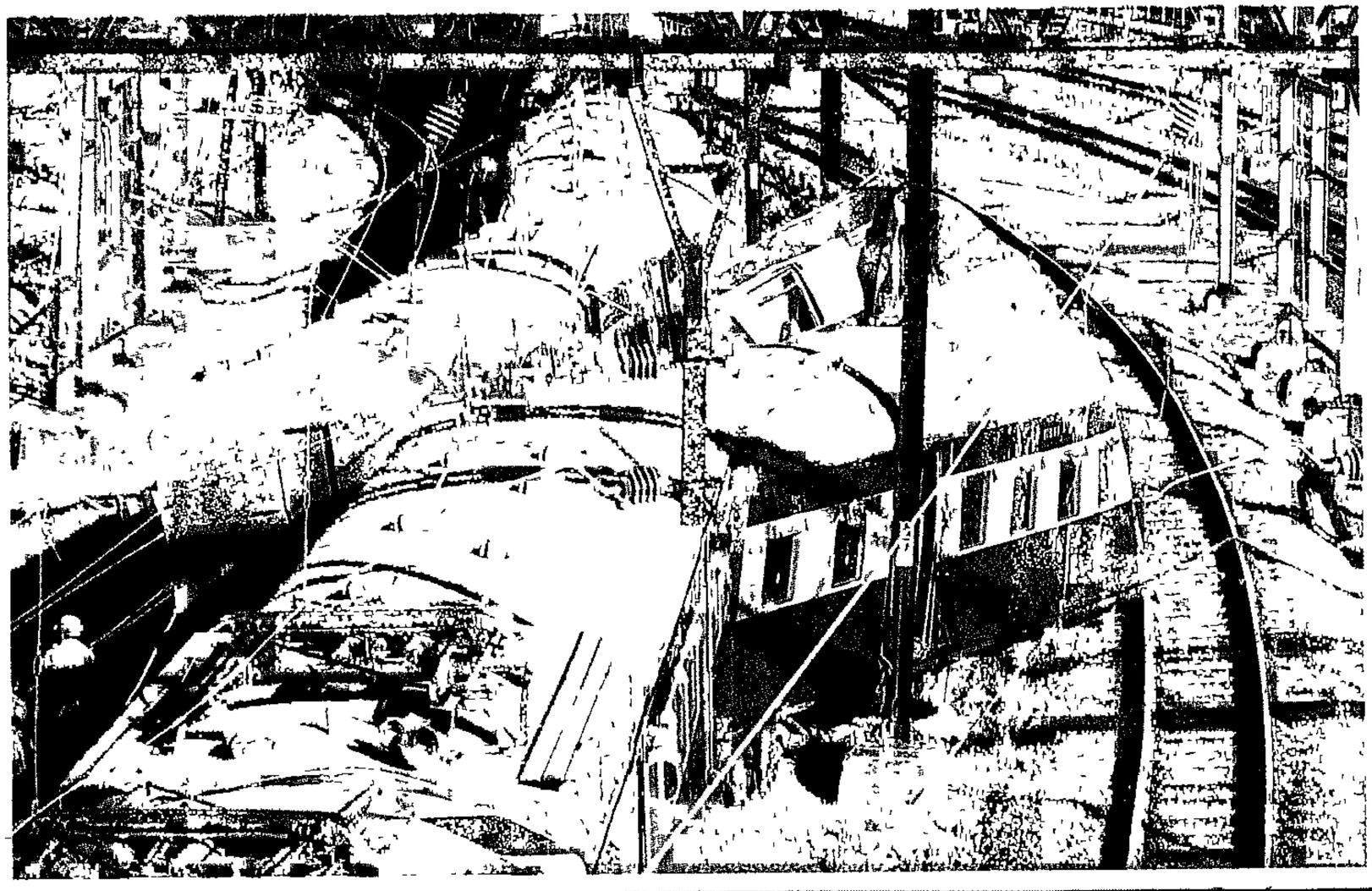
On platform one, a group of about 20 slightly injured people waited for ambulances to arrive One woman, wincing with pain, escorted a young child who was walking with a heavy limp

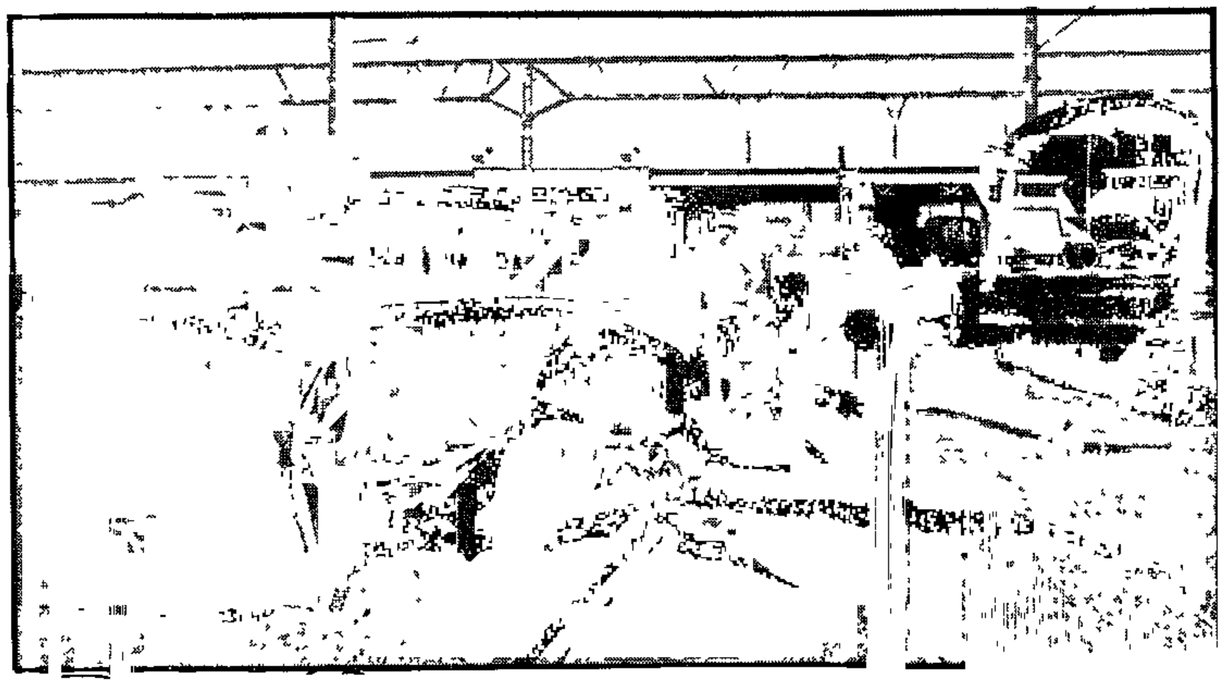
In the main concourse opposite platform 21, other injured passengers were treated by Metro rescue service personnel, first aid workers and Sats staff

Coach number 11941 on the empty, inward-bound train appeared to be the most badly damaged It had been ripped from its bogey and cut almost in two by the force of the impact

The last quarter of coach number 12633 on the outgoing train was also badly damaged

One rescue worker complained that overhead power lines interfered with communications





Pictures DION TROMP AND DOUG PITHEY, The Argus

CRASH SCENE The head-on collision between two passenger trains at Cape Town station yesterday afternoon blocked four lines and severely disrupted peak-hour commuter traffic Below Some of the thousands of early morning commuters who had to transfer to different trains at Salt River today The same situation occurred at Esplanade Station Left A South African Transport Services worker cutting up part of a carriage which was crushed in yesterday's collision

ailure and woman's injury make thousands late

ARGUS 17/11/87

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smash delays

Wreckage, power

Rail

Staff Reporters

THOUSANDS of rail commuters were delayed today as repair teams battled to clear the tracks outside Cape Town station following the collision of two trains yesterday in which 35 people were injured.

There were delays on all in-coming lines this morning and many people were more than an hour late in arriving at work

The hold-up was aggravated by a 45-minute power failure on the Simon's Town line at 6 30 this morning and an accident at the Salt River station where a woman was knocked down and injured while crossing the line about 6 50

An inquiry into the collision is under way

● More pictures, report — page 11

The crash occurred when a crowded train, bound for Mitchells Plain, crossed to a track on which an empty train was entering Cape Town station The trains collided at a set of points about 40m from platform 18

Two coaches were severely damaged and five were derailed, including several ripped from their overhead bogies

However, there were no serious injuries and the drivers were able to walk away from the crash

The empty coach immediately behind the driving unit of the in-coming train appeared to take the brunt of the impact and was virtually cut in two

Workers were still cutting up wrecked coaches early today after working through the night to remove the bulk of the damaged trains

Oxyacetylene torches were used to cut up the two coaches blocking the lines A third coach which was badly buckled stood on hydraulic jacks about 40m away It had been ripped from one of its bogies

An immediate inquiry into the collision was launched shortly after the accident happened, South African Transport Services liaison officer Mr Luther Diedericks said today

Eight lines

He said the investigation would include the testing of all electrical, mechanical and signal equipment, the signal and telecommunication system, civil engineering aspects and the working order of machines The drivers would be questioned and the evidence of witnesses would be sought

Mr Diedericks said the workers and machinery used to remove the damaged coaches and clear the tracks had occupied eight lines outside the station Only 16 of the usual 24 lines were open this morning

Thousands of commuters were delayed during the morning rush as trains were held up at many stations, some for almost an hour

Following the smash yesterday, four tracks feeding the Bellville, Mitchell's Plain and Monte Vista lines were temporarily closed, some for several hours Sats staff appealed to passengers to make their own way to Woodstock, Salt River and Esplanade stations and to board trains there

Shock and cuts

A fleet of ambulances, Metro emergency services personnel, units from the Cape Town Fire Brigade and Sats staff went to the scene.

The injured were treated on platforms on the station before being taken to Somerset and Woodstock hospitals Most were treated for shock and minor cuts and bruises

Sats operating manager Mr Willie Horn said the full train had just left platform 17, bound for Kapteinsklip, which is the last station on the Mitchell's Plain line

"It would have been leaving the station relatively slowly," he said "The other train was coming in from the Philippi staging yards and should have gone to platform 16

"We don't know yet exactly what went wrong"

One of the injured, 65-year-old bank employee Mr Don Magaqa of Guguletu, was treated for a head wound by first aid workers and Sats staff on a bench opposite platform 21 before being taken to hospital

He said "I can't explain how it happened I just found myself on the station I heard nothing and then I felt someone putting a rag over my wound"

Mr Magaqa lost some of his possesions, including groceries

"I was taking them home for my children," he said

Mr Fahiem Kabeley of Mitchell's Plain said he was left alone with Mr Magaqa after the crash

"Someone fell against me and I was knocked against the door Someone gave me a tissue," said Mr Magaqa

"Then I saw everyone jumping out and it was only me and this chap lying on the floor with a cut on his head"

Mrs Jasmina Jasman of Mitchell's Plain, whose back, ankle and eye were injured, was among a group of 20 injured passengers taken to platform 1 to wait for ambulances

"We were on our way home Everyone was seated and the coach was about half-full," she said "We just heard this crash and then we all fell"

Mr Daniel Daniels, 20, of Woodstock, who had a stomach injury, said he heard a bang

"The next moment I was lying outside the train," he said

Emergency workers were concerned that a five-month pregnant woman, Mrs Leonie Brits, had gone into premature labour after the crash She was taken to a train and lay on a seat under a blanket until an ambulance arrived

A spokesman for Somerset Hospital later said Mrs Brits had been treated in casualty for backache and would probably be discharged soon

A Mitchell's Plain commuter said it had taken him almost two hours to get into the city, a journey which normally takes 45 minutes The train had stopped near Kapteinsklip for 40 minutes before continuing All passengers then had to change trains at Salt River, causing further delay

ARGUS 18/11/87 (269)

CITY/NATIONAL

Thieves cost Sats thousands a month

The Argus Correspondent

JOHANNESBURG — Gangs of armed robbers and thieves are stripping South African Transport Services trains and storage areas of goods worth up to R50 000 every month, and have stolen merchandise worth possibly millions of rands throughout the country in the past year.

In response to the upsurge in the thefts, the Associated Chamber of Commerce (Assocom) yesterday met Sats officials.

An Assocom spokesman said Sats promised it would take extra measures to combat the problem and "Assocom will be monitoring the situation over the next few months"

Sats was not able to comment yesterday, a spokesman said

Gangs more brazen

Police say the problem is increasing as gangs become more brazen in raids to strip trains of their consignments Thefts had increased by 45,2 percent since October last year.

They added that crimes such as robbery and rape of Sats passengers had decreased since special mobile units had been deployed to ride on trains

Many arrests have been made — 194 in October, according to Sats — and two special police units have been deployed to deal with the situation on the Witwatersrand

The wave of thefts has sent shockwaves through the retail industry and it is understood that claims against Sats are mounting as complaints from retailers stream in

The deploying of private security guards and even some of its own personnel by Sats has apparently failed to deal with the matter Police said several security guards themselves had been arrested after thefts

Liquor, ploughs

Cases involving the theft of entire containers have also been reported One Reef manufacturer has a R900 000 claim pending after a consignment was stolen at Evander in the Eastern Transvaal

In another case, cigarettes worth R380 000 were stolen from the Kaserne storage area in Johannesburg about three months ago

Consignments of liquor, clothing and even ploughs have been stolen and gangs are said to be able to strip a goods truck of its contents in a few minutes

The Witwatersrand area is hardest-hit by the thefts, with Kaserne seemingly singled out for special attention Up to 20 cases were reported every day, police said

Train crash — delays reduced

Cape Times 18/11/87

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Staff Reporters

CAPE TOWN'S rail commuters can expect minimal disruption today after SATS staff worked through the night to reopen six of the seven lines damaged in Monday's collision near Cape Town station.

Late yesterday evening the SATS operations department were testing the signals and points on the lines.

Of the seven lines damaged, only one was not fully operational. That was the incoming line from Bellville which, according to SATS spokesman, Mr Luther Diederichs, posed no real problem as "trains could still cross over the line".

Thousands of commuters were delayed yesterday with platforms 13 to 17 at the station closed and a power failure on the Simon's Town line adding to the confusion.

Monday's crash, in which 35 people were injured, occurred when a crowded train leaving platform 17 for Mitchell's Plain collided with an empty train — which should have been on platform 16 — coming in.

Yesterday SATS could not say what had caused the collision. Mr Diederichs said an investigation would be held to determine the cause of the accident

"At this stage, we honestly cannot say what happened There will be an investigation into all aspects of the collision, and it may take some time," he said.

Late yesterday, the Mitchell's Plain and Bellville lines were badly affected as platforms 13 to 17, which these trains usually use, were still closed.

● How it happened: Graphic — Page 2

Lyntex and Authority disagree over contract

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B/day 18/11/87

Transport furore takes fresh twist

MICK COLLINS

THE furore surrounding the awarding of a massive 30-year transport contract for the Highlands Water Project took a fresh twist yesterday when the chairman of the Johannesburg company involved claimed the Lesotho Highlands Development Authority (LHDA) had no jurisdiction over the matter.

Lyntex Transport Exchange chairman Eugene Marais was reacting to a statement from LHDA CE Matsupo Sole who denied the existence of the contract

Confirmation

Marais said the LHDA had nothing to do with the procurement which was being carried out on behalf of overseas companies, and said confirmation of the contract was expected to be received on November 26

"The co-ordination and management will involve the control of all freight from SA to Lesotho It has absolutely nothing to do with the LHDA"

Marais agreed with a statement from Sole which said the contract would never go to one company

"Of course not The main business of our group is that of a transport exchange — bringing together the freight customer and carrier on terms which are advantageous to both," Marais said

Lyntex, which is expected to be listed on the DCM on December 4, announced on Monday it had secured the huge contract for the movement of 1,6-billion tons of goods, said to be worth in the region of R460m

"Due to the detail involved, it is expected to take some time to work out. We didn't take this deal into account in our prospectus as we had to wait until we had confirmation It will dramatically increase earnings a share."

Lyntex is issuing 4-million shares at 75c each, of which 1,5-million is subject to a public offer. Earnings a share of 9,2c have been forecast, which represents an earnings yield of 12,3% on the issue price of 75c

He said the issue of whether local or imported cement was used on the hydro scheme would have a bearing on the use of the company's facilities at Cape Town and Durban.

Blended

"Either way, the cement will still have to be blended at Fouriesburg, from which point we will take it on site"

Marais said the deal would include control of a bulk terminal for cement and flyash, a transhipment depot, a truck stop/refueling point and bonded warehouses

Informed sources confirmed that inquiries from overseas cement producers had already been received with prices on offer below those of local producers.

SAA offers Qantas a deal it can't accept

Cape Times 24/11/87

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SOUTH AFRICAN Airways has turned down a Qantas request for extra connecting flights to Harare over the festive season but has made the Australian airline a counter-offer it cannot accept — for the moment anyway

Qantas asked for seven extra SAA flights between Johannesburg and Harare to cope with extra passengers since Australia withdrew SAA's landing rights down under

SAA — which said its decision was not in retaliation for Australia withdrawing its landing rights — had offered Qantas a "block booking" on already arranged extra flights between Johannesburg and Mauritius

"It would be a comfortable connection for South Africans who would need no visas," a SAA spokesman said

But Qantas does not have landing rights in Mauritius

He said SAA had looked at the Qantas request from every angle, "but we have problems of our own Our crew and aircraft are stretched to the limit because of our own extra flights and it is impossible to put on additional flights to Harare"

Asked whether he thought Qantas would be able to get landing rights on the island, he said he could not "speak for the Mauritian government"

● Ivory Coast acknowledged yesterday for the first time that it had granted landing rights to the French airline UTA for its flights from South Africa to France

But it made no mention of a similar decision in favour of SAA for its flights from Johannesburg to London, reported by airline sources.

The sources said UTA has operated weekly flights from Johannesburg to Paris via Abidjan since early October

SAA offers Qantas Mauritius exchange

(269) 22/11/87 S/Times

By ROGER MAKINGS

SOUTH African Airways has offered, quite literally, to meet Australia's Qantas airline halfway — in Mauritius.

Australia has banned SAA flights. Now the only direct air link from there to Southern Africa is operated by Qantas between Perth and Harare.

Several weeks ago Qantas asked SAA to increase its connecting flights from Jan Smuts to Harare so that it could lay on seven extra flights to cope with heavy passenger traffic over the holiday season.

However, industry sources told the Sunday Times that SAA has turned down the request, saying it has neither the aircraft or the personnel to oblige Qantas.

In the meantime, SAA has introduced an additional weekly flight to Mauritius over the Christmas season.

It has agreed to allot Qantas a block booking of 150 seats on these flights to accommodate the passengers on the additional Qantas flights.

This means that passengers travelling to or from Australia on Qantas could connect with it on the beautiful island that has become a kind of airline crossroads in the Indian Ocean.

Airline sources pointed out that Qantas "virtually" overflies Mauritius en route to Harare and that the SAA offer would not mean that the airline would have to deviate from its normal route.

The move would be highly popular with passengers. Not only would the flights be shorter, but there would be no need for Zimbabwean visas or lengthy stopovers.

The flights from Jan Smuts to Mauritius will leave on

☐ To Page 2

...ces Brad

...pion Pat Cash faces American Brad ...of the Altech Super Fax SA Open at ...his morning after beating defending ...sdorf 6-3, 7-6 yesterday. Third seeded ...dor's Andres Gomez 6-4, 6-1.

SAA's island offer

(269) 22/11/87 S/Times

☐ From Page 1

Tuesdays each week from December 1 to January 19 and their arrival and departure times would suit connections with Qantas

The Perth-Harare flight has proved to be a highly lucrative one

Since the suspension of SAA's landing rights in Australia last month, Qantas, which is also not permitted to land in SA by the Hawke government, is making a fortune by holding the rights to the only direct flight to Australia

SAA is forced to offer flights via Hong Kong, Taipei or Singapore to get its passengers to Australia

Had SAA agreed to the request to increase connecting flights to Harare, Qantas's profits on the already lucrative route would have soared

The director of public relations for SAA, Mr Nic Venter, said "Our resources over this coming festive season are stretched to the limit

"Our total fleet and crew are committed to meeting the demands over December and January One of these growth points is Mauritius

"The best we could do was offer Qantas a block booking on our new flights to Mauritius

"This is the only way we can help travellers over Christmas to get to their destinations"

It remains to be seen whether Qantas will accept the offer

The Australian carrier would now only be flying three-quarters of the distance to Africa, thus losing out on the more expensive fare to Harare

Delays

SAA, on the other hand, will be recouping some of its losses in that instead of flying the relatively short distance to Harare it will be flying almost a quarter of the way to Australia

If the offer is not accepted, Qantas passengers could face long delays in Harare and may even have to travel by road to South Africa

Speculation within the airline industry is that Air Zimbabwe is prepared to fill the gap and fly the Qantas passengers to Johannesburg

However, this will almost certainly meet with resistance from Prime Minister Robert Mugabe — a staunch supporter of lessening air links with South Africa and increasing sanctions

One source within the industry said Air Zimbabwe was so keen to increase its weekly flights to South Africa that it would be prepared to fly with half-empty aircraft on at least one of the legs of a return trip

These new developments illustrate the dependence of Qantas on SAA's Harare flights

And the Hawke government ban on Qantas flights to South Africa is not making the airline's problems any easier Were the ban to be lifted Qantas could fly direct to South Africa

Keen

The Perth-Harare flight has proved to be a great money-spinner for Qantas and the airline, it is believed, would be keen to increase the always fully-booked flights

However, without SAA doing the fetching and taking, the Qantas flights seem almost totally dependent on SAA's ability to provide connections.

Should these connecting flights be suspended, for example by increased sanctions, the direct route would almost certainly be terminated or a least greatly curtailed,

...r that's bus...

Page

DD 24/11/87 (264)

The regional manager of the South African Transport Services, Mr Louis du Toit, right, hands over the S L. Muller trophy to the technical superintendant of the Cambridge cartage workshop, Mr Carlo Van Zyl The workshop's five year accident-free record earned it the trophy

Sats changing to survive says manager

Daily Dispatch Reporter

EAST LONDON — The South African Transport Services (Sats) was changing as an organisation to operate more like a business in order to survive, the Sats Eastern Cape regional manager, Mr Louis du Toit, said yesterday

Mr Du Toit was speaking at a ceremony in the cartage workshop of the Cambridge goods-receiving complex, where he handed over a safety award to the technical superintendent, Mr Carlo van Zyl

The Cambridge cartage workshop has been awarded the S L Muller trophy for operating for more than five years without loss of time due to accidents or injury on duty

Competition for the trophy is open nationwide to workshops with a staff of less than 50

Mr Du Toit said Sats was entering a period of change and uncertainty that would require patience on the part of all employees

The future of Sats would be complex and the survival of the organisation depended on worker support and faith in management

This was due to the collapse of world markets, deregulation and privatisation, the emergence of trade unionism and the deflation of the economy, he said

"Sats will eventually provide us with both the environment and the opportunities that we require in order to be able to perform at our optimum

"It will take time, however, because it is not possible to change any big organisation overnight," he added

Cape Times

uesday, November 24, 1987 269

Crime: Police, SATS to meet

By ANDRE KOOPMAN

AN urgent meeting between police and South African Transport officials to discuss a possible crackdown on train crime — especially on the Mitchells Plain line — is to be held tomorrow.

This follows numerous complaints from the public about the lack of policing on this crime-ridden line and a recent Cape Times investigation highlighting robbery and dagga smoking on Mitchells Plain trains

The SATS manager of passenger services, Mr Piet Lotz, said yesterday "We are as concerned as our passengers about crime on the trains and we will be having a meeting with the police on Wednesday where we will try to address the situation"

Asked whether he was aware that the Mitchells Plain and northern areas lines appeared to be problem areas, he said SATS officials knew about this but "unfortunately" the policing of trains was the duty of the South African Police

During a Cape Times investigation of the Mitchells Plain train service this month, a conductor said the view was widely held that the 7 10am express was known as the "dagga train" because commuters openly smoked dagga

At the time, a nurse who did not want to be identified, said passengers were regulary robbed and assaulted on the trains

The police responded to this by saying that "although police maintained a presence in trains they could not be everywhere all the time" and they were "doing their best" in combating crime

A week after this report, passengers on a train arriving at Kapteinsklip station fled for their lives as a gang of knife-wielding thugs ran amock in a stabbing spree which left a man lying dead in a pool of blood

Incensed passengers demanded to know why the police did not do something about gangs who operated openly on the packed trains

The commanding officer of the Mitchells Plain police station told a community newspaper that police where aware of the problems on the trains but the police could not be everywhere all the time

Mrs B Daniels of Lentegeur told the Cape Times yesterday "We realize that the police are understaffed but they can at least put policemen on the trains at night, on paydays and at the weekends"

She said the situation had been marginally better when railway police were on duty in the trains "but since the railway police have been removed we almost never see a policeman"

A police liaison officer for the Western Cape, Major Jan Calitz, said yesterday that statistics revealed that there had not been a great increase in crime on the Mitchells Plain line

He said police patrolled trains as part of "routine police work" and called on anyone with crime-related information to report to the police The information would be treated with the "strictest confidence"

Two shot in

(269) B/day 25/11/87

☐ GERT van der VEER . . . "about 46% of passengers are flying at a discount" PICTURE: Robbie Botha

Flying high on cut-price tickets

DAVID FURLONGER/Industrial Editor

SAA stands for Savings Always Available. Nearly half the passengers on South African Airways domestic flights travel on cut-price tickets — but SAA isn't complaining It would rather have its aircraft full at half-price than empty at full price

SAA made a R65m profit in the first half of this year and is on target to equal last year's record R108m profit The discount campaign is an important part of the plan to recover recent years' losses, says CE Gert van der Veer

"We started a lot of discount fares about two-and-a-half years ago The idea was to broaden the market, to attract people who would never have thought of flying

"It's been very successful Today, about 46% of passengers are flying at a discount and our aircraft are fuller than ever"

One reason is that there are fewer aircraft to fill SAA has cut domestic services in the last two years. Some have been reduced, others cancelled.

Now that passenger loads are rising again the airline must supply more seats This it is doing by increasing frequency on some routes, using bigger aircraft and turning uneconomic First Class cabins into enlarged Business Class.

'We have increased our carrying capacity by 15,8% since October last year," says Van der Veer "In the first seven months of this year we had an 11% increase in passengers over January-July 1986 In the July-September quarter, the increase was 17%"

Internationally, too, Van der Veer says SAA is picking up the pieces Sanctions-led cancellation of SAA landing rights in the US, Australia and elsewhere has affected the airline, however brave a face some officials tried to put on when the decisions were announced.

"Loss of routes always has an impact, whether you like it or not," says Van der Veer. "That's why we insisted on the year's notice for cancellation of US rights, and why we were grateful Australia gave us advance notice"

In each case, SAA spent the year increasing traffic on other routes Staff and equipment in the US and Australia were transferred to countries where the airline has become more active.

According to the airline's own figures, it has increased overall passenger numbers despite the loss of routes. Keener European and Asian marketing has meant a 9% overall growth in passengers since cancellation of landing rights began Van der Veer estimates the surviving routes are 33% busier than before.

It is a far cry from the early Eighties, when SAA ran up losses of R250m That included 1985-86, when the airline lost R79m, although Van der Veer attributes that more to the cheapened rand than to direct business causes

"The rand halved in value, and half of this airline's expenditure is in foreign currency That immediately raised expenditure and we couldn't adjust our fares accordingly"

A bigger problem today is inflation "Although we made R65m profit in the first six months of this year, it's difficult to say what the total will be for the year Inflation is starting to catch up on us, so I don't think we will maintain profits at that level for the second half"

Even a reduced profit will lend weight to the argument of those who single out SAA as a prime candidate for privatisation. Sats as a whole is being tipped as a leading target for deregulation and privatisation The successful sale of British Airways suggests the same could happen to SAA

Van der Veer will not be drawn "It's not our decision You should ask our shareholders, the government They are the only ones who can decide"

A strong profit performance doesn't necessarily benefit SAA financially As part of SA Transport Services (Sats), its profits go into the pot to help with the cross-subsidisation of loss-making Sats operations, like the railways

Nevertheless, the airline must remain financially sound, which is why domestic and international airfares will rise next year Domestic airfares have been unchanged for 20 months Internationally, officials say that — in exchange rate terms — SAA fares are cheaper than those of competitors

"The last domestic increase was in March last year," says Van der Veer "At an average inflation rate of 16% a year, domestic fares are, in real terms, 25% less than they were 18 months ago

'That can't last indefinitely. Although I don't see any increases this year, there must be in 1988."

SAA must also overcome disparities in exchange rate-related airfares Outgoing fares from SA are up to 36% cheaper, in rand terms, than incoming ones. A return business class flight to SA from France costs the equivalent of R7 150. From SA, it is R4 589 Similar disparities exist to other destinations.

"Whether it is by raising the rand outgoing fare or dropping the incoming one, they must come together in the long-term," he says. Even so, he expects only "modest" international fare increases next year

SAA's profit performance does not come from increased loads alone It has also undertaken economy measures Staff have been cut from 12 000 to 10 500, excess aircraft are leased out and technical and repair facilities better used.

SAA this month employed new staff for the first time in two years, claims Van der Veer, mainly cabin and clerical staff. New pilots were the first to be hired in six years.

Van der Veer is proud of the fact that SAA's profit performance is better than that of most international competitors Its R108m profit last year represented about 6 of turnover, compared to 2,5 overall for member airlines of the International Air Transport Association (Iata)

Critics of SAA would say such results are because of being cocooned from competition SAA is party to the agreement among international airlines to set prices on common routes, while local airlines are allowed only those routes SAA doesn't want But Van der Veer insists there is competition

"We compete with 23 airlines flying to SA, so we don'toperate in a monopolistic vacuum Air competition is very fierce

"But for local airlines to set up in competition with us would be contrary to experiences elsewhere in the world

"Look at the US and its airline deregulation Small carriers found it hard to exist and most have either merged or disappeared Today, six or seven airlines control 90% of the US market

"These big airlines are going international, and European airlines are talking of their own mergers to combat them.

'The move is to bigger airlines. We in SA would have to be very careful in introducing another carrier Our market isn't big enough to justify it Why go through the exercise if the world trend proves exactly the opposite?"

Under recent legislation, Sats and its components are entitled to buy a stake in private companies Critics of such a scheme are worried it will lead to SAA and others gobbling up the competition. Van der Veer insists the fears are unfounded and that SAA will look for joint ventures rather than takeovers.

"We know there are certain activities where private industry and ourselves could do things together better than individually. For instance, catering at Jan Smuts Airport is an area where, instead of a contract with a private company we could have a stake in it.

"Likewise, if a small local airline like Magnum or Comair were to approach us to do things together, we would be silly not to listen But we would never seek to take over these airlines We are not interested in operating small aircraft That's not our business"

Just as unfounded, he says, are reports SAA is about to buy new aircraft

"Capacity is satisfactory until the 1990s We have one of the youngest fleets in the world and, at this stage, we prefer modification to new aircraft There is no need for us to buy new aircraft."

Dutch turn down a call to halt regular commercial flights to SA

SAR 25/11/87

THE HAGUE — The Dutch Government has rejected a call by five Dutch development aid groups for a halt to regular commercial flights between the Netherlands and South Africa, the Foreign Ministry here said yesterday

The organisations, all of which get government aid, claimed in a letter on Monday that cancellation of the Dutch-South African aviation treaty would be a "powerful signal" of official Dutch rejection of white minority rule in South Africa

A Foreign Ministry spokesman said cancellation of the bilateral treaty would not be considered "because it does not fit in the Common Market package of sanctions" enacted against South Africa because of its race policies.

The European Community (EC) package, agreed upon by the trade bloc's 12 member-nations in October 1986, calls for a ban on the sale of South African gold coins, an import ban on South African steel, a ban on new investments and an arms embargo

Dutch Premier Ruud Lubbers' center-right government has repeatedly stated it will support only joint EC sanctions on Pretoria

One of the five aid organisations involved, the Netherlands Development Organisation (SNV), is wholly financed by the government

"We're free to make such statements, and we don't expect it will backfire," said SNV spokesman Reint Rosenstok

Although the other four organisations also receive government subsidies, none of them is fully dependent on government funding

Under the current aviation treaty, both KLM, the Dutch flag carrier, and South African Airways are entitled to two weekly round-trip flights between the two countries — Sapa-AP

269

Qantas rejects SAA's Mauritius option

By ANTHONY JOHNSON
Political Correspondent

THE cat-and-mouse game between South Africa and Australia took a new twist yesterday with Qantas turning down an SAA offer to provide connecting flights for the Australian airline at Mauritius instead of Harare

Several weeks ago Qantas asked SAA to increase its connecting flights from Jan Smuts to Harare, so that it could lay on seven extra flights to cope with the heavy sesonal demand, made worse by the banning of SAA landing rights down under.

Qantas yesterday rejected SAA's counter-offer of a Maritius connection en route to Harare because it would be "too costly" and create "crew problems", according to SAA's public relations director, Mr Nic Venter.

However, SAA has now suggested that Qantas terminates its seven special flights at Mauritius so that passengers can then transfer onto "the already existing and available SAA specials".

Mr Venter said in a statement yesterday that SAA "still" did not have any additional aircraft to provide a connecting service from Harare but that it had blocked off seats from Maritius for Qantas

As an incentive for Qantas to meet SAA halfway, he said SAA was prepared to fly Qantas crew from Harare to Mautitius.

Since the suspension of SAA landing rights in Australia last month Qantas — which is also prohibited from landing in the Republic by the Hawke government — has had the advantage of holding the rights to the only direct flight to Australia

Had SAA agreed to the request to increase connecting flights to Harare, Qantas's profits on the already lucrative route would have rocketed

When the Minister of Transport, Mr Eli Louw, was asked last week whether it was almost too late to meet to Qantas request for more holiday season connecting flights to Harare, he said "Then it will be only because it is in South Africas's interests Two can play this game."

'Back from the grave' after 15 years

...up, which calls itself Ath...

by the municipality of ...

Airline tit-for-tat may go on

D/D 26/11/87 (269)

JOHANNESBURG — The Australian national airline, Qantas, has refused a South African Airways offer to meet it halfway in Mauritius

The move follows SAA's offer to provide connecting flights at Mauritius for seven special flights during December/January instead of from Harare

An SAA spokesman said "The Australian airline has answered that it will be too costly to include the Mauritius stop en route to Harare Such a landing, according to Qantas, will cause crew problems "

The tit-for-tat wrangle between SAA and Qantas over using Harare as a connection point for Jan Smuts looks set to continue

Sources said the sanctions-induced ban, denying SAA landing rights in Australia, which came into force last month, has prompted SAA to dig its heels in on the question of ferrying Australian passengers — of which 90 per cent were South Africa bound — from the Zimbabwe capital to Johannesburg

The SAA spokesman said the airline had responded by suggesting that Qantas terminate its seven special flights at Mauritius and that the passengers then transfer onto the already existing SAA flights

"The South African national carrier points out that it still does not have any additional aircraft or crew available to provide a connecting service from Harare as a result of seasonal demand, but that it has blocked off seats from Mauritius for Qantas

"SAA is also prepared to fly the Qantas crew from Harare to Mauritius "

The airline previously had one flight a week operating between Jan Smuts and Sydney via Perth

Because of the ban on SAA, passengers bound for Johannesburg must now fly to Singapore, Hong Kong or Taipei to board connecting flights to South Africa — DDC

Thursda

DIS 26/11/87

Architect says Sats scheme is on

269

EAST LONDON — A R10-million phase one commercial venture scheduled for development on South African Transport Services land will go ahead regardless of the final outcome of the controversial Clarendon Gardens project.

That assurance was given by one of the architects involved in the proposed development of the land, Mr Chris Driver

He told a Citywide Ratepayers' Association meeting last night that the only thing that would change if the Clarendon Gardens development went ahead was the size and number of shops at the Sats land complex.

He said the development would "add to the shopping potential of the central business district and not detract from it."

He declined to disclose the identity of the developer, but said it was a major company quoted on the Johannesburg Stock Exchange.

Mr Driver also said that a major anchor tenant, whose identity also could not be disclosed at this stage, had been finalised. — DDR

More reports page 2

AVIATION (267)

Software nosedive

Passengers using South African Airways (SAA) domestic flights have been experiencing long and frequent delays at airports, apparently because the recently upgraded computerised check-in system has been corrupted and the airline is having difficulty in tracing the fault

SAA says the Saafari computer system, which handles the reservations, was upgraded in August and during the process some of the software was corrupted

This problem has been prolonged because SAA data processing staff have not been able to pinpoint which programs were corrupted, so it has reinstated the program and is trying to effect remedial action on an ad hoc basis

An SAA spokesman says that the unpredictability of the malfunction makes the correction procedure difficult

The problem came to light when *FM* journalists compared the frequency and extent of delays experienced during recent business trips Enquiries directed at other domestic air travellers confirmed that the problems were not isolated One businessman says he felt he could no longer make appointments within an hour of the advertised arrival time at any destination because of the delays

Passengers complain that these difficulties have been experienced at nearly every domestic airport served by SAA and that they have occurred entirely at random The system sometimes goes down while queuing to check in, and at other times after embarkation orders have been given, or while SAA is attending to standby passengers

In one case, a plane load of passengers was delayed on the tarmac for more than an hour and a half at Port Elizabeth's H F Verwoerd airport while computer problems were being ironed out

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SATURDAY NOVEMBER 28 1987

W/E ARGUS 28/11/87 269

SA BOEING DISASTER

The ill-fated SAA Boeing, Helderberg

Weekend Argus Reporters and Sap

THE huge sea and air search for the ... rican Airways jumbo jet Helderber ... near Mauritius early today, has so ... duced nothing.

The search for the combi Boeing 747 with ... was initially conducted in an area 65 miles f ... tius but has now been extended to an area ... south of the island

The search, involving ships and aircraft from M ... union and the United States military base at Dieg ... been under way since early this morning, withou ...

A spokesman for air traffic control at Plaisan ... Port Louis, Mauritius said the air search was be ... mainly by French military planes but an aircraft ... military base at Diego Garcia is expected to jo ... soon

Smoke in cockpit

Earlier the crew of a French Transall transport aircraft claimed to have sighted wreckage But subsequent reports said they had been mistaken

The last contact with the aircraft was about midnight when it was about 65 nautical miles from Mauritius The captain reported smoke in the cockpit Then contact was lost.

The pilot is Captain Dawie Uys, who has more than 20 years' flying experience with SAA and had flown Boeings for the past six years He is experienced and has flown on all SAA's international routes

Captain Uys, who lives on the East Rand, is married He joined SAA as a pilot about 20 years ago He qualified in the Air Force as a technician and learnt to fly in his own time and at his own expense

The co-pilots are Captain Dave Attwell and Captain Geoff Birchell and the senior flight engineer is Mr Joe Bellagarda Mr Bellagarda, who is married, lives in Lambton, Germiston He had 29 years' service with SAA

The South African Airways office in Taipei said 140 passengers are listed with one unregistered passenger, a baby carried on to the flight by its mother There are 19 crew.

Wrestler on honeymoon

SAA Taipei manager Tinus Jacobs said the full manifest would not be released until it had been cleared by the Taiwan ... Foreign Minister. "We have to get approval from yo ...

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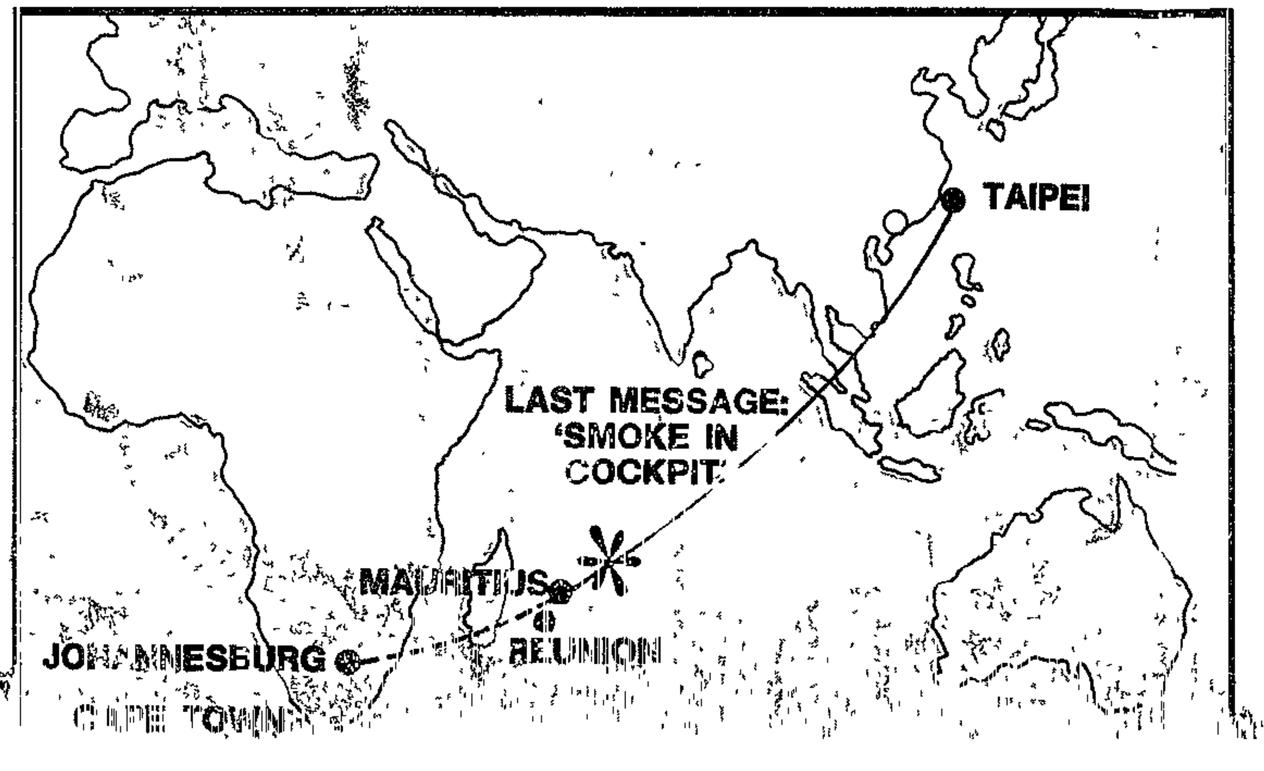
Pik seeks help in search

By FRANS ESTERHUYSE
Political Staff

THE Minister of Foreign Affairs, Mr Pik Botha, moved swiftly today, seeking help in the search for wreckage and survivors of the missing aircraft.



Stick-a-Pic Win a minibus: Your LAST clue is on page 2

Must be won: R25 000 — see Weekender

Monday

Super kitchen jigsaw!

DON'T miss The Argus on Monday — if you do you'll miss the entry form for the Super Kitchen Jigsaw — which could give you a brand-new kitchen by Christmas!

him early today that the aircraft was missing on its way to Mauritius

He then took immediate steps to tell the Government of Mauritius that the South African Government would appreciate any help to trace the aircraft

French

He also contacted the Minister of Defence, General Magnus Malan, with a view to Air Force co-ordination with SAA if needed

Mr Botha said he got in touch with South Africa's representative in Reunion asking him to ask for help from the French authorities

Mr Botha has thanked the French Government, through South Africa's Ambassador in Paris, for sending an aircraft and a boat to help in the search

Mr Botha has ordered all South Africa's diplomatic representatives abroad to ask foreign governments for help if any of their ships or aircraft are in the area

Shocked

He has ordered South Africa's representative in Reunion to leave for Mauritius immediately to help South Africa's trade representative there. He said he was in hourly contact with that representative

● President P W Botha said today he was deeply shocked by the news of the disappearance of the jumbo jet.

He said indications were that the aircraft had "landed" in the sea

He said "I and the Government share the anxiety and uncertainty of the families, relatives and friends of the crew and passengers

"They will be kept informed of all findings and developments"

The disaster area.

Agonising wait for city family

Mr Gavin Liddle, of Camps Bay . . . "optimistic and pessimistic at the same time."

by ROBERT HOUWING
Weekend Argus Reporter

AN agonising wait has begun for the family of city businessman Mr Christopher Liddle, 36, who was almost certainly aboard Flight SA 295

"I knew his whole itinerary," his brother, Mr Gavin Liddle of Camps Bay, said today as he and anxious relatives waited for news of the missing aircraft

Mr Liddle first heard of the Boeing's disappearance on a 7am radio news broadcast An update at 7 30am provided the flight's number and destination and he knew immediately that it was the one his brother was scheduled to be aboard

"I am sure that he would have telephoned if he had missed the flight or changed his plans He must have been on the flight"

Mr Liddle said his brother's wife, Mrs Gillian Liddle, and their two children, aged 8 and 6, were "absolutely devastated" and close to the radio at their Bergvliet home

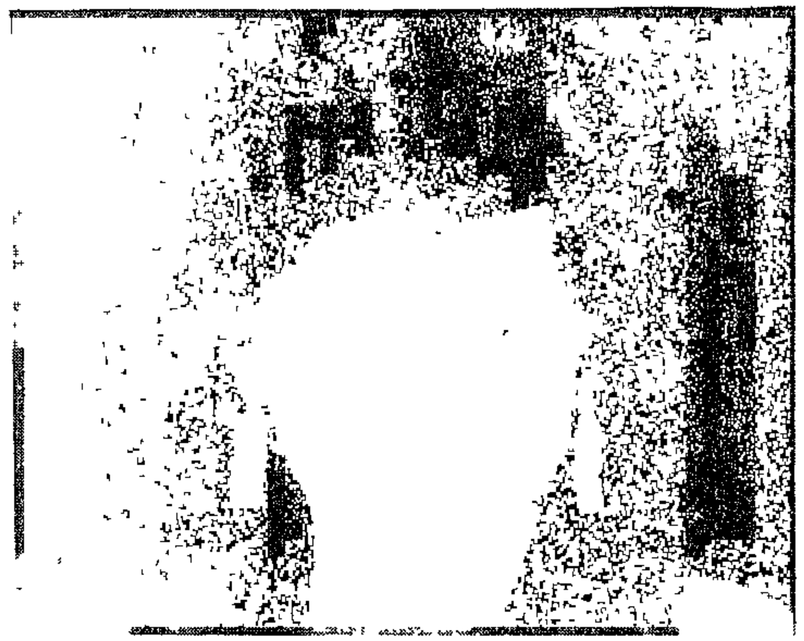
"My brother's business travels are normally confined to Southern Africa. It is very seldom that he travels further afield He had been in Taipei for two weeks."

Mr Liddle said he tried the numbers provided by South African Airways for public inquiries "repeatedly" and eventually got through about midday

"The person I spoke to was most helpful He said he knew people on the same flight and was just as anxious

"SAA appear to know very little themselves but are doing what they can

"I am trying to stay very optimistic, but you are pessimistic at the same time when it is somebody close to you"



Mrs Sherry Cheng, a Taiwanese woman living in Ficksburg, whose seven-year-old daughter and her father were on the plane, waits anxiously at Jan Smuts.

including up to 20 from Taiwan on an organised tour, and 47 Japanese, mostly fishermen

About half the passengers had flown to Taipei from Hong Kong, Seoul and Tokyo to join the flight The Japanese fishermen were to join trawlers in Cape Town Among the Taiwanese are tourists and businessmen

The Japanese include 31-year-old professional wrestler Kazuharu Sonoda — The Great Kabouk — on a delayed two-week honeymoon trip with his wife Mayumi Goda, 30

Sonoda is due to fight a number of bouts in Durban and other places, his spokesman said in Tokyo

SAA gave no more details but said it was thought the remainder were European or South African The crew are South African

Other sources said that two Mauritians, a German, a Dane and a Briton are on board

At Jan Smuts Airport anxious relatives and friends gathered early today to await news of the aircraft's fate Some wept on hearing the earlier report that wreckage had been sighted

An emergency operation centre has been set up at Jan Smuts Airport

Mr Eli Louw, Minister of Transport Affairs, who is at the centre, said an air-sea search was being conducted by the Mauritian and Reunion authorities and that an aircraft with SAA experts, Government officials and journalists had left for Mauritius

Angry scenes

Everything possible was being done to find the aircraft and help the next-of-kin

The Mauritius-Taipei route is SAA's longest flight, 95 percent of which is over the ocean

At Taipei Airport there were angry scenes as relatives besieged the SAA office demanding news Businessman Liu Ju-kuei banged angrily on the door when he could not get word from officials about his daughter, who was on her way to visit her brother in Swaziland

"They were rude and indifferent I pray for the safe return of my daughter," he said, bursting into tears

Police were called after reporters stormed into the office to interview about 20 relatives there

The twice-weekly Boeing 747 left Taipei on Friday night with Mauritius as its first stop on the 8 000km haul to Johannesburg.

Taiwan is one of the few places in Asia with a direct link to South Africa and the SAA flights are popular with businessmen

■ Pictures, stories on page 3.

SA's air record clean for 19 years

Mangled wreckage of the Windhoek air disaster in which 122 people were killed.

Weekend Argus reporter

UNTIL today, the worst disaster in South African aviation history was the destruction on April 20, 1968 of a SAA Boeing 707 near Windhoek's JG Strijdom airport in SWA, which killed 123 passengers and crew

The plane, which had been in commission for 17 days, crashed and burnt the veld black for about half-a-mile around the accident site

Windhoek went into mourning, cancelling its annual carnival

On October 19 last year, a Mozambiquan aircraft crashed near Mbuzini east of Nelspruit, after it had strayed into South Africa's airspace while travelling from Lusaka to Maputo, killing President Samora Machel of Mozambique and 33 other passengers aboard

In April 1967, 25 people died in an South African Airways Viscount, which crashed into the sea near East London

In July 1982, a Merlin aircraft of the South African Air Force collided with a private aircraft near Pretoria, killing thirteen people, including two South African Air Force generals

On May 26, 1971, three SAAF military Mercurius jets crashed into the slopes of Devil's Peak in Cape Town, killing 11 officers and crew.

second and third prizes each comprise an AEG microwave oven. There are also 97 prize vouchers to be won."

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Chris Greener
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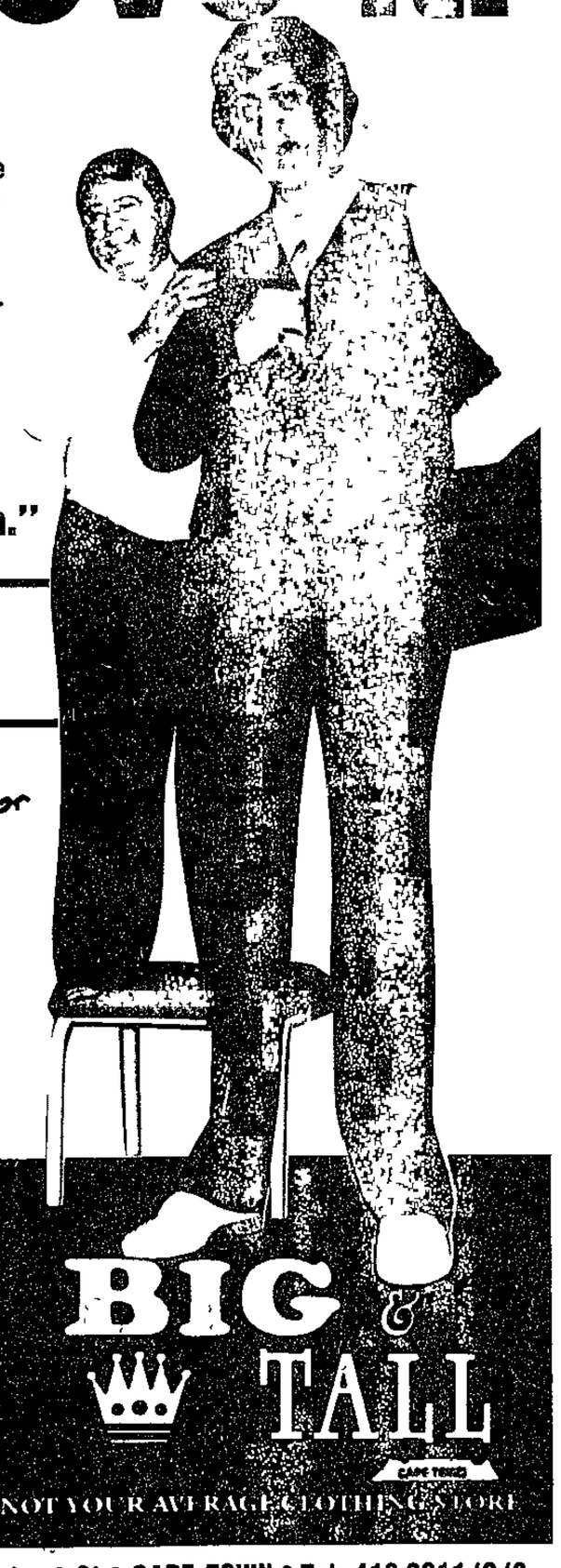
who visited BIG & TALL, Cape Town.



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NEWS

This is a Boeing aircraft similar to the one which crashed between Taipei and Mauritius with more than 150 people aboard.

Flight 295 drama

Weekend Argus Reporter

STUNNED crew of two Japanese ships docked in Table Bay heard today that 40 of their colleagues were on board the missing South African Airways aircraft

Mr Mahashi Hamabe, on board the stern trawler Teshio Maru, said the men were expected within the next few days as replacement crew.

He said the crew on board the Teshio Maru had known most of the missing men and were shocked by the news Thirty-two of the missing men were due to board the Teshio Maru

Docked nearby was the stern trawler, the Yoshino Maru, which was to have taken on the other missing men

There was a sombre air on both vessels today only hours after the seamen had been told of the aircraft's disappearance.

"Lots of us have lost friends," said a crewman. "Some have worked in the company together for many years"

Anxious crew on board the Teshio Maru in Table Bay harbour are anxious about their colleagues after hearing that they were on the missing aircraft.

Aviation figures tell a sorry, tragic tale

LONDON. — The worst single-aircraft accident in aviation history was the crash of a Japan Air Lines Boeing 747 into a mountainside near Tokyo on August 12 1985, killing 520 people.

Other jumbo jet and wide-bodied aircraft disasters include:

● June 1985 — an Air India Boeing 747 plunged into the sea off the Irish coast, apparently after an explosion. All 329 people on board were killed.

● November 1983 — a Colombian Boeing 747 crashed on its landing approach at Madrid, killing 181 passengers and crew.

● September 1983 — a Korean Air Lines 747 was shot down by a Soviet fighter after flying through Soviet air space near Sakhalin Island. All 269 on on board were killed

● August 1980 — a Saudi Arabian Lockheed Tristar caught fire at Riyadh Airport just before it was due to take off All 301 people on board were killed

● November 1980 — an Air Zealand DC-10 on a sightseeing flight from Auckland to the South Pole hit Mount Erebus in Antarctica All 257 on board were killed.

● January 1978 — an Air India 747 flying to Dubai exploded and crashed into the sea after taking off from Bombay All 213 people on board were killed

● May 1979 — an American Airlines DC-10 crashed after taking off from Chicago's O'Hare Airport All 273 on board and two men on the ground were killed in wthat was America's worst air disaster

● March 1974 — a Turkish Airlines DC-10 crashed into a forest north-east of Paris soon after take-off from Orly Airport, killing all 346 on board — Sapa-AP

Pictures JIM McLAGAN, Weekend Argus

Waiting for news . . . a crewman's anxiety is clearly evident.

WHAT SAA SAYS

JOHANNESBURG — Mr Nic Venter, director Public Relations SAA, said

The Boeing 747 Combi, Registration ZS-SAS Helderberg, which has been reported missing between Taipei and Mauritius has still not been located

It has been confirmed that the captain of the aircraft reported smoke in the cockpit when he was approximately 65 nautical miles away from Mauritius

Contact was lost after this information was conveyed

Mr Eli Louw, Minister of Transport Affairs, who is at present at the emergency operation centre at Jan Smuts, said that an intensive air-sea search was being conducted by the Mauritian and Reunion authorities and that an aircraft with SAA experts, Government officiasls and members of the Media, has already left for Mauritius

He added that everything possible was being done to locate the aircraft and to assist the next of kin

The minister concluded by saying that the Mauritian authorities had requested assistance from the Australian Government and the United States of America authorities at Diego Garcia

The passenger list will be made known as soon as confirmation procedures have been completed and the next of kin have been advised.

MORE THAN 3 400 000 READERS

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Anguish at Jan Smuts

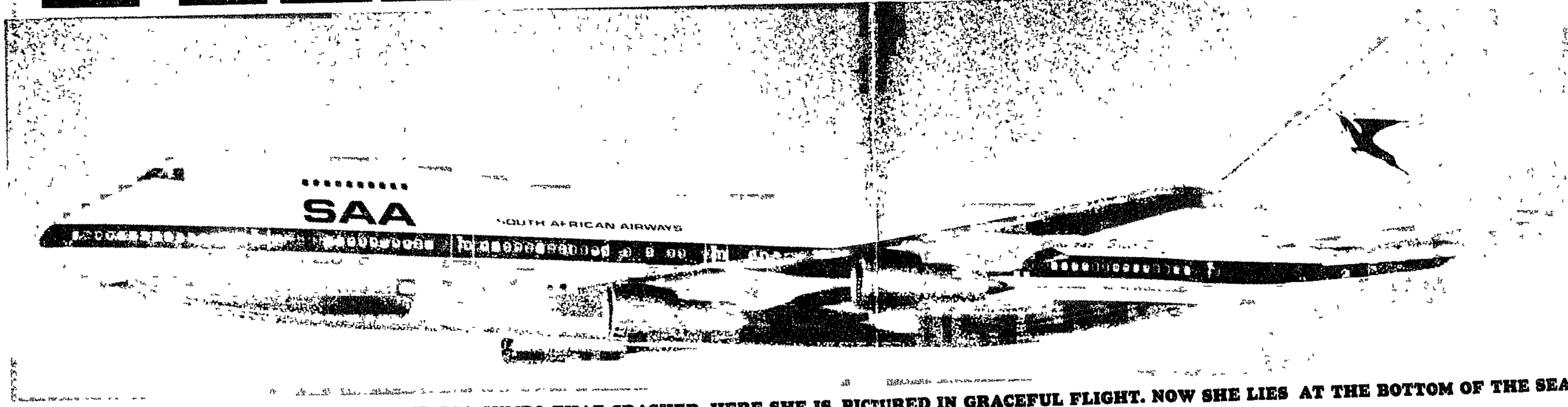
See page 3

WIN LAST CHANCE!!! R250 000 must be won!
See Business Times

S.T. 269 29/11/87

THE TOMB

SAA's worst air disaster



THIS IS THE HELDERBERG, THE ILL-FATED SAA JUMBO THAT CRASHED. HERE SHE IS PICTURED IN GRACEFUL FLIGHT. NOW SHE LIES AT THE BOTTOM OF THE SEA

IN WHICH THEY DIED

Sunday Times Reporters

DEATH came swiftly to the 159 passengers on South African Airways Flight 295.

Aviation experts believe that few, if any, survived the impact for more than a few seconds as the giant Boeing 747, Helderberg, plunged into the sea off Mauritius early yesterday

Indications are that the plane hit the sea at an angle, broke up and sank quickly.

Experts said it was impossible to speculate about the passengers' final moments as the huge aircraft plunged towards the

Bizarre twist to pilot's death

IT was to have been Captain Dawie Uys's last flight and, to the horror of his family and friends, it was just that.

The 49-year-old captain, who was described as "a man in a million" by one of his closest friends, Capt Lex Erasmus, died hours before his flying career ended.

And, in a bizarre twist, it was [illegible] for the Pilots Association [illegible] pilot as "a devoted family man and a devoted friend".

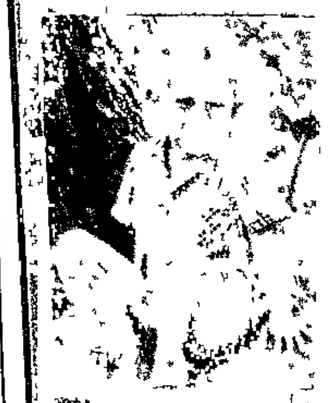
Capt Uys had decided to quit flying just a few months ago.

"He suffered from a skin allergy that had him on and off flying for years, and Dawie decided he'd had enough. He was going to continue the excellent work he has been [illegible] for the Pilots Association [illegible] flown civilian planes.

"We used to fly those three-engine Junkers in the old days. I don't know if anyone remembers them — they were the first planes we used to transport passengers."

Captain Uys was also treasurer of the South African Aerophilatelic Society (Airphilsa), and represented it at conferences and exhibitions throughout the world.

THE SLAYING OF THE INNOCENTS



Picture Special
Pages 8 & 9

JAIL SHOCK

planned to marry

FOR the first time in 10 years, senior first officer aboard the doomed flight SA-295, Dave Attwell, was ready to settle down.

But the tall blond man — described as fun-loving — and lovely air hostess Maggie Kruger, the young woman he was to marry, both died when their plane plunged into the Indian Ocean The couple — who were engaged last November — left the Kew, Johannesburg, home they shared for four years last Sunday morning.

Mr Attwell's mother, Mrs Peggy Attwell said last night Dave and Maggie often travelled together and arranged their schedules to coincide

His maid, Mrs Elizabeth Legau said "They were both supposed to come home tomorrow"

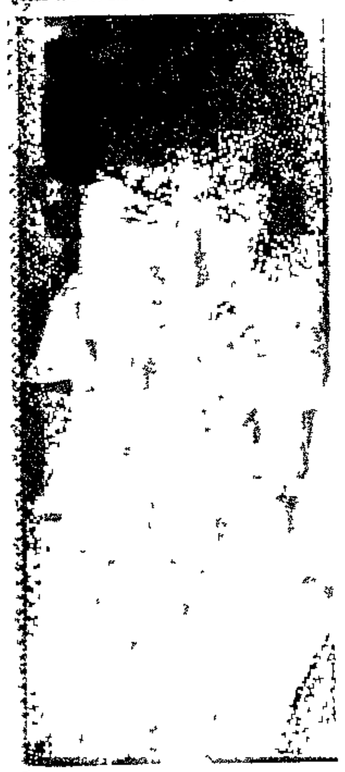
Maggie, an air hostess for SA Airways, and the man of her dreams planned to spend their time away discussing their relationship and a marriage date

Maggie's parents, Mr Jan and Mrs Elsie Kruger of Pretoria said they were shattered

Mrs Legau said Dave had hinted that he wanted to set a date for their wedding early next year

She said "I saw Dave growing up before my eyes He was a wonderful man, kind and always smiling

"I don't know how old he is, but I think he's in his early 40s I've worked for him for 20 years and he always tells me everything



MAGGIE KRUGER
Died with her 'dream man'

PUSHPA KANA
One of the victims

Love

He was married about 10 years ago but that didn't last for very long

He swore then that he'd never marry again — his first marriage lasted 10 months — but then Maggie came along and he fell in love with her '

Dave and Maggie had planned to marry in October this year, Mrs Legau said

But he called the wedding off at the last minute He always told me it bothered him that he was away from home so much

"He wanted to settle down and try to be home more often"

Mrs Legau decribed her boss as like family '

She wept 'Where am I going to go to now"

Senior first officer Dave Attwell: "A kind, wonderful man"

filled with smoke.

It is a mystery what sent the doomed jumbo to its sudden, watery end.

Problem

One moment the pilot — Captain Dawie Uys, commanding what was to be his last flight before retirement — was routinely asking for final instructions to land at Plaisance Airport

The next, 13 minutes before his final approach to runway 14, came his last words. "I have a smoke problem!"

Then .. silence.

It was only about 12 hours later that search aircraft spotted debris 130 sea miles offshore It included two dinghies and an inflatable chute, like those carried by SAA Boeings.

No survivors were seen.

It was the greatest disaster in SAA's 53-year history.

Last night an airline spokesman said the air search for the missing had been called off after dark.

It will be resumed at first light today.

Two ships in the area had been alerted and were on their way to the crash site, said Mr Nico Venter, SAA Public Relations Director

"The sea in the area is about 3 600m deep and the swells are quite heavy at this stage," he said

"The efforts are now concentrated on locating the black box which is activated by water The signal is sent out for approximately 30 days"

Difficult

The SA Department of Civil Aviation has already sent an investigating team to the island.

Determining the cause of the crash will be difficult. Much will depend on recovery of the airframe itself, in addition to floating debris.

The deep sea and currents that run at about five knots would make it difficult to locate the wreckage, according to an aircraft insurance assessor in Johannesburg who may not be named for professional reasons.

He would not speculate on the cause of the crash, because there were so many possibilities

Nevertheless, SAA aircrews were so well trained that they would have brought the plane to land if it were remotely possible

He said that factor, plus the reliability and safety systems of the aircraft, indicated that something sudden and violent had happened

The plane was of the combi type, carrying both passengers and 29 tons of freight.

An earlier report that the plane may have run out of fuel was rejected last night by SAA

From London, Jeremy Brooks writes that South Africa may have to look to Britain and Canada to unlock the mystery of the tragedy of the Helderberg

Experts from the two countries were able to unravel the secrets of another air disaster in 1985 — the Air India mid-ocean bombing,

☐ To Page 2

The passenger list

SOUTH African Airways yesterday released the following 159 names of the passenger and crew aboard flight SA-295

SAA COCKPIT CREW: Captain DJ Uys, Senior First Officer DH Attwell, Senior First Officer G Birchall; Flight Engineer Officer G M Bellagarda; Flight Engineer Officer AG Daniel

CABIN CREW. Mr N van Schalkwyk, Mr H Burger, Mrs F Strijdom, Mrs E Schalekamp, Mr P Cramb, Mr H Schalekamp, Miss S Laurens, Mrs J Mc Ewen, Mr JAA van Zyl, Mrs L O'Brien, Mr E F van der Westhuizen; Mr MM de Almeida Miss MM Kruger, Mr AR Kellermann.

PASSENGERS: Mrs G Ackermann and her baby daughter; Mr K Banens; Mr P Bennett, Miss D Boardman; Mrs Bowping, Mr HK Cruikshanks; Mrs MMW Cruikshanks, R Daniel; Mr W A Dodds; Mrs J Dodds; Mr H P Gerstl;

Miss L Hayward; Miss P Kana, Mrs R Machulp; Miss A McRobert, Mr H Ming, Mr A Mohamed, Miss R Moss, Mr P Otzen; Mr K Prince; Mr T Sales; Mr M G Smith; Mr M Stem; Mr J Tobias; Mr J Wills; Mr J Wright; Mr P Theron

WP Boshoff; -- Britz; S Denney; C Ferrao, Estelle Grix; Mrs J Harvey; HW Herf; C Hesqua; SM Hutton; C Selkirk; Mr J Share (SAA sales staff member); Mr Jaap Swanepoel; Mrs Isabel Swanepoel; A Dasneves; C Liddle

C Lottering; V Lottering; A Louw; J Marcus; G Marshall; Mrs H McNelll; M Meuller; William G Murless; TB Osler; Miss L Pillemer; Mrs Z Wolf; R Ikonen; MF Rostam; Miss B Sanderson; Mr MS Shake

CHINESE PASSENGERS: CH Hsu; SM Wang; ST Wang; CM Wang; MT Chang; T Lin; Wuh Su—inh Lin; KW Lin; Chinan Huang; Yungsen Huang; C Huang; CT Huang;

☐ To Page 2

erial that had been recovered from air crashes.

A doyen of South African aerophilatelists — stamp collectors who specialise in airmail material — he exhibited a collection of crash mail just two months ago.

The grim irony was revealed by another close friend, fellow aerophilatelist Colin Plen, who described the

Concerned

He added that his friend was "very concerned" with the status of pilots and was a pioneer in the "loss of licence" scheme as well as a fighter for the welfare of pilots.

"A nicer guy you couldn't hope to meet. He's always

at 2am yesterday with news that her husband's plane was missing

● Flight engineer G M "Joe" Bellagarda was also planning to retire in December and work for Air Mauritius Mr Bellagarda, married with four children, had worked with SAA since he was 18.

SUNDAY TIMES
Page 13

Armada of small boats joined search

By JANI ALLAN

I CAME to this paradise island to write about pleasure — and ended up reporting a tragedy

My mission as columnist was to record the adventures of holidaymakers and fisherman who have flown to Mauritius for the La Pirogue 555 Marlin World Angling Cup

Firstly, Flight SA-295 was reported missing. Then it was confirmed that the big aircraft had ditched in the azure ocean somewhere beyond the coral reefs

As the news came through, many fishermen abandoned their exotic cocktails, stopped working on their tans and took to their boats to join the search at sea.

Luckiest

At palm-fringed Plaisance Airport yesterday I met the luckiest man alive, Ismael Mohungoo. He was still shaking and visibly sweating

With his boss, 39-year-old Mohammud Rostom, he had travelled to Singapore on a business trip They are tailor manufacturers in Curepipe.

They wanted to book tickets from Singapore to Taipei, said Ismael But he could not get a seat, so he flew directly back to Mauritius while his boss went to Taipei to collect the invoice on a button-making machine.

He was due to return home on Flight 295.

News of the SAA tragedy turned this normally placid island on its head

Many tourists — the majority South African — only heard about the disaster by word of mouth as they were unable to understand the local radio news broadcasts.

Locals observed that the aircraft had gone down opposite Saint Geran where, legend goes, the legendary ship of the same name sank.

The contents of this item of the Sunday Times have been restricted in terms of the emergency regulations.

THE TRAGEDY OF SA-295

All that was left was the debris floating on the sea

THERE are no signs of survivors at the wreckage of the SAA jumbo jet which plunged into the sea yesterday near Mauritius after the pilot had reported smoke on board.

The 159 passengers and crew aboard the airliner are feared dead, the Minister of Transport, Mr Eli Louw, confirmed last night.

The Boeing 747, on a scheduled flight from Taipei to Johannesburg, crashed after sending out a distress signal on its approach to Mauritius early yesterday morning

Towards the end of a day-long search, debris was seen floating on the calm sea.

Search vessels were given the position and raced to the scene, about 130 nautical miles from the Indian Ocean island They were expected to get to the wreckage late last night.

Debris from the jetliner, named Helderberg, was first spotted by a light aircraft taking part in the massive air-sea search, and later by the pilot and passengers on a special SAA flight which was taking airline officials to Mauritius

Sightings

They also reported seeing two dinghies, two suitcases, an escape chute and a fuel tank, but no sign of life.

It is the world's worst air disaster this year — and SAA's worst ever.

After news of the sighting reached Johannesburg, an upset Mr Louw said the plane appeared to have gone down on its normal flight path to the island

"It's a very sad day for South African Airways, but we are still proceeding with the search," he said

Grief-stricken relatives who had gathered at Jan Smuts airport at dawn to meet flight SA-295 waited in stunned disbelief for news throughout the day

In Taipei, SAA's local manager had to call the police for protection as anguished relatives and local newsmen besieged the airline office

The Boeing 747 went missing as it came in to land at Mauritius for a refuelling stop

At 6 000m (20 000ft) the pilot sent a distress call to Port Louis saying "I have a smoke problem"

According to a spokesman for the rescue operation centre in Port Louis, Mauritius, the captain also asked for "a full emergency landing" at Plaisance airport in Mauritius

The Mauritian Director of Civil Aviation, Mr Maurice Bagaunt, said "The pilot was making his normal descent to land from flight level

"He was given the weather He had chosen runway 14 The weather was all right, visibility all right That was 25 minutes before landing"

Then, at 3 40am, when the plane was 13 minutes away, came the message "I have a smoke problem" The captain gave no indication of whether the smoke came from the flight deck, passenger cabin or engines

The Mauritian government immediately requested assistance from the US and Australia for help

The US has a naval base in Diego Garcia French ships from Reunion also assisted, along with an armada of small fishing boats from Mauritius

The slim chance of survival for any of the 159 passengers and crew hinges on how the aircraft hit the water

'It could have sunk straight away, or floated, depending on its landing into the sea There's always a chance it could have glided down," said SAA spokesman Nic Venter

"But we dare not give up hope or give up looking"

The passenger list was issued by SAA late last night Most were South Africans, Japanese and Chinese, but there was also one West German, one Dane, one Briton, two Australians, one Hollander, 23 Chinese and 43 Japanese

The SA passengers included a party of 16 travel agents returning from a familiarisation tour to the Far East

A group of Japanese fishermen going to join trawlers in Cape Town, and Taiwanese tourists and businessmen were also aboard

In Taipei, there were angry scenes as relatives besieged the SAA office demanding news

Businessman Liu Ju-kuei banged angrily on the door when he could not get any word from officials about his daughter, who was going to visit her brother in Swaziland

The SAA manager in Taiwan, Mr Tinus Jacobs, called police after reporters stormed into the office to interview about 20 relatives camped out there

His office said the passengers included 30 Chinese, about 20 of them from Taiwan on an organised tour, and 47 Japanese, mostly fishermen

About half the passengers had flown to Taipei from Hong Kong, Seoul and Tokyo to join the flight

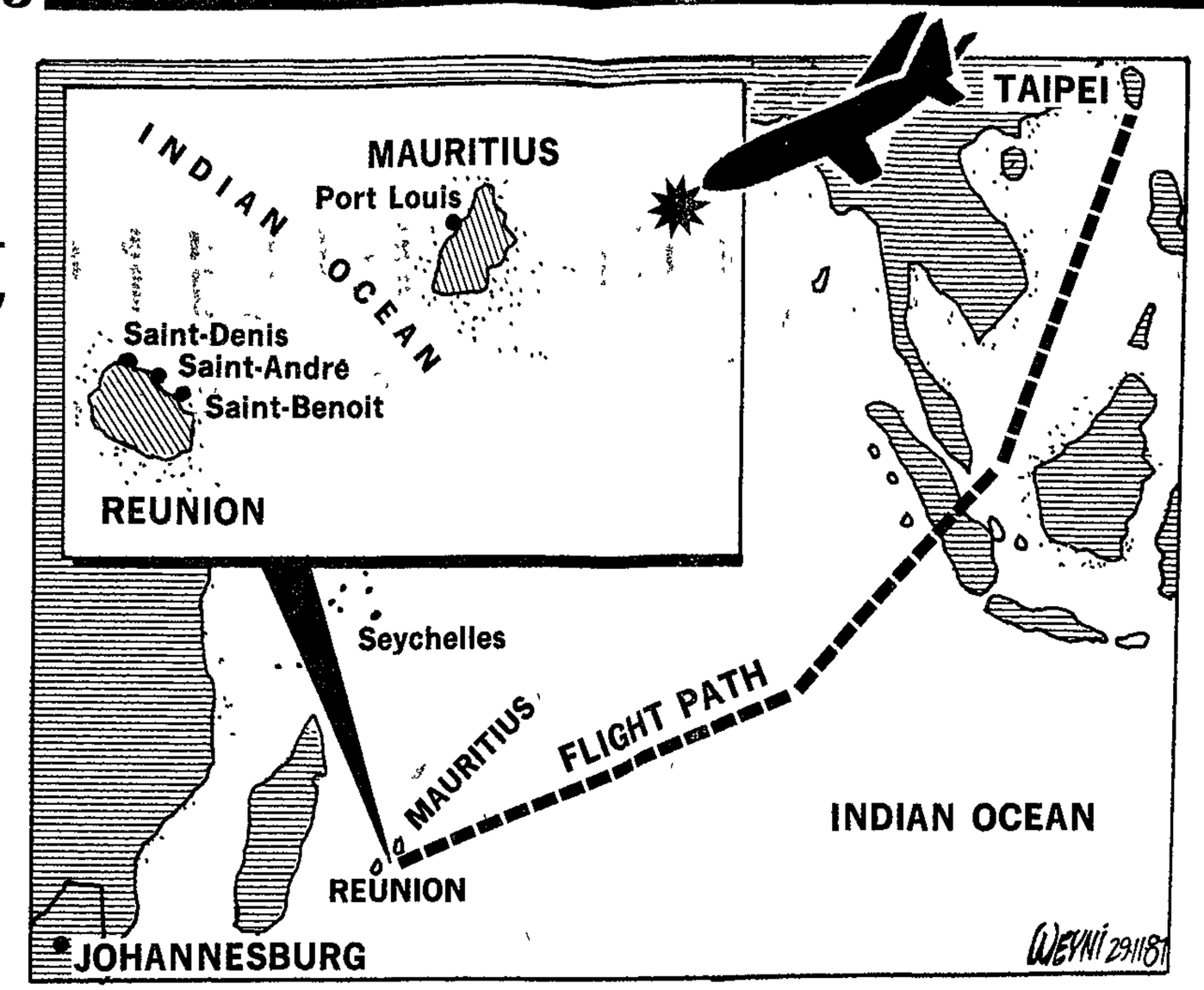
They included a Japanese wrestler — the Great Kabouk — on a delayed two-week honeymoon with his wife, Mayumi Goda, 30

Late

He was due to have a number of bouts in Durban and other places in Southern Africa, his spokesman said in Tokyo

The flight left Taipei on Friday afternoon over an hour late — due to Cyclone Nina that has been sweeping through the Phillipines

Standard departure time, said an SAA spokesman, should have been 13 00; instead the aircraft took off at



Safe landings in the sea are rare, Boeing experts say

By PATRICIA CHENEY
Washington

SOME passengers might have survived if the pilot had managed to land the downed 747 on the water, according to a Boeing spokesman, but he said such landings are "extremely rare"

"A plane has a tendency to float, but for how long depends on what kind of damage it has, what the state of the sea is, what the plane's weight is, how much fuel it has on board and so on," he said

He added that he could recall only one instance in which a commercial jet successfully "belly-flopped"

Once the plane was on the water, passengers could escape through the doors, which all have liferafts built into them

The rafts and escape chute found at the scene could have popped out on impact, the spokesman said.

Because the plane was coming into land the doors would have been "armed," he said, and the chutes were positioned to automatically inflate if the door was opened.

Normally, the flight attendents disarm the doors upon landing

The spokesman would not speculate on what could have caused smoke in the cockpit because "of the legal implications" for Boeing

Safeguards

"The smoke could have come from anywhere," he said, "from a toilet where someone dropped a cigarette in some trash, from the cargo bay, even from the tail"

He discounted an electrical short because "we have safeguards for that"

The engines on all commercial jets are equipped with automatic extinguishers but a fire in the cockpit or cabin would have to be put out with ordinary hand-held extinguishers

Locating the two "black boxes" — the flight battery recorder (FBR) which automatically records flight instrumentation and reactions in the engines and the cockpit voice recorder (CVR) which tapes conversations between the pilots — is crucial to determining the cause of an accident, the spokesman said

Both are waterproof and "virtually crash-proof" — able to withstand enormous impacts, fire and water pressure

They also have automatic beepers which are activated on impact, or when the boxes come into contact with water

Boeing has sold 682 747s since the planes came into operation in 1970

Since then 17, including the SAA jet, "have been lost," according to Boeing.

Of those, 11 were destroyed through "operational accident" although in all but one case there is no evidence to suggest technical failure of the plane, he said

Fatigue

In August 1985, a Japan Airlines jet crashed into a mountainside when its bulkhead failed because of metal fatigue

The plane had "crunched" its tail on landing seven years previously and the repair by Boeing was not adequate over the long haul

Three 747s were blown up by terrorists.

A Pan American jet was hijacked in September 1970 and later bombed on the runway in Cairo There were no fatalities

Experts start probe into Helderberg death plunge

□ From Page 1

which claimed 329 lives

They were helped by two unique robots called SCARAB (Submersible Craft Assisting Repair and Burial) developed by the British Cable and Wireless Company

The two submarines, the only ones in the world, were used to retrieve the Air India aircraft's "black box" recorder lying nearly three kilometres deep on the seabed

One submarine is part-owned by C and W and operated by a team commanded by British salvage veteran Stan Elliott

The other is owned by the Canadian Coast Guard, which assisted in the R100-million salvage project.

There were two recorders on the Air India Boeing — one contained a transcript of the pilot's voice, and the other all flight data

Their built-in radio transmitters enabled one of the SCARABS to locate the tail end of the plane

REPORTS by Jani Allan and Roger Makings in Mauritius; Cas St Leger, Charmain Naidoo, Esther Waugh, Hamish McIndoe, Marlene Burger, Mandy Jean Woods, Ezra Mantini, Johan Verster, Ivor Crews, Janine Lazarus, Arthur Goldstuck, Boeti Eshak, Neil Hooper and Paul Ash in Johannesburg; Tim Fielding in Cape Town; and George Mahabeer, Shaun Harris, Praveen Naidoo, Daya Pillay and Dave Smyly in Durban

The robot's two arms, fitted with grappling hooks, were then gently manoeuvred by technicians watching the scene through video screens on the surface The recorder, the size of a shoebox, was brought to the surface

Ironically, the recorders were unable to establish the exact cause of the crash Forensic experts later found that a bomb had exploded in the hold after other pieces of wreckage were examined

Police working in three countries also uncovered the plot by Sikh extremists — they managed to place the explosives in the hold after X-ray equipment screening luggage failed.

Scientists who listened to the tape of the pilot's voice said it contained bits of a normal conversation — even a muttered request for more immigration and customs forms — before there was a "loud bang, crash or scream" lasting a 40th of a second

It was only when a 4m-long section of the aircraft's belly, winched slowly to the surface nearly three months after the crash, was examined that scientists were sure of the sabotage theory.

The metal "skin" of the plane had 13 holes in it — forced through from the inside

The full passenger and crew list

□ From Page 1

WB Huang, Hungsen Huang; BT Jen; SM Lu; SH Lee; CW Chen; SL Chenhuang; TH Chen; SH Chen; WH Wanghsieh; CY Chuang; YY Hu.

KT Chan; KH Lam; SJ Liu; E Poking, LC Wangtsai; CH Wu; PCC Yang; C Wu; Chiayingcheong; Kim Yongcheol; CH Liang;

JAPANESE PASSENGERS: Mr Yukio Saito; Miss Mayumim Goda; Mr Y Tsuboi; Mr K Tokunaga; Mr Y Terai; Mr F Sukumura; Mr I Shimomura; Mr M Shimamoto; Mr Y Shimoishi; Mr M Takeba; Mr Y Taksnashi; Mr M Takanashi; Mr H Tanaka, Mr S Akiba; Mr Koji Takahashi; Mr Kohej Tsuboya; Mr N Tsukamoto, Mr Y Ueno; Mr T Ueno; Mr M Ujiie; Mr M Yokohama; Mr H Yamazaki; Mr S Takahashi;

Mr T Yoshimura; Mr T Mitarai; Mr S Mori; Mr Y Morimoto; Mr T Nishikawa, Mr M Nakamura; Mr K Nishiura; Mr K Okaya; Mr T Okazaki, Mr K Matsubara; Mr N Sasaki; Mr M Sasaki; Mr M Omizu; Mr N Shibahara; Mr Y Harada; Mr S Hashiguchi; Mr Minoru Takahashi, Mr K Sonoda; Mr T Komukai; Mr H Kido; Mr M Higashi.

Masanori Tonai; K Yamahura, S Masuda;

JAAP SWANEPOEL
One of the victims

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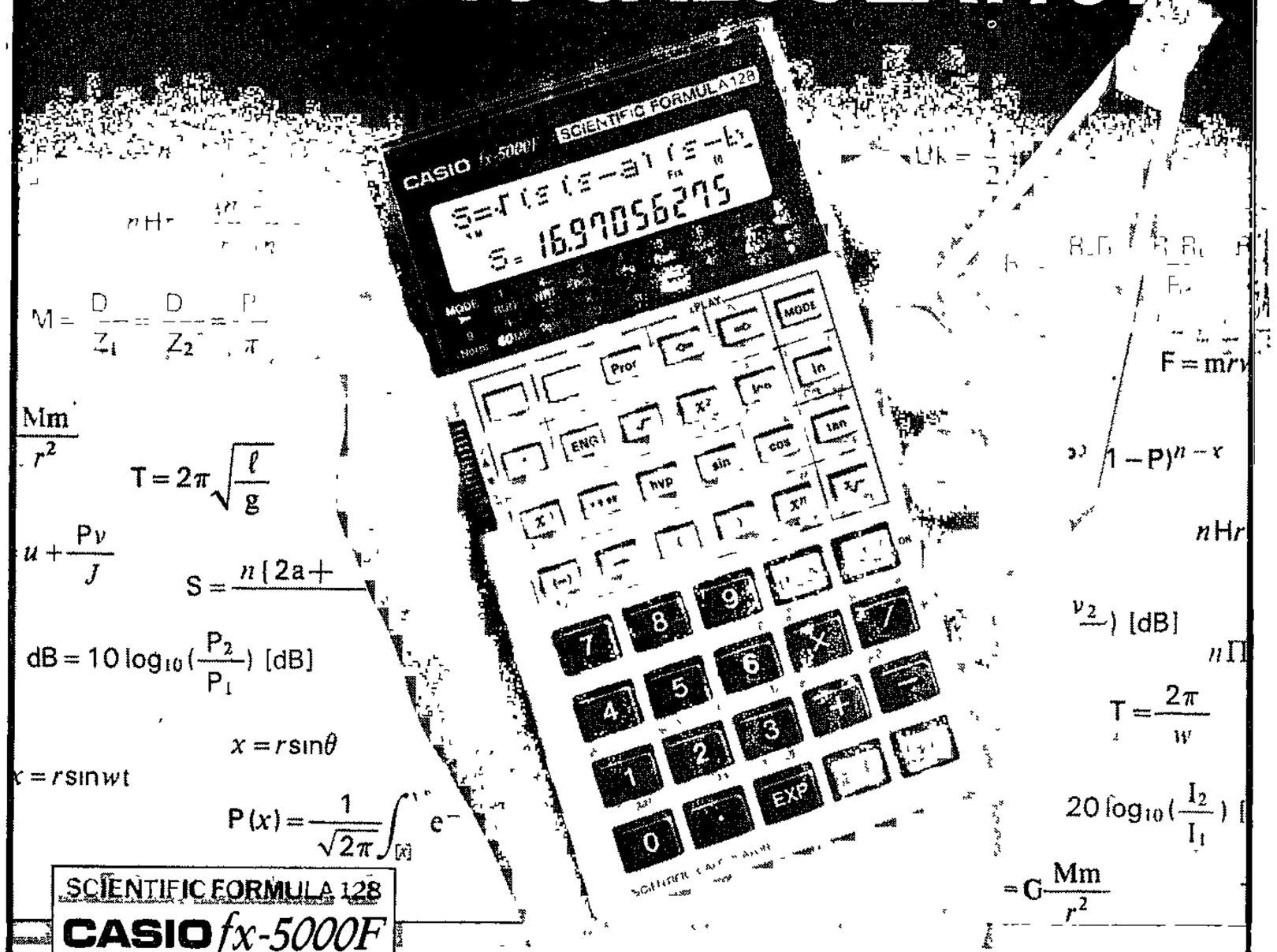

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Opposition unity probe

PFP attempts to pick up the pieces

By LESTER VENTER
Political Correspondent

MOVES to bring greater unity to the parliamentary opposition's fragmented ranks took a significant step forward this week.

A decision was taken to establish a neutral commission to bring the divided parties together

The resolution to establish the commission was passed at the Progressive Federal Party's federal council meeting in Johannesburg last Sunday

But behind it lies extensive political interests, including influential elements in the Independent Movement and the New Republic Party

The prime movers behind the scenes have, as their ultimate goal, an entirely new force

They want an alliance, not only of white opposition parties, but also the increasingly determined resistance to Government coming from the Labour Party and the opposition Solidarity Party in the House of Delegates

This raises the prospect of the Government facing a general election in the next 24 months against an opposition alliance of more than 250 candidates

The National Party has up till now fielded 166 candidates for the seats in the white House of Assembly

The tentative moves to provide a rallying point for the opposition come against a background of dwindling financial resources

Donors have become confused, even angry, at the number of fragmented groups that have arisen They are either switching recipients or simply withholding regular grants

The PFP alone has had to make a 40 percent cut in its 1988 budget from its pre-May 6 election setting of R1,5-million to R0,9-million, according to a source in the party.

The party has also had to cut back on projects and reduce staff posts, including the recent trimming of its secretary-general and a director of publications

And a senior PFP member warned that if the situation did not improve, there would have to be even greater cuts for 1989

A senior politician who wants greater opposition unity said he and those working with him would, if necessary, appeal to donors to use the threat of withheld funds to spur reconciliation moves

Flare-up

The formation of a commission to investigate the opposition has "very strong support" in an influential faction of the PFP, the IM and the NRP, according to sources in all three groups

Lobbying for opposition unity is being done cautiously and behind-the-scenes to avoid an early flare-up of the antagonism between the groups.

There is some resistance to the formation of the commission and its consequences because, as an NRP source involved in the lobby put it, "the PFP must begin to see themselves as part of a new group"

There have have been regular contacts in recent weeks between Dr Denis Worrall, leader of the IM, senior PFP and NRP men, and with the Rev Allan Hendrickse, leader of the Labour Party

Newspaper clampdown

Sunday Times Reporters

THE Government has acted against two publications — one left-wing and the other ultra-right — under the emergency Press measures

The Catholic Church's weekly newspaper, New Nation, was give formal notice in the Government Gazette on Friday that its publication was deemed to be threatening public safety

This means that the Government, in terms of the measures, can in future order the closure of the newspaper for up to three months at a time.

Meanwhile, it has been reliably learnt that the far-right publication, Die Stem, has been served a written notice by the Minister of Home Affairs, warning that the publication is endangering public order

Die Stem is edited by Mr Robert van Tonder and published by Boerestaat Publishers.

Film about Biko angers Maggie

By JEREMY BROOKS and BARRY RONGE

SIR Richard Attenborough's film, Cry Freedom, is raising the ire of South African supporters in London — not least that of Prime Minister Margaret Thatcher.

It has drawn a flurry of controversy.

Mrs Thatcher is said to have fallen out bitterly with the director — telling him at a reception to stick to showbiz and keep out of politics.

Enjoyed

Number 10 Downing Street was remaining mum on the issue, saying only that the Thatchers had enjoyed the evening "very much".

But a source — believed to be Sir Richard himself — described the scene to a London newspaper columnist

In the Mirror, Garth Gibbs said: "If Sir Dickie dreams of a peerage, he will need a change of government. As far as Maggie is concerned, he is one knight to forget."

● The news that South Africa would allow Cry Freedom to be shown on local screens uncut took its makers totally by surprise.

Earlier they told pressmen the film would be shown in all countries neighbouring SA

Now figures closely associated with the Biko story — security policemen in Port Elizabeth, the Woods' former maid, and the widow of the black consciousness leader among them — will see themselves portrayed on the cinema screen, played by American actors.

Mr Peter Dignan, managing director of the company which will be releasing the film here, said:

"We feel sure the film will be Oscar-nominated next March and we plan to work around that possibility."

WEATHER AND TIDES

TRANSVAAL Pretoria, Witwatersrand and the eastern highveld: cloudy and cool, clearing partially today but isolated thundershowers over the western parts; western and south-western areas: cloudy and warm to hot with scattered thundershowers, central, north-western and northern parts partly cloudy and warm, eastern lowveld, escarpment and Venda. fine and warm

FREE STATE. Cloudy and cool over the north-eastern parts with light rain in places, otherwise partly cloudy and warm.

CAPE North of the Orange River partly cloudy and hot with scattered thundershowers; Peninsula, Boland and the Overberg partly cloudy and cooler along the coast, western coastal belt: hot and dry, Cape Infante to Plettenberg Bay partly cloudy and cooler; Plettenberg Bay to Port Alfred. warm with isolated thundershowers; Port Alfred to Port Edward partly cloudy and warm with thundershowers in the afternoon, Port Edward to the Tugela: cloudy and warm, the Tugela to Kosi Bay warm with possible showers, clearing in the afternoon.

NATAL INTERIOR Partly cloudy and warm with isolated thundershowers over the Drakensberg

	High/Low	High/Low
Cape Town	1041/0416	2319/1718
Mossel Bay	1110/0437	2334/1745
Knysna	1126/0439	2349/1754
Port Elizabeth	1110/0438	2336/1742
East London	1118/0428	2335/1745
Durban	1115/0420	2335/1738
Walvis Bay	1043/0429	2329/1707

Sunday Times MAGAZINE
WILL McNULTY WIN THE MILLION DOLLAR CHAMPIONSHIP?

Arms pact may never become law

By PATRICIA CHENEY: Washington

PRESIDENT Ronald Reagan and Soviet leader Mikhail Gorbachev will sign a ground-breaking arms control treaty next month in Washington, but conservatives here are already manoeuvering to make sure it never becomes law

The treaty calls for the destruction of US and Soviet land-based nuclear missiles with ranges between 300 and 3 400 miles Two-thirds of the US Senate must ratify it for it to be valid

The last superpower arms treaty, — Salt II, signed by Jimmy Carter and Leonid Brezhnev in 1979 — was never ratified

Leading the conservative charge is ultra-rightwing Senator Jesse Helms who, as the ranking Republican on the Senate Foreign Relations Committee, could delay a vote on the treaty until the 1988 election

Then, many senators would not wish to be seen casting "pro-Soviet" votes

Even now, many Republican legislators are being very cagey about whether they would vote for the treaty

Final details of the complex pact were hammered out this week in Geneva by Secretary of State George Shultz and Soviet Foreign Minister Eduard Shevardnadze.

It allows the closest inspections ever of each superpower's missile facilities and production plants Reportedly 30 to 40 inspectors on each side will be on site 24 hours a day to make sure no banned weapons are being made

For the Soviets to allow such close scrutiny of what has until now been a closely guarded secret was described by new Pentagon head Frank Carlucci as "mind-boggling"

The Soviets also have many more warheads to dismantle than the US — 1 500 to Washington's 364

For all that, the pact's supporters predicted a bitter fight in the Senate if the necessary 66 votes were to be found

Conservative tempers were raised last week when it looked as if Gorbachev would be allowed to address a joint session of Congress — an honour usually reserved for Washington's closest allies.

"To have a full-blown communist dictator speaking in the hallowed halls of Congress would be an outrage," Senator Steve Symms, of Idaho, said angrily

"The only way to keep the peace is to be strong and to protect ourselves You can't do it by signing a piece of paper with a bunch of liars, cheats and murderers"

Before the offer was withdrawn, Republican presidential contender Senator Jack Kemp predicted that half the Senate Republicans and three-quarters of those in the House would boycott the speech, embarrassing both Reagan and Gorbachev

The agony of waiting

Uncertainty and rumours — then the terrible truth began to dawn

TEN agonising hours of uncertainty passed before the loved ones of passengers on doomed flight SA-295 knew the fate of those aboard.

Rumours were rife as confused reports about the overdue aircraft poured in from the remote Indian Ocean island throughout yesterday

Frantic calls from people begging for information about the missing aircraft flooded the Sunday Times switchboard from 8am.

By mid-afternoon, when the passenger list was released, many of the worst fears were confirmed

Mr Robert McNeill, 38, whose 31-year-old wife Heather — a travel consultant who was on an educational trip to the Far East — was devastated He said "In the eight years since we first met, she's always wanted go to the Far East"

A weeping Mr McNeill said they had a two-year-old son, Kiernan, and Heather had an 11-year-old daughter, Yolanda, from a previous marriage

Another travel agent on flight 295 was Mrs Ruth Machlup, 55. Her daughter, Andy, said the family was distraught

Sedation

"My father, Harry, and my brother, Peter, are shattered My mother travels so much — we never thought a thing like this would happen"

Mr Arnold Orkin, close friend of another passenger on the flight, Mr Jossie Marcus, said Mr Marcus's wife, Sharon, was under sedation

"They have three children This is a great shock to us"

An American Express travel consultant, Pushpa Lana, 28, had tried unsuccessfully to extend her stay in the Orient, said a member of the family

She was with a group of 16 travel [illegible] who

After hearing the dreaded news . . . distressed friends and relatives are led to a special waiting lounge at Jan Smuts Airport

Sunday Times Reporters

Former newspaperman Mr Jaap Swanepoel, 48, and his nursing sister wife Isabel, 47, from Linden, Johannesburg, were also among the missing passengers

His son, 20-year-old Riaan, who is studying medical science at the University of the Free State, said his parents had gone to the Far East on holiday for three weeks

"We were expecting them back on Saturday morning and first phoned the airport at 6am to check their arrival time We were told to phone later"

Riaan's brothers Hardus, 21, and Jacoo, 16, spent the next four hours continually calling the airport, until they were told that the plane had been reported missing

Shaken

"I still can't believe it," a shaken Riaan said

Yesterday was like most other Saturday mornings at Jan Smuts Airport. Small groups were assembled outside the arrivals hall, waiting for relatives and friends to arrive from Taiwan — due at 6.50am. About 30 people were waiting when the message came through

Weeping

SA-295 was "overdue" The waiting groups were alarmed, but still hopeful.

Soon afterwards the news they were dreading was announced — the Boeing 747 had ditched in the Indian Ocean, 13 minutes out of Mauritius.

There were tearful scenes as airport officials escorted relatives and friends of the passengers to a special waiting room in the international departure lounge

Many were weeping.

Press representatives were not permitted to enter [illegible] was guarded

The worst air crash in the world this year

THE Mauritius air crash — the fifth in South African Airways' 53-year history — is the world's worst this year

The Helderberg was the second SAA aircraft to go down in the sea

On March 13 1967, 25 people died when the Rietbok — a Viscount — disappeared without trace while on a flight from Port Elizabeth to East London

On April 20 1968, a Boeing 707, the Pretoria, crashed shortly after taking off from J G Strijdom Airport at Windhoek.

Of the 116 passengers on board, 110 were killed. All 13 crew members died in what was previously SAA's worst disaster.

Highest

[illegible] fatal crash in the [illegible] gers aboard a Northwest Airlines McDonnell Douglas MD-80 were killed when the aircraft caught fire and plunged to the ground in Detroit, Michigan.

This was the second worst air crash in the US.

On August 29, a Thai Airways Boeing 737 crashed into the sea off the coast of Thailand, killing all 83 people aboard

Last month, 49 people died when a Burma Airways aircraft exploded in mid-air while on a flight near Pezan [illegible] five days later an Alitalia [illegible] ently after an explosion All 329 people aboard were killed

November 1983 A Colombian Boeing 747 crashed on its landing approach at Madrid, killing 181 passengers and crew

September 1983 A Korean Airlines 747 was shot down by a Soviet fighter after flying through Soviet air space near Sakhalin Island. All 269 on aboard were killed

August 1980 A Saudi Arabian Lockheed Tristar caught fire at Riyadh Airport shortly before it was due to take off All 301 people on board were killed.

November 1980 An Air Zealand DC-10 on a sightseeing flight from Auckland to the South Pole hit Mount Erebus in Antarctica. All 257 on board were killed

January 1978 An Air India 747 flying to Dubai exploded and crashed into the sea after taking off from Bombay All 213 people were killed

May 1979 An American Airlines DC-10 crashed after taking off from Chicago's O'Hare Airport. All 273 on board and two men on the ground were killed in the worst US air disaster

March 1974 A Turkish Airlines DC-10 crashed into a forest north-east of Paris shortly after takeoff from Orly Airport, killing all 346 on board

FAULTS IN JUMBOS TO BLAME FOR SIX CRASHES

SINCE 1970, when the Boeing 747 first came into service, only six crashes have been due to faults in the aircraft, according to the Director of Publicity for Boeing Commercial Airplane Company, Mr John Wheeler.

Speaking from his Seattle, Washington home at 1.15am US time, Mr Wheeler said he was shocked to learn of the early report of a fire in the cabin

"I can't imagine, and it would be unwise to speculate about it, what might have caused a fire in the cockpit. We will have to wait and see what the nature of the fire was The only details I have so far are those we heard on the radio," he said

"If you discount terrorism, pilot error, etc, this will be only the seventh 747 of the 650 in service worldwide that has crashed."

Mr Wheeler denied that there was international concern over the danger presented by "on-board" fires.

"It depends what you mean by on-board fires, but generally I can say we are not aware of any international concern over fire in the aircraft and we have conducted no studies along these lines," he said.

However, a highly placed source in South African aviation safety circles — who cannot at present be named because of his involvement in investigations that are bound to follow yesterday's disaster — detailed growing international fears about the dangers presented by "on-board" fires in commercial aircraft

Following the Manchester air disaster in which 54 people were killed when their plane was engulfed in flames on take-off, the British Airline Pilot's Association called for a review of emergency evacuation procedures.

The association, which represents Britain's pilots, was concerned that the generally accepted 90-second escape time from a burning aircraft could be inaccurate.

The association's then chairman, Captain Mike Clarke, believed that such an inquiry could result in many aircraft being redesigned.

The inquiry, which is to be a worldwide study, is currently being organised by Britain's Civil Aviation authority.

South Africa's fleet of Jumbos has recently undergone a series of stringent inspections to allay reservations about the famous plane's airworthiness.

The inspections, modifications and repairs have been conducted worldwide by the operators of the 650 Jumbos in service and began soon after the world's worst single air disaster when, in 1985, all but four of the 524 people aboard a Japan Airlines Jumbo died in a crash.

The cause of the crash was suspected to be a crack or faulty repair in the aircraft's tail.

Boeing immediately advised tail inspections, which revealed widespread cracking

The focus of concern has subsequently moved from the tail to the nose, and similar inspections and modifications have been carried out by maintenance teams.

Despite these concerns, the major cause of aircraft crashes remains pilot error, including the factor of pilot fatigue.

An analysis of the 1985/86 report of the National Transport Commission shows that during the period examined, 68 percent of all accidents were a result of pilot error

A report released earlier this month by Dr Ian Perry, chairman of the Association of British Aviation Consultants, warned that fatigue among pilots operating under commercial pressure was affecting their health and presenting a serious threat to flight safety.

He described how a captain recently fell asleep after taking off from Heathrow, letting his craft climb above its assigned height into the path of other traffic — and neither his co pilot nor air control were aware off his mistake!

Deeply shocked says PW

THE State President, Mr PW Botha, expressed his deep shock at the news of the disappearance of the SAA jumbo jet

He said the Ministers of Transport and of Foreign Affairs were keeping him informed, "but it is not yet clear what happened"

"I and the Government share the anxiety and uncertainty of the families, relatives and friends of the crew and passengers," he said

"They will be kept informed of all the findings and developments"

Mr Botha gave the assurance that SAA and the Department of Foreign Affairs had done, and were still doing, everything in their power to search for the plane

"My appreciation, and that of the Government, has already been conveyed to the governments of France and Mauritius who have been helping in the search since soon after the plane went missing"

He said the Mauritian government had also asked for and received help from the Australian government and the American Air Force base at Diego Garcia

The government of the Republic of China was also being kept informed

Mr Botha said the Minister of Foreign Affairs, Mr Pik Botha, was in contact with these governments

An SAA plane had been sent to Mauritius, carrying representatives of the Directorate of Civil Aviation, SAA's flight operations and technical management, the Department of Foreign Affairs, and members of the media

Technical equipment to help trace the missing plane had also been sent to Mauritius, he said

Mr Botha said the SAAF had been placed on standby to give any help that might be needed — Sapa

SAA crash worst in SA aviation history

Sabotage, pilot error cause of most accidents

By Lesley Cowling

Sabotage and human error have most often been the cause of aviation accidents at sea and usually all people on board are lost

Saturday's crash of an SAA jumbo jet into the Indian Ocean off Mauritius was the worst air disaster in South African history

Only three other air accidents at sea have had higher fatalities than Saturday's crash

Previous air crashes at sea include

- August 30 1987 — Thai Airways Boeing 737 jetliner crashed into the sea 12 km from the Thai resort of Phuket, killing all 83 people on board after the pilot tried to avoid colliding with another plane
- June 1985 — An Air India jumbo jet crashed off the Irish coast, killing all 329 people aboard A bomb on board went off and the plane exploded and crashed It was the worst crash at sea in aviation history
- September 1983 — A Soviet fighter shot down a South Korean jumbo jet over the Sea of Japan All 269 people on board died
- February 9 1982 — A Japan Air Lines DC-8 jetliner, carrying 174 people, pancaked into Tokyo Bay, killing 24 people The paranoid, schizophrenic pilot started hallucinating seconds before the plane was due to land at Haneda Airport
- January 14 1982 — A Boeing 737 jet skidded on to the Potomac Bridge in Washington DC during a heavy snowstorm and plunged into the river, killing 78 people
- 1978 — An Air India Boeing 747 Jumbo plunged into the Arabian Sea after taking off from Bombay, killing 213 people on board
- October 1976 — An explosion aboard a Cuban Airlines DC8 caused it to crash into the Caribbean Sea, killing all 78 people aboard It was thought that a bomb had gone off
- October 1967 — A joint-owned British European Airways and Cyprus Airways Comet crashed into the Mediterranean off the Turkish coast killing all 66 passengers The crash was thought to be the result of an explosive device that had gone off
- September 23 1962 — An American Super-Constellation plane crashed 500 km west of Ireland Fifty people were rescued in rough seas and 28 died An official inquiry found that engine failure because of pilot error was the cause of the crash
- August 15 1958 — A KLM Super-Constellation crashed into the Atlantic Ocean off the west coast of Ireland, killing all 99 people aboard

Memories of another SAA air tragedy

By Bruce Anderson

A survivor of what was previously SAA's worst air disaster has described the memories evoked by Saturday's Jumbo jet crash

Mr Brian Arntzen (69) heard the news early on Saturday morning on a radio news bulletin It took his memory back 19 years to another ill-fated Boeing, the Pretoria, which crashed shortly after take-off from Windhoek's J G Strijdom Airport on 20 April 1968

The voices he heard on regaining consciousness after the crash are still fresh in his mind

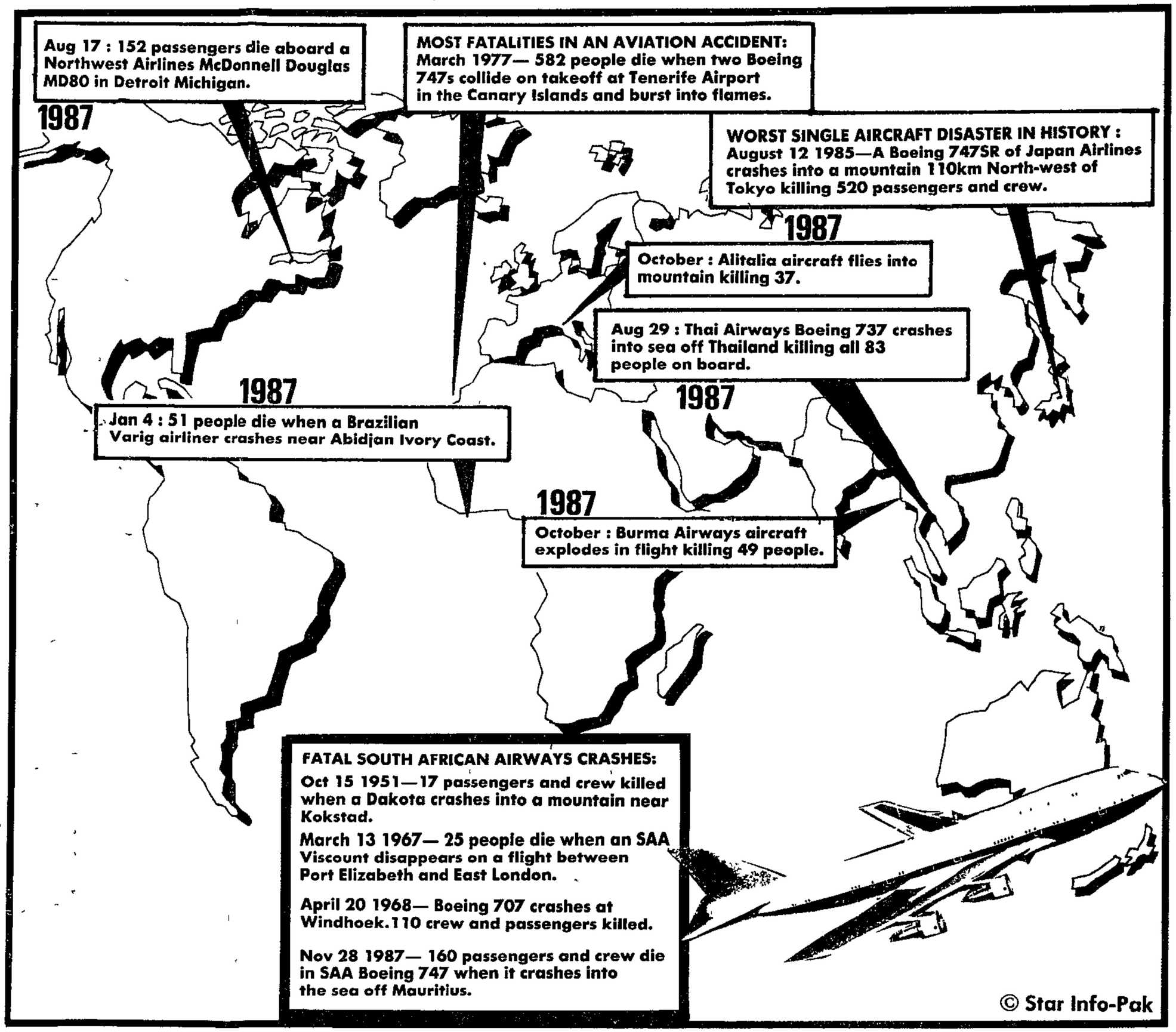
He heard an American next to him, who escaped with a broken tooth and a few scratches, saying "How the hell do I get out of this goddamn plane?" Another person kept on shouting, "Help me, help me"

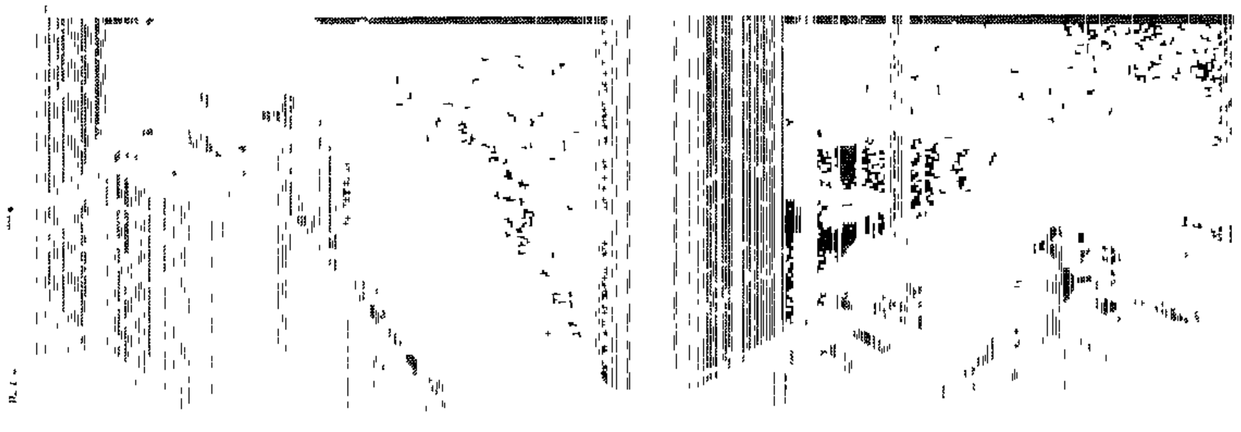
He has also retained more tangible memories of the crash He suffered a fractured vertebra and hip and after four months in hospital he walked away with one leg slightly shorter than the other

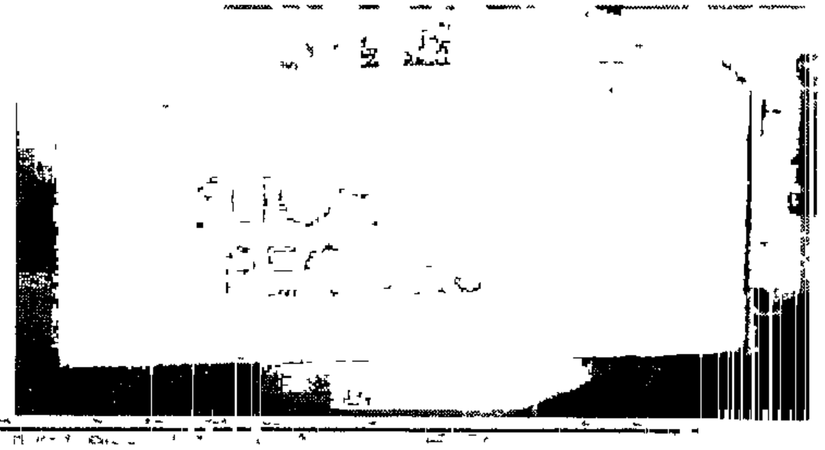
Two years ago, Mr Arntzen cut short a tour of Namibia to visit the site of the crash He was surprised to find that even after 17 years, debris from the aircraft was strewn over the ground The dry desert climate had preserved the twisted metal and there was no sign of rust.

He wandered among the wreckage and brought back a

Some of the worst air disasters and where they happened







RIGHT: It's called the "black box" but it's bright orange. When the search for survivors is over, and often even before the last bodies have been found, the Flight Data Recorder becomes the most important object to be recovered from an aircraft wreck.

Located at strategic points out of passengers' sight, there are, in fact, several of these orange or yellow boxes which have stripes of white reflective tape. The cause of the crash will almost certainly become clear from the information stored in the heavy-gauge steel boxes.

The waterproof, fireproof recorder contains a 24-hour six-channel cassette-sized tape in a reel-to-reel arrangement. With information fed by sensors, it details, among other things, the aircraft's altitude, pitch, heading, airspeed, exhaust gas temperature, and the movements of the control surfaces.

Search for any survivors called off

PORT LOUIS — The search for survivors from the crash of the SAA Boeing 747 which plunged into the sea off Mauritius on Saturday morning has ended, but the search to recover bodies — with so far nine being accounted for — is continuing.

Five bodies were found yesterday and another four were recovered today. All nine bodies found so far were badly mutilated and none has been identified. Two of the bodies recovered yesterday were identified as male and two as female

The Mauritian Director of Civil Aviation Mr Mohanlal Baguant said today: "The search and rescue operation has so far covered an area of 19 000 square sea miles — 30 times the area of Mauritius. We are now finding bodies and debris from the wreck, but any hope of finding survivors is nil. However the search will continue."

The condition of bodies recovered indicated that there were no survivors.

He said that there were only two ships, a French naval vessel and a Mauritius tug, looking for more bodies and wreckage of the Helderberg which crashed with 159 people on board.

DECOMPOSITION

A Safair craft was assisting with "aerial spotting". All the other ships involved in the operation on Saturday and yesterday had been called away, he said

South African pathologists under aviation medicine expert Dr Eric Peters have already examined the bodies, which were apparently in a bad state of decomposition due to the high surface temperature of the water.

Dr Attie Ligthelm of Pretoria and Johannesburg District Surgeon Dr Dennis Kemp have already flown to Mauritius to help with the post-mortems.

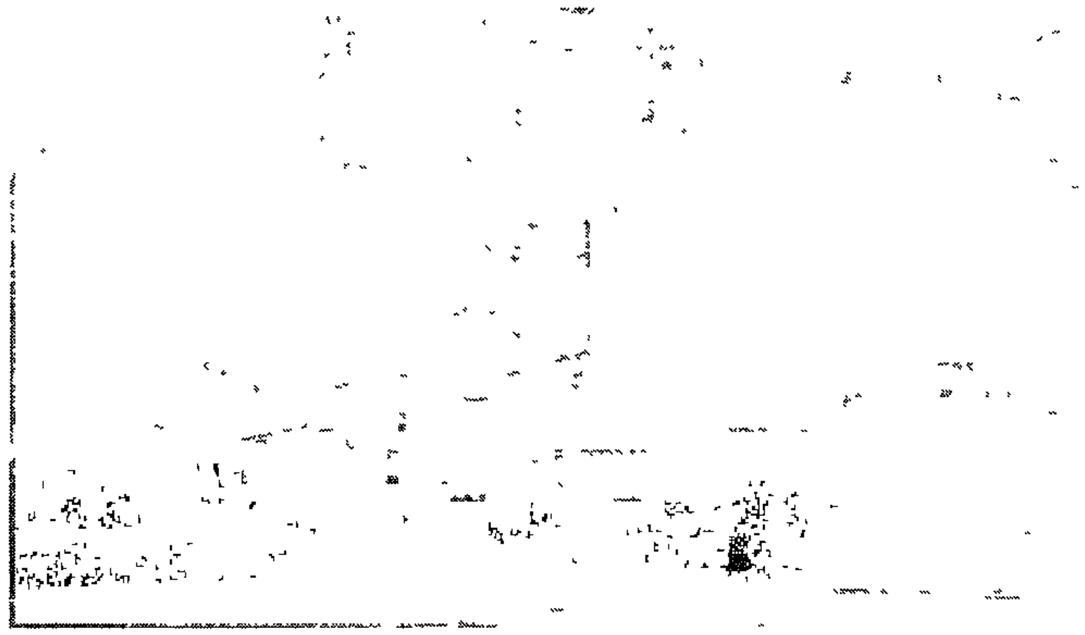
Other bodies recovered will be ferried from the search vessels to shore by two SAAF Puma helicopters, specially fitted with long-range fuel tanks, which are due in Mauritius later today aboard two Air Force transport planes.

Althou[illegible] rch a[illegible] re-

Gap after fire alarm

15 vital minutes hold key to disaster

Star 30/11/87 (269)



The Mauritian tug boat Sir Seewoosagur Rangoolam at Port Louis in Mauritius today. The tug was the first boat on the scene of the Helderberg disaster. Its crew recovered the first two bodies from the crashed Jumbo jet yesterday

Staff Reporters

Fifteen vital minutes hold the key to the disaster which killed all 160 people aboard the South African Airways Jumbo jet which crashed in the Indian Ocean on Saturday.

That is the time difference between when the pilot, Captain Dawie Uys, first reported smoke in his cockpit and when the aircraft disappeared from Mauritian radar screens.

As the search for survivors was abandoned today, grieving relatives and aviation experts were puzzled by the mystery of what happened in the last minutes before SA 295 crashed in the Indian Ocean on Saturday morning.

Accident investigators are trying to recover the aircraft's black box to unravel the mystery

The chief executive of SAA, Mr Gert van der Veer, said today that 12 to 15 minutes lapsed between the time Captain Dawie Uys informed the airport authorities at Plaisance, Mauritius, that there was smoke in the aircraft and the moment when the control tower lost contact with the aircraft.

Mr Viv Lewis, acting deputy chief executive of the SAA, is leading the investigation in Mauritius. He said at a press conference in Port Louis today.

"A lot of data still has to be analysed and it would be wrong at this stage to make any comment Its just a big jigsaw puzzle and the picture is not complete"

South African Airways today took steps to obtain the equipment necessary for locating the aircraft's vital "black box" re-

Crash reports by Ian Gray and Ken Vernon in Mauritius, and Johannesburg staffers Sven Forssman, Zenaide Vendeiro, Lesley Cowling, Craig Kotze, Colleen Ryan, Toni Younghusband, Duncan Guy, Inga Molzen, Adele Baleta, Craig Kotze and Bruce Anderson.
See Pages 3, 4 and 13.

The last radio message from the Helderberg to Mauritian air traffic control was made when the Boeing Combi aboard was 200 km from Mauritius

The pilot shouted, "There is smoke coming into the cabin I think we have a fire."

A Mauritian controller said the crew asked to make an emergency descent to 14 000 from its cruising altitude of 30 000-40 000 ft.

The controller said he cleared the aircraft for an instrument landing system approach and

Devastated stewardesses weep at Jan Smuts Airport yesterday morning as they exchange news of their colleagues. ● Picture by Ruvan Boshoff.

'Eerie feeling' as ex-SAA pilot flies over wreckage

PORT LOUIS — The ex-SAA pilot who discovered the wreckage of the Helderberg has described the "eerie feeling" he had when flying over the site of the crash.

Captain Paul Pienaar, now an Air Mauritius pilot, was called in by the pilot of the Seychelles-based fish-spotter Beechcraft 18 aircraft that led the search on Saturday morning.

He said search parties were first given the misleading information that the missing jumbo was only 60 nautical miles from Mauritius.

"I told the pilot of the plane that I was certain the plane was further from the island, and so we extended our search pattern out from 60 miles to 150 miles", he said

"At 136 miles from Mauritius, as we banked to continue the circular search pattern along the line of approach of the aircraft, there was the wreckage."

He sighted various debris including an inflated life raft, spread over 1,5 miles, "but there were no signs of life"

"It looked to me as if the plane had first hit the water and bounced for some distance before settling."

"At the time there were 3 m waves in the area, which would have made it impossible for the pilot to have made a smooth belly landing"

"It was eerie flying over that graveyard, very, very eerie"

Charts indicated the depth of the water in the area was more than 3 500 m

The Boeing would have disintegrated on impact, and he doubted if there could have been any survivors, he said.

trolled by Mauritian authorities according to accepted practice, the investigation into the crash will be the responsibility of the South African Department of Civil Aviation as the authority with which the aircraft was registered

A Mauritian tug with South African technicians on board and equipped with special deep-sea sensors which could detect signals from the "black box" and the cockpit voice recorder aboard the Helderberg is at the site of the wreck.

The South African strike vessel SAS Jim Fouche has been given permission to enter Mauritian territorial waters and to use the facilities at Port Louis It is expected to arrive there on Wednesday

Also expected to join the search by Wednesday is the German research vessel Sonne.

About 200 relatives of the Japanese and Taiwanese victims of the crash will arrive here on Wednesday for a special memorial service

The relatives are being flown to Mauritius at the expense of SAA. Also on Wednesday a wreath will be dropped into the sea at the site of the accident on behalf of the relatives of the 40 South African victims

Earlier Mr Bagaunt said: "An escape chute, a kerosene reservoir, luggage, and a dinghy have been found floating" but SAA had received no reports of signals from any raft.

Nine bodies had either been recovered or sighted by midday today by aircraft and naval vessels searching in the area where the Helderberg crashed 200 km east of Mauritius.

The search for bodies and wreckage is continuing, but rescue operations have been abandoned

Help from US

Mr van der Veer said SAA had requested the assistance of a team of experts from the United States to help recover the flight recorder.

A statement issued by the director of public relations for SAA said an instrument designed to locate the aircraft's black box flight and voice recorder was in Mauritius and had been sent to the area where it was thought the airliner had crashed

The statement said a specialist group in South Africa was preparing another locator, which would be ready by Wednesday. Soekor is assisting with advice on the effect of sea currents

A South African navy vessel had been sent to Mauritius and was expected to arrive at 5 am on Wednesday

The statement said two Transall SAAF aircraft carrying two Puma helicopters were due to arrive in Mauritius this afternoon and would join the search tomorrow

the crew replied "Roger"

Contact with the aircraft was then lost

Aviation experts have advanced various theories as to why the aircraft plunged into the sea

One expert said that the fact that the pilot mentioned smoke, that no more was heard from the cockpit and that no Mayday signal was sent indicated that the crew was quickly incapacitated — either because of an explosion or from toxic gas released in a fire

"The aircraft's seats and furnishings, when burning, give off a toxic gas and many people who survive the impact of an aircrash die from suffocation"

He said a fire might have been caused by chafing — the rubbing together of two objects Although the pilot reported smoke in the cockpit, a fire may have started in the hold and have been drawn into the rest of the aircraft.

The lack of response from the cockpit also indicated that there was no controlled landing (ditching) on the sea

"If the pilot had decided on this, he or the co-pilot could have easily been able to send a Mayday signal"

He said that if the aircraft had crashed into the sea in an uncontrolled landing and if it had been nose-down, there would have been very few survivors from the impact

The aircraft's "black box" recorders should reveal what befell the Helderberg

The Boeing sank about 3 000 m to the ocean floor, giving investigators an almost impossible task

Before attempts can be made to find the Boeing's recorders — a cockpit voice recorder and a flight data recorder that emits a homing signal for 30 days — the wreckage must be located

An extensive sea and air search has failed to do this, so far locating only the first bodies and floating debris

Ocean floor

Swells and currents are hampering the search and scattering debris

Once the wreckage has been located an even more difficult task faces the investigators — how to recover the recorders from the ocean floor and conduct an underwater accident probe

However, there have been two cases where flight data recorders — which measure up to 100 parameters including altitude and temperature — have been recovered from deep waters

In 1985, an underwater robot was used to locate the recorders of the Air India jumbo jet that plunged into the Atlantic 320 km and sank to a depth of more than 700 m

Two years previously, the recorders of a South Korean jet shot down by the Russians were brought up from the ocean floor

Japanese ask about 747's cargo

The Star's Foreign News Service

TOKYO — A leading Japanese-language newspaper asked today whether the ill-fated South African Airways plane that crashed near Mauritius was carrying flammable cargo

An editorial in *Yomiuri Shimbun* notes that in 1973 a Pan Am World Airways aircraft crashed near Boston after the pilot radioed that there was smoke in the cockpit

Later it was discovered a cargo of nitric acid had leaked because of faulty packaging

"What was the SAA Jumbo carrying?" the paper asks. "Had adequate measures been taken to ensure the use of non-flammable interior materials?"

An SAA spokesman said today that details of the cargo will not be made available until the board of inquiry has met.

Bereaved families battle to cope with shock

Staff Reporters

Grieving relatives of victims of the Helderberg tragedy are today trying to come to grips with the disaster.

Among the 159 aboard were husbands and wives, families, and engaged couples.

Veteran pilot Captain Dawie Uys (49) had, ironically, been about to publish a book on the topic of postage stamps related to air disasters He was an elder in the Kempton Park NG Kerk.

Former Minister of Transport Mr Hendrik Schoeman said he was an excellent pilot, a fascinating person and a family man.

Mr Schoeman will be visiting the Uys family today.

Mr David Hamilton Attwell (36), a senior first officer, died with his fiancee Miss Maggie Kruger, an air hostess.

The couple got engaged last November and tried to travel on the same flights as often as possible.

According to Mr Attwell's mother, Mrs Peggy Attwell, the couple left last Sunday for Taipei. Her son had worked for SAA since 1974 He was previously in the SA Air Force.

His sister, Mrs Lynne Johnson, said: "They were always busy, that's why they never got married. They never had time for it."

Also killed were Mr Andre Schalekamp and his wife Estelle, both members of the cabin crew. Mr Schalekamp's parents were closeted in their Pretoria home yesterday.

Mr A A E Schalekamp said: "We have to accept the will of the living God and nothing any of us do can change what happened"

The newly wed Mr and Mrs Schalekamp met through their work and had been going out for about seven months before getting married six months ago They arranged to fly together as often as possible as they did not want to be parted Mr Schalekamp's 12-year-old son from a previous marriage lives with his mother in Randburg.

E Schalekamp

A Schalekamp

Captain D J Uys

Mr D H Attwell

In terms of the State of Emergency regulations, news, pictures and comment in this newspaper

The SAA man who showed him the site took a piece of metal that he converted into a knife

The pilot of the Pretoria, Mr Eric Smith, was a friend of Mr Arntzen — they belonged to the same bowling club He and the 12 other crew members all died in the crash

Mr Arntzen, who was travelling to London and Germany, was reading a newspaper story about the fighting in South Korea when the Boeing 707 took off Shortly after that he lost consciousness

He came round after the crash and was loaded on to a helicopter that took him to hospital

He became a regular traveller on SAA flights after the crash, only agreeing to fly on another airline if there was no SAA flight available

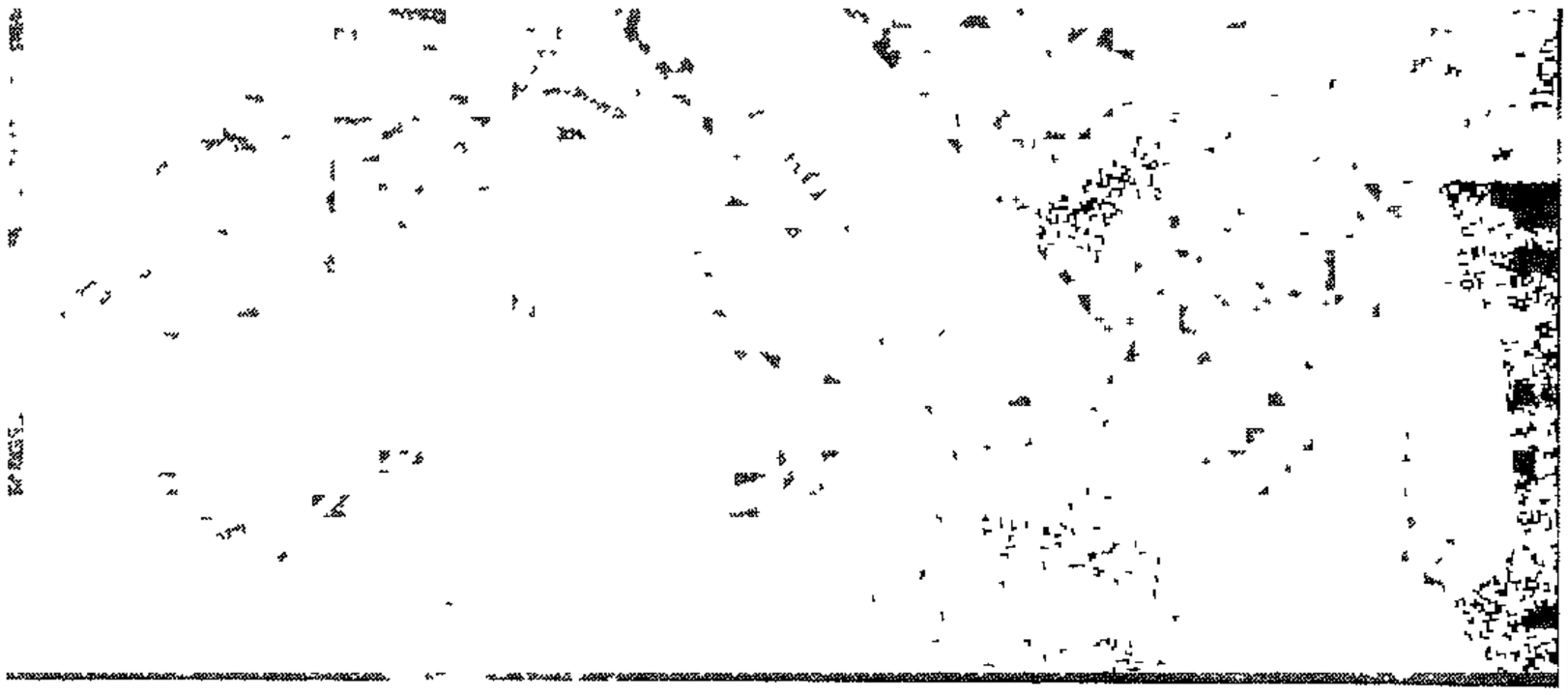
Since his retirement 11 years ago he has taken five international flights with SAA and many domestic flights

"I became a bit fatalistic," he said "You just have to put your trust in the pilot"

Boeing 'to help'

The Star Bureau

WASHINGTON — Boeing did not have the facilities or teams to launch underwater accident probes, a spokesman said The engineer the company was sending would "just be helping out and assisting" the investigators, he said.



Rafts and launches cluster around the wreckage of the Japan Air Lines DC-8 carrying 174 people that pancaked into Tokyo Bay, killing 24, after the pilot started hallucinating.

Boeing says 747 has 'outstanding record'

The Star Bureau

WASHINGTON — The Boeing 747 Jumbo jet had an outstanding safety record with only one air disaster traced to aircraft fault, a spokesman for the company has said.

The company had delivered 682 Jumbos. Seventeen, including SA295, had become "hull" (total) losses, 11 during flight, he said. The remaining six had been sabotaged or bombed.

Speaking from Boeing company headquarters in Seattle, the official confirmed that an engineer had left on Saturday for Johannesburg to help with the investigation.

The spokesman said the crash linked to aircraft fault was the Japan Air Lines crash near Tokyo in August 1985 in which about 524 people died. It was caused by the failure of a pressure bulkhead, de-compressing the jumbo and blowing pieces of aircraft debris through its tail, making the aircraft inoperable.

He said a member of Boeing's Accidents Investigations Department had left for South Africa "to see if Boeing can offer any help". The company did this routinely in accident investigations, he said, and the company's assistance was accepted in 98 percent of cases

The expert would be able to help "when they find something to go on", he said, and would be able to summon structural, avionics, engineering or other specialists when needed.

The spokesman described his company's relations with South African Airways as "very close". A Boeing representative stationed in the country was in touch with the airline daily, he said.

TAIPEI — The South African Airways office in Taipei yesterday released a list of passengers who were aboard the SAA jumbo jet that crashed into the sea near Mauritius while on a flight from Taipei to Johannesburg

Mr Tinus Jacobs, SAA's Taipei manager, said at a news conference the aircraft carried 140 passengers and 19 crew He said those on board included 71 South Africans, including the crew, 47 Japanese, 30 Taiwanese, two Australians, two Mauritians, two from Hong Kong, and one person each from Britain, Denmark, the Netherlands, West Germany and South Korea

SAA provided the following passenger list

South African passengers and crew members:

Gina Ackermann, Samantha K Ackermann, David Attwell, Giuseppe Bellagarda, Geoffrey Birchall, Hermanus K Burger, Peter Lindsay Cramb, Alan George Daniel, Joseph Achill Daniel, Manuel de Almeida, Jean Dodds, Colin Aubrey Hesqua, Stephen Halco Hutton, Andries R Kellermann, Martha Magdal Kruger, Sandra Laurens, Christopher Liddle, Cornelius Lottering, Alerie Lottering, Ariaan Carter Louw, Joseph Samuel Marus, Joanne Alid Meewen, Louis Minaar, Amjath Mohamed, E Poking, C Selirk, L Hayward, A McRobert, P Kana, H P Gerstl, M M W Cruikshanks, H K Cruishanks, P Bennett, J Harvey, J Wills, R Ikonen, W A Dodos, H Ming, a Mrs Bowping, Estelle Grix, E Ferrao, M Briz, H McNeill, S Denney, B Sandersen, R Machlup, L Pillemer, R Moss, J Share, D Boarman, M Meuller, A Lasneves, H W Herf, Thomas Barry Osler, Keith Prince, Trevor Anthony Sales, Anore Schalekamp, Estelle L Schalekamp, Mahomed Saleh Shaik, Fleur Strijdom, Isabella Swanepoel, Jacob Peir Swanepoel, Paul Menorik Theron, David Jacobus Uys, a Mr or Mrs Van der Westhuizen, Johannes Arm van Zyl, M Smith W P Boshoff, J Wright, a Mr Tobias, Vicola van Schalkwyk

Japanese passengers:

Yukio Saito, Mayumi Goda, Y Tsubo, K Tokunaga, Y Terai, K Fukumura, I Shimomura, M Shimamoto, Y Shimoishi, M Takeba, Y Takanashi, M Takahashi, S Tanaka, S Akiba, Koji Takahashi, Kohei Tsuboya, N Tsukamoto, Y Ueno, T Ueno, M Ujiie, M Yokoyama, H Yamazaki, S Yakahashi, T Yoshimura, T Mitarai, S Mori, Y Morimoto, T Nishikawa, K Nishiura, M Nakamura, K Okaya, T Okazaki, K Matsubara, N Sasaki, M Sasaki, M Omizu, W Shibahara, Y Harada, S Hashiguchi, Kabuiyuki Yamahara, Masanori Tonai, Minoru Takahashi, K Sonoda, T Komukai, H Kido, M Higashi, S Yasuda.

Taiwanese passengers:

Hsu Chiang-ho, Wang Hsin-ming, Wang Shih-cheh, Wang Chao-min, Chang Ming-teh, Lin Tiao, Lin Wu-hsiung, Lin Kuan-wen, Huang Ching-an, Huang Yung-sen, Huang Chiu-lin, Huang Chung-tieh, Huang Wen-bing, Zen Bing-yi, Lu Su-ming, Lin Sung-hsiung, Chen Cheng-wu, Chen Huang Su-lan, Chen Tin-hsiang, Chen Shih-sien. Hsieh Wen-hui, Chuang Chao-yen, Hu Yu-ying, Wu Ching-yuen, Wu Chi-hui, Liu Sung-zan, Yang Bao-chuen, Wang Chiun-chou, Liang Chu-hsuiung, Tsai Li-chu

Passengers from other countries:

Michael Stein, West Germany, Peter Otzen, Denmark, Alexander D William, Britain; Yin Cheng Chia, Mauritius, Farrouk Mohammud, Mauritius, Henri Nathieu Banens, Holland, K H Lam, Hong Kong, K T Chan, Hong Kong, G Marshall, Sydney, Australia, E Wolf, Melbourne, Australia, Kim Young Cheol, South Korea

had gone on a family familiarisation tour to the Far East.

"SAA would not allow her to break away from the group," said Saraswathi, Miss Kana's sister, from the family's home in Bertrams, Johannesburg, yesterday

hoping, Mrs Swanepoel's sister, Suzette Coetzer, sat in the lounge swollen-eyed and crying

"I have been with the boys since this morning. The whole thing is like a nightmare," she said.

The announcement of the scheduled arrival of the Taipei flight was removed from the international arrivals board

By mid-morning, all the waiting people had left Jan Smuts

October 15 1961, when a Dakota, the Paardeberg, flew into a mountain 16km from Kokstad, killing 13 passengers — including two children — and four crew members

On March 6 1962, two SAA crew members were killed when another Dakota crashed into a mountain in the Katberg range near Queenstown in the Eastern Cape

The loss of 159 lives in the Helderberg crash was the highest in aircraft accidents this year

On January 4, 51 people died when a Brazilian Varig airliner crashed near Abidjan, Ivory Coast

On August 17, 152 passen- tain near Milan, killing 37.

The worst accident in aviation history was on August 12 1985 when a Boeing 747SR of Japan Airlines crashed into a mountain 110km north-west of Tokyo, killing 520 passengers and crew.

There were four survivors

The most fatalities in an aviation accident occurred in March 1977, when two Boeing 747s collided on the tarmac at Tenerife Airport in the Canary Islands and burst into flames, killing 582 people

Other jumbo jet and wide-bodied plane disasters include

June 1985 An Air India Boeing 747 plunged into the sea off the Irish Coast, appar-

Late change of plan saved wrestler's life

PROFESSIONAL Canadian wrestler Tiger Jeet Singh says he is lucky to be alive.

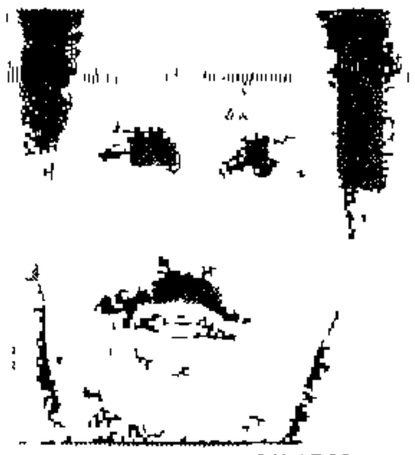
The India-born super heavyweight world champion, who was all set to take the fateful flight, changed plans at the last minute and came to South Africa via Frankfurt

An urgent business committment in Canada forced Mr Singh to cancel his flight to South Africa from Tokyo and return home

Two other professional wrestlers due to have fought in Durban last night were booked on the same flight, promoter Mr Ray Haripersadh said yesterday

They were the Japanese champion, the "Great Kabouchi", and 28-year-old Pakistani Jabbar Khan "Kabouchi" was accompanied by his wife, Mayomi Godia

Mr Haripersadh said he had spent four hours at Jan



TIGER JEET SINGH
"I thank God"

Smuts Airport yesterday waiting for the wrestlers to arrive

"My representative in Tokyo told me that "Kabouchi" and his wife had definitely boarded the plane"

Although Mr Khan was booked on the flight, Mr Haripersadh was not certain whether he had been on the missing plane

"The Japanese wrestler only got married three weeks ago and the couple were looking forward to their trip to South Africa," Mr Haripersadh said

Mr Singh, who was in Japan this week on a wrestling tour with the "Great Kabouchi" and Khan, had initially planned to take the same flight and arrive in South Africa yesterday

A visibly shaken Mr Singh said "I feel terribly upset I can't tell you what I feel deep down inside "Kabouchi" was like a brother to me

"I have known him for a very long time and he was a gentleman I can only thank God that I'm alive today

"Had I not gone back to Canada I would definitely have been on that aircraft"

"It is with sadness that I had to break the news to the wrestler's family in Japan This my first promotion and it has ended in tragedy" Mr Haripersadh said

PFP sympathises

THE Progressive Federal Party spokesman on Transport, Mr John Malcomess, expressed the party's sympathy to the families of victims on flight SA-295 which crashed in the sea near Mauritius yesterday

In view of the SAA's fine safety record the tragedy was hard to believe, he said.

"As transport spokesman for the PFP, I wish to express the party's sympathy to the families who are suffering such sorrow and uncertainty at this stage"

SAAF sends 'sea' pilot

AN experienced SA Air Force maritime pilot, Commandant Jinks Botes, has been sent to Mauritius to help in the search for the missing SAA jumbo jet

Commandant Koos Smit, SAAF liaison officer, said Commandant Botes had accompanied SA Airways and civil aviation experts in a Safair plane to Mauritius yesterday

With him was search and rescue equipment containing "survival packs".

Commandant Smit said he did not expect a request for further assistance

His worst fears confirmed after hours of agony

A DESPERATE husband's worst fears were finally confirmed after many agonising hours of waiting — his wife was aboard the downed SAA Boeing

By this stage, Mr Robert McNeill said he was "going out of his mind"

His nightmare began with his first unsuccessful call to South African Airways at 8 30am to inquire about his wife, Wendy Heather McNeill, a travel agent on an educational tour to the Far East

Confirmed

Then

● He received a message on his dictaphone telling him to contact SAA urgently in connection with his wife When he did call, nobody could help him

● He repeatedly tried to get information about his wife and the missing plane — but could not get through to any of the emergency lines

● He then received a call from an SAA staffer, Miss F van Niekerk, who confirmed that his wife was on board

● But, when the official passenger list was announced on television and radio broadcasts his wife's name was not on it

● Another call to SAA informed him that his wife was definitely not on the flight

"By then I was confused I couldn't make head or tail of what was going on," he said

He then phoned the Sunday Times who gave him a Press telephone number When he finally got though he was told his wife was indeed on the flight

"I was absolutely outraged when a lady told me she had had a tough day and did not need my nonsense

"I was trying to find out whether my wife was dead or alive, whether my two-and-a-half-year-old son was going to be motherless or not"

The Boeing widows who are expecting babies

ONE of the doomed passengers was Mr Peter Otzen, whose wife is expecting their first child in a fortnight.

And the wife of another, Mr Ahmed Swalea Shaik, was five months pregnant

Mr Otzen was manager of the Far East department of the South African Foreign Trade Organisation (Safto).

Johannesburg-based Mr Otzen was returning from one of his regular visits to the Far East on behalf of Safto clients

Pregnant

A Safto spokesman said "Mr Otzen was an excellent person and admired for his personal qualities and integrity as well as for his business acumen and experience"

● Mr Shaik, 26, who celebrated his birthday in Taiwan on November 17, is the father of a two-year-old daughter His wife, Fatima, 23, is five months pregnant

Mr Shaik and Mr Amjad Mahomed, 44, who owned an import business, left for Taiwan on November 6

Mr Mahomed, a father of five minor children — telephoned his wife, Rabia, from Taipei Airport minutes before he boarded the flight to South Africa.

● And in Cape Town the tragedy struck two families who have had close ties for years

Businessmen and close friends Mr Christopher Liddle, of Bergvliet, and Mr Stephen Hutton, of Kenilworth, both in their mid-30s, were returning from a two-week business venture in Taipei and Hong Kong.

Mrs Libby Hutton, comforting her three children — Kate, 7, Roger, 5, and Megan, 2, said she was woken at 6 45am yesterday when Mr Liddle's wife phoned her with the news.

She said the last time she spoke to her husband was last Tuesday night

"Stephen sounded very happy as he had just tied up a business venture.

"Only our eldest child, Kate, fully understands what has happened to her daddy. It's going to be hard telling the other two"

Devastated

● Another passenger was Johannesburg social worker Estelle Grix, who had visited Hong Kong to arrange a wedding date with her fiance.

Her brother in Durban, Gavin Grix, said he was devastated by the news.

● Two of those killed were Mr H K and Mrs M M W Cruikshanks of Rustenberg, parents of Mr Kerr Cruikshanks, chief executive of the Far East operation of the World Gold Council (formerly Intergold)

They were visiting their son who is based in Yokohama, Japan, and were returning to South Africa after their holiday

11645 29/10/87

Qantas seeks SAA aid on backdoor route

(269)

The Argus Foreign Service

PERTH. — Two days after South African Airways was banished from Australia, Qantas has asked it to help in cashing in on a backdoor route between the two countries

The Australian carrier has scheduled six extra return flights between Sydney, Perth and Harare in December and January The extra services, already heavily booked, are to cope with the high demand for holiday season travel.

Qantas is negotiating with both SAA and Air Zimbabwe to meet its extra Harare flights with special connections to Johannesburg.

Australia banned SAA flights as of Tuesday as part of its anti-apartheid policies but Qantas continues to fly a weekly service to Harare

PICKING UP BUSINESS

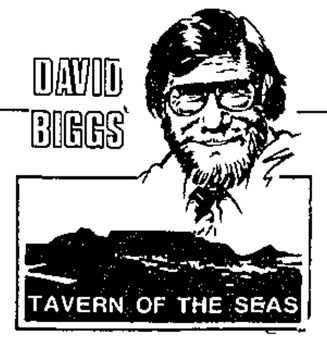
Qantas wants SAA to double the capacity of its Harare-Johannesburg flight on Thursdays to meet the needs of passengers using the regular Qantas flight to and from Zimbabwe.

A spokesman for the Australian Foreign Minister, Mr Bill Hayden, said in Canberra today that Qantas was not breaking any sanctions by cashing in on the Harare route

"Qantas is adhering to our guidelines on sanctions and we note that it is picking up business because of the cessation of SAA services," he said

Mr Jannie van Zyl, a SATS spokesman, confirmed that Qantas had applied for extra connections between Johannesburg and Harare over the Christmas holidays

"It is difficult to say when a decision will be made," he said.



His flat's fraught with fleas

SEVERAL readers telephoned me to tell me their own ways to get rid of fleas from cats

I can't pass on the names of the powders they recommend, because I'm not allowed to advertise.

One woman told me a sad story about applying a flea remedy to her cat She has arthritis in her one hand and spilled the liquid on the poor animal She tried to wash it off, but the cat became very ill and died, in spite of the vet's efforts to save it.

I am very wary of pour-on flea remedies for cats

Several readers told me that baby powder works well if you brush it into your cat's fur regularly.

And it smells better than flea powder

But one reader presented me with a new problem

He has fleas

He wouldn't mention his name, but said he had become so desperate about the fleas in his Sea Point flat that he had taken to wearing a flea collar round his ankle when he went to bed at night.

"I've had the whole flat fumigated, and I swallow garlic capsules every day, but the fleas are still a nuisance," he said

Personally, I don't think a single flea collar is enough for a whole human Flea collars are designed for smaller creatures. He should try wearing five flea collars to bed — one round each ankle, one on each wrist and one round his neck.

I'm sure *that* would scare off the fleas.

I hope he's not married.

15 Cape victims on board

FIFTEEN victims on the ill-fated Flight SA 295, which crashed into the sea early on Saturday morning, were from the Western Cape

They are

● **Mr Christopher Liddle**, 36, of Constantia Hills, an assistant general manager of Old Mutual He was returning from a two-week business trip to Taipei and Hong Kong He leaves his wife Gillian and children Nicole, 8, and Ross, 5 A memorial service will be held in the Camps Bay Catholic church on Wednesday at noon

● **Mr Stephen Hutton**, 36, Kenilworth, also of Old Mutual who was with Mr Liddle He leaves his wife Libby and children Kate, 7, Roger, 5, and Megan, 2

● **Mr Colin Hesqua**, 39, of Parow, had his own shipping company He leaves his wife Evelyn and two adult children

● **Mr John Wills**, 38, of Mowbray, general manager of Trade Traffic Shipping Services He leaves his wife Dee and children Simon, 13, Caroline, 11, Oliver, 8, Dominic, 5, Andrew, 2, and Lindsay, eight months A requiem Mass will be held for Mr Wills in St Patrick's Catholic church in Mowbray on Wednesday at 11am

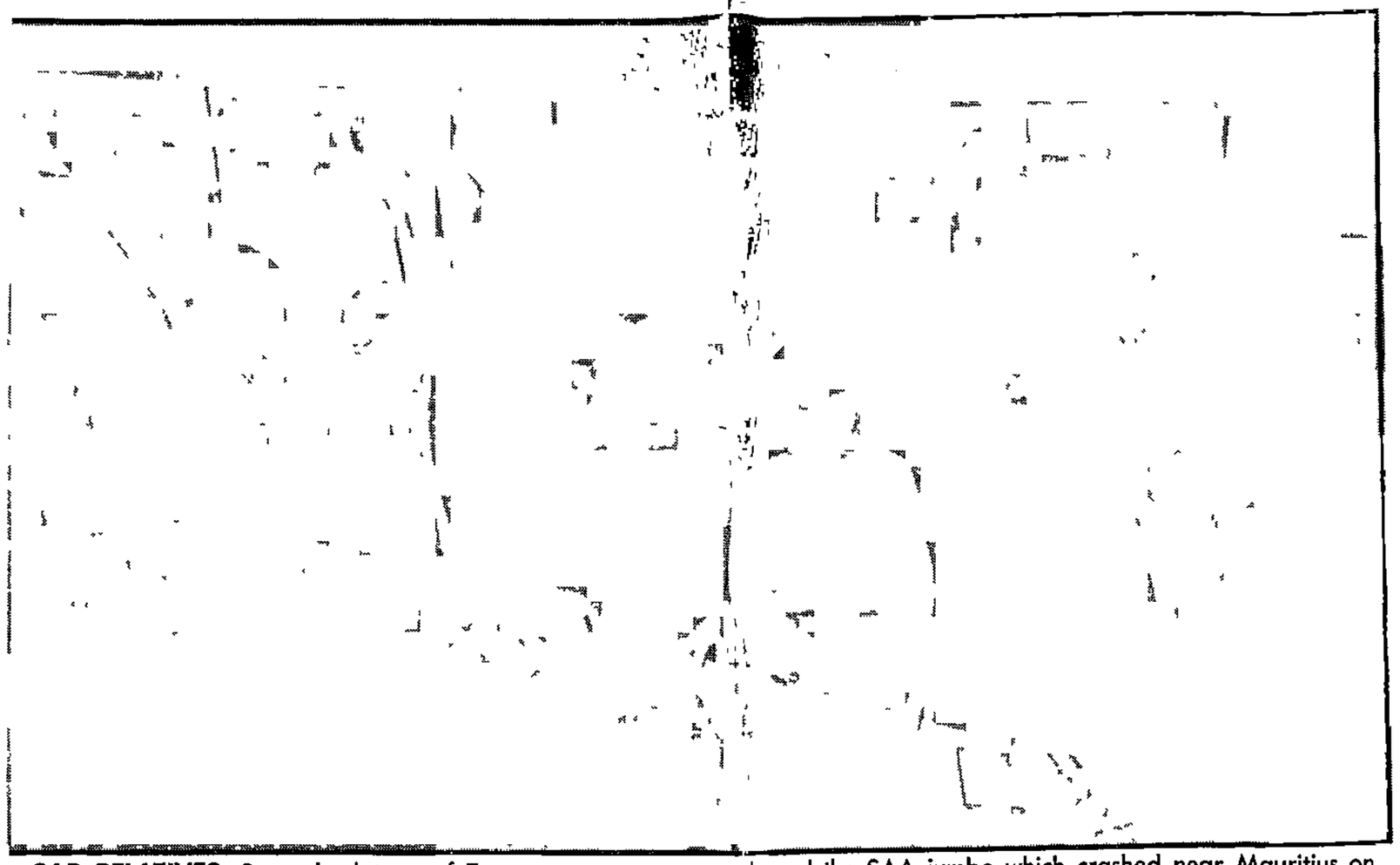
● **Miss Lynne Hayward**, 22, of Stellenbosch, a travel agent who worked at the Matie Travel Agency and was on a 10-day educational tour with other travel agents

● **Mr Michael Stein**, 36, of Hove Road, Camps Bay, who leaves his wife Adele and their son Christopher, 2

● **Miss Anne MacRobert**, 39, of Claremont, a travel agent, and Miss Alice das Neves, 31, of Plattekloof, also a travel agent

● **Mrs Gina Ackermann**, 28, of Stellenbosch and her four-month-old daughter, Samantha She leaves her husband, Mr Jean Ackermann, and an eight-year-old daughter, Dominique

● **Mr Ryno Kellerman**, 30, a flight steward who grew up in Cape Town He leaves his widowed mother, Mrs Winnie



SAD RELATIVES: Several relatives of Taiwanese passengers on board the SAA jumbo which crashed near Mauritius on Saturday attend a Press conference by the SAA office in Taipei.

Bereaved boys face uncertain future

The Argus Correspondent

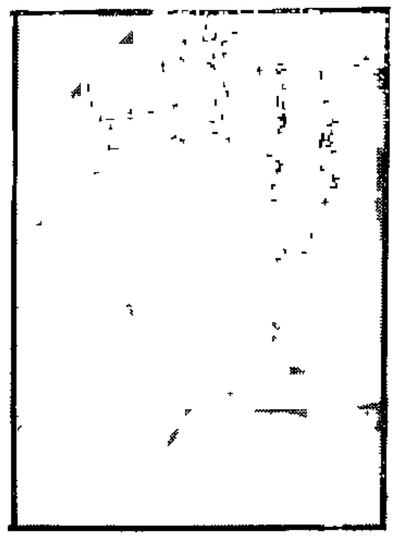
THREE young Johannesburg boys, who lost both their parents in Saturday's air disaster, face an uncertain future

Mr Jaap Swanepoel,48, a well-known Johannesburg public relations officer and former journalist, and his wife Isabel, 45, died on the way home from their first holiday in four years

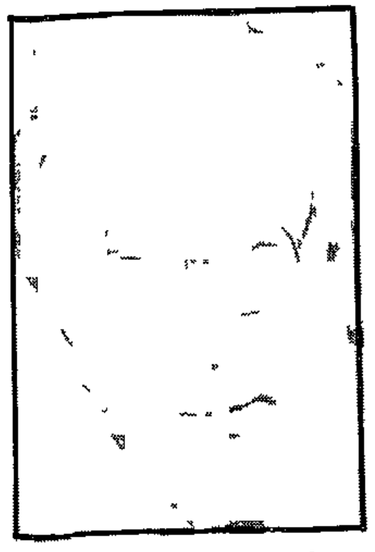
According to Mr Swanepoel's mother, Mrs Susanna Potgieter, nobody yet knows what will happen She will however, stay with the boys until things have been sorted out

The couple had been holidaying in the Far East for three weeks — the first time they had visited that part of the world

Speakin fro[illegible]



Mrs Isabel Swanepoel



Mr Jaap Swanepoel

gieter said the family had received a number of postcards from Mr and Mrs Swanepoel who said they were having a [illegible] enjoyin

Early on Saturday morning the family heard the news of the disappearance of flight SA 295 on television

Mrs Potgieter telephoned Jaap and Isabel were on the flight

"But it was only at 6pm that we knew for sure they had been on the plane," Mrs Potgieter said

The couple were married on October 10 1964 and lived in Potgietersrus for two years before moving to Johannesburg

Journalists who knew Mr Swanepoel described him as a fun-loving, outgoing and energetic person who made friends very easily A former Standard Bank public relations officer and journalist, Mr Swanepoel had his own public relations firm He was also well-known on the Johannesburg stock exchange

Friends and family gathered at the Linden home yesterday to comfort the children, Hardus, 21, Riaan, 19,

Fog saved five from fatal flight

Argus Correspondents

FIVE would-be passengers of the ill-fated South African Airways flight SA 295 cheated death when their flight to Taipei from Hong Kong was rerouted to Taiwan's second largest city, Kaohsiung, because of fog above Taipei

They returned to Hong Kong to catch another South African Airways flight, SA 287 which arrived at Jan Smuts Airport shortly after 7am yesterday

Connecting flight

The plane stopped in Mauritius but only picked up a "handful" passengers, most of whom came from a connecting flight from Singapore, passengers said

The Johannesburg Bureau chief of CBS News, Mr Bill Mutschmann and his wife Doreen were two of the five who were meant to board flight SA 295

"My wife and I were on our way out from mainland China after a months' holiday and were planning to spend a week in Mauritius on the return trip

"We caught a connecting flight from Hong Kong to Taipei but dense fog prevented our plane from landing and were were diverted to another airport in Taiwan

Complaining

Mr Mutschmann said family and friends from all over the world had been telephoning his home to find out whether or not they were on SA 295 "They knew we were meant to catch that flight The phone hasn't stopped ringing," Mr Mutschmann said

Johannesburg businessman Mr Michael Murray telephoned his wife, Barbara, in Johannesburg at 1145pm, local time, to tell her he wouldn't be on SA 295

On Saturday morning Mr Murray's father phoned Mrs Murray to tell her about the accident.

She nevertheless shed a few tears while waiting in anticipation for the passengers to enter the international arrivals hall

Crew replaced

Mr Peter Gutridge said fellow passenger Mr Bill Mutschmann told him of the accident when they returned to Hong Kong

Mr Gutridge then telephoned his wife, Elsje, in Johannesburg

Flight co-ordinator, Mrs Alex Economides, flew out on the Helderberg on Thursday night which was en route to Taipei via Mauritius

In Mauritius the crew was replaced Mrs Economides caught a later flight to Taipei then transferred to Hong Kong

I HAVE been told that I must immediately cease knocking the practice of wearing ties. Here at The Argus it is Holy Writ that chaps will wear ties to work as long as the State President wears a tie to work.

If the State President should ever choose to arrive at his office in a safari suit or a caftan, then we Argus chaps will be allowed to do likewise

But until then

And in the mean time, a reader from Newlands assures me that ties are most unhealthy in South Africa's summer climate.

"I suggest that some expert tries to work out just how many layers of fabric the average South African male carries round the back of his neck when he goes to the office on a hot summer day," he says.

Maybe somebody from the State President's office would like to investigate

It would be most undesirable to have the head of state resting on an unhealthy neck.

Puff for crops

READING between the lines, I get the impression that South Africa's most profitable agricultural product isn't maize or wheat or wool.

I think it's dagga.

In his recent report to Parliament, the Commissioner of Police said more than R1,5-billion worth of dagga had been confiscated during the year and another R612-million worth of dagga had been destroyed in the growing areas

That's more than two billion rands worth of dagga, and that's just the amount that has been destroyed!

If that's a true reflection, dagga must be one of the few crops that fetches a decent price — without a Government subsidy

★★★★★

I'M TOLD the yuppies are still shouting "Buy! Buy! Buy!" in spite of the stock market collapse.

They just spell it differently now.

"Bye, Rolls. 'Bye, Porsche. 'Bye, Merc."

The Wanderer

Jumbos have 'outstanding safety record'

By Alan Dunn
Argus Foreign Service
in Washington

BOEING Jumbo jets had an outstanding safety record with only one air disaster traced to aircraft fault, a spokesman for the manufacturers has said

The company had delivered 682 Jumbos. Seventeen of them — including flight SA 295 on Saturday — had become total losses, 11 of them during operation, he said The remaining six had been sabotaged or bombed, he said

Speaking from Seattle, Washington, where Boeing has its headquarters, the company official also confirmed that an engineer had left on Saturday for Johannesburg where he would help with the crash investigation

The spokesman said the crash linked to aircraft fault was the Japan Airline crash near Tokyo in August 1985 in which about 524 people died It was caused by the failure of a pressure bulkhead, decompressing the Jumbo, and blowing pieces of aircraft debris through its tail, making the aircraft inoperable

He said a member of Boeing's Accidents Investigations Department had left for South Africa "to see if Boeing can offer any help" This company did this routinely in accident investigations, he said, and the company's assistance was accepted in 98 percent of cases

The expert would be able to help "when they find something to go on", he said, and would be able to summon structural, avionics, engineering or other specialists — whatever expertise was needed — to help further once a little more was known

The Boeing spokesman described his company's relations with South African Airways as "very close" A Boeing representative stationed in the country was in touch with the airline daily, he said

Mr Adriaan Carter Louw, 34, a civil engineer and chartered accountant, who was returning from a business trip to Taiwan He leaves his wife Philippa, who is expecting their second child in April or May, and a 21-month-old daughter, Sarah

● Mr Joss Tobias, 53, of Vredehoek, a bachelor who lived with his mother

● Mr Ralf Ikonen, 24, of Sea Point, a Finnish immigrant who had lived in Cape Town for eight months He worked as barman at a city club

● Mrs Jo-Anne McEwan of Cape Town — Staff Reporters and Sapa

complaining bitterly that we had missed our flight — flight SA 295 We then flew back to Hong Kong and caught another flight to Johannesburg via Mauritius When we got to Mauritius they wouldn't let us off the plane so we flew home

"I would much rather miss a week in Mauritius than have been on SA 295," Mr Mutschmann said

"I fly myself, I'm a pilot There are five extremely lucky people sitting in Johannesburg who should have been dead," said Mr Mutschmann

Her husband, Johann[illegible] photographer Mr Costa Econ[illegible]omides, said he had spoken to his wife on Saturday morning and she was very depressed about the accident

"She knew quite a few of those who were killed," Mr Economides said

Mrs Economides has been with SAA for 15 years

"This is very distressing stuff," her husband said

There were also tears at the airport yesterday when SAA stewardesses met their colleagues to exchange news of the accident

Woken with juice, then ...

Staff Reporter

MR COLIN Eglin, leader of the Progressive Federal Party, who caught flight 295 from Taipei exactly a week before the fatal flight, today said he could fully imagine and understand the horror of the last minutes of the Helderberg

Mr Eglin, who returned on flight 295 after a three-week visit to China and the East, said that knowing what the flight must have been like, he felt especially upset about the crash

At 2am the passengers, sleeping snugly under blankets would probably just have been wakened by a bell on the intercom, he said

"They would have heard the reassuring voice of the pilot telling them he had started the descent to Mauritius They would have been stirring and the cabin crew would have started bringing around orange juice"

Many would probably have bought Christmas presents in the East for their families His flight had been full of them

"They would have been full of excitement about getting home and then this changed to the unspeakable horror of the crash

"I would like to express my condolences to the relatives and friends of those who died and especially to those to had to wait at Jan Smuts Airport in anticipation of a joyous reunion"

Japanese crewmen

Staff Reporter

THE crew of two Japanese fishing trawlers were waiting in Cape Town docks today for instructions from their parent company in Japan following the death of 38 replacement crewmen in the SAA Boeing crash.

Two technicians due to repair a third Japanese fishing vessel, the Mikami Maru belonging to the Hoko Fishing Company of Tokyo, were also killed, a spokesman for agents said today

A total of 32 crew, including senior skipper Mr M Takeba, were to join the Teshio Maru and six the Yoshino Maru on Saturday The vessels belong to Nippon Suisan Kaisha of Tobata

The spokesman said he hoped to hear today about replacement crews and technicians

The boats are in port for repairs and to take on new crew before setting sail for 10 months of fishing

The spokesman said the crews who were to be replaced were deeply shocked and upset by the death of their colleagues, many of whom they had sailed with

In memory — two empty theatre seats

TONIGHT when the lights dim and the curtain rises at the State Theatre there will be two empty seats where Mr Keith and Mrs Renee Prince should have been

The empty seats tell the silent tale of the tragic death of Mr Prince one of the victims of the Helderberg air disaster

Mr Keith, General Manager, buying and management, at Iscor was to have attended Iscor's glittering end of year function at the State Theatre this evening

The company has bought out the theatre for tonight's production of *The Great Waltz* and clients and business associated where invited to attend the show instead of the usual cocktail party

Mr Piet du Plessis, Manager of Public Relations, said they had not yet decided whether there would be a tribute to Mr Prince at the performance

Mr Prince was returning from a business trip to the Far East when the Boeing crashed in the Indian Ocean near Mauritius

There will be a memorial service at the Brooklyn Methodist Church for Mr Prince on Wednesday at 10 am

Was ill-fated SAA jumbo carrying flammable cargo?

The Argus Correspondent
in Tokyo

A leading Japanese-language newspaper asks whether the ill-fated South African Airways flight that crashed near Mauritius was carrying flammable cargo.

An editorial in today's Yomiuri Shimbun notes that in 1973, a Pan Am World Airways aircraft crashed near Boston after the pilot radioed a message that there was smoke in the cockpit.

Faulty packaging

Later it was discovered that "a cargo of nitric acid in the aircraft had leaked because of faulty packaging What was the ill-fated SAA jumbo jet carrying? Had adequate measures been taken to ensure the use of non-flammable interior materials?"

The Yomiuri Shimbun, in league with other newspapers here, has said the possibility of "terrorism" being involved seems "unlikely" because of the pilot's message about smoke in the cockpit

"More than six millioin Japanese people travel overseas each year These include not only tourists taking advantage of the strong yen, but also businessmen and workers such as those fishermen, who travel regularly on international flights Aircraft which embody the essence of modern science are fragile things in the face of nature" added the editorial

SAA in Tokyo will be assessing what if any effect this will have on air travel between the [illegible] East and South Africa SAA is the only direct carrier on this route, although it is possible to reach South Africa across the continent via Nairobi and Harare

In 1985, after the massive Japan Air Lines tragedy that claimed more than 500 lives, JAL saw domestic sales slump a staggering 40 percent over the following year, a slump it has only recently mostly recovered from

In the past year, the SAA route to the Far East has been busy as trade ties have been boosted here due to sanctions from Western nations The Friday Taipei flight was only recently added

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Govt transport plan expected to backfire and create havoc

30/11/87

MICK COLLINS

GOVERNMENT'S plan to deregulate heavy transport and declare "free" 300km operating zones from tomorrow is set to backfire, say industry spokesmen.

Predicting a total snarl-up of the trucking sector in new bureaucratic red tape, organised transport says proposed regulations are a "minefield" and have grave economic implications for the sector.

"It will be totally counter to what the Department of Transport (DoT) is attempting to achieve," says one commentator.

Due to be specially gazetted today, the regulations call for what National Association of Private Transport Operators (Napto) CE Andre Jacobs describes as "the impossible".

"Chaos is awaiting us from tomorrow. These regulations come into force on December 1 and there is no way operators can comply with them in time," Jacobs says is likely to "create havoc", calls for each vehicle to obtain a valid certificate of Fitness (CoF) or a roadworthy certificate in the case of private carriers.

"Currently, at least 70% of the vehicles on SA roads are not required to have CoFs. New vehicles are not even required to obtain either a CoF or a roadworthy.

"What will happen when all of these operators arrive at the testing stations to comply? There is no way local authorities can cope with this sort of volume ...

"I forsee major turmoil," Public Carriers Association (PCA) CE Ian Moss says this particular regulation will place an almost unbearable burden on the industry.

A further complicating factor is the stated requirement that all vehicles — with the exception of those in Natal — will have to go back for a new CoF every six months. There is a very definite threat the whole system could break down under the strain."

One of the advantages, Moss says, could be that government would be forced to expedite the privatisation of testing facilities.

Some of the regulations specified to come into force on Business Day are set to pose problems for the smaller operators — some of whom are not yet aware of the new developments.

ARGUS 30/11/87 (269)

More bodies found

PORT LOUIS. — Four more bodies from the jumbo jet crash off Mauritius were found today, bringing to nine the number recovered.

Five bodies, two men, two women and one of unknown sex, were recovered from the sea yesterday in the area where South African Airways Flight 295 crashed on Saturday.

None of the bodies has been identified and all are said to be badly mutilated

Sharks are making rescue operations more difficult Shark repellent is to be sprayed over the crash area, said sources close to the rescue operation

The first bodies recovered looked as if they were torn apart in an explosion, according to Captain Roger Addison, captain of the Mauritian tug which was the first ship on the scene

He said "We recovered the first two bodies about 9 30am yesterday They were the bodies of a man and woman Both looked Taiwanese and it looked to me like they had been torn apart in an explosion

"Their injuries were definitely not caused by sharks like the later bodies we found"

The tug also recovered a mailbag and other debris

Same section

Captain Addison said "Around 3pm we picked up the bodies of another man and woman, but both these bodies had been mauled by sharks and were badly mutilated"

He said all the bodies appeared to be Taiwanese, indicating that they had come from the same section of the plane

South African Navy strike vessel Jim Fouche has left Durban for Mauritius to help in the search. Two Puma helicopters of the South African Air Force with long-range fuel tanks are being transported to Mauritius to join the search today

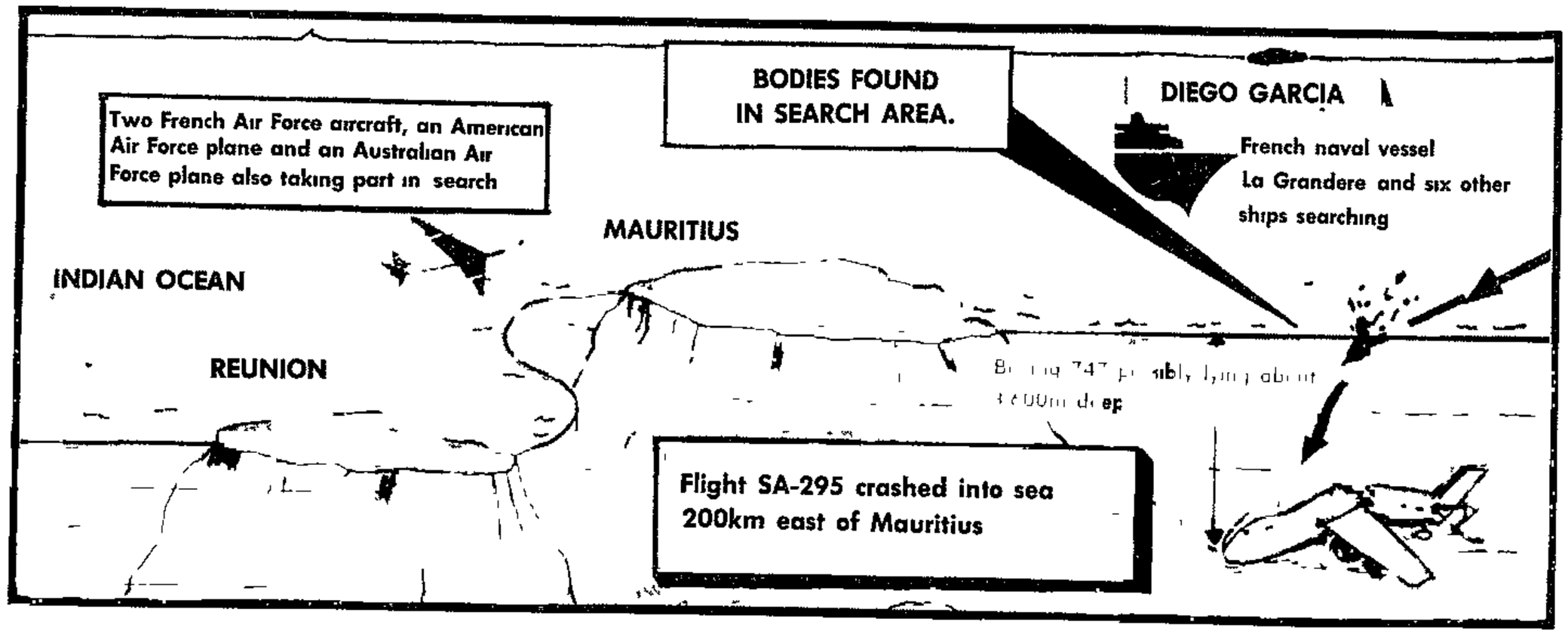
SAA last night denied reports that the jet, Helderberg, had been delayed in Taipei because of a bomb threat or for "technical reasons" The hour-long delay had been caused by the weather and the wait for connecting passengers, the airline said

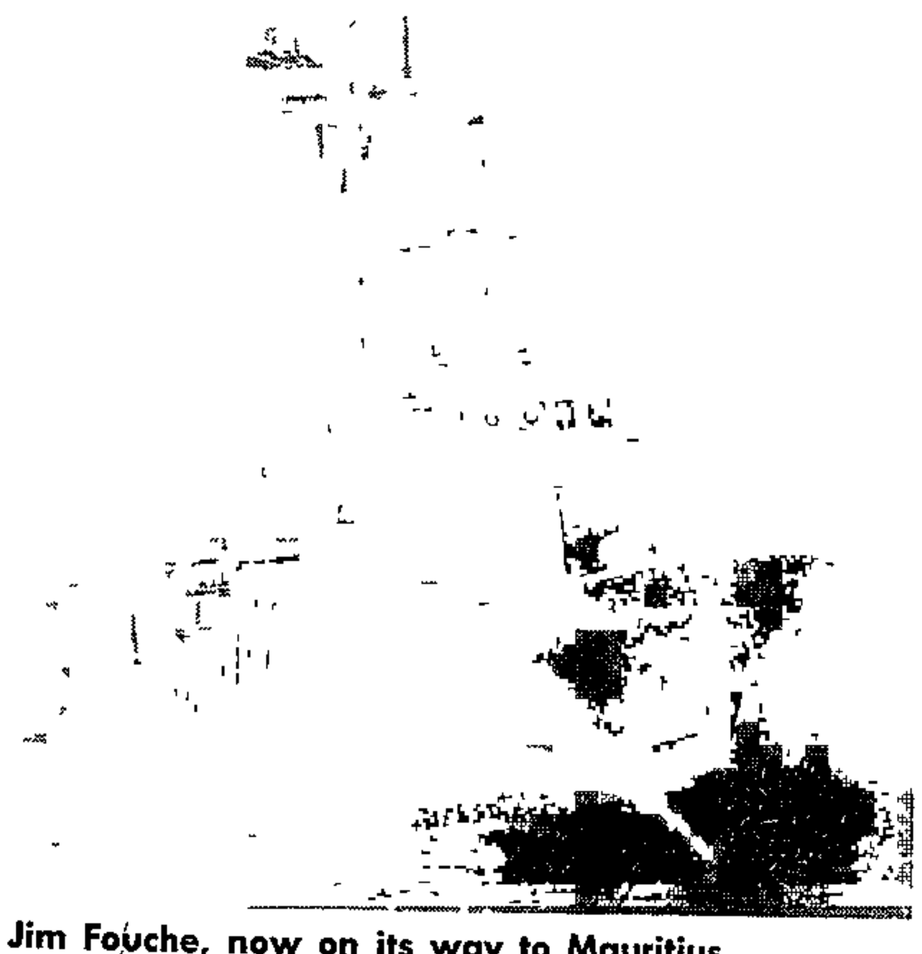
SAA's acting-deputy chief executive, Mr Viv Lewis, is leading the search-and-recovery operation He said the debris was "caused by impact" There was no sign of survivors

He said they had found no signal from the aircraft's black box but it was capable of transmitting a signal for 30 days

Mr Lewis took charge of the operation when the Mauritian government ruled that the crash was outside its territorial waters

Luggage, dinghy





Jim Fouche, now on its way to Mauritius.

The Scarab underwater recovery vehicle.

● More reports and pictures, page 13.

Mayor's message

Municipal Reporter

said "An escape chute, a lifejacket and a life raft have been found floating over a wide area of the ocean."

In Johannesburg SAA spokesman Mr Nico Venter said the 159 people on board the Helderberg could be presumed dead He said the airline's priority was to find the bodies, find the black box and look for further wreckage

The French warship La Grandiere is directing the search and recovery and there are six other ships in the area

An American military aircraft from the base on Diego Garcia, two French Air Force aircraft and an Orion long-distance reconnaissance aircraft of the Royal Australian Air Force are also searching

The first five bodies were expected to arrive in Mauritius today and a post-mortem would be carried out by a Mauritian medical team aided by South African doctors, said a spokesman at Plaisance Airport on Mauritius

A spokesman for the Réunion Department of Civil Aviation said special South African equipment for locating the black box was expected to arrive soon

The box is thought be lying at a depth of up to 3 600m

Working closely

In 1985 an underwater robot called Scarab found the black box of an Air India jumbo jet which plunged into the Atlantic Ocean off the Irish coast and sank to 700m

South African experts who flew to Mauritius on Saturday are working closely with Mauritian government and aviation officials

The Boeing 747 combi, carrying a crew of 19 and 140 passengers crashed 200km from Mauritius soon after a message from the captain that there was smoke in the cockpit The aircraft was due to land at 13 minutes past midnight GMT (2 13am South African time)

South African Airways says no special arrangements are being made to fly relatives of the passengers to Mauritius as "there seems no point in their coming here".

The South African Government has thanked the nine countries who offered to help after the crash.

The message of thanks was conveyed by the Minister of Foreign Affairs, Mr Pik Botha

He said "On behalf of the South African Government I would like to express appreciation for assistance and offers of assistance which have already been received from Mauritius, the United States, France, Japan, Australia, the Seychelles, Belgium, Greece and Paraguay

"In particular I would like to thank the government of Mauritius for immediately making available all facilities required to conduct an effective search and investigation for survivors, as well as facilitating the flow of information in this regard." — Special Correspondent, Argus Africa News Service and Sapa.

Engine trouble: UK-bound SAA jet turns back

PORT ELIZABETH. — A South African Airways jet en route to London had "engine problems" soon after leaving the West African island of Isla da Sol on Saturday, and was forced to return to the island.

A spokesman for SAA said flight SA 234, a Boeing 747, returned to Isla da Sol soon after take-off and the engine was replaced after another was sent from Frankfurt

The passengers were placed on a British Airways flight.

COMPUTER

The spokesman could not elaborate on the nature of the engine problems.

Also on Saturday, an internal flight bound for Port Elizabeth had to return to Johannesburg 10 minutes after take-off after problems with its onboard computer. The passengers were transferred to another plane. — Sapa

Last message: 'Smoke in the cabin. I think we have fire'

The Argus Correspondent

JOHANNESBURG — What happened in the last few minutes of Flight 295 is the question being asked by grieving relatives and aviation experts

The last radio message from the Helderberg to Mauritian air-traffic control was made when the Boeing 747 combi was 65½ sea miles from Mauritius and 10 minutes from landing

The pilot, veteran pilot Captain Dawie Uys, shouted "There is smoke coming into the cabin I think we have a fire"

A Mauritian controller said the crew asked to make an emergency descent to 4 000m from its cruising altitude of about 11 000m

INSTRUMENT LANDING

It is practice to descend in emergencies to reduce the cabin pressure

The controller said he cleared the aircraft for an instrument-landing approach and the crew replied "Roger"

Contact with the aircraft was then lost

An aviation expert said the fact that the pilot mentioned smoke, that no more was heard from the cockpit and that no mayday signal was sent indicated that the crew was quickly incapacitated, either because of an explosion or from toxic gas released in a fire

CAUSED BY CHAFING

"The aircraft's seats and furnishings, when burning, give off a toxic gas and many people who survive the impact of an air crash die of suffocation"

He said a fire might have been caused by chafing — the rubbing together of two objects. Although the pilot reported smoke in the cockpit, a fire may have started in the hold and smoke may have been drawn into the rest of the aircraft

The lack of response from the cockpit also indicated that there was no controlled landing (ditching) on the sea. "If the pilot had decided on this, he or the co-pilot could have easily been able to send a mayday signal"

He said if the aircraft had crashed into the sea uncontrolled and if it had been nose-down, few would have survived the impact.

exists and [illegible] friends of the victims [illegible]

"We remember in our prayers particularly those Capetonians who so tragically passed away"

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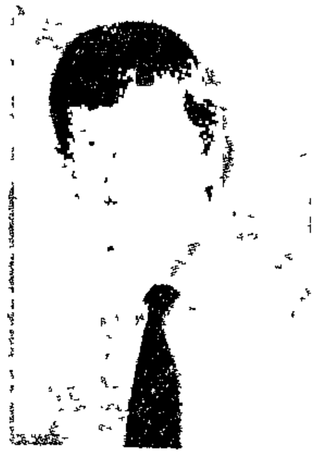
'DOOMED' JET

Boeing was butt of crew jokes

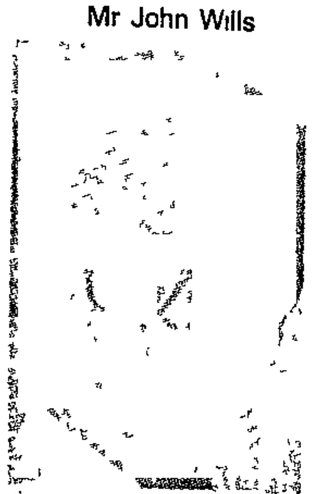
CAPE TIMES 30/11/87 269

West Cape people on board See Page 3

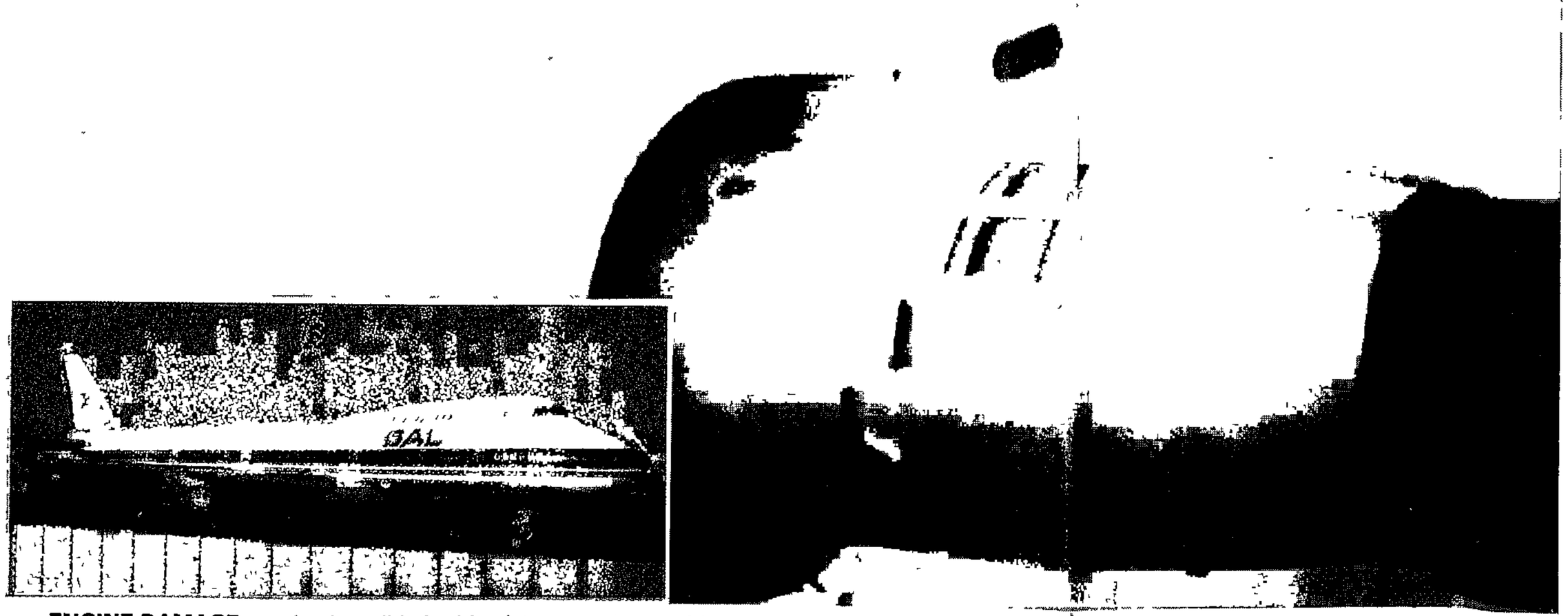
Mr Adriaan Louw



Mr John Wills



Mr Stephen Hutton



ENGINE DAMAGE . . . clearly visible in this picture, on the outside of the jet engine, is the damage caused to the Helderberg by an engine explosion on June 29, 1981 on a flight to the United States.

Reports by ROGER MAKINGS in Mauritius, DIANE CASSERE, CHRIS ERASMUS, SHAUNA WESTCOTT, PATRICK COLLINGS, JOHN VAN DER LINDEN and YVETTE VAN BREDA in Cape Town

THE Helderberg seemed "doomed" from the start of its seven-year term of service with SAA.

At least that was the "joke" told by air crews working on the B 747-244 Combi jumbo jet.

The Helderberg blew an engine during a flight to the United States only six months into its service in June 1981

The aircraft was brought into service on November 12, 1980, and arrived at Jan Smuts Airport for the first time on November 28 that year — exactly seven years to the day that it ended its service in the crash

Five mangled bodies were plucked from the Indian Ocean yesterday before the search was put

CAPE TIMES 30/11/87 269

Clues point to quick end for those on board

By CHRIS ERASMUS

THE full truth of what happened to the Helderberg as it began its descent to Plaisance Airport in Maur-

SAA jet has 'problems'

Own Correspondent

PORT ELIZABETH — An SAA jet en route to London experienced "engine problems" soon after leaving Ihlas da Sol on Saturday, and was forced to return

An SAA spokesman said flight SA 234

Korean jet missing with 115 on board

SEOUL, South Korea. — A Korean Air jet with 115 people aboard on a flight from the Middle East was missing yesteday somewhere near Burma and may have crashed into the sea or thick jungle, officials said

An air-operations official at Seoul's Kimpo International Airport said KAL Flight 858 from Baghdad to Seoul vanished without a trace and that officials were trying to determine what happened

The four-engine Boeing 707 jet was carrying 95 passengers and a crew of 20 the air

CAPE TIMES 30/11/87 269

Scattered wreckage a floating tombstone

From ROGER MAKINGS

PORT LOUIS, Mauritius — Scattered wreckage, like a floating tombstone, marked the watery grave of SAA's Boeing 747 and its 159 passengers and crew

Among the wreckage, a burning flare marked the spot where a US Navy plane thought it had spotted a fifth body.

Motorboats of the French Navy and Mauritian coastguard

from Plaisance Airport, I skimmed over the scene of death and destruction

Flying at 160

the early hours of Saturday morning

According to aviation experts, the few clues to the mysterious crash all point to a mercifully quick death for the passengers and crew of flight SA 295.

The Helderberg's black box flight recorder was assumed to be at the bottom of the ocean and full details of the final communications between the pilot, Captain Dawie Uys, and Plaisance ground control were still being awaited in Johannesburg

"We don't know yet what was happening in the aircraft before disaster struck, but it is safe to guess that normal descent procedures were in operation," said SAA spokesman Mr Leon Els

"The pilot had just asked Plaisance for clearance to descend from 6 000 metres to 4 000 metres The next thing he said was that he had a 'smoke problem' in the cabin Then silence

"But until we get the black box, we will not know anything for sure"

The Boeing 747 was just 13 minutes from the safety of Plaisance Airport when disaster struck — apparently suddenly and with sufficient violence to trigger rapid decompression

Among the few scenarios which would fit the scant facts available would be an explosion

SAA said the 747's take-off had been held back by an hour because of poor weather conditions and hold-ups in getting connecting passengers on board

However, at least one South African aviation expert, who declined to be named, said that if there had been a bomb on board, it would explain the sudden cessation of communications

"What puzzles me is that the pilot indicates he has a smoke problem — not an explosion as such — then silence If there was rapid decompression it would explain the sudden silence as no one would have been capable of sustaining consciousness long enough to communicate"

take off and the engine was replaced

An internal flight bound for Port Elizabeth had to return to Johannesburg on Saturday when the crew experienced problems with its onboard computer

nationals, officials, and

The Burmese Civil Aviation Administration in Rangoon said the plane was over the Andaman Sea some 240km west of the Burmese coastal town of Tavoy when contact was lost.

Burmese officials informed the South Korean government that a search operation had been launched

The South Korean Foreign Ministry alerted all its embassies in the South-east Asian region to help get information on the plane — Sapa-AP

From our chartered Air Mauritius twin-engined aircraft, we were able to see the Safair Hercules and the US Navy Orion continuing their patterned-search for survivors

Yesterday afternoon, after a one-hour flight

Ocean is paradise of Mauritius, I watched transfixed as what appeared to be shattered interior panels and assorted debris were swept further out to sea The force with which the airliner hit the water must have been huge

mutilated that it was not immediately possible to determine their sex, an official said.

The badly mutilated bodies of a man and woman were spotted by a Mauritian ship, the Confidence, at 7 27am SA time yesterday The body of another woman was sighted around midday

The acting deputy chief executive of SAA, Mr Viv Lewis, yesterday said no deadline had been set on

To page 3

Mrs Gina Ackermann

Less hope for early release of Mandela

Cape Times 30/11/87

Political Staff

THE chances of an early release for jailed ANC leader Mr Nelson Mandela are dwindling rapidly.

There was strong speculation after Mr Govan Mbeki's release recently that Mr Mandela would be next

But security sources have disclosed that they are not entirely happy with the way in which Mr Mbeki is operating which could even lead to his being banned

He is a listed communist but may address meetings without being quoted

A senior source indicated that Mr Mbeki was now being "manipulated" by the ANC and that everything he did was part of a deliberate campaign to improve the organization's image

Government spokesmen indicated some time ago that the release of further security prisoners, such as Mr Mandela, would depend on what happened after the release of Mr Mbeki and other prisoners

Indications now are that Mr Mbeki's active return to politics and his attempt to address a massive rally at the weekend in particular has raised doubts about his release in security circles who believe the revolutionary climate is still too high

It was hoped that Mr Mbeki would retire to a quiet life after his release but he is now working in close co-operation with the ANC

He has been told not to do anything which could harm the image of the ANC or the chances of other releases

However, it is quite evident that while the authorities are unhappy about the outcome of Mr Mbeki's release the chances for Mr Mandela, whose release would be even more emotional and sensational, are slim

● **Mbeki's moves 'at ANC command', — Page 4**

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See Page 5

Freebie for Fergie

Own Correspondent

LONDON. — Fergie, the Duchess of York and wife of Prince Andrew, is to take up Sun International's invitation of a free holiday at one of the group's R6 000-a-week Mauritian hotels. Mr Sol Kerzner is boss of Sun International.

Fergie will take three girlfriends with her — and they won't have to pay a penny

The group will spend five days at the luxurious Saint Geran Hotel.

The travel-mad duchess has been criticized for the number of "freebie holidays" she has enjoyed since marrying Prince Andrew.

These include trips to Mauritius, Barbados, Canada, Paris, Switzerland and America.

Duchess of York

Pick 6 carry-over set to boost festive payout

THERE is another Pick 6 carry-over

This time R321 484 from Kenilworth's Saturday meeting is carried to the Wednesday meeting and it could boost the pool to the R1-million mark.

The last Pick 6 double carry-over produced a gross pool of R2 033 017 with six winning tickets each collecting R281 037

The prospects of another big payout on Wednesday are reasonable The first leg has 14 runners, all of whom have yet to win The remaining five legs are smaller but keenly contested and there could be surprises

Reagan brushes up on Red jokes

SANTA BARBARA. — The Washington summit could test Soviet leader Mr Mikhail Gorbachev's sense of humour as President Reagan is likely to tell him a Russian joke or two.

Mr Reagan is renowned for his fondness for a funny story, often telling jokes at his own expense as well as poking fun at a political or ideological foe Aides say there is no maliciousness in his humour

One of Mr Reagan's current favourites is about a lost parrot and its Russian owner, who tells the Soviet KGB secret police "In case that bird is found, I just want you to know I disagree with everything it says"

Another is about a Soviet citizen who orders a new car, pays his money and is then told by the salesman he can take delivery in exactly 10 years "Morning or afternoon?" the buyer inquiries

"Ten years from now, what difference does it make?" the salesman asks

"Well, the plumber is coming in the morning," the customer explains

Mr Reagan, 76, says his penchant for Soviet jokes is a "new hobby"

"I have been collecting stories that I can tell, or prove are being told by the citizens of the Soviet Union among themselves, which display not only a sense of humour but their feelings about their system," he has told visitors

Mr Reagan has not disclosed whether he plans to share some of his jokes with Mr Gorbachev But White House chief of staff Mr Howard Baker said "I wouldn't bet the farm against it"

The Kremlin leadership was not amused in 1984 when Mr Reagan, warming up for a radio address, joked that he had declared war on the Soviet Union and bombing would begin in five minutes — Sapa-AP

SPORT TODAY

Province victory 'won one of the finest'

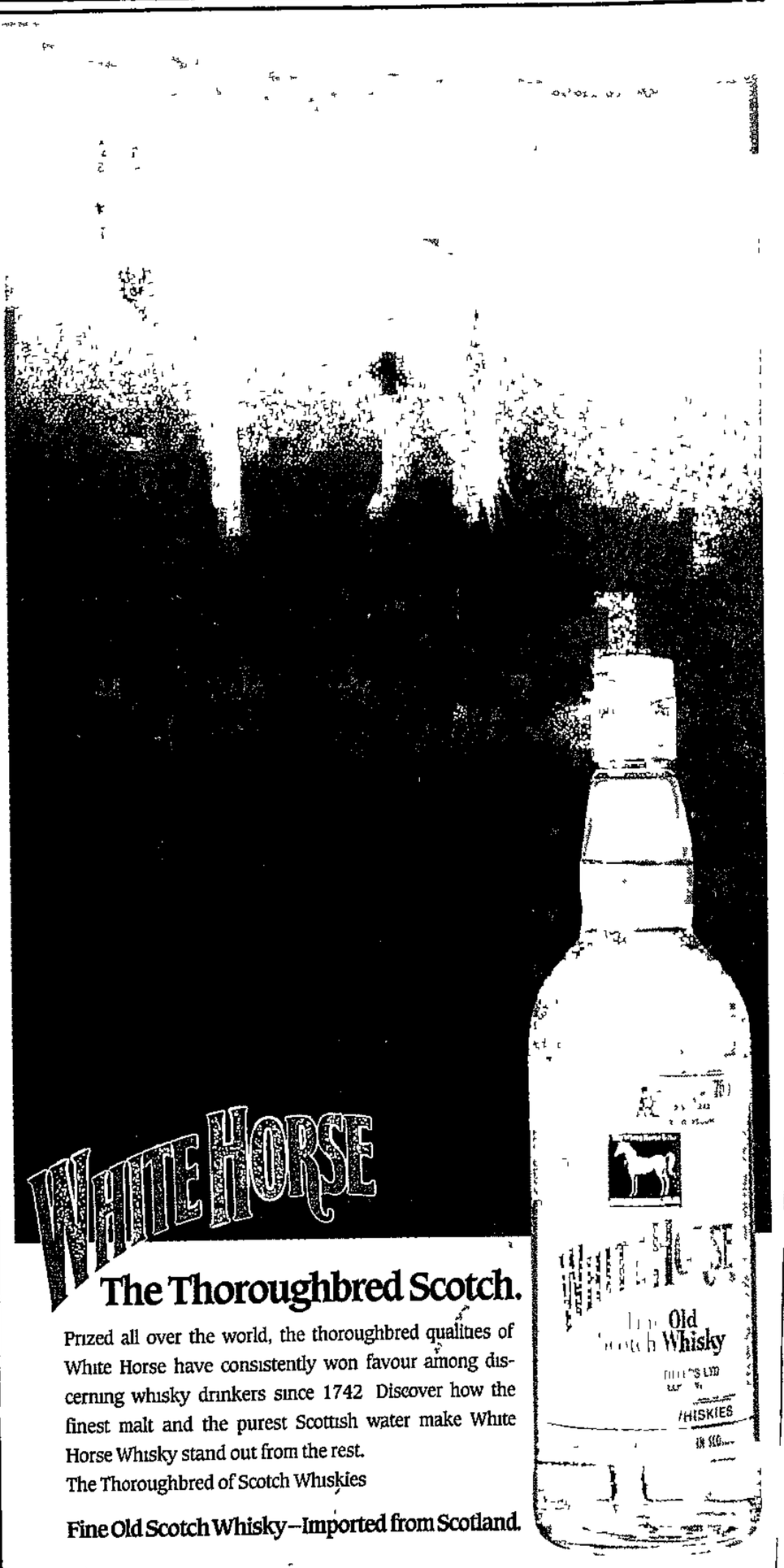
Du Plooy is great, says victor Weaver

US star wins fortune in Skins golf

ON BACK PAGE

KEN OWEN

— PAGE 8



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At Your Service — PAGE 13

The Facts correction service ☎ 208-4911 (Monday to Friday) Cape Times, Box 11, Cape Town (Registered at the GPO as a newspaper)

State of emergency censorship restrictions apply to a wide range of reporting, comment and pictures in the Cape Times.

(692)

Air disaster

Missed airlink saved 5 lives

Own Correspondent

JOHANNESBURG. — Bad weather at Taipei airport saved the life of Bill Mutschmann, CBS Bureau Chief in Johannesburg, his wife and three other people who missed the ill-fated flight from Taipei when their connecting flight was unable to land

Mutschmann and his wife Doreen, who arrived back in Johannesburg yesterday morning on the SAA flight from Hong Kong, very relieved to be alive

He said a group of five people — he and his wife, two South Africans and one Chinese — left Hong Kong an hour late on Cathay Pacific headed for Taipei to catch the connecting flight to Mauritius Their aircraft made several attempts to land in heavy fog but was diverted to another airport for the night.

On their return to Taipei the next morning, the group were "bitching about our missed connection" when they were told how lucky they were because SAA's flight 295 was missing, Mutschmann said

Countdown to tragic news

Staff Reporter

IT TOOK almost 10 hours on Saturday before the full tragedy of Flight 295 began to unfold

This is the way the South African press was alerted to the disaster

● 06 24 — Sapa transmitted an "urgent snap" from Johannesburg which read "An SAA aircraft carrying 159 people from Taipei was reported overdue at Mauritius this morning"

● 06 39 — Sapa reports "SAA director of public relations Mr Nico Venter said flight SA 295 en route from Taipei to Mauritius was reported as being overdue at Mauritius

"The aircraft was carrying 140 passengers and 19 crew members

"Mr Venter said the SAA had informed the State President, the Minister of Transport and the Minister of Foreign Affairs concerning the overdue aircraft, a Boeing 747"

● 08 20 — Sapa reports "SABC radio news reports an emergency signal was received from the aircraft when it was 87km from Mauritius

"The Mauritius-Taipei route is SAA's longest flight, 95% of which is over the ocean The report claimed smoke was coming from the cabin"

● 09 48 — Sapa reports "Search operations in an area 65 miles north-east of Mauritius have so far not revealed any sign of the missing jumbo"

● 10 00 — UPI reports "An SAA jet carrying 159 people is feared down in the Indian Ocean"

● 10 26 — Sapa reports from Johannesburg "Relatives waiting at Jan Smuts Airport broke down and wept when they heard that wreckage of the crashed SAA jumbo jet had been sighted off Reunion island"

● 12 58 — From Cape Town, Sapa reports "The State President Mr P W Botha said today he was deeply shocked by the news of the disappearance of the SAA jumbo jet"

● 16 00 — Sapa reports the first confirmation the Boeing had crashed "The position of the wrecked SA Airways jumbo has been established, according to an air-traffic controller at Mauritius's Plaisance Airport

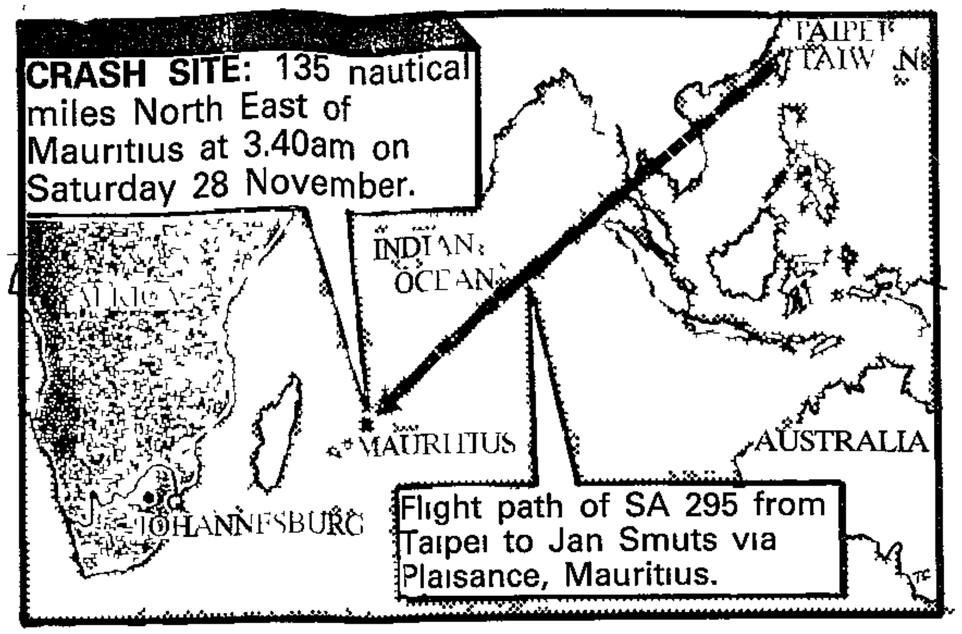
"He said a privately owned Beechcraft 18 reported it had located the airliner at 19 degrees four minutes south and 59 degrees 36 minutes east, which is about 175 nautical miles out to sea from the Mauritius coast."

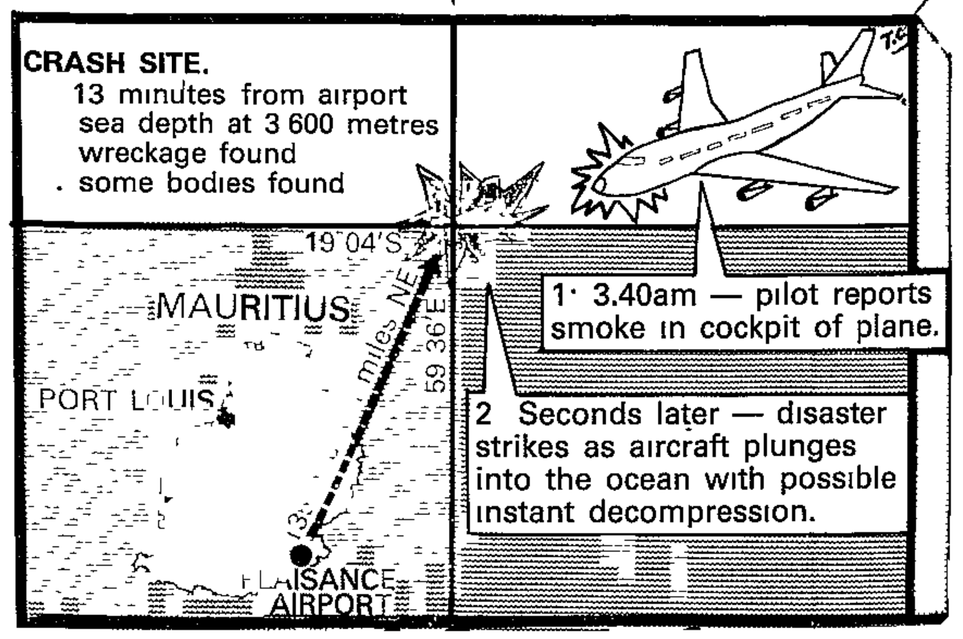
"The captain of an SAA aircraft on its way to Mauritius with SAA experts has spotted debris and a life dinghy, but no sign of life"

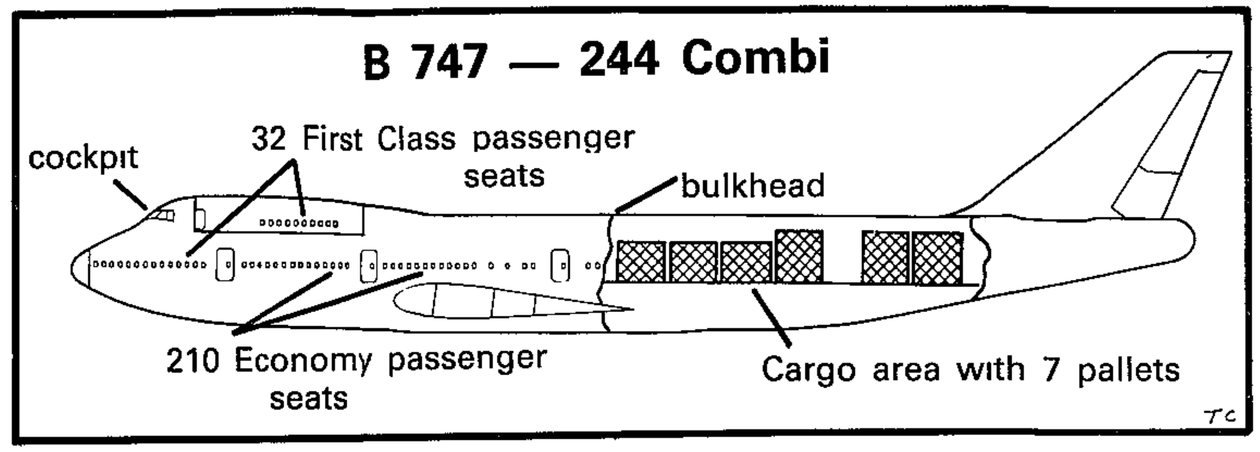
● 17 20 — The worst fears are confirmed, with a Sapa "snap" from Johannesburg "All 159 passengers and crew aboard the SA Airways Boeing 747 that crashed in the Indian Ocean on its flight from Taiwan to South Africa are feared drowned, the Minister of Transport, Mr Eli Louw, said at Jan Smuts Airport this afternoon"

● On Sunday morning, this poignant dispatch was cabled into the world by Reuters in Johannesburg "An empty dinghy and a few suitcases bobbing on the surface of the Indian Ocean are all that has been found after South Africa's worst air disaster, in which all 159 passengers and crew are feared dead"

● Then came the news that search parties were beginning to find bodies floating in the Indian Ocean







Shock, sympathy from PFP leader

By COLIN EGLIN
Leader of the Progressive Federal Party

AS a passenger on the last Boeing Flight 295 to return safely to Johannesburg from Taipei on Saturday 21 November, I am especially shocked by the tragedy off Mauritius.

My deep sympathy goes out to the friends and family who lost their lives — and especially to those whose joyous expectation of reunion at Jan Smuts was shattered in such a tragic way.

I can imagine the scene on Flight 295 as it approached Mauritius· The ping of the plane's bell as it heralded an announcement from the flight deck, the reassuring voice of the captain announcing that the plane had started its descent to Mauritius; the stirring of the passengers after a nine-hour-long flight ... the excitement.

And then, suddenly, the unspeakable horror.

The tragedy of Flight 295 brings home to all of us man's vulnerability in spite of the marvels of his achievements.

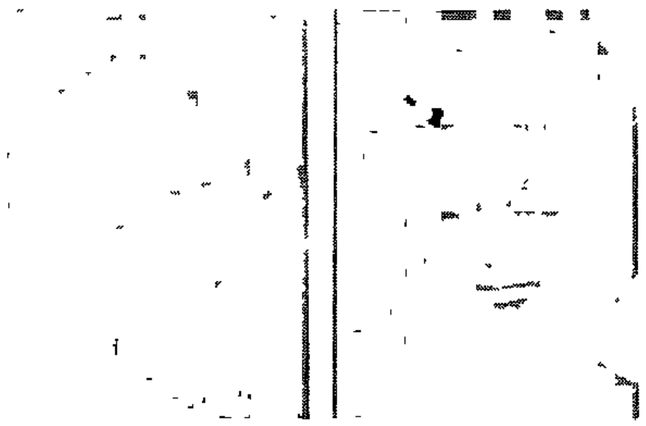
May the victims of the latest tragedy rest in peace.

A minute's silence from fans

Own Correspondent

DURBAN — More than 5 000 wrestling fans at Durban's West Ridge Park observed a minute's silence on Saturday night as a mark of respect for the Japanese fighter Kazuharu Sonoda who with his bride was among those killed in the Boeing crash

Mr Ajith Maharaj, wrestling promoter, said news of the plane crash had shocked the fans "The death of the Japanese fighter is a sad loss to wrestling"



MISSING COUPLE ... Journalist and businessman Jaap Swanepoel, 48, and his wife Isabel, 45, of Linden in Johannesburg, were returning from a three-week holiday in the Far East It was their first holiday in four years. Their three sons were too shocked to speak to the press yesterday The eldest, Hardus, is 21 and completed a B Comm at RAU this year Second-eldest Riaan is in his first year at the University of the OFS and plans to study medicine

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Cloudy but warm

CAPE PENINSULA and vicinity and Western Cape Coastal Belt Partly cloudy and cool becoming warmer over the Peninsula and Boland Wind moderate north-westerly becoming south-westerly later The minimum and maximum temperature will be between 14 and 23 deg C

Coastal belt Cape Infanta to Plettenberg Bay Partly cloudy and mild

Coastal belt Plettenberg Bay to Port Alfred Thundershowers becoming sunny late

Namaqualand and the south-western Cape interior Fine and warm

Pretoria, Witwatersrand and the Eastern Highveld Partly cloudy and warm with scattered thundershowers

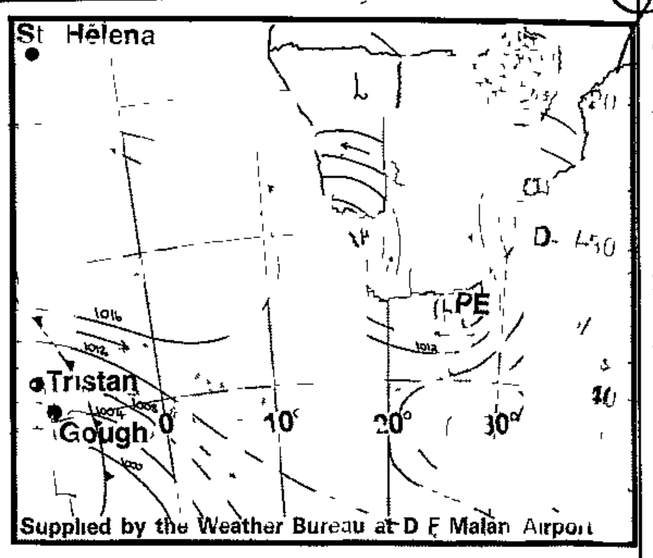
Transvaal Cloudy and cool with scattered thundershowers

Free State Partly cloudy and cool with scattered thundershowers

Natal Cloudy and warm with scattered thundershowers

Namibia Fine and warm becoming cloudy and cool

Botswana Fine and warm with rain and thundershowers



Hours of sunshine 10,4
Wind (D F Malan) 8 pm NW 10 knots

TIDES (TABLE BAY) TODAY

High	1141	-
Low	0526	1816

Sun sets 1942 rises 0528
Moon rises 1458 sets 0218

TIDES (TABLE BAY) TOMORROW

High	0020	1232
Low	0622	1904

Sun sets 1943 rises 0529

WEATHER ELSEWHERE

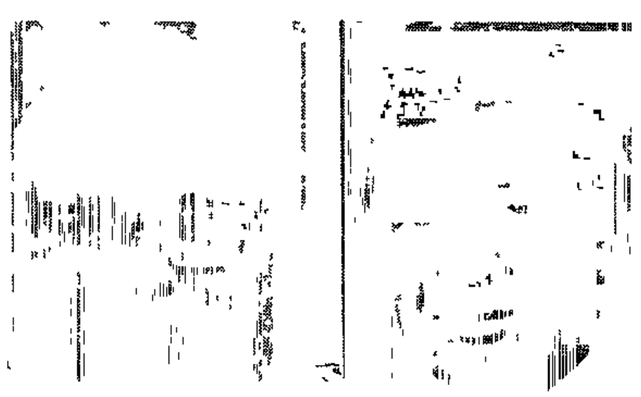
	min	max	
Athens	12	19	rain
Brussels	01	07	clear
Buenos A	21	34	clear
Geneva	03	05	cloudy
Hong Kong	09	09	cloudy
Jerusalem	11	23	clear
Lisbon	04	12	clear
London	01	05	cloudy
Los Angeles	08	19	clear
Madrid	-02	10	cloudy
Miami	10	29	cloudy
Montreal	07	04	cloudy

41 seamen who never arrived

A SENIOR sea captain, two technicians and 38 seamen were among the 47 Japanese nationals killed in the SAA Boeing crash

This was confirmed yesterday by a spokesman for Ellerman and Bucknall, the agent for three Japanese fishing vessels in Cape Town for repairs and a crew change

The spokesman said the senior master, Captain M Takeba, was to have relieved the captain on the Teshio Maru The vessel was to have received 31 new crew members and the Yo-



SAA hunt is on for 'black box' radio signals

Own Correspondent

JOHANNESBURG — SAA officials are confident of picking up radio signals emitting from the "black box" in the wreckage of SA flight 295, lying at a depth of just under four kilometres on the Indian Ocean floor, according to an SAA spokesman

Officials hope the black boxes — the flight data recorder and the cockpit voice recorder — will help them determine what went wrong and what happened in the last minutes of the flight

The boxes transmit signals immediately after impact or when immersed in water No signals from SA 295 have been picked up so far by an internationally co-ordinated search party

SAA spokesman Mr Nico Venter said that with the plane lying at a suspected depth of 3,6km, the signals would still be picked up by sensors carried by aircraft or ships

There was a [illegible] 10 minute delay after

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Humidity	68,0	9,0	
Temperature	21,3	16,4	

max 21,9 min 14,0
(At D F Malan 24 hours to 8pm)

PHASES OF THE MOON
Full Moon, Dec 5
Last Quarter, Dec 13
New Moon, Dec 20
First Quarter, Dec 27

Rome	08	14	cloudy
Taipei	12	16	rain
Tel Aviv	07	10	cloudy
Tokyo	07	10	cloudy
Toronto	01	01	cloudy

television tonight

TV1

6 00-8 00 Good Morning SA
3 27 Programme Schedules
3 30 The Active Consumer
3 45 Teletales
4 00 Popples
4 15 Pumpkin Patch
4 30 Hand in Hand Religion for children
4 35 Santa Barbara
5 00 Webster
5 30 Robotech II
6 15 Graffiti
7 05 CHIPS
8 00 Netwerk
9 00 Cul de Sac
9 35 Sportfokus
10 05 Collage
11 00 Vra Wat Pla
11 30 Ongetemde Voorposte
11 50 Oordenking Ds Martiens Swart

TV2

4 50 Masidlale Educational programme
5 00 Ikhaya Labantwana Educational programme
5 10 Umtshato Walemihla Marriage Today
5 20 Ulonwabo Recreation
5 30 Izinganekwane Zethu Our Fables
5 45 Umhlobo Wenene Secret friendship (Youth drama)
7 00 Public Affairs
7 28 News
7.57 Ingalo Yomthetho Police file
8 14 Umzi Nezinto Zawo
8 44 Umculo We Gospel
8 57 Epilogue

TV4

9 03 Head of the Class
9 32 Hotel
10 24 Spenser For Hire
11 17 Sing Country

M-NET

OPEN TIME 5-7pm
2 58 Station opens
3 00 Caddie
5 00 Mega-T Birthday Club
5 04 Spiderman
5 30 Loving
6 00 Starman
7 00 Tom Horn (2-10)
8 35 Twilight Zone
9 00 Simon (All Ages)
11 00 The Omen (2-21)

Taipei yesterday that the crew for Nippon Susan Kaisha, a major fisheries firm in Tokyo, had boarded the aircraft at Taipei and were to have served on the trawlers for the next 10 months

manager of Iscor's buying and managerial services division Mr Keith Prince, 55 He was a UCT graduate who lived in Waterkloof, Pretoria

al Development Corporation GM Mr Barry Osler played a major role in the Atlantis Diesel Engines (ADE) project

ing to an aviation source

Mr Venter explained the delay yesterday by saying that an airport reacted for an emergency only if an aircraft with problems had not landed "after a certain period of time"

He added that before the pilot reported smoke in the cockpit, he had asked permission for an emergency descent to 5 000 metres

Too late for classification

DEATHS

CLUVER — Anne, passed away suddenly on 26th November 1987 Beloved wife of Andy and mother of Cathy and Brian Memorial Service at Emmanual Church Patou Ave, Amanda Glen on Tuesday, December 1st at 3pm Cremation private Goodall and Williams Homes Trust Funeral Services, Tel 975531, Bellville

GILLIES — Paul, tragically taken from us on 28th November 1987 A smile for all A heart of gold One of the best. This world could hold Never selfish Always kind Your memory will always be in our minds From Unc, Susan and Michael

GILLIES — Paul, our loving grand-son, gone but never to be forgotton Granny and Grandpa Kennedy

GILLIES — Paul, aged 18 Our beloved son passed away tragically Saturday 28th November, 1987 He will be remembered always for his cheerfull smile and heart of gold These will be memories we are proud to hold Forever remembered and loved by mum, dad and brother Peter RIP

LEGG — Elizabeth Anne, passed away peacefully on 29th November 1987, aged 94 years Sadly missed by her sons Charles, Colin and Gordon, daughters-in-law Peggy, Anne and Carol and grandchildren and great-grandchildren Funeral arrangements to be announced

MELAMED — Mordecai (Mottie), passed away peacefully 28th November in Israel Deeply mourned by his loving wife Dorothy Rechov Kaplunsky 53/2 Givatayim

MELAMED — Mordecai (Mottie), passed away peacefully 28th November in Israel Deeply mourned by his sister-in-law and nieces Chanelle, Adina and Liora Achron

MELAMED — Mottie, passed away peacefully 28th November in Israel Will always be remembered with love and affection by his nieces and nephews, Esther Miller, Michelle and Godfrey Shev, Vivian and Bennie Diamond, Jillian and Ian Joffe and their families

PEAD — May, died suddenly on Saturday, 28th November, following a lingering illness Sadly missed by her loving husband Norman, daughters Norma and Yvonne and respective families Details of funeral arrangements to follow

PEAD — May, nee Spaans, died suddenly on Saturday 28th November "The Lord granted a well-earned rest, Thus called you to his side Enjoy peace where you are" Deeply mourned by Irene Spaans, Glyn and Bernice, Brian and Bunty

PEAD — May, passed away suddenly Saturday, 28th November Deeply mourned by Michael, Selena and Susan

PILLEMER — Lauren, our darling niece, died tragically in air disaster Will always be remembered with love by Essie and Maurice Stein and families RIP

STARK. — Peggy, passed away peacefully 28th November Lovingly remembered by husband Harold, daughters Liz and Gill Memorial service on Wednesday 2nd December at the St Kierans Presbyterian Church, 7th Ave, Fish Hoek at 2 30 pm Private cremation No flowers by request. Donations please to St. John's Ambulance, 124 Main Road, Fish Hoek Arrangements Human and Pitt Wynberg Tel 771101

STARK — Margaret Alice "Peggy", nee Day, passed away peacefully on 28 November 1987 Will be sadly missed by Harold, Liz and Gilly Forever thoughtfull loving and kind, she dedicated herself to helping others

STARK — Peggy, passed away peacefully Saturday, 28th November Will be sadly missed by her brother-in-law Arthur and Rita and families RIP

WAGGOTT — David Jackson, passed away peacefully 29th November 1987 Deeply mourned by his wife Dodo, children and great-grandchildren Service at Maitland Crematorium on Monday at 2 pm Prayers at Valley View, Victoria Road, Hout Bay at 6pm

WAGGOTT — David Jackson died peacefully in his sleep We loved you Always remembered by Jonathan, Janet, Jason and Paul RIP

WILLS — John, died tragically Saturday, 28th November, 1987 Beloved husband of Dee and father of Simon, Caroline, Oliver, Dominic, Andrew and Lindsay Will always be remembered with love and affection Memorial service will be held at St. Patricks Church Mowbray, Wednesday, 2nd December at 11 am No flowers by request. If desired contributions in lieu thereof may be sent to St Luke's Hospice or St Jude Society

WILLS — John, died tragically Saturday, 28th November, 1987 Beloved son of Mrs Olive Wills and brother of Ronnie, Rita, Colleen, Peter and Anne Will always be remembered with love and affection RIP

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Air disaster

Pay-out may hit R400m

By SHAUNA WESTCOTT

THE insurance bill for SAA's Helderberg disaster will probably end up as high as that for the Natal flood — a massive R400 million, in the opinion of the managing director of Protea Insurance, Mr Tony Crank.

The pay-out would include about R190 million for the lost aircraft, with passenger liability payments making up the bulk of the rest

Mr Crank said the aircraft was insured on an all-risk basis with no conditions attached

Much of the insurance was overseas, mainly with Lloyd's of London, but "quite a bit" was with South African insurance companies, like Protea and Santam, with each company covering a percentage of the total risk.

Asked whether dependents of people killed in the disaster could sue SAA for damages, Mr Crank said that would depend on what the cause of the crash was found to be

"It could even be a Boeing liability," he said

However, he emphasized that it was far too early to say

Mr Crank said there was a ceiling of 250 000 French francs (about R85 000 at current exchange rates), laid down in the Warsaw Convention of 1929, on the amount that could be awarded to claimants against either SAA or Boeing

Noting that "a couple of local boys" had lost their lives in the disaster — Old Mutual's Mr Christopher Liddle and Mr Stephen Hutton — Mr Crank said the crash was "terrible, very sad"

Our Johannesburg correspondent reports that Boeing experts in Seattle, Washington State, yesterday interrupted their Thanksgiving weekend to make preparations for flying to the scene of the disaster

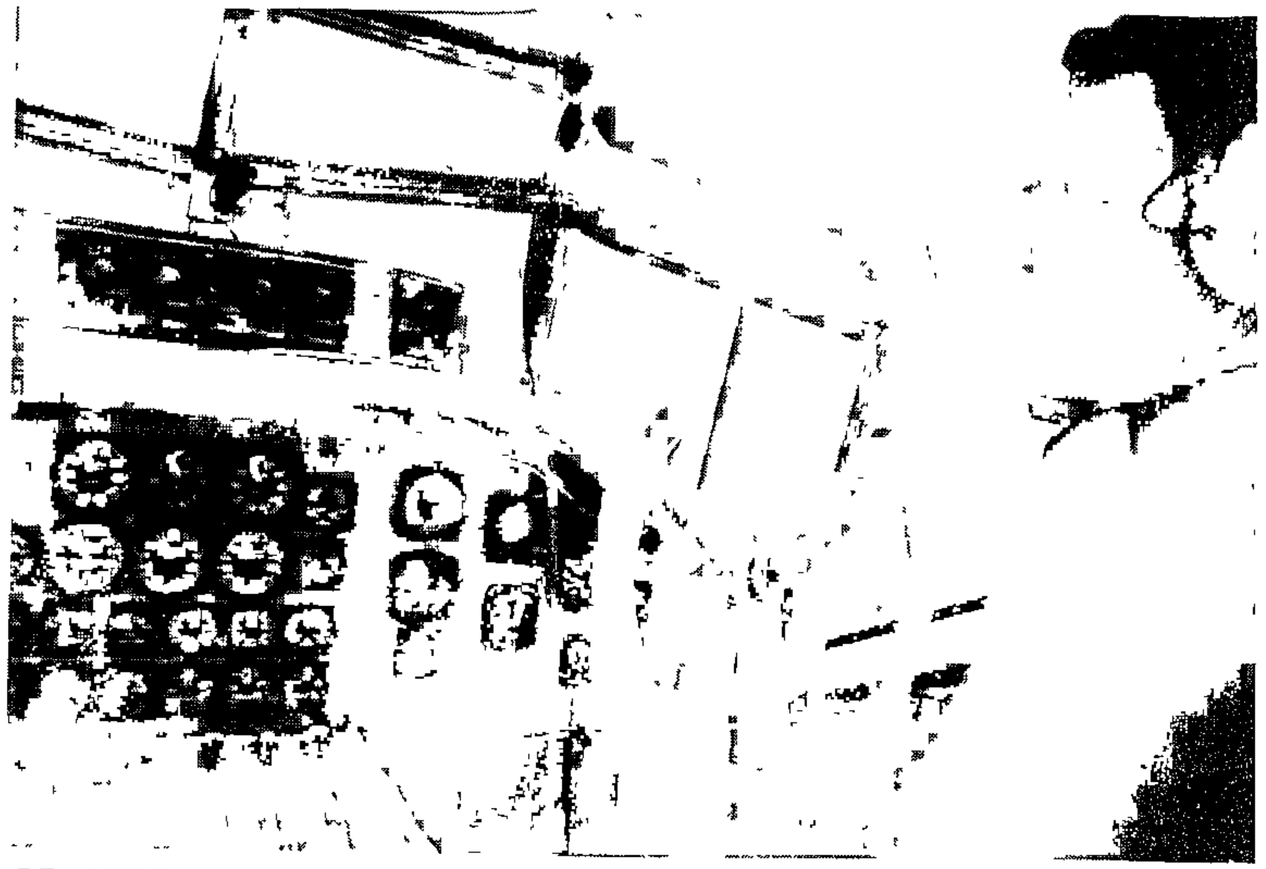
The Boeing spokesman in South Africa, Mr Johann Pheiffer, said yesterday that the investigative team, usually comprising three people, were expected to arrive in Mauritius by tonight

"This is the eleventh hull loss (write-off) caused by accidents ever reported since Boeing began manufacturing the 747s," he said

Mr Pheiffer said all Boeing 747s were fitted with beacons which are activated as soon as the plane hits water

"It sends signals from a depth of 20 000 feet and works in continuous operation for up to 20 days"

At present there are more than 680 Boeing 747s in operation around the world



DEAD PILOT . . . Captain Dawie Uys, who was in command of the ill-fated Boeing, at the controls of a Junkers in Port Elizabeth two years ago

Victim clever engineer, music lover

Staff Reporter

ONE of the Capetonians on the ill-fated plane, Mr Joss Tobias, was described as "a loner, a clever engineer who loved music and travelling"

Mr Joss Tobias, 53, was a bachelor and lived with his mother Mrs Bessie Tobias, 77, in Chelsea Avenue, Vredehoek.

Mr Tobias was an engineer with a firm which manufactures commercial and industrial air conditioners and frequently travelled to the East, sometimes twice a year

On this trip, he was booked to disembark at Mauritius on the return journey

Mrs Tobias was staying with her daughter, Mrs Reeva Wittleson, of Bedfordview, Johannesburg, at the time of the accident Both women were still too shocked yesterday to give interviews

A relative, who asked not to be named, said that Mr Tobias was a brilliant engineer who enjoyed going to symphony concerts in Cape Town every Thursday evening when he was here

"He was something of an island, with no wife or children, but he was popular with his friends"

Mother and child switched planes

By YVETTE van BREDA

A STELLENBOSCH mother of two and her four-month-old baby who were passengers on board the doomed SAA Boeing were only due back from Taiwan the following week but cut their trip short

Mrs Gina Ackermann, 28, and her daughter Samantha had been visiting Mrs Ackermann's sister Helen in Taiwan Mrs Ackermann was also to investigate the possibility of opening a new import business in Taiwan

Mrs Iris Cockcroft said Mrs Ackermann, who is her daughter, had helped her husband with his business while in Stellenbosch Mrs Cockcroft declined to elaborate on the nature of this business

Father and husband Mr Jean Ackermann asked his mother-in-law to speak on his behalf

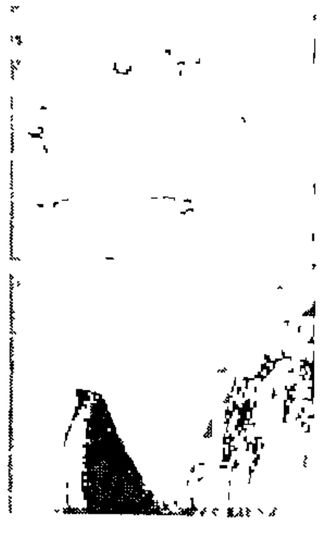
The couple also have an eight-year-old daughter Dominique They recently lost a one-year-old boy who was a victim of a cot death

Speaking from their Stellenbosch home, Mrs Cockcroft said Mr Ackermann felt he had nothing to live for — "but he has Dominique"

Mrs Ackermann and Samantha left about a fortnight ago and were to return three weeks later "I don't know why, but she changed her plans," Mrs Cockcroft said

"We heard on the early-morning news that the plane had not arrived in Mauritius

"I keep thinking I hear the baby (Samantha) crying I've just been into her (Mrs Ackermann's) room She didn't take much with her because she intended bringing back leather samples"



Mrs Gina Ackermann

Lecturer mourns third loss

IT HAS been a year of loss for Stellenbosch University lecturer Mr John Hayward, who lost his eldest daughter Lynne in the air disaster — a loss preceded by the death of his mother and his sister

Lynne was 22 and had started work at the Matie travel agency after achieving a BA from Stellenbosch, with majors in sociology and Afrikaans, at the end of last year

"She was so keen to go overseas," her father said yesterday, "so I gave her a ticket to Taiwan and Hong Kong The rest you know"

Mr Hayward lost his mother, Still Bay artist Vera Volschenk, in May His sister died six days later in a car smash on her way back to Johannesburg after the funeral

"There is nothing to say and nothing to do," Mr Hayward said last night.

Lynne Hayward is survived by her father, her mother Loretta and her 19-year-old sister Vera

'So excited about the trip'

Staff Reporter

MISS Anne MacRobert, a 39-year-old travel agent of Alpina Road, Claremont, died "ironically at the hands of the industry she had served for 20 years", according to her sister, Mrs Jill Theron

"Anne went to Taiwan and Hong Kong for a few days as part of her work. She always longed to go to the Far East and was so excited before she left — at least she got the holiday she always wanted before she died"

A former boarder in Miss MacRobert's house, who declined to be identified, said she was "a wonderful person, you won't find anyone with anything against her"

Crash victim leaves wife, son

MR Michael Stein, 36, of Hove Road, Camps Bay, is survived by his wife Adele, 32, and their son Christopher, 2 Mrs Stein is being treated for shock. A "close friend of the family" yesterday confirmed that Mr Stein had been on flight SA 295 He had been on a business shopping expedition to the East

From page 1

the search The situation would be monitored on a daily basis

cal problems, such as the lights failing inexplicably and similar mishaps

explosion and the plane started shuddering

"My wife woke up and

Victim's twin arrives in city to comfort family

Mr John Wills

By DIANE CASSERE

THE family of Mr John Wills, 38, gathered together yesterday at his Thicket Road, Mowbray, home to help each other cope with his death

Mr Peter Wills, his twin brother, travelled from Pretoria yesterday to be with his brother's wife and children

He said the family was still stunned, but beginning to accept that there were no survivors

"He was a wonderful man, a devout Catholic and a family man," said Mr Wills

"I married two months ago and have no children, so I am very close to John's six children

"I am devastated. He was really a great guy"

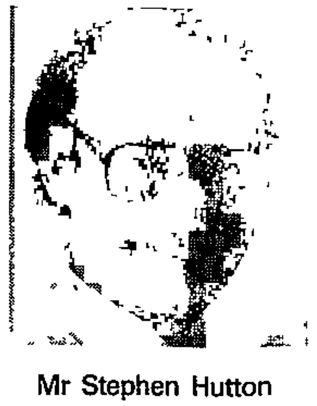
Old Mutual loses top staff

By DIANE CASSERE

MR Christopher Liddle, 37, and Mr Stephen Hutton, 36, both of whom worked for the Old Mutual, were travelling together on a joint business venture to Taipei and Hong Kong

Mr Liddle, of Constantia Hills, is survived by his wife Gillian and two children, Nicole, 8, and Ross, 5

Mrs Liddle said her husband was a "very private person, who would



Mr Stephen Hutton

Kenilworth, is survived by his wife Libby and

Dr John Simpson, director of the University of Cape Town's Graduate School of Business till the end of last year, said Mr Hutton was "one of the most brilliant students I have encountered in 18 years"

"He was chairman of the Graduate School of Business Association and was working for Old Mutual, which every prospect of rising right to the top"

Mr Mike Levett, managing director of Old

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ting very desperate but we must not lose hope

"We will continue with the search until we are certain there is no further sign of life"

Scattered fragments were seen of the SAA jumbo jet which plunged into the sea on Saturday 10 minutes before it was due to land in Mauritius after an 8 000km flight from Taiwan

Officials say they have no idea what caused the crash, although veteran pilot Captain Dawie Uys radioed in his last message that there was smoke in the cockpit

Fine weather

Mr Lewis said the debris indicated that the Boeing 747 broke up when it hit the water His statement appeared to rule out the possibility that the aircraft exploded in mid-air

Experts say that finding the flight recorders which could explain the disaster will probably be difficult because the airliner crashed in 3 600 metres of water

After fine weather at the start of the day, heavy swells forced French and Mauritian ships to call off their search An air search by American and French aircraft was also halted till first light today

According to past passengers of the Helderberg, flight staff joked about the plane being "doomed" because from the first it had an array of mostly minor techni-

sion which nearly brought the plane down on June 29, 1981, was not minor

Professor Hendrik Gous, head of student services at Unisa, and his wife Marthie were among the passengers aboard the Helderberg during that 1981 flight when a "factory fault" caused an engine to explode, spewing debris sucked up by a second engine, causing that engine in turn to fail

"It was terrifying and made me very nervous of flying from some years, though I'm largely over that feeling now," Professor Gous said yesterday

"But it gives you a funny feeling thinking about it I am a very practical person, but there seemed to be something strange about this plane — and I even had a dream of a plane falling out of the sky the other night, although I don't know that that should have any significance given to it

"On the night the engine exploded I was unable to sleep as I was seated near the toilet and there was a lot of traffic to and from it Then in the middle of the night there was an

really scared and even the air crew looked worried After a while the shuddering stopped and eventually we landed at Ilha da Sol — a very difficult landing I believe

"When we heard about the aircraft accident early on Saturday both my wife and I said it might be the Helderberg and when that was confirmed later in the day neither of us was surprised — we both had a feeling that that plane was not quite right," said the professor

Mrs Gous said the aircraft's personnel had laughed and joked about the aircraft being doomed because it had been plagued with so many technical problems

"Those jokes don't seem funny now after what has happened," she said

● The loss of the Helderberg has reduced SAA's jumbo fleet to 10, with only one other Combi-class passenger and cargo jumbo remaining in the fleet

The worst previous disaster in South African commercial aviation was in 1968 when 122 people died in the crash of a Boeing 707 in Windhoek

Shipping Services here and travel ed company to the East His wife, Dee, was still too shocked yesterday to speak to the press

His brother said that he and John came from a family of six children

"We are staunch Catholics and our faith is helping us to cope with this"

His father, Mr Edward Liddle of Camps Bay, said yesterday that the family was still stunned and trying to accept the news

Mr Hutton, 36, of

Mrs Hutton said yesterday that the family had gathered together to wait for any further news

"I just can't talk to anyone right now," she said

assistant general manager in the company — a very senior person — and Steve Hutton was very qualified as well with an MBA and a Gold Medal"

City businessman among 159 dead

By PATRICK COLLINGS

A CAPE TOWN family spent Saturday praying that their son and brother had missed the ill-fated SAA Flight SA-295 — after his name failed to appear on the original passenger list.

Later that night their worst fears were realized when it was confirmed that Mr Adriaan Carter Louw, 34, was among the 159 dead.

Mr Louw is survived by his pregnant wife, Phillipa, 31, and their 21-month-old daughter, Sarah.

Family members said yesterday that Mrs Louw, who is expecting the couple's second child in April/May, was "in great shock" and couldn't believe what had happened.

Mr Louw graduated from the University of Cape Town in 1976 with a degree in civil engineering and returned to UCT in 1980 — graduating with a CTA in 1982.

Mr Louw, also an experienced pilot, flew to the Far East at least twice a year. He was returning to South Africa from a business trip in Taiwan.

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Adcock lifts income by 60% to R17,7m

JOHANNESBURG. — The Adcock-Ingram pharmaceutical group increased attributable income for the 12 months to September by 59,9% to R17,7m from R11m.

The result is substantially higher than the previous forecasts made by the comnpany, and justifies the premium rating of the share, which remain one of the Johannesburg Stock Exchange's "blue chip" companies.

A major contributing factor was the acquisition of the remaining 40% minority interest held in Sabax Ltd, the medical care and hospital products division.

Turnover increased by 24% to R251m from R202m with operating income before interest 19,1% higher

CE Don Bodley, says all operating divisions performed well in the face of aggressive competitor strategies and a difficult economic and labour environment.

Cost-driven production strategies increased efficiency in sourcing raw materials and better productivity yields results in improved gross margins.

Bodley says one of the main areas of asset msanagement that will require attention is the reduction of inventory levels

In 1987, management increased stock holdings in the expectation of continuing strong demand for the group's quality products

"However, we now can operate at lower levels and stock holdings will reduce," he says

"This action will contribute materially to the large cash inflow required to fund the group's major capital expenditure projects presently in progress"

Bodley says that productivity and efficiency in the respective production plants are also expeted to continue to make a meaningful contribution to improved operating margins

"Directors say they are confident the earnings and dividend growth in 1988 will be improved, at a rate higher than inflation, consequently sustaining the group's achievement of real returns." — Sapa

NEWS FOCUS

New rules ready to roll

MICK COLLINS

THE FIRST of government's plans to deregulate heavy transport comes into effect today

The move will see transport operators able to move freely within a 300km radius around the main metropolitan areas without having to hold permits issued by the Department of Transport (DoT) as in the past

However, in terms of the deregulation, operators are still required to register and apply for certificates. They are also obliged to obtain a certificate of fitness (CoF) or a roadworth certificate for all vehicles

The move has been criticised by some sectors of the transport industry, who claim that the CoF requirement will place unnecessary strain on testing stations.

But Transport Minister Eli Louw said yesterday that an extended period of grace to next April 30 would be granted in order to alleviate pressure on municipalities' testing facilities

In a statement on the extension of the exempted areas in terms of the Road Transportation Act 1977, Louw said the present exempted areas would be substituted by extended exempted areas with a radius of 300km from certain main post offices.

These are. Pretoria, Johannesburg, Bloemfontein, Cape Town, Port Elizabeth, East London, Durban and George From the main post office at Newcastle, the radius will be 150km

"The extended exempted areas will come into operation, together with amended road transportation regulations, in order to give effect to the quality requirements as recommended in the White Paper on national transport policy."

Farmers would still be able to convey their own farm products and farming requisites as well as farm labourers without further requirements.

Louw also said that, after consultation with Treasury, he had decided that registration for the concession of either a 300km or a 150km exempted area certificates would provisionally be done free of charge

Operators wishing to convey goods in the exempted areas as from today would be required to apply at their respective Local Road Transportation Boards (LRTBs) for registration for either a 300km or 150km exemption.

"In the meantime, vehicles with temporary exemption, in respect of which application for registration has been submitted to the LRTB, can be freely used for the conveyance of goods within the extended exempted areas"

"It is important to note that the extended exempted areas do not affect the status quo insofar as the concession of 40km in respect of public carriers, as well as the 80km in respect of conveyance which may be undertaken in the course of a trade, industry or business is concerned," he said

16 West Cape victims on death flight

Cape Times 11/2/87 (269)

Staff Reporter

IN all, 16 Western Cape people were among those who died aboard the Helderberg in the early hours of Saturday morning.

Here is a full list of the deceased·

● Mr Matheus Britz, 34, of Tableview, owner of his own business, Hydrolift He is survived by his wife Fiona and two-year-old son Kieran

● Mr Christopher Liddle, 36, of Constantia Hills, assistant general manager of Old Mutual. He is survived by his wife Gillian and children Nicole, 8, and Ross, 5

● Mr Stephen Hutton, 36, of Kenilworth, also of Old Mutual. His wife Libby and three children Kate, 7, Roger, 5, and Megan, 2, survive him

● Mr John Wills, 38, of Mowbray, general manager of Trade Traffic Shipping Services He leaves his wife Dee and children Simon, 13, Caroline, 11, Oliver, 8, Dominic, 5, Andrew 2, and Lindsay, eight months.

● Mr Joss Tobias, 53, of Vredehoek, who lived with his mother.

● Miss Anne MacRobert, 39, of Claremont, a travel agent.

● Miss Alice das Neves, 31, of Plattekloof, a travel agent.

● Miss Lynne Hayward, 22, of Stellenbosch, a travel agent.

● Mr Colin Hesqua, 39, of Parow, who owned his own shipping company. He is survived by his wife Evelyn and two children.

● Mr Michael Stein, 36, of Camps Bay, who leaves his wife Adele and son Christopher, 2

● Mrs Gina Ackermann, 28, of Stellenbosch and her four-month-old daughter, Samantha. She leaves her husband, Jean, and daughter Dominique, 8.

● Mrs Jo-Anne McEwan of Cape Town.

● Mr Ralf Ikonen, 24, of Sea Point, a Finnish immigrant

● Mr Adriaan Carter Louw, 34, a civil engineer and chartered accountant He is survived by his wife, Philippa and 21-month-old daughter Sarah A second child is expected in April.

● Mr Ryno Kellermann, 30, a flight steward on the Helderberg who was raised in Cape Town.

flames'

Cape Times 1/12/87 269

SAA Boeing 'crashed in

By ROGER MAKINGS and Staff Reporters

IN the first eyewitness account, a Mauritian fisherman says he saw SAA's Boeing 747, Helderberg, plunge into the sea in flames

The fisherman claims to have been in the vicinity of the crash, about 200km north-east of Mauritius, when flight SA295 crashed, claiming the lives of 159 people in SAA's worst air disaster

SAA director of public relations, Mr Nico Venter, yesterday said the airline had heard reports of a similar nature but that nothing had been confirmed

A French vice-consul on Mauritius, Miss Monica Guillaud, was told by the fisherman that he had seen the plane "go down in flames" early on Saturday morning

By late yesterday nine bodies had been found from an 80km² debris-strewn area of ocean, but most were so badly mutilated by the crash and sharks that they were virtually impossible to identify,

Five bodies found on Sunday — two women, two men and a corpse too mutilated to identify its sex — were off-loaded at Port Louis harbour at first light yesterday, Sapa reports

The bodies of another two women and two partial corpses were found yesterday by ships searching the area The partial bodies comprised a back and an abdomen

More wreckage of the plane was found during the day but no more bodies were sighted

One of the bodies was identified as an Asian man wearing a checked shirt and aged between 30 and 50

The five found on Sunday have been taken to the hospital mortuary where they are being examined by two Johannesburg pathologists and SAA's aviation doctor, Dr Eric Peters

● Western Cape victims of death flight — Page 3

Two SAAF Transall aircraft yesterday arrived in Mauritius with two Puma helicopters aboard to help in the search

Technicians were assembling the Pumas, which were expected to be ready to fly this morning, a spokesman for the Mauritian Department of Civil Avaition told Sapa

Two hundred Japanese and Taiwanese relatives of the victims of the disaster will watch from an SAA jet as a wreath is dropped from a Hercules aircraft over the crash site tomorrow afternoon

The relatives of the dead are being flown to Mauritius from the Far East for the customary paying of last respects

Yesterday's official announcement by the Mauritian government that there were no survivors will now, according to Shinto custom, permit the relatives to arrive on the island to pay tribute to the dead

Two memorial services — one in Mauritius and the other in South Africa — will be held for the victims of the crash, SAA chief executive, Mr G D van der Veer, said yesterday

The memorial service in South Africa would be held nearer the end of the week

SAA had contacted relatives of all the passengers and had offered to help relatives of the victims

After the symbolic tribute at sea, a second ceremony will be held on the island

A team of of South African technical experts left Port Louis yesterday with sensor equipment to search for the Helderberg's black box flight recorder

Announcing at a press conference at Plaisance airport yesterday that the search for survivors had been called off, the Mauritian

To page 2

From page 1

director of civil aviation, Mr M Bagaunt, said that judging by the state of the bodies found so far it was felt there were could be no survivors

Identification of the bodies was going to "extremely difficult" and it would be necessary for most next-of-kin of the victims to come to Mauritius to identify them

A number of vessels called in to help with the search have been recalled

The SA Navy strike craft, the Jim Fouche, was expected to arrive at Port Louis from Durban today to join the search

Mr Paul Pienaar, the Air Mauritius pilot who first spotted the wreckage on Saturday, yesterday told reporters in Port Louis that the Boeing appeared to have bounced along the water for some distance before sinking

CAPE TIMES 3/12/87 (269)

Services for crash victims

Staff Reporter

TWO requiem mass memorial services were held in the city yesterday for two of the 16 Western Cape victims of the Helderberg air tragedy

Mr John Wills, 38, of Mowbray, the general manager of Trade Traffic Shipping Services and father of six children, was described as "an exemplary Christian and a shining example to others"

At the packed Roman Catholic service in Mowbray the congregation heard how Mr Wills was "generous with his time and his talents"

He was primarily a family man A prominent member of the Pro-Life movement, he was "constantly agonizing over the evils of abortion and euthenasia", his parish priest said

Mr Peter Wills, Mr John Wills's twin, stood beside Mrs Dee Wills and her elder children, Simon, 13, Caroline, 11, Oliver, 8, and Dominic, 5

A Catholic requiem mass was held before a packed congregation at Camps Bay for Mr Christopher Liddle, 36, of Constantia Hills, the assistant general manager of Old Mutual

Mr Liddle is survived by his wife Gillian and children Nicole, 8, and Ross, 5

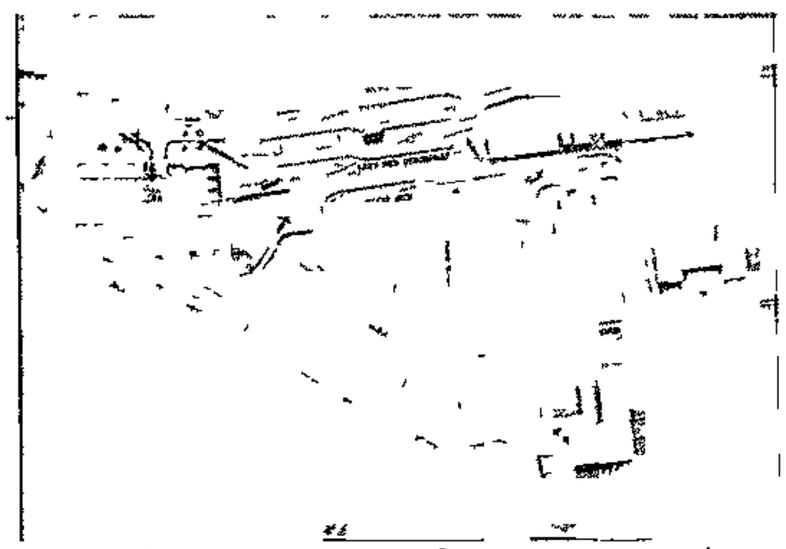
Separate services for Mr Stephen Hutton, 36, of Kenilworth, and for Mr Ralf Ikonen, 25, of Sea Point, will be held at Christ Church, Constantia, today at 3pm and at the Lutheran Church, Strand Street, at 10am

A memorial service for Mr Adriaan Carter Louw, 34, a civil engineer and chartered accountant, will be held at the Trinity Presbyterian Church in Meadowridge at 4 30pm on Monday

An SAA spokesman said relatives of the victims would also be flown to Johannesburg to attend a service at Jan Smuts Airport on Friday

Families of cabin crew member Mr Nico van Schalkwyk, 31, of Worcester, and Stellenbosch travel agent Miss Lynne Hayward, will attend the Friday service in Johannesburg

A combined NG Kerk and Presbyterian memorial service will be held for Miss Hayward at the Moederkerk in Stellenbosch at 3 30pm today



Germiston complex . . . showing the way

F/M 4/12/87

SATS LAND (269)

Turning wheels

Sats' plan to sell or lease under-used land in metropolitan areas to private sector developers is at last showing results, with the award of a tender for a retail and office complex in Germiston

The centre will have 7 000 m² of shops, 600 m² of offices and about 200 m² of trading space for informal enterprises It is to be built on a 16 000 m² site adjacent to the black station in Germiston The site was put out to tender earlier this year (*Property* May 29), after agreement between the city council and Sats on the basic form of the development

The award has gone to Pretoria-based De Bruyn se Beleggings, on the basis of a rental offer of R800 000 for the first four years and an income participation rental of 18% of the gross for the remaining 41 years of the land lease

In structuring the deal this way, Sats hopes to ensure an adequate average return gaining in good years what it may lose in the lean ones This is in line with the formation of its business development section, intended to generate income for Sats by encouraging private sector development on some of its prime sites

The Germiston development now forms part of a co-ordinated upgrading around the station, with construction of a combined Sats and municipal bus terminus and a large taxi rank already underway Maintaining the flow of commuters in the area has been a major consideration, and one which retailers in the complex will no doubt appreciate ■

PASSENGER SUBSIDIES

New rules

Confusion exists in the bus transport industry over the future of passenger subsidies, destined to be relinquished by the Department of Transport (DoT) and handed on to the regional services councils (RSCs)

Sources in the industry maintain that subsidies are being shifted from a revenue-related to a cost-related base and that three or five-year service contracts defining subsidy amounts are currently being negotiated between the DoT and existing permit-holding bus operations

The idea, they say, is for RSCs to take over the contracts once they are in place When the contracts expire, the councils will put each region's bus service out to tender Anyone who thinks he can render a service will be eligible to apply The RSCs will adjudicate on cost-effectiveness and capability in awarding the contracts

Ideally, all contracts should be negotiated by April 1988

The DoT, however, is apparently at cross purposes with the bus operators According to a spokesman, the form of the contracts has not yet been finalised, the duration of the contracts has still to be decided and it is not yet known whether the subsidy base will shift

Negotiations, he claims, are not taking place between bus companies and the department

Bus passengers . . . uncertainty over RSCs

The only point on which there is agreement is the official deadline for the exercise, which would appear — under the circumstances — to be a little optimistic

Since the ultimate objective under the National Transport Policy Study is the phasing out of subsidies and the introduction of economically based transport services, confusion such as this does not bode well ■

DEREGULATION — TRANSPORT HORROR

New exempted areas for the transport industry are being touted by government as a step towards deregulation In reality they represent a tangle of red tape and administration that will increase transport costs and contribute to inflation

Implementation of the new rules are so muddled that most transporters are now illegal because application for registration opened on the same day — December 1 — that the new areas became law

Oil companies have been excluded from the exempt areas, and are now required to apply for permits to transport more than a 210*l* container (44 gallon drum) of fuel They are refusing to comply and are operating illegally

Testing stations cannot cope with the flood of vehicles requiring certificates of fitness or roadworthiness certificates

Minister of Transport Affairs Eli Louw has therefore been forced to declare a period of grace to April 30 1988 for carriers to comply with this requirement He has not, however, extended the time of registration The new regulations replace previously defined exempt areas with 300 km radii centred on main post offices in Cape Town, Durban, Johannesburg, Pretoria, East London, Bloemfontein, George and Port Elizabeth Newcastle is an exception with a 150 km radius

Operators wishing to use the non-permit areas must obtain Transport Registration Certificates for their businesses, and Transport Vehicle Certificates for each vehicle In addition, loaded vehicles must carry a consignment note, delivery note, weighbill or bill of lading signed by both the consignor and consignee and giving full details of the cargo This means transporters now have to alter their computer programs or admin procedures to provide information previously not required

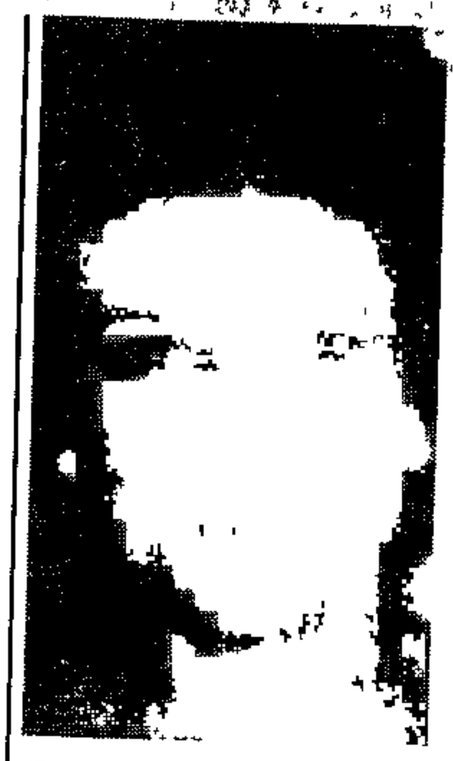
Those found in contravention of the new regulations could face stiff fines, and after a second offence could have both the vehicle and its cargo confiscated

Says CE André Jacobs of the National Association of Private Transport Operators (Napto) "We asked the minister to phase in the new areas up to April or June 1988 We are pleased that the 300 km radius has been introduced, because it is a step towards deregulation and a more professional approach to transportation But we are horrified at the implementation, which is totally-unworkable"

Napto meets Louw this week to try to renegotiate the whole issue

Crash Boeing tapes: No panic from pilot

Cape Times 4/12/87 (269)



IDENTIFIED One of the bodies has been identified as that of Mrs J T C Swanepoel, wife of Mr Jaap Swanepoel, former Johannesburg journalist, who was also killed

Own Correspondents

THE taped conversation between the flight crew of the SAA Helderberg and air traffic control on Mauritius indicated no panic on the part of the pilot, who apparently felt confident he would be able to land the craft in spite of smoke in the cabin

More and bigger bits of debris found seem to indicate a huge fire on the aircraft just before it crashed

A Mauritian air traffic controller yesterday told reporters that the pilot's exact words in fact were "I think we have a fire"

A spokesman for the search co-ordination centre at Plaisance Airport on Mauritius told Sapa yesterday the debris was found "a lot closer to Mauritius than before".

He described the pieces as "a piece of metal 2ft by 2,5ft with human flesh on it".

Also found were a piece 18in by 2ft, which seemed to be burned on one side, and a piece 4ft by 6ft with fire carbon traces

Details of pilot Captain Dawie Uys's last conversation with air traffic control at the airport were established yesterday, but a crucial part of the conversation remained secret.

At a press conference in Mauritius, SAA chief executive Mr Gert van der Veer stuck to the decision not to release the tapes of the conversation be-

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Cape Times 4/12/87 (269)

tween the crew of the Helderberg and the Plaisance air traffic controllers before it crashed.

He said this would only lead to "wild speculation" on what actually occurred

But according to Mauritian Civil Aviation chief Mr Maurice Baguant there was "nothing abnormal" in the conversation

"There was no panic in the last part of the conversation," Mr Baguant said. "The pilot said he was 25 to 30 minutes from the airport He was given all the landing information and that was the last we heard

"He acknowledged the landing information This is routine when the aircraft is that close to landing There was nothing abnormal. Before that there was some other conversation. He said there was smoke in the plane but he unfortunately did not give any other information about it But there was no panic in the last part of the conversation. That was the last contact we had with him"

The conversation, which was taped by air traffic control, lasted 15 minutes.

Meanwhile, an SAA spokesman said it was possible the vital black box may not be recovered.

He added that the typhoon season was approaching and this had added urgency to the search for the box

The airport has implemented tighter security, requiring passengers to check in three hours before departure, and more airports are expected to do likewise, the secretary-general of the Association of Southern African Travel Agents, Mr John Bing, said yesterday.

He referred to the stepped-up measures in the context of the SAA and KAL aircraft disasters.

● Mr Van der Veer has appealed to the West to lift the embargo on the sales of reconnaissance aircraft to South Africa

He said aircraft like the long-range US Navy Lockheed P-3 Orion sent to help in the search were desperately needed to cover the increasing amount of civilian air traffic plying the Indian Ocean routes.

● In refusing to reveal details of the taped conversation, Mr Van der Veer was yesterday reported as saying "This would be unfair because the recording does not cover everything said in the cockpit, only what passed between the pilot and the control tower. It does not give the whole picture.

"It is possible that what was said in that time may hurt some people, cause pain to relatives, while others may even feel that they have been accused"

Some reporters took this to imply that the pilots had placed blame for the crash on some person or group of persons.

However, asked for an explanation of Mr Van der Veer's comments by the Cape Times last night, an SAA spokesman, Miss Zelda Roux, denied that Mr Van der Veer had used these words.

Cape Times 5/12/87 (269)

Jet 'went down like UFO'

By RENEE ABRAHAMSEN and CHRIS ERASMUS

'WELVE Mauritian campers who aw the Helderberg crash into the ea "like a UFO" have been silenced" by the island's police – pending the official inquiry nto the air crash

The campers spoke to local journalsts before the ban on further interiews

The group was on Flat Island, about ›km north of the mainland, when one ›f the campers, Mr Mohamed Rasisin Sumen, saw "a big brilliant thing in he sky, like a shooting star" about 3 45am and heard what sounded like in explosion "It was like a UFO"

The campers returned to Port Louis on Sunday evening and later spoke to ournalists from the local newspaper, Le Mauritian

But the group was subsequently told not to speak to anyone other than hose conducting the official commission of inquiry

And another eyewitness, insurance broker Mr Adam Dedorally, who was with a fishing party on Flat Island, said about 4am he saw "some sparks — it was like a falling star, then it burst into flames and the ball of fire went into the horizon"

The suspected point of impact of the Helderberg was 136 nautical miles north-east of Plaisance Airport and 102 nautical miles from the northerly tip of Mauritius, SAA chief executive Mr Gert van der Veer said yesterday

Airline officials said yesterday that a second victim of the disaster had been identified as South African Mrs Ruth Machlup, no address given Her next of kin have been notified

Post-mortems being conducted by Mauritian and SA pathologists are expected to be completed by tomorrow Forensic tests will also be done

Yesterday SAA spokesman Mr Nico Venter said in response to a statement in the Taipei's China Post newspaper in which the Taiwanese director of posts was said to be seeking compensation from SAA for the loss of 1,5 tons of Taiwanese mail on SA 295, that SAA was fully insured for all losses

Our Johannesburg correspondent reports that Mr Justice Margo, who will head a commission of inquiry, yesterday gave the assurance there would be "no question of secrecy" in regard to the hearing

● A Pretoria newspaper yesterday reported receiving an annonymous tip-off that claimed a large consignment of Christmas fireworks formed part of the Helderberg's cargo

An SAA spokesman described the report as "interesting", saying that "there is no way we can disclose what the contents of the cargo were" pending the outcome of the enquiry into the crash

● An SAA flight from Johannesburg to Taipei was delayed in Mauritius by a bomb scare for five hours yesterday

Flight 294 was delayed at Plaisance Airport while passengers and cargo were removed and the Boeing 747 searched, but nothing was found and the aircraft arrived safely in Taipei

Experts to try and find 'black boxes'

Staff Reporters and Own Correspondent

EIGHTEEN South African experts have arrived on Mauritius to bolster efforts to locate the two vital "black boxes" of the SAA Helderberg

And a Simon's Town firm, the Institute of Marine Technology (IMT), is part of a consortium of companies including Soekor which has put together a sophisticated "experimental" sonar-location system designed to locate the flight data recorders, believed to be lying more than 3,5km beneath the surface, within the three weeks before their signals fail

The experts will help teams that have been searching for the boxes in vain since the Boeing 747 plunged into the Indian Ocean a week ago

MINISTER CRIES .. The Minister of Transport Affairs, Mr Eli Louw, brushes away tears at yesterday's memorial service in Johannesburg for victims of the air disaster.

6 000 honour SA 295 victims

Own Correspondent

JOHANNESBURG — Up to 6 000 people crowded into a hangar at Jan Smuts Airport yesterday to pay their last tribute to the 159 victims of the Helderberg disaster

It was attended by several cabinet ministers, including Mr Chris Heunis and Mr Pik Botha, as well as the Most Rev Desmond Tutu and Mr Justice Cecil Margo who will head the commission of inquiry into the crash

Transport Minister Eli Louw expressed thanks on behalf of the government for "the hundreds of messages received from every part of the world, demonstrating a willingness to rise above daily differences

"I pay tribute to the memory of the lives and the work of those who left us"

SATS general manager Bart Grové said SA was deeply indebted to the Mauritian, French, American and Australian governments for "coming to our need in these difficult times"

Council yes to land use

EAST LONDON — The city council has approved in principle the R10-million first phase of the development planned for the South African Transport Services land here.

The chairman of the council's action committee, Mr Neville Randall, said after last night's meeting that the council supported the nature and scope of the scheme and had given its approval to the development consortium to proceed with further planning.

The project will include shops, restaurants and other facilites.

The approval in principle was subject to detailed plans being submitted to the city engineer's department, all internal services being at the developers' account and the developers' giving the assurance that the initial development phase would lend itself to future expansion. — DDR.

Cape Times 8/12/87
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Helderberg: Third body identified

PORT LOUIS. — Officials in the Mauritian capital confirmed yesterday that a third body from the wreck of the SAA Helderberg has been positively identified

The jet's two "black boxes" had not been found by late yesterday, in spite of stepped-up efforts and the use of increasingly sophisticated equipment brought in to help find them The 4,2-km cable to enable the search team to probe the depths for the black boxes arrived yesterday and is to be taken out to the Wolraad Woltemade

SAA said yesterday that a Johannesburg travel agent, Miss Lauben Pillemer, 24, had been positively identified

There is talk that a fourth body — of a Japanese woman — has been identified but SAA could not confirm this

Technicians at Plaisance Airport here said one of the passengers, believed to be Taiwanese, had tried to film the events aboard "during the panic of the plane's last few minutes" — but hadn't got anything on tape

The airline's chief executive, Mr Gert van der Veer, said at a press conference in Tokyo yesterday that he was sure the fire aboard the Helderberg, which crashed into the sea 11 days ago, killing all 159 people aboard, "started in the cargo hold"

He told Japanese journalists that watches had been found They had stopped at 4 07 local time — about four minutes after the last communication was received from the Helderberg by the control tower at Plaisance

In Johannesburg, a police forensics team and civil aviation experts yesterday heard the secret tape recording of the last conversation between the pilot and Mauritian air traffic control

It was played at police laboratories in Pretoria as tests began on sections of the Boeing 747

A Civil Aviation Directorate spokesman said sections from both the cabin and the hold showed signs of burning

Yesterday, however, SAA stuck to its decision not to release details of the cargo

An SAA spokesman, Mr Francois Louw, confirmed that "a big piece of wreckage" had been spotted and attempts to collect it have so far been fruitless

He said the SAS Jim Fouche was on its way to pick up what appeared to be "part of a wing" — Sapa

TRANSPORT INDUSTRY

The expense of confusion

Chaotic: that is the term increasingly being used by operators to describe the current state of the South African transport industry, which they say is being undermined by government ineptitude

They point to four current issues the snowballing backlog of millions of rands in diesel fuel levy rebates, exemption of oil companies from the newly declared permit-free operating areas, lack of phasing-in of new exempted areas, and uncontrolled deregulation of black taxis

It all adds up, say companies and industry organisations, to costly confusion that not only adversely affects the daily running of road transportation but also adds millions to operational and administrative costs — and fuels inflation

Despite repeated representations to the Ministers of Finance and Transport, and to the Commissioner of Customs and Excise, fuel levy rebates dating back to July this year remain unpaid (*Business* November 27)

Says Phil Erasmus, chairman of the Public Carriers' Association (PCA) "It's getting worse Rebates owing to some companies are in excess of R500 000, and in a few cases are close to R1m The total amount owing is vast The Department of Customs and Excise cannot cope, which means transport companies are having to carry massive additional capital employment with resultant higher interest bills and cash flow problems

"It's a total mess Something must be done soon or damage to the industry will be permanent "

The word in transport circles is that the money is not forthcoming because it is being used by government for farming subsidies Although officials have strongly denied it, the rumour is gaining currency because the government appears to be ignoring industry representations — after listening to and changing the rules for the farming lobby

Then there is the problem of the oil companies, who have been told by the Minister of Transport that they cannot carry fuel in the new exempted areas without permits (*Business* November 27)

Says André Jacobs, National Association of Private Transport Operators (Napto) CE "The minister has told us the motive was to protect the Sats pipeline, which needs protection until Sats is able to stop cross-subsidisation We told him the pipeline would be unaffected, but he has asked for a memorandum detailing why it will not suffer

"In the meantime, the oil companies have until December 17 to obtain permits — and even then they can only operate in the old magisterial and municipal exempted areas, which officially ceased to exist when the new 300 km exempt radii were declared on December 1 Nothing more can be done until at least the end of January 1988 "

The new exempted areas are causing other problems, too The PCA's Erasmus comments "We received a *Government Gazette* dated November 30 saying the new areas would come into operation on December 1 While we welcome the new willingness to deregulate, we are concerned that government is going at it like a bull at a gate Road transportation boards and testing facilities are understaffed now, coping with about 25% of the industry They cannot hope to handle more "

Napto's Jacobs agrees "Roadworthy certificates and Certificates of Fitness (CoFs) need to be renewed every six months, except in Natal where they are valid for a year So there will not just be one big rush — there will be a constant flood of hauliers needing vehicles tested for new certificates And who is going to pay for the extra staff and extra time needed?"

Most are united on the issue of black taxi deregulation, which has reduced the requirements for taxi operation to three adequate insurance, a CoF for the vehicle, and a driver's licence

Says Mike Ntlatleng, communications manager attached to the Southern African Bus and Taxi Association (Sabta) "The image of the industry is suffering, and public safety is at risk, because government sent out the wrong message when it deregulated Instead of saying that controls should be enforced, it gave the impression that anyone could run a taxi Now it's chaotic, and we are very concerned at the thousands of accidents — 70% to 80% of which are caused by illegal or pirate operators

"We support deregulation, but it should be orderly The industry should have been given time to regulate itself properly before the barriers were lifted " (This, of course, is debatable)

Government spokesmen for transport and customs would not comment on any of the issues

In the meantime, transporters are becoming desperate at what they see as a deteriorating situation Says one "It's Alice in Wonderland stuff We don't know what's going to happen next — and that's terrifying " ■

☐ See *Leaders*

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Sats' R500m housing plan

11/12/87 SOPHIE TEMA B/Day

SA TRANSPORT SERVICES is to spend at least R500m in the next five years on housing for its black, coloured and Indian employees.

Sats GM E L Grové announced this at the 50th anniversary celebration of Sats' house ownership scheme at Johannesburg station's Blue Room Restaurant yesterday.

He said Sats had spent R160m on employee housing for the three population groups over the past 14 years.

He added that since the provision of housing had been severely restricted by the shortage of land, Sats had decided to spend R500m on buying land and developing residential areas in the next five years.

Grové said Sats was geared towards ensuring the prosperity and happiness of its employees and would strive for every employee to own a house at retirement.

269 B/day 11/12/87.

Qantas appears set to reject SAA offer

PATRICK BULGER

AUSTRALIA'S national air carrier Qantas appears set to reject SA attempts that would, in effect, revive air traffic between the two countries

The airline was expected to respond today to the offer made earlier this week by SA Airways CE Gert van der Veer following Austrlia's politically motivated banning of air links in October.

Van der Veer said SAA would not object to Qantas flying directly to Johannesburg instead of Harare, extending its Harare flight to Johannesburg, or leasing the Qantas flight from Harare to Johannesburg.

Qantas acting manager for Africa, Grant Pitman, said from Harare yesterday a decision would come from Australia today.

He would not say what decision would be taken but said the airline "had to respect the policy of our government which is that there are to be no dealings with SA".

Pitman denied SAA's contention that 90% of passengers on the flight were actually headed for Johannesburg. He said only 32% of passengers were headed for Johannesburg.

"When we first started in 1982, almost all passengers were going to SA," he said Passengers on the flight were increasingly going to other parts of Africa, increasingly Nairobi, he said.

He said South Africans using the flight had become accustomed to travelling from Johannesburg to Harare, and then on to Australia

Qantas recently rejected an earlier SAA offer to provide connecting flights from Mauritius The airline cited "operational difficulties" in its rejection.

NATIONAL/INTERNATIONAL

New hope for Helderberg: find black boxes, lift wreckage

The Argus Correspondent

PORT LOUIS. — South African and American naval personnel and civilian experts are preparing for the most important part of retrieving the flight recorders from the crashed SAA Boeing 747 Helderberg.

The Cape Town-based tugs Wolraad Woltemade and John Ross have been equipped with advanced American Pinger-locator equipment to trace the signals which should be coming from the black boxes 3 600 metres under the sea

The tugs are expected to be operating in the 250-square-mile search area this weekend

LIFT WRECKAGE

The Helderberg's flight recorders may, however, not reveal what caused the reported fire in the hold

Recovering the black boxes is a vital part of the investigation, but it may be necessary to lift large sections of wreckage from the ocean bed before the cause of the blaze is known, an expert said here last night

Captain Charles Bartholomew, head of underwater salvage for the United States Navy, said it was hoped the black boxes would be able to provide the answers

If not, a six-month retrieval operation such as that on the wreckage of an Air India Boeing might be necessary, he said

Examination of wreckage recovered following the loss of the Air India aircraft off the Irish coastline showed the jetliner was downed by a bomb in its cargo bay, he said There has been no indication that a bomb caused the Helderberg disaster

All that is known from post-mortem results, examination of wreckage and eye-witness accounts is that there was a fire and an explosion

● The Argus Foreign Service reports from Perth that more than 50 people attended an Anglican memorial service in St George's Cathedral today for the 160 passengers and crew who died

The service was conducted by the Anglican Dean of Perth, the Very Rev David Robard. Some of the congregation were in tears

"ROCKED WORLD"

In an address Mr Trevor Henry, regional manager for SAA in Western Australia, said the tragedy rocked the world

"Sorrow touched all concerned, especially the families of those lost on the plane," he said

He was grateful for the opportunity to express the airline's thanks to those who sent condolences

He said the crew had had many friends in Perth

Helderberg's cargo still a mystery

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W/E ARGUS 12/12/87

Weekend Argus Correspondent

JOHANNESBURG — There will be no attempt to tamper with the tape-recordings of cockpit or pilot-to-control conversations during the last minutes before the SAA Boeing 747 Helderberg plunged into the Indian Ocean off Mauritius last weekend

Suggestions that tapes would be tampered with to eliminate any reflection on captain and crew and the SAA were dismissed yesterday by airways spokesman Mr Francois Louw.

Mr Louw, who was the SAA's Press liaison officer in Mauritius immediately after the Boeing disaster, said there would be "absolutely no attempt from our side or on the part of the Department of Civil Aviation, which is conducting the investigation, to cover up anything at all"

He said the tapes, recorded at Jan Smuts and Plaisance airports, had never been in the hands of the SAA. "We have copies, naturally, but the originals were held by the Mauritius Department of Civil Aviation and then handed over to the South African Department of Civil Aviation

At this stage the nature of the cargo on board the ill-fated Flight SA 295 has still not been divulged Questions regarding the contents of the containers in the holds of the Boeing Combi immediately after the crash have gone unanswered

SAA chief executive Mr Gert van der Veer said at a news conference in Mauritius that cargo was still being checked out with consigners and consignees

Yesterday these checks had not yet been completed and there was no confirmation of reports that the aircraft was carrying two tons of nitric acid and a consignment of fireworks — either of which could have started the fire which apparently preceded the explosion which blew the Helderberg out of the sky.

A special correspondent in Trou-aux-Biches on Mauritius reports that new information from an American reconnaissance aircraft could help in the search for the Helderberg's black boxes

It was learnt last night that intelligence from an Orion P-3 aircraft from the US military base in Diego Garcia has given searchers a far better "fix" on the wreck of the Boeing

Details were given to the joint South African, American and Mauritian search team this week

Airport security is 'shoddy'

14/12/87 269

Own Correspondent

JOHANNESBURG — Urgent action is necessary to improve the shocking state of South African airports and shoddy security measures that greet more than one million domestic and international travellers yearly, according to the chairman of the Airport Action Committee (AAC), Mr Royston Knowles.

The committee was formed in an attempt to cut red tape inhibiting immediate improvements to facilities at airports around the country. Improvements cannot be made without the approval of the Minister of Transport.

The AAC, comprising tour operators and other industry representatives, has submitted a report on the state of South Africa's airports and the application of security to several cabinet ministers, including the Minister of Transport, Mr Eli Louw.

Of primary concern are the temporary security measures implemented a few months ago "almost overnight" at the instigation of the Minister of Law and Order, Mr Adriaan Vlok, after a bomb explosion at D F Malan Airport.

The report submitted recommends renovations for inexpensive renovations of facilities.

Mr Knowles said it would require an estimated R65m to refurbish the airport.

The Director-General of Transport confirmed that renovations to the domestic departures area will begin early in 1989.

Cape Times 14/12/87

SAA 'not sure' what plane's hold contained

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By CHRIS ERASMUS

MORE than two weeks after the Helderberg crashed into the sea off Mauritius, SAA insists that it is not yet certain what was in the doomed airliner's cargo hold

Last week, SAA's chief executive, Mr Gert van der Veer, admitted that the fire on board the jumbo jet had started in the cargo hold, but refused to divulge the hold's contents

Yesterday, in the wake of speculation as to the hold's contents ranging from fireworks to nitric acid and polystyrene-encased computer equipment, SAA spokesman Mr Francois Louw said the airline was "not yet completely sure what was in the hold".

"Everything from the manifests to the consignee and consignors has to be checked and double-checked — that takes time," he said

Cape Times 16/12/87

Search for jet: Signals heard

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JOHANNESBURG — The South African salvage tug Wolraad Woltemade picked up a weak signal yesterday in the search area of the downed SAA jumbo jet, Helderberg

A spokesman for the Directorate of Civil Aviation said at Jan Smuts Airport they were not yet sure what caused the signal

It could have come from the voice recorder, or the flight-data recorder The tug went over the search area five times and picked up the signal twice

If a positive identification of the signals could be made, the position would be pin-pointed, said Civil Aviation official Mr Renee van Zyl

A statement issued by South African Airways yesterday afternoon said the Woltemade picked up the signal with a "pinger locator"

"It must be pointed out that it cannot be confirmed at this stage that the signal is emanating from the voice recorder, or data recorder, or indeed from either of these black boxes

"If a positive identification can be made, the position will be marked accurately after an investigation has been made with television monitors

"Following these steps the required equipment for the recovery of the recorders will be obtained and employed The black boxes will then be handed over to the committee of investigation

"The final recovery of the black boxes could still take months and the public will be kept abreast of developments "

The depth at the point located by the Wolraad Woltemade was 4 400 metres, which was 800m deeper than originally estimated

However this would not affect the difficulty of recovery, Mr Van Zyl said — Sapa

Cape Times 16/12/87

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Overseas air fares: 5% hike on Jan 1

JOHANNEBURG — IATA air fares from South Africa and Namibia to most overseas destinations are to rise by 5% from Jauary 1 to make up for currency disparities, South African Airways announced yesterday

The airlines decided on the increase during the International Air Transport Association tariff co-ordinating conference held in November in Cannes

"This increase was necessary to partially offset the tariff imbalances between South Africa and Namibia and the rest of the world The increase will still not achieve parity between fares to South Africa compared with fares from South Africa, but will relieve the situation considerably," the SAA statement said

All tickets bought (from December 15, 1987) on all IATA-member airlines operating from South Africa for travel on or after January 1 will be at the increased fare level

This increase does not apply to routes to Israel, within Africa and the Indian Ocean Islands — Sapa

Deregulation on a hazardous road

(269) DD 17/12/87

Transport deregulation is coming to SA and with it the possibility of a backlash if road safety suffers as unscrupulous truckers and taxi drivers go for profits. MICK COLLINS examines the public outcry which followed deregulation in the United States.

As nervous as a captive tiger about to be freed, the South African transport industry has cautioned government against giving it too much freedom too soon

The plea follows informal sector inroads into organised business in the wake of partial deregulation Deregulating the industry — the scrapping of government's stringent licencing requirements — has seen an upsurge of activity, especially in the black taxi sector

Unregistered operators have moved in to compete for what was formerly the lucrative preserve of the registered

Partly implemented is the abolition of SA's notorious "permit" system, which the formal heavy haulage sector is welcoming apprehensively

As more restrictions go, will new hauliers — in a cut-price scramble for work that has suddenly been thrown open to all comers — maintain standards?

And if they do not, will existing hauliers, who find they are losing work to "cowboy" contractors who cut corners, not feel they, too, must start to cut standards?

The transport industry sees the possibility of a backlash against too-rapid deregulation, with calls for the reimposition of regulations in the name of road safety

Says Phil Erasmus, chief executive officer of the TTI group, and recently elected chairman of the Public Carriers' Association

"This situation happened in the US a few years ago, when deregulation was introduced A great many inexperienced and not too scrupulous operators came on to the scene in search of a fast buck, and the deterioration in standards of road safety and the safety of cargoes was deplorable"

US transport authorities, at first, refused to accept that this was the case Two years ago, despite a public outcry, US Department of Transport (DoT) Secretary Elizabeth Dole was still adamant that there had not been serious postderegulation deterioration in trucking safety

And both the US administration and Congress denied that there was any need to register transporters of hazardous material, or introduce other controls

But today the DoT is on the defensive in the US Cover stories in Time and Newsweek, the CBS TV series on "Killer Trucks" and a series of articles in USA Today have all tied deregulation to a serious deterioration in road safety standards

Added to this have been campaigns in newspapers, and the beginnings of organised public concern

As a result, four major pieces of transport legislation are pending in the US

Three of these contain a registration programme with stringent conditions before registration will be accepted They impose tough technical standards, and provide for full consultation on routing

The DoT's public posture of two years ago had been completely discredited, and Secretary Dole has admitted to congress that US$50m is urgently needed to fund "enforcement programmes"

"In other words, the pendulum has swung back, and truckers in America who in the past had almost no regulations to worry about, will now almost certainly have too many," says Erasmus

"With hindsight, it is easy to see where the Americans went wrong, even if for the best motives — for instance, a strong belief that there should be as little interference as possible with private enterprise

"We could probably do with more of that feeling here But on the other hand, the American experience proves that sensible and reasonable controls are necessary from the outset, and operators cannot simply be left to do their own thing in an area as important and complex as modern transportation," Erasmus says

"We should take this lesson to heart, and see that the same mistakes are not made here"

Ample lip service has been paid to the need for control following the first of the deregulation moves in SA, but doubt remains whether government realises how serious the problem is, say formal sector sources

In thinking about deregulation, people envisage the same number of haulage contractors as at present, the same standards of behaviour and performance, but with the red tape removed," says a leading industry spokesman

"Perhaps a few extra traffic police to deal with a few newcomers who don't play the game — but these, they will tell you quietly, are very much the exception

"Unfortunately, it isn't quite so simple We need to look at what is happening in other countries — for instance, the US — and at what is happening here in SA, where black taxi operators are working under virtual deregulation"

According to statistics published in SA by the National Road Safety Council, 18 715 accidents involving mini-buses in the six months to June 1987 — more than 3 000 a month — have been recorded

"Time is money The faster the drivers complete one journey, the quicker the next one can begin And the more journeys, the more money they make"

The result has been a massive 24 800 prosecutions against black taxi owners in the past 10 months for a variety of moving offences — representing only a fraction of the offences actually committed

The number of registered black taxis — which have to obtain Certificates of Fitness every six months — is already about 40 000, and is expected to rise to more than double that figure in the next few years,

But the number of unregistered taxis is even higher There is no real control over them and, as things stand, not much prospect of any Reliable estimates put the present figure at 45 000 — and rising

"So we have overloaded vehicles, unroadworthy vehicles, appalling drivers, and generally poor road behaviour, great danger to other members of the travelling public, a lot of accidents and a lot of deaths"

The situation, Erasmus says, is totally unsatisfactory, and is costing millions of rands in damaged vehicles and human lives

"The situation could have been avoided if proper consideration had been given in advance to the probable consequences of throwing off all restraints — however desirable it might have seemed to improve trading prospects for black taxi owners

In fact, it was desirable to free black taxis from unreasonable restraints and to let them work in the vast market that cries out for their services There is no argument on that score," says Erasmus

But by not ensuring that essential minimum standards were met, that drivers and owners understood this, and that the requirements could be effectively enforced, government has created a difficult problem, he says

"To try and reverse the process now would be next to impossible Taxi operators are earning good money and are providing an important service To drive them off the road would create resentment, not only amongst operators but their clients, too"

Yet the authorities, in the interests of all road users, will have to exercise closer control of operators At this stage, with many bad habits ingrained, it will be harder than it would have been if controls had been a part of the starting process

The problem would have been a great deal worse, Erasmus argues, if the deregulation of black taxis had been a general deregulation applying across the board to all operators and all types of cargoes

That is the danger that must be kept in the forefront of everyone's mind as the deregulation exercise lumbers towards an ill-prepared launch

Most existing haulage companies employ only experienced drivers and maintain high standards. Most ensure that their vehicles are roadworthy and see to it that they are not overloaded "And for the most part, they do their best to ensure that their vehicles are driven in a responsible manner," Erasmus says

What has to be looked at is the type of postderegulation unscrupulous activity that threatens to spoil a move that would bring sanity to the jungle that is transport in SA

Perhaps the answer is to slip the tiger gradually from its leash

SA 295 probe: SAA pilot as expert?

Cape Times 18/12/87

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JOHANNESBURG — The South African Airways Pilots' Association (Saapa) wants the Board of Inquiry into the circumstances of the Helderberg air disaster to have a pilot "expert" as one of its members, a spokesman said yesterday

Our Johannesburg correspondent reports that a Saapa spokesman said they were not seeking a seat on the board but had offered the services of SAA pilot Tony van Heerden who is chairman of the Accidents' Analysis Study Committee, part of the International Federation of Airline Pilots' Association

Meanwhile, **CHRIS STEYN** reports that SAA said yesterday a "wrong picture" of the crash would emerge if details relating to the aircraft's cargo and the pilot's last message were released

SAA chief liaison officer Mr Nico Venter told the Cape Times that the tape recording of the pilot's last words, documents relating to the cargo as well as the wreckage and the results of post-mortems on the victims, were all part of the "total puzzle"

"They are all pieces in the jigsaw And because the reason for the crash is not known, the findings of the commission of inquiry would be influenced if you prematurely took out one of the pieces and speculated on that basis," he said

Letters from the public demanding to know what the aircraft's hold contained and what the pilot's last message was have been pouring in to newspapers country-wide Speculation is rife that the aircraft's hold contained restricted cargo, and SAA have been accused of having "something to hide"

But Mr Venter said all aspects of the crash now formed part of the evidence "To highlight one aspect might communicate the wrong picture"

Mr Venter said that since the investigation into the disaster was, for obvious reasons, not being conducted by SAA, all further inquiries would be dealt with by the chairman of the commission of inquiry, Mr Justice Margo

"But SAA is just as anxious for the true picture to emerge It is not only in our own interest, but in the interest of aviation as whole throughout the world," Mr Venter said

From Johannesburg it is reported that there was no progress yesterday in locating the Helderberg's black boxes — with the deadline for finding this vital clue to the airliner's crash now only 10 days away The "pingers" in black boxes emit signals for 30 days after a crash — and 20 have now elapsed

Four vessels are searching for confirmation of the two faint signals picked up near Mauritius earlier this week, but Civil Aviation Department spokesman Mr R van Zyl said last night there had been no further progress

Mr Van Zyl said there would be no danger of the contents being destroyed because it was a "well-protected" magnetic tape and could withstand intense pressure

11 Helderberg missing 'dead'

Staff Reporter

ELEVEN of the passengers from the Western Cape on board the ill-fated Helderberg were ordered presumed dead by the Supreme Court yesterday

The order, for the "presumption of death of certain passengers on flight SA295 ZS-SAS 'Helderberg' on November 28, 1987", was granted by Miss Justice Leonora van den Heever after a joint application by family members and relatives

Those officially presumed dead in terms of the order are Mrs Gina Kathryn Ackerman, her daughter Samantha, Ms Maria Alice das Neves, Mr Matthew Wynand Britz, Ms Lynn Catherine Hayward, Mr Colin Aubrey Hesqua, Mr Stephen Malcolm Hutton, Mr Christopher Edward Ravensworth Liddle, Mr Abraham Joseph Tobias, Mr John William Wills and Mr Michael Stein

In their affidavits, the applicants said those listed had been on board the South African Airways airliner which had crashed into the sea shortly before landing at Mauritius last month

Mr R G Goodman, instructed by Syfret Godlonton — Fuller Moore Inc, appeared for the applicants

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Delays, Airways make them fume

JOHANNESBURG. — South African Airways' "high-handed attitude" has angered passengers still stranded at Jan Smuts

Hundreds of passengers have been stranded in Johannesburg, Port Elizabeth and East London, some since Tuesday, when bad weather forced the closure of runways at two coastal airports

Eight flights to and from these cities were either cancelled or delayed when heavy rain flooded the runways at East London and Port Elizabeth

Furthermore, because one aircraft was stuck in foggy East London, flight 345 from Johannesburg to Cape Town resulted in passengers due to arrive at 2230 on Wednesday night, getting in a 0200 yesterday

Persistent fog caused the airport in East London to be closed to in-bound traffic again as a result of which, six flights were cancelled

The 150 passengers affected were put up in hotels and it was hoped that they would be able to fly out today

Mr Bob Pretorius, head of the Port Elizabeth teacher's committee said he and 24 examiners from the Cape Education Department had been waiting at Jan Smuts since Tuesday lunchtime, after marking exam papers for 10 days, and "we're sick and tired of SAA's high-handed attitude"

"There is just no communication between the airline and its passengers"

SAA had not sent anyone to pacify the people

"We quite understand that we're unable to fly because of the bad weather, but nobody tells us what is going on We've been shoved from one official to the other

"Some of the older people have been under a lot of strain and they haven't received any assistance from SAA"

Mr Pretorius also complained that the Minister of Finance, Mr Barend du Plessis' son was "given preference" on a Cape Town flight ahead of passengers who had waited since Tuesday

UCT student Miss Annette Groenewald was "disgusted" She had been waiting for three days to go to Port Elizabeth and "I've even had to pay my own accommodation"

An SAA spokesman said "We're doing all we can" — Sapa

SAA crash: 13 bodies found

Cape Times 2/12/87 (269)

By ROGER MAKINGS and Sapa-Reuter-AP

MAURITIUS — A further two bodies from the Helderberg Boeing disaster were found off Mauritius yesterday, bringing to 13 the total number of victims found

The Minister of Foreign Affairs, Mr Pik Botha, and the Minister of Transport Services, Mr Eli Louw, are to attend a memorial service in Mauritius today

Mr Louw yesterday announced that a board of inquiry is to be appointed to determine the cause of and the responsibility for the accident

Mr Justice C S Margo, an expert on aviation accident investigations, will chair the board

ASKED whether the B 747-244 Combi airliner was carrying a cargo of chemicals when it crashed into the sea, apparently in flames, SAA spokesman Mr Nico Venter said he could not comment

"This is a subject for the inquiry into the crash and therefore we cannot comment However, there are very strict international regulations and rules regarding the transportation by air of various sorts of cargoes, including chemicals

"SAA adheres strictly to these regulations I don't know whether there were chemicals on board or not, but I can assure you that we are not trying to hide anything and that if we could comment we would"

The SA Navy's replenishment vessel, the SAS Tafelberg, left Simon's Town yesterday afternoon for Mauritius, where it will provide a floating support base for other ships and helicopters searching for debris and bodies

Post-mortems on two of the bodies indicate the injuries sustained were consistent with "hitting hard objects" They found the damage to the bodies was "consistent with damage from seats on impact"

A memorial service will be held in Hanger Eight at Jan Smuts Airport on Friday at 10am for the South Africans who died in the accident The service will be conducted by the Chaplain General of the SADF

Relatives of most of the Japanese victims left for Mauritius yesterday, SAA's Tokyo office said

● Neither SAA nor the government has yet asked any foreign government or agency for assistance in retrieving the wreckage of the Helderberg and its black box flight recorder

SAA spokesman Mr Nico Venter said yesterday that the exact location of the wreckage and its depth below the surface were still unknown

Export costs of fruit set to drop

JOHANNESBURG. — Deciduous fruit farmers have finally won an ongoing battle over airfreight that will bring down the cost of exporting perishables over the Christmas season

Earlier this month, Minister of Transport Mr Eli Louw gave permission for charter agencies to arrange for aircraft flying out exports to bring in goods on their southbound routes, substantially reducing tariffs

Mr Louis Kriel, of Unifruco co-op, said the high demand for perishables every December, when passenger transport was at a premium, had resulted previously in tons of fruit rotting because the charter costs had been prohibitive.

To cope with seasonal demand, deciduous fruit farmers traditionally fly out about 800 tons of fruit over this period, although the bulk is transported by sea

SAA director of cargo services Mr Bennie Smit says scheduled services can cater for about 80% of perishable airfreight, with the balance run by charter

The loss of the Helderberg off Mauritius last month also reduced SAA's carrying capacity during the peak perishable export season

A major backlog of airfreight goods destined for South Africa from Europe and the US — which resulted in costly delays of up to two weeks in October and November — has now eased, say several airlines and freight companies

Several major airlines chartered cargo planes several weeks ago to help ease the backlog

The main reasons given for the backlog, apart from normal seasonal increased demand for goods, were

- Retailers being caught off guard by the increased consumer demand on the run-up to Christmas and airfreighting goods to short-circuit the long lead times entailed in shipping,
- The cancellation of landing rights for SAA in the US,
- Very low rates offered to exporters for South Africa-bound goods from the US, which caused a transit build-up in Europe of goods that would normally go by sea,
- The introduction of long-haul non-stop flights from Europe, resulting in less cargo tonnage to enable greater fuel loads, and
- Bad weather in Europe

A spokesman for Lufthansa's cargo section said the cargo situation had now normalized to an average 70% of capacity

AIR DEREGULATION (269)

Privateers grounded

Those who were hoping that with all the talk of deregulation, any competent pilot with a well-maintained aircraft would soon be able to fly commercially — and maybe even challenge South African Airways (SAA) — will just have to wait

It will take at least another year, perhaps longer, before a new Act even reaches parliament, says Cor Beek, executive director of the Commercial Aviation Association of Southern Africa

The antiquated and restrictive Air Services Act (51 of 1949) which protects SAA and established operators from the possible ravages of a free market is still very much in force and, says Beek, makes life difficult for newcomers

The Act controls schedule operators, non-schedule operators (charterers), aerial work and flying training An aircraft owner who wants to operate commercially in any of these fields has to be licensed by the National Transport Commission (NTC) — a time-consuming procedure The NTC issues licences only if it feels that the interests of established operators who are providing a satisfactory service will not be harmed

An Air Services Bill which, had it become law, would have allowed much freer competition, was scuttled by objections from organised business and the air industry itself

The Bill, written into the Margo Commission Report on Aviation tabled in parliament in 1982, suggested a cautious move away from total regulation It recommended that

☐ Flying training be deregulated immediately the Act became law,

☐ Non-schedule operations with smaller aircraft carrying less than 12 passengers and/or 500 kg of freight be deregulated three years later,

☐ Aerial work be deregulated within three years of the Act becoming law, but in consultation with the industry, and

☐ A policy of controlled competition be introduced initially to cover non-schedule operations with larger aircraft and all domestic scheduled services

Government accepted these recommendations in principle But, says Beek, it held back because, at the same time, the National Transport Policy Study (NTPS) began investigating the entire transport industry and came out with its now well-known recommendations In effect they call for quality control of transport as well as deregulation, provided SA Transport Services is relieved of its socio-economic burdens

But organised business and users of air services, like travel agents, objected to the Bill Even the air industry, which at one time was enthusiastic about the Margo report, had second thoughts and rejected it They felt it did not go far enough

Beek feels that the scope of the Bill, which was designed to allow more freedom internally, was not really understood Many objected because they thought it should have guaranteed more freedom on international routes But, he points out, international routes are the subject of bilateral agreements between governments Rather than try to modify the Bill, the private sector returned it to government and suggested that NTPS consultants be instructed to compose a new draft Government again felt that the consultants had completed their task and undertook to make it one of the first priorities of the Transport Advisory Council (TAC) which was brought into being on October 15 when the Transport Advisory Act became law

But the members of the TAC have not yet been appointed

"They will discuss the new regulations only next year I cannot see these becoming law before 1989 or 1990," says Beek "And there are no guarantees that the TAC's version will be accepted without trauma"

The regulations have their supporters, but some have reservations about the American system which allows for completely open competition internally The same applies to the British system of controlled competition Some prefer it and would like to have it adopted in SA — but to others it's anathema The ball meanwhile remains in the TAC's court ■

Cor Beek ... flying uphill

1987

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Flight to city delayed 12 hours

PRETORIA. — Passengers on a scheduled SA Airways flight from Cape Town to Johannesburg on Sunday were delayed for up to 12 hours after the Airbus they were to travel in was first delayed and finally withdrawn from service for "technical reasons"

Irate passengers, who reached their destinations only in the early hours of yesterday, complained they were "kept in the dark" by airport officials and issued boarding passes on a number of occasions only to have them cancelled again

What also angered them was that passengers booked on later flights left on schedule while they continued to wait for news

An SAA spokesman yesterday confirmed the delay in the departure of Flight 318 "for technical reasons, and definitely not a bomb scare"

He said some passengers had been delayed "until late at night" because virtually every seat on other flights was reserved as a result of the Christmas rush

Every effort was made to get passengers with international flight connections from Johannesburg on to later flights

Passengers on crew seats

"We put passengers on the 'jump seats' (fold-up seats used by cabin crew for take-off and landing) and even asked for volunteers from other flights to wait so that those passengers who had to catch connecting flights could leave"

The passengers, some of whom had already boarded when the technical problems were found, were kept waiting because the aircraft was first temporarily delayed, then indefinitely, and finally withdrawn from service for repairs "to make absolutely certain it was safe"

"In these circumstances we normally arrange another aircraft to take the passengers, but every available aircraft was already in service due to the Christmas rush," the spokesman said — Sapa

Banks, building societies fight but ...

Sats refuses pleas to privatise housing scheme

269 Star 31/12/87

By Claire Gebhardt

The multimillion-rand housing scheme of the South African Transport Services (Sats) would be manna to banks and building societies hard-pressed for new business, but approaches to the transport giant to privatise its R3 billion housing scheme have been cold-shouldered.

Building societies and banks canvassed by The Star said they had made covert approaches in an attempt to share in the spoils which, should Sats privatise, will pour million into Sats' coffers

Although Sats has signalled that it is not interested, claiming that the scheme is so vast it would not be possible to award the scheme to any single institution, financial institutions remain cautiously optimistic

A building society spokesman said "Every building society is chasing new business and we are definitely interested We have made contact and have been making the right noises It has been very slow up to now but it is coming to a head"

Banks, too, would welcome the chance to extend their customer service is the opportunity arose

"Obviously if this is on offer we would be interested, but Sats has so far indicated that it is not interested and in fact the scheme may be part of its whole remuneration situation and not up for grabs If we are invited to tender we will, but we have still to be asked"

Sats deputy director of housing Mr Dirk Both has been quoted as saying about R3 000 million has been invested in the scheme to date.

"About R400 million is made available to the housing scheme annually, depending on funds, and between 800 to 1 000 property transactions are carried out each month Properties acquired under the scheme number 124 000 to date Nearly 70 000 houses are still in the scheme and about half of the houses have already been transferred to participants."

He refutes the idea that privatisation could be on the cards in the near future

"It is not a viable proposition The financial institutions cannot give us a cheaper or better scheme than we have at the moment Over the past few years we have investigated every other possible means there is, and none is as viable as our own

"The decision to privatise can in any event not be decided by Sats alone

"There is a legal agreement between Sats and each participant in the scheme Staff associations too are involved in decision taking and their feelings have been taken into account We must, of necessity, look at the participant's pockets as well as our own administration costs"

Under the housing scheme, in operation since 1937, properties are registered in Sats' name.

At the termination of an employee's contract, and provided he redeems the outstanding balance on the property, he acquires a title to the property

AIRCRAFT INDUSTRY FM 4/12/87

Ready for takeoff

SA's plane drain appears to have stopped The spate of owners who rushed to sell their aircraft to cash in on high dollar values has abated and aircraft imports have commenced again

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Figures compiled by the Directorate of Civil Aviation (DCA) show a gain of 28 commercial aircraft in the period April 1 to October 31 At the same time there was a gain of 51 recreational aircraft such as motorised gliders and microlights

Cor Beek, executive director of the Commercial Aviation Association, says though it's not dramatic, the signs look good

Light aircraft . . . business is looking up again

"There is active trading in used aircraft, including imported planes There is also more activity in the charter business, in the private airline business and in maintenance and training "

Beek sets great store on the Aviation Africa Exhibition, held every second year, as an industry indicator For the first time all available interior space has been sold out for Aviation Africa 88, to be held at Rand Airport from March 23-26 next year

Beek's concern now is that the aircraft industry will be unable to capitalise fully on demand if the economy shows a sudden improvement

National Airways and Finance Corporation MD Graeme Conlyn has also discerned a resurgence in private and business flying His company's sales in the current financial year were the best yet

"We sold a couple of helicopters and 25 new and used turboprops, some of which were imported," says Conlyn He added that maintenance, spares, charters, training and helicopter hire divisions also performed well

A new Beechjet is now being demonstrated to prospective customers around the country, several of whom have shown "great interest "

Comair MD Pieter van Hofen says the demand for airline seats is strongly up because of the increase in tourism and business travel

Comair's load factors are 15% up on last year, although it offers 19% more seats than it did last year In the third week of November 1986 it offered 2 754 seats, while the corresponding figure the same week this year was 3 279

DCA statistics show that SA lost more single-engined piston-type aircraft during the plane drain than any other In October 2 104 were registered, which was eight above the 2 096 in March, but still substantially below the 2 252 in March 1985 or the 2 141 in March 1986

The drain of twin-engined piston-types has slowed but not stopped The 608 SA ha in 1985, dropped to 533 in 1986, to 518 on March 31 this year and to 515 in October SA's fleet of twin-engined turbo-jets decreased from 48 in 1985 to 42 the following year and 40 in March this year However, by October it had risen marginally to 43

From March 1985 to October 1987 SA's fleet of three-engined jets increased by one, to two, while four-engined jets also increased by one from 13 in March 1985 to 14 in October

There was a more substantial increase in the number of turbo-prop aircraft

The 13 single-engined turbo-props registered in March 1985 increased to 16 in October 1987, the 77 twin-engined turboprops in 1985 increased by 23 to 100 in October, while the 10 three-engined turboprops increased to 14

October's tally of 69 single-engined piston-type helicopters was one above March this year but nine below March 1985 The 86 single-engined turbo helicopters in October were two below March 1985 but three above March this year Twin-engined turbo helicopters grew from 10 in 1985 to 18 in October 1987

Also, South Africans clearly like flying for fun — microlight aircraft shot up by 200, from 386 in March 1985 to 586 in October 1987 ■

Helderberg: Angry relatives grill SAA chief

From KEN VERNON
Argus Africa News Service

PORT LOUIS — The families and relatives of Japanese and Taiwanese who died in the SAA Boeing 747 disaster gave SAA chief executive Mr Gert van der Veer a severe grilling when he apologised to them at a special meeting here

Some accused SAA and the South African Government of being slow to begin rescue operations and of being more interested in recovering Flight 295's black box than in searching for survivors or bodies

Mr van der Veer denied the allegations, saying SAA acted immediately it heard of the crash and recovery operations were continuing with utmost haste and dedication

"I promise we will search even harder to try to recover the bodies of your missing loved ones But the possibility of finding survivors is now very remote," he said

Inquiry

He pledged that SAA would meet all the costs of the relatives during their stay in Mauritius and would make whatever arrangements they wanted to visit the scene of the crash today

He said a board of inquiry had been set up and pledged to ask the South African Government to appoint a representative of the Japanese government to the board

After outlining recovery operations through an interpreter, Mr van der Veer then unexpectedly ran into severe criticism when he invited the relatives to ask questions

One asked if the security arrangements had been "perfect" He said he wanted it made clear that the person responsible for security would be brought to book if the arrangements were found to have been lax

Another raised the question of the Helderberg having once before had an engine failure

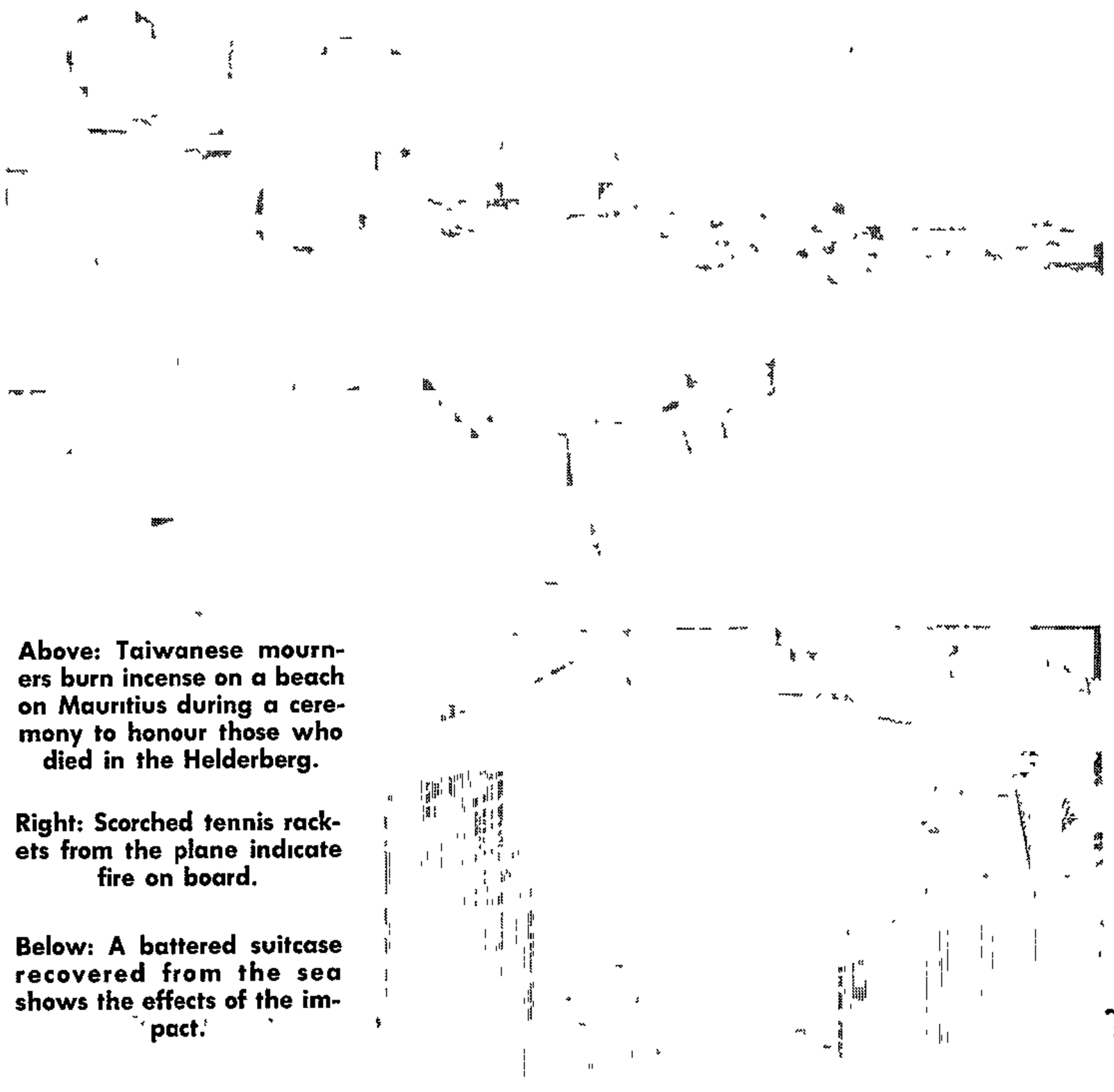
Anger

Still another said the impression being gained from media reports in Tokyo was that South Africa did not act quickly enough Instead, it left the initiative to the French and others

"We have arrived here in sorrow and anger beyond words We want you to understand our anger and our sorrow," one man said

Mr van der Veer said South Africa did not maintain a naval presence in the Indian Ocean, which was why a French warship was first on the scene

On the security of Flight 295, he said SAA applied the strictest security — but necessarily in conjunction with airport authorities



Above: Taiwanese mourners burn incense on a beach on Mauritius during a ceremony to honour those who died in the Helderberg.

Right: Scorched tennis rackets from the plane indicate fire on board.

Below: A battered suitcase recovered from the sea shows the effects of the impact.

Rumour of bomb blast on Boeing dismissed

The Argus Correspondent

JOHANNESBURG — No evidence has yet come to light to show what caused the crash of the SAA Boeing 747 Helderberg, a Ministry of Transport Affairs spokesman said here

Mr Leon Els was reacting yesterday to a rumour that a bomb blast was responsible for the disaster off Mauritius on Saturday

He said a technical committee investigating the disaster was still searching for anything which might point to the cause of the crash, but so far nothing had come to light

RECORDINGS

Mr Els rejected suggestions that SAA was refusing to release control tower tape recordings of the last exchanges between the Helderberg and the ground because these contained evidence of some kind of blast

Only the official board of inquiry could release the recordings, and so far a full board had not yet been appointed

Mr Justice Cecil Margo, chairman of the inquiry, could not be reached yesterday

SPECULATION

Mr Els said SAA was unable to divulge any further information about the Helderberg's passengers or cargo All this was to be handed to the inquiry

Rumours about the cause of the crash were "pure speculation"

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SAA confirms only 11 bodies found after crash

JOHANNESBURG. — The search of the site of the crashed Boeing 747, Helderberg, had failed to find more bodies, South African Airways said today.

Public relations director Mr Nico Venter said only 11 bodies had been found and none had been identified.

He said wreckage from the airliner would be shown to the Press today and a Press conference with the chief executives of SAA and Air Mauritius would follow

The deep sea tug, Wolraad Woltemade, was due to arrive in Mauritius today and the SAS Tafelberg was expected to arrive next Tuesday.

Mr Venter said Japanese and Taiwanese relatives of the crash victims would be taken to the suspected scene of the disaster today. — Sapa.

Bomb scare delays SAA Taipei flight

PORT LOUIS — The South African Airways flight from Taipei to Johannesburg was delayed for about five hours early today due to a report that there was a bomb aboard

All the passengers were taken off the Boeing 747 and the cargo was removed.

"Nothing was found, the passengers were re-boarded and the flight proceeded normally, landing at Jan Smuts Airport without mishap," said an SAA spokesman

The scare came in the wake of the SAA Boeing 747 disaster last Saturday.

The Boeing, also on its way to Johannesburg from Taipei, crashed 250km north-west of Mauritius, killing all 160 aboard — Sapa

● See page 3.

Helderberg: blast found; sign of sabotage theory

Argus Africa News Service

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PORT LOUIS. — A violent explosion must have occurred on board the SAA Boeing 747 which crashed off Mauritius on Saturday, a Mauritian pathologist, Dr I Chunnoo, has said.

Three bodies he examined had showed "signs of severe trauma which leads one to think that there was a violent explosion," he said today.

In one of the bodies a piece of the aircraft's fuselage had been found

The three bodies he had examined had shown signs of smoke in their throats

This seems to confirm reports that there was a fire on board before the plane crashed or exploded

Unprepared for impact

On Monday Mauritian aviation sources said it appeared from the wreckage and the way it was spread over a vast area that an explosion could have occurred in the middle section of the aircraft

Yesterday, however, a police medical department doctor said post mortems examinations appeared to show that the plane desintegrated on impact and did not explode in mid-air

Indications are that the passengers were unprepared when the crash or explosion occurred

Lieutenant-Commander Yves Lemmonier, captain of the French warship La Grandiere which has been taking part in the rescue operation, said that in his opinion none of the passengers had been prepared for the crash

Life jackets behind seats

He said that none of the bodies recovered had been wearing life jackets and said that all seats recovered still had their life jackets behind them

He thought that none of them had been wearing safety belts when the crash occurred

Commander Lemmonier said that his crew had recovered the bodies of six passengers during the past three days in what he called "the worst job of my career" He said most of the bodies were of Asiatic people

His ship had covered more than 300 nautical miles in search patterns and his crew had spotted "inumerable" sharks in the area

The official body count now stands at 13 One of the bodies recovered was that of a young child of around 12

Wreckage of the SAA plane was shown to the media for the first time after it had been brought to Port Louis by La Grandiere

Twisted seats, shattered pieces of what apeeared to be fuselage and sections of the interior of the aircraft and passengers' luggage were displayed

The Argus Foreign Service reports from London that a warning that Japanese Red Army terrorists were preparing a blitz on international passenger aircraft was passed to airlines only days before the SAA 747 and a Korean Airlines 707 crashed at the weekend

The warning came after the arrest a week ago of a member of the Red Army who was returning to Tokyo after training in Libya.

The Red Army sabotage theory surrounding the loss of the aircraft strengthened when an Asian man arrested in connection with the disappearance of the South Korean aircraft committed suicide by taking poison while in custody in the Middle East yesterday

Rumour

However, an SAA spokesman said the warning appeared to be a "rumour".

"We followed up the rumour and cannot confirm tnat it was an official warning," she said from Johannesburg today

Sophisticated deep sea sensor equipment is being used on the Mauritian tug Sir Seewoosagur Ramgoolam to find the Helderberg's "black box" flight recorder The black box is believed to be at a depth between 500 and 3 000m

Sapa reports that 222 family mourners from Eastern countries arrived in Mauritius at dawn today — 142 Japanese, 76 Taiwanese and four Koreans. They flew in on an SAA flight

(*Turn to page 3, col 7*)

P.T.O.

Helderberg blast theory

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(Continued from page 1)

from Taipei which followed the same route as the Helderberg

Two memorial services are to be held at the University of Mauritius today A service for the Japanese will be held first and two hours later the Taiwanese will hold theirs

The flight was delayed for about an hour in Taipei It is believed that the aircraft waited for passengers on connecting flights

Their arrival was quiet and they were met by SAA executives, including Mr Gert van der Veer, the airline's chief executive

Among the Japanese are two dentists with medical files of victims They will help to identify bodies

If the Japanese agree, according to an SAA spokesman, a wreath will be dropped from a Safair Hercules The wreath will be of white flowers as white is a colour of mourning in Japan

Another memorial service for the victims is to be held on the island later this week, possibly on Saturday, when the Minister of Foreign Affairs, Mr Pik Botha, and the Minister of Transport, Mr Eli Louw, will attend

IN CONTACT

An SAA spokesman in Johannesburg yesterday said Jan Smuts air-traffic control was in contact with the captain of the Helderberg soon after take-off from Taipei

But the connection was weak and this was "probably why he did not get through to Jan Smuts when the emergency arose"

Mr Justice Cecil Margo, who chaired the board of inquiry into the Machel air disaster this year, has been appointed chairman of the crash inquiry board

New Govt guidelines on labour

A SPECIAL court consisting of Supreme Court judges has been proposed by the Minister of Manpower and Public Works to deal with the escalating labour disputes, the Director-General of Manpower, Dr P J van der Merwe, announced yesterday.

By MONK NKOMO

Speaking at a press conference in Pretoria, Dr van der Merwe said a proposed Draft Bill containing amendments of the Labour Relations Act of 1956, will be published in the *Government Gazette* today The proposal followed recommendations from various bodies including trade unions and employers, Dr van der Merwe said

The purpose for the establishment of a special labour court consisting of judges, he added, was to consider appeals against decisions of the Industrial Court The judges would be appointed by the Minister of Justice

The proposal follows the escalating work load of labour disputes in the agreed upon has not been followed at termination of employment

Guidelines defining unfair labour practice included

- A trade union or employers' organisation which made use of unconstitutional, unfair or misleading methods of canvassing members,
- An employee or employer who is unfairly disciplinated against on the grounds of race sex or religion, and
- A trade union which directly or indirectly hinders an employer to negotiate with workers employed by him or some of them who are not members of such a trade union
- When a procedure prior to dismissal and
- When reasonable notice has not been given before hand by the employer to the workers
- When the employer have not given the employee a fair opportunity to state his case
- The dismissal of an employee without a valid and fair reason
- The dismissal of an employee or employer who is unfairly disciplinated against on the grounds of race sex or religion, and

Boeing's last 15 minutes on tape — SAA

Argus 3/12/87

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By KEN VERNON
Argus Africa News Service

PORT LOUIS. — South African Airways has admitted it has a recording of the crucial last 15 minutes of cockpit-to-control-tower conversation on the SAA Helderberg before it crashed into the sea off Mauritius

However, SAA's chief executive, Mr Gert van der Veer, says the contents of the tape are sub judice and cannot be released to the public because a board of inquiry has been appointed to investigate the disaster.

Mr van der Veer said SAA had withheld it because "it might be misunderstood"

He added: "It is possible that what was said in that time may hurt some people, cause pain to relatives, while others may even feel thay have been accused.

"This would be unfair because the recording does not cover everything said in the cockpit, only what passed between the pilot and the control tower It does not give the whole picture."

Mr van der Veer did not specify what "control tower" he was referring to but it is assumed that he was referring to Mauritian control tower at Plaisance airport.

"INDISCREET"

Mr Justice Cecil Margo, chairman of the investigation into the crash, said today he did not want to make any statement about the disaster or about the tape.

"I need another few days of organisation and preparation before I find my feet. I know how important this is to everyone, how interested people are for the maximum degree of information. But it would be premature, indiscreet of me to start making statements."

Asked when the hearing would start, the judge said: "A great deal depends on the collection of technical evidence. The search for the cockpit voice recorder and the digital flight data recorder are of fundamental importance.

"In the light of the availability of that data, we will be able to decide when to start the hearing."

The inquiry would be public, he said

Asked why SAA had witheld the official results of post mortem examinations on the victims, Mr van den Veer said the matter was "out of our hands".

He said SAA was only one part of the group carrying out examinations. The others included the Mauritian police, the Mauritian and South African departments of civil aviation and other government medical authorities.

BLACK BOX

"We are busy collecting all the evidence from all quarters — cockpit conversations, post mortems, examination of debris — and all of this will be made available to the board of inquiry, which will then decide what can be released to the public.

Turning to the search for the "black box", which holds the key to the crash, Mr van den Veer said more sophisticated equipment was arriving "every day" to help in the search.

Indications were that the plane was resting at a depth of 3 600m while the range of the signals sent out by the box was only 4 000m.

This meant that searchers had to get close to the wreckage to pick up the signals.

Japanese and Taiwanese relatives today flew over the scene of the disaster. More Taiwanese relatives were taken to the site aboard the navy strike craft SAS Jim Fouche

Ships in the area are continuing the search for more bodies, but none has been recovered since Tuesday. The official count remains 11.

● Angry relatives grill SAA chief — page 3

Helderberg and Machel crashes grabbed headlines

Local transport sector had year of accidents and strife

By Sven Forssman, Transport Reporter

Two air disasters dominated the transport scene in 1987.

The reasons for the crash of the Helderberg, the worst air crash in South African Airways' 53-year history, are still a mystery and are likely to remain so unless the flight recorders are found

However, the findings of the board of inquiry into the accident in which Mozambican President Samora Machel and 33 others were killed were made public in July

Wave of arson attacks

Other events to grab news headlines were

- April marked a wave of arson assaults against SA Transport Services (Sats) facilities on the Reef
- The Director-General of Transport, Mr A B Eksteen, retired on August 31 after 41 years of unbroken service in the department and almost 11 years as its chief He was the driving force behind the establishment of the Road Traffic Bureau, the advent of the National Road Safety Year and the introduction of a system of levying petrol to pay for third party insurance
- SAA failed in October in its attempt to overturn the American Government ban on flights to the US
- SAA had its landing rights in Australia withdrawn from November 1.
- The Government announced new exempted areas where goods can be transported without permits.
- The Southern Africa Bus and Taxi Association suffered a major setback when plans to buy Putco floundered Sabta withdrew from the negotiations because of "unacceptable" demands imposed by third parties.
- A crisis looms in the black taxi industry with the announcement that more than 45 000 unregistered taxis have taken to the road since deregulation
- SAA pilots are in open revolt against the airline over pay and service conditions

Board of inquiry

As the search for the Helderberg's black boxes continues, and an official blanket of silence covers possible causes of the crash pending an inquiry to be headed by Mr Justice Margo, all that has been confirmed is that there was fire in the aircraft's cargo hold

The board of inquiry into the Machel air crash, which included three international aviation experts — Colonel Frank Borman of the US, and Sir Edward Eveleigh and Mr Geoffrey Wilkinson of Britain — said negligence and error on the part of the Soviet crew caused the accident.

Board chairman Mr Justice Margo said in the report it was regrettably necessary to record several instances in which the crew's behaviour was below standards of accepted airmanship.

He said the Soviet aviators were a "below-par crew" and their performance was the more tragic because it was an important flight carrying a head of state and the pilots had had considerable experience of flying in the area

The wave of arson assaults against Sats facilities on the Reef was connected to the strike by 16 000 members of the SA Railways and Harbours Workers' Union (Sarhwu)

More than 100 coaches worth an estimated R21,2 million were damaged.

Sats and Sarhwu reached an agreement in June The settlement provided that all workers dismissed as a result of the strike could be re-employed by June 15

In October the US Supreme Court rejected SAA's appeal to overturn the US Government ban on flights to the US The ban came into effect in 1986 when Congress passed the Comprehensive Anti-Apartheid Act

Shortly before SAA's landing rights in Australia were withdrawn on November 1, SAA launched a massive advertising campaign promising passengers they could still fly to Australia with SAA But they would have to catch a connecting flight, at no extra expense, for the last leg of the journey.

Unrestricted areas

Mr Ian Moss, chief executive of the Public Carriers' Association, welcomed the announcement of the new unrestricted areas that fall within a 300 km radius from demarcated post offices in Pretoria, Johannesburg, Bloemfontein, Cape Town, Port Elizabeth, East London, Durban and George

He said the Government was "taking a step in the right direction".

The crisis in the black taxi industry follows reports that more than 3 000 minibuses were involved in road accidents every month for the first six months of 1987 and that prosecutions against black taxis soared to 24 800 for the first 10 months of the year, with minibus drivers accused of breaking just about every rule on the road.

As a result, Transport Minister Eli Louw called for these reports to be investigated

Meanwhile SAA pilots fighting for improved salaries and working conditions have requested a meeting with Mr Louw to discuss their grievances. The Minister has agreed to meet the pilots "in the near future".

Star 269 2/1/88

(269) STAR 18/12/87

Privatisation possible as flood of complaints continues

SAA's image suffers after disastrous year

By Sven Forssman

It has been a disastrous year for South African Airways — in more ways than one.

The loss of landing rights in certain countries, passengers' complaints about the airline's high-handed attitude, the open revolt of its pilots over pay and service conditions, the Helderberg disaster, and bad reports from independent surveys has generated a lot of criticism against SAA

The Helderberg disaster, of course, overshadowed all other happenings this year It was the airline's first fatal crash for 19 years, and all 160 people aboard were killed

SAA immediately clamped down on the flow of information about the accident, taking shelter behind the "sub judice" excuse after an inquiry was announced

But relatives of those who died have a right to know what was on the final tape message sent by the Boeing.

Earlier this year an independent survey of 1 200 Thomas Cook Rennies Travel corporate clients accused SAA's domestic services of not caring for their clients

The survey said the food was appalling, and it heavily criticised service, schedules and costs

In October, SAA failed in its bid to overturn a US government ban on its flights to America The US Supreme Court rejected the SAA appeal against the ban imposed by congress as part of a sanctions package over South Africa's apartheid policy.

Then, in November, SAA had its landing rights in Australia withdrawn

More bad news

And after the Helderberg crash there was still more bad news for SAA Last week its pilots threw down the gauntlet over pay and service conditions.

They announced plans to set up their own off-shore employment agency, which would hire out its 455 members to SAA or any other airline. Such a move could hold SAA to ransom or cripple its service

Captain Blake Flemington, president of the South African Airline Pilots' Association (Saapa), announced that the association was preparing for a meeting with the Minister of Transport

He said it was beyond SAA's power to grant the pilots what they were looking for So there is more to the issue than meets the eye

Only yesterday, SAA was faced with hundreds of irate passengers who have been stranded at Jan Smuts Airport since Tuesday

They were stranded when bad weather forced the closure of runways at Ben Schoeman Airport in East London and H F Verwoerd in Port Elizabeth

The passengers were not so upset by the delay as by the airline's "high-handed" attitude They complained that there was no PRO on hand to pacify people, and that they were being shoved from one official to the other

Many feel the privatisation of SAA is the only answer. They point out that privatisation would reduce the airline's susceptibility to international sanctions pressures

But deregulation of the current licensing system, which effectively grants SAA a 90 percent monopoly of internal passenger flights, is a prerequisite for privatisation.

The consumer, after all, would not benefit if there was no competition.

Minister of Transport Mr Eli Louw said earlier this year that SAA was definitely open for privatisation approaches, but doubted if, in the present political and economic climate, there would be any takers.

Shattered remains of the SAA Helderberg litter the deck of a French naval vessel which raced to the crash scene in a vain search for survivors. Now, as experts endeavour to piece together the doomed jet's last minutes, more questions are being asked — about SAA's whole future as a State airline.

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PROVIDING A NEEDED SERVICE . but at what price to safety of all road users?

Deregulation on a hazardous road

Transport deregulation is coming to SA — and with it the possibility of a backlash if road safety suffers as unscrupulous truckers and taxi-drivers go for profits. MICK COLLINS examines the public outcry which followed deregulation in the United States

AS NERVOUS as a captive tiger about to be freed, the South African transport industry has cautioned government against giving it too much freedom too soon

The plea follows informal sector inroads into organised business in the wake of partial deregulation Deregulating the industry — the scrapping of government's stringent licencing requirements — has seen an upsurge of activity, especially in the black taxi sector

Unregistered operators have moved in to compete for what was formerly the lucrative preserve of the registered

Partly implemented is the abolition of SA's notorius "permit" system, which the formal heavy haulage sector is welcoming apprehesively

As more restrictions go, will new hauliers — in a cut-price scramble for work that has suddenly been thrown open to all comers — maintain standards?

And if they do not, will existing hauliers, who find they are losing work to "cowboy" contactors who cut corners, not feel they, too, must start to cut standards?

The transport industry sees the possibility of a backlash against too-rapid deregulation, with calls for the reimposition of regulations in the name of road saftey

Says Phil Erasmus, chief executive officer of the TTI group, and recently elected chairman of the Public Carriers' Association

"This situation happened in the US a few years ago, when deregulation was introduced A great many inexperienced and not too scrupulous operators came on to the scene in search of a fast buck, and the deterioration in standards of road safety and the safety of cargoes was deplorable"

US transport authorities, at first, refused to accept that this was the case Two years ago, despite a public outcry, US Department of Transport (DoT) Secretary Elizabeth Dole was still adamant that there had not been serious post-deregulation deterioration in trucking safety

And both the US administation and Congress demed that there was any need to register transporters of hazardous material, or introduce other controls

But today the DoT is on the defensive in the US Cover stories in Time and Newsweek, the CBS TV series on "Killer Trucks" and a series of articles in USA Today have all tied deregulation to a serious deterioration in road safety standards

Added to this have been campaigns in newspapers, and the beginnings of organised public concern

As a result, four major pieces of transport legislation are pending in the US

Three of these contain a registration programme with stringent conditions before registration will be accepted They impose tough technical standards, and provide for full consultation on routing

The DoT's public posture of two years ago has been completely discredited, and Secretary Dole has admitted to Congress that US$50m is urgently needed to fund "enforcement programmes"

"In other words, the pendulum has swung back, and truckers in America who in the past had almost no regulations to worry about, will now almost certainly have too many," says Erasmus

"With hindsight, it is easy to see where the Americans went wrong, even if for the best motives — for instance, a strong belief that there should be as little interference as possible with private enterprise

"We could probably do with more of that feeling here But on the other hand, the American experience proves that sensible and reasonable controls are necessary from the outset, and operators cannot simply be left to do their own thing in an area as important and complex as modern transportation," Erasmus says

"We should take this lesson to heart, and see that the same mistakes are not made here"

Ample lip service has been paid to the need for control following the first of the deregulation moves in SA, but doubt remains whether government realises how serious the problem is, say formal sector sources

"In thinking about deregulation, people envisage the same number of haulage contractors as at present, the same standards of behaviour and performance, but with the red tape removed," says a leading industry spokesman

"Perhaps a few extra traffic police to deal with a few newcomers who don't play the game — but these, they will tell you quietly, are very much the exception

"Unfortunately, it isn't quite so simple We need to look at what is happening in other countries — for instance, the US — and at what is happening here in SA, where black taxi operators are working under virtual deregulation"

According to statistics published in SA by the National Road Safety Council, 18 715 accidents involving mini-buses in the six months to June 1987 — more than 3 000 a month — have been recorded

"Time is money The faster the drivers complete one journey, the quicker the next one can begin And the more journeys, the more money they make"

The result has been a massive 24 800 prosecutions against black taxi owners in the past 10 months for a variety of moving offences — representing only a fraction of the offences actually committed

The number of registered black taxis — which have to obtain Certificates of Fitness every six months — is already about 40 000, and is expected to rise to more than double that figure in the next few years

But the number of unregistered taxis is even higher There is no real control over them and, as things stand, not much prospect of any Reliable estimates put the present figure at 45 000 — and rising

"So we have overloaded vehicles, unroadworthy vehicles, appalling drivers and generally poor road behaviour, great danger to other members of the travelling public, a lot of accidents and a lot of deaths"

The situation, Erasmus says, is totally unstatisfactory, and is costing millions of rands in damaged vehicles and human lives

"The situation could have been avoided if proper consideration had been given in advance to the probable consequences of throwing off all restraints — however desirable it might have seemed to improve trading prospects for black taxi owners

"In fact, it was desirable to free black taxis from unreasonable restraints and to let them work in the vast market that cries out for their services There is no argument on that score," says Erasmus

But by not ensuring that essential minimum standards were met, that drivers and owners understood this, and that the requirements could be effectively enforced, government has created a difficult problem, he says

"To try and reverse the process now would be next to impossible Taxi operators are earning good money and are providing an important service To drive them off the road would create enormous resentment, not only amongst operators but their clients, too"

Yet the authorities, in the interests of all road users, will have to exercise closer control of operators At this stage, with many bad habits ingrained, it will be harder than it would have been if controls had been a part of the starting process

The problem would have been a great deal worse, Erasmus argues, if the deregulation of black taxis had been a general deregulation applying across the board to all operators and all types of cargoes

That is the danger that must be kept in the forefront of everyone's mind as the deregulation exercise lumbers towards an ill-prepared launch

Most existing haulage companies employ only experienced drivers and maintain high standards Most ensure that their vehicles are roadworthy and see to it that they are not overloaded

"And for the most part, they do their best to ensure that their vehicles are driven in a responsible manner," Erasmus says

What has to be looked at is the type of post-deregulation unscrupulous activity that threatens to spoil a move that would bring sanity to the jungle that is transport in SA

Perhaps the answer is to slip the tiger gradually from its leash

Hunt for black box hots up

Cape Times 7/12/87

By CHRIS BATEMAN

Z69

SOME of the world's most sophisticated recovery equipment is on stand-by today as the battle against time to find the flight data recorders on board the Helderberg begins in earnest.

Just 21 days of sonar signal power remain in the devices, which now lie 3,5km beneath the ocean off Mauritius.

A 4,2km-long cable arrived yesterday and will be attached to a locally developed "experimental" sonar detector for trawling in the 20 by 20 sea-mile area, defined by a fleet of South African and Mauritian search vessels.

More sophisticated sonar detectors, loaned from the US Navy and an unnamed British company, are due to arrive early this week and will improve search capability "vastly", an SAA spokesman said yesterday.

The Jacques Cousteau-developed French Sea Research Institute equipment and the British Scarab — a mini-submarine capable of diving to 2km — were available if the devices were located and a recovery dive was feasible, she said.

Replying to criticism at the time lapse in acquiring international search equipment, she said SAA's technical staff had begun negotiations with various countries "immediately" after the disaster.

"During those first two days we were more interested in finding possible survivors, and our ships weren't equipped with sonar locators," said the spokesman.

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SATS to share housing spoils?

Own Correspondent

JOHANNESBURG — Banks and building societies are poised to "officially" ask South African Transport Services (SATS) to share the spoils of its multi-million rand housing scheme

The move follows intensive behind-the-scenes planning by the financial institutions which has culminated in covert approaches to the transport giant to privatize its R3 bn "houses for employees" scheme

Sources within several of the major banks and building societies said privatization would put millions of rands in cash into SATS coffers

Escom spokesman Mr Ben Rheeder said the value of the Escom housing scheme when privatization was considered was about R280m

"Since privatization Escom has saved itself about R100m The present value of the portfolio is in the order of R350m"

A spokesman from an institution already involved in the Escom housing scheme said "The institution would very much want to be involved in a scheme which makes good business sense"

Another banking source said the bank would welcome the chance to extend its customer service if the opportunity arose to tender for SATS

But SATS is digging in its heels, claiming the scheme is so vast it would "hardly" be possible to award the scheme to any single institution

SATS deputy director of housing Mr Dirk Botha said about R3 000m had been invested in the scheme to date Although the value of outstanding loans was not available, Mr Botha said about R400m was allocated to the housing scheme annually, depending on funds

"SATS carries out about 800 or 1 000 property transactions each month"

He said a major difference between the SATS housing scheme and those of other bodies — including Escom and Armscor — related to a subsidization of the whole loan by SATS rather than merely subsidizing the interest on monthly instalments

"It is cheaper for a SATS employee to be subsidized on this basis rather than on instalment payments"

Properties are registered in SATS's name, unlike other schemes where a bond is registered against a property in the employee's name

The capital redemption on the property is paid out to an employee on termination of his service if he does not take title in the property

"There is a legal agreement between SATS and each participant in the scheme — SATS cannot decide one-sidedly to privatize," he said

"Staff associations have been participating in the decision-making process and it is also on their recommendation that SATS does not wish to privatize its housing scheme"

NATIONAL ARGUS 9/12/87 (269)

Qantas has 'no choice but to restore SA link'

The Argus Correspondent

PRETORIA. — The Australian national airline Qantas would have no choice but to resume direct flights to South Africa if it wanted to carry the extra holiday traffic between the two countries, informed sources said today.

South African Airways made additional offers to Qantas yesterday after the Australian carrier turned down an earlier suggestion that it terminate its special December flights at Mauritius so that SAA could provide connecting flights to South Africa.

Qantas, banned from flying to South Africa by the Australian Government, planned to terminate its special flights at Harare and it had requested SAA to put on special connecting flights from Zimbabwe.

SAA, banned by the Australian Government from flying to Australia, has now proposed that Qantas either fly directly to South Africa or that it extends its special flights from Harare to Johannesburg. A third option would be that SAA would lease the Qantas flights between Harare and Johannesburg

Senior Government sources disclosed today that the Government was not prepared to accept an Air Zimbabwe offer to put on the extra flights between Harare and Johannesburg.

The issue had become purely political, they said South Africa was not prepared to allow Qantas and Air Zimbabwe to be the only ones to benefit from increased traffic between South Africa and Australia

The sources said if Qantas was obliged to fly to South Africa during the festive season, there being no other way to make connecting arrangements, then there was no reason why full air links between the two countries could not be restored.

Besides, there were always the SAA flights between South Africa and the Far East.

Human rights day service

JOHANNESBURG. — The South African Council of Churches will hold a prayer service at Khotso House tomorrow to commemorate International Human Rights Day — Sapa.

ARGUS 8/12/87 269

Boeing disaster victims killed by blast: Doctor

The Argus Correspondent

PORT LOUIS — Post-mortem examinations of bodies recovered from the Helderburg air disaster indicate the victims of the crash were killed by an explosion

This has been disclosed for the first time by a Mauritian member of the medical team investigating the accident, Dr Indra Duth Chunnoo

He said the examinaton of the bodies showed they had been smashed and torn apart, and that the most probable cause of this would have been a huge explosion

"Just when the explosion occurred — before, during or after the crash — we could not determine," he said

He added that the investigating team, consisting of doctors from South Africa, Britain and Mauritius, had completed their examination of all the bodies so far recovered Some of the doctors had already left Mauritius

Badly mutilated

"We found no evidence any of the victims had been mauled by sharks"

He said requests by relatives of South Africans killed in the crash to view the bodies to try to identify them had been turned down because the bodies had been so badly mutilated

He said that for the same reason a request by a Taiwanese doctor, whose seven-year-old niece died in the crash, had also been denied

● The third body from the wreck of the Boeing 747 Helderberg has been identified, SAA announced last night, three days after the next-of-kin were informed

The body is that of a Johannesburg travel agent, Miss Lauben Pillemer, 24

Her father, Mr Raymond Pillemer, said last night the family was informed of the identification on Saturday morning

He said the discovery of the body suited the religious convictions of the family, but further than that he prefered not discuss the death

Sats pours millions into homes

By Sven Forssman

South African Transport Services (Sats), who will spend R500 million on housing for black, coloured and Indian employees in the next five years, has one of the best home schemes in the country, says deputy director (housing), Mr Dirk Botha.

11/12/87

Sats has spent R160 million on housing in the past 14 years

Speaking at a function at Johannesburg Station yesterday to celebrate the 50th anniversary of the home ownership scheme, Mr Botha said Sats was going to great lengths to provide "real family homes" for employees

"We offer 100 percent loans — including transfer costs — payable until 10 years after the statutory retirement age. The total loan is worked out according to the person's salary, period of redemption — which can be up to a maximum of 40 years."

Mr Botha said the subsidy ceiling was R65 000 "An employee can buy a more expensive house, but he will be charged higher interest on the additional loan"

Minister launches probe into taxi death traps

DD 7/12/87

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JOHANNESBURG — The government looks set to review its transport deregulation policy following a major crisis in the black taxi industry.

Informed sources said at the weekend a special Ministerial Work Group (MWG) under Transport Minister, Mr Eli Louw, had been set up following reports of over 45 000 unregistered black taxis on South African roads.

The move, they said, could lead to the re-introduction of stricter controls.

Transport spokesmen have slammed the government's rush to deregulate and say National Road Safety Council statistics show 18 715 accidents involving mini buses in the six months to June 1987 — more than 3 000 a month.

The recently-appointed chairman of the Public Carriers Association (PCA), Mr Phil Erasmus, said prosecutions against black taxis have rocketed to 24 800 for the first 10 months of 1987 for a variety of moving offences

Mr Erasmus points to four accidents on the N1 freeway between Pretoria and Pietersburg during September, which were responsible for the loss of 39 lives.

"The police are in no doubt why the accident rate is so high. Taxi drivers, in the rush to get rid of one load of passengers and take on another, are breaking just about every traffic regulation in the book.

"Overloading in this context is no technicality, but is a very serious matter. In the wrong hands an overloaded minibus becomes a death trap."

The national adviser of the South African Bus and Taxi Association (Sabta), Mr James Chapman, said that in its investigations of the N1 accidents the Department of Transport found in all cases illegal taxis were involved

"The situation is becoming critical Passengers, the public and our drivers are at risk if something is not done."

Mr Chapman said his organistaion recommended to the National Transport Policy Study that deregulation be phased in gradually.

"For some reason the report was passed through the Competition Board which objected to our recommendations and they were dropped. Government has now had a rethink and has appointed the MWG to look at the problem."

He said Sabta had resubmitted its recommendations on deregulation to the MWG and has also formed the Black Transport Development Trust. — DDC

Air Zimbabwe offers to supply connections to SA

The Star's Foreign News Service

2/12/87

The Qantas-South African Airways cat-and-mouse game over connecting services to Johannesburg from Harare seems to have been settled by Air Zimbabwe, which has offered to provide seats

Since the Australian government terminated South African Airways flights in October, Qantas and SAA have been negotiating over onward connecting services from the Qantas termination point in Harare Qantas wanted SAA to provide additional flights to Johannesburg

SAA offered the services from Mauritius instead, which would have meant Qantas landing there instead of overflying as it does now

In effect, this would have provided SAA with a de facto direct connection to Australia as Air Mauritius would be entitled to reciprocal flights to Australia, and SAA provides aircraft and crews to Air Mauritius

Secret tape discloses frantic last words on boar

'WE ARE GOING T

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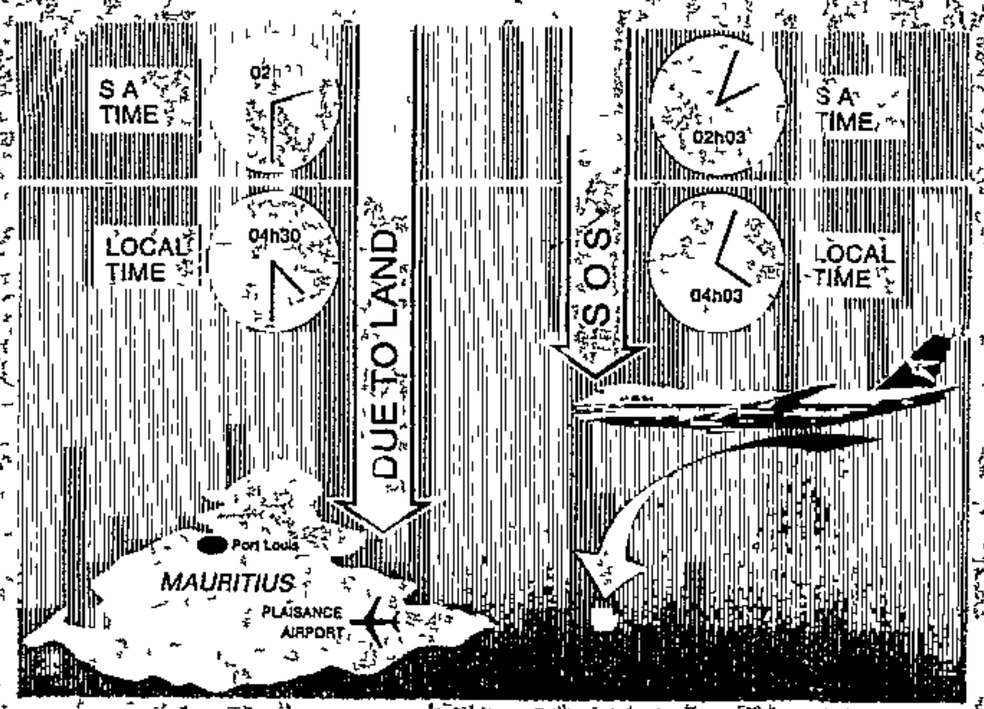

Black Box: Time is running out

W/E ARGUS 4/2/82

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PORT LOUIS — Time is running out in the desperate search for the Helderberg's "black box" and the cockpit voice recorder. So far, sonar equipment used in the search has proved inadequate and new, more sophisticated equipment is on the way.

■ The new threat is the cyclone season, due to start in a week.

But South African Airways has not approached the British and American companies owning the world's only two Scarab submersibles — which specialise in retrieving "black boxes" from deep seas — to help them to find the vital recorders of the crashed Helderberg.

In London and New York, spokesmen for Cable and Wireless and American Telephone and Telegraph said they had had no communication from South Africa's national airline to help in the search off Mauritius.

Weekend Argus Reporter

"WE ARE GOING TO DIE!" These were am the last frantic words on the secret tape that corded the final moments of the SAA Helderb before it crashed into the sea off Mauritius.

While SAA has refused to release the contents of tape, which captures 15 minutes of conversation betv the cockpit and Mauritian air traffic control, part of story of the dramatic last moments can today be tol Weekend Argus

Those desperate words were spoken by 45-year-old Mr seppe Bellagarda, the flight engineer on board flight SA 29 the giant jumbo — out of control and engulfed by a raging fi plummeted towards the Indian Ocean at 300km/h

For Mr Bellagarda and the 159 other passengers and cre board, death and a watery grave were only minutes away — were to die in a violent explosion that rocked the stricken je before it crashed, or almost instantly after it sank and van from sight

In piecing together those final tragic moments infor sources have told Weekend Argus of some of the last-minute ments by the cockpit crew that have been captured on tape

Chilling insight

Although it is by no means the full version, it gives a ch insight into the drama-charged sequence of events in whic year-old veteran commander Captain Dawie Uys and his man crew struggled desperately to clear the cockpit of toxi fumes and keep the aircraft flying until touchdown 10 mi away at Plaisance Airport

In the cockpit with him were Senior First Officers D Attwell, 36, and Geoffrey Birchall, 36.

At the controls was Captain Uys. Alongside were his co-p and seated behind them were Mr Bellagarda and flight eng officer A G Daniel.

The pre-crash 15-minute taped conversation covers m what passed between Captain Uys and the Mauritian control er, though the voices of other members of the crew can be heard in snatches

ords on board Flight SA 295

NG TO DIE'

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Weekend Argus Reporter

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sperate words were spoken by 45-year-old Mr Gu- agarda, the flight engineer on board flight SA 295, as mbo — out of control and engulfed by a raging fire — d towards the Indian Ocean at 300km/h

Bellagarda and the 159 other passengers and crew on ath and a watery grave were only minutes away — they o die in a violent explosion that rocked the stricken jet just it crashed, or almost instantly after it sank and vanished sight

In piecing together those final tragic moments informed sources have told Weekend Argus of some of the last-minute comments by the cockpit crew that have been captured on tape

Chilling insight

Although it is by no means the full version, it gives a chilling insight into the drama-charged sequence of events in which 49-year-old veteran commander Captain Dawie Uys and his four-man crew struggled desperately to clear the cockpit of toxic gas fumes and keep the aircraft flying until touchdown 10 minutes away at Plaisance Airport

In the cockpit with him were Senior First Officers David Attwell, 36, and Geoffrey Birchall, 36.

At the controls was Captain Uys Alongside were his co-pilots and seated behind them were Mr Bellagarda and flight engineer officer A G Daniel

The pre-crash 15-minute taped conversation covers mainly what passed between Captain Uys and the Mauritian control tower, though the voices of other members of the crew can be over-heard in snatches

Russians, Chinese to boycott SAA service

PORT LOUIS.— Diplomatic representatives from the Soviet Union and China are to boycott the memorial service today for victims of the South African Airways Boeing 747 which crashed near Mauritius one week ago, SABC radio news reports.

The South African Minister of Foreign Affairs, Mr Pik Botha, is to attend the memorial service and will also hold a meeting with the Mauritian Prime Minister, Mr Aneerood Jugnauth, the report said.

P.T.O.

The pre-crash 15-minute taped conversation covers mainly what passed between Captain Uys and the Mauritian control tower, though the voices of other members of the crew can be overheard in snatches.

One was Mr Bellagarda, who is heard to say "We are going to die".

According to sources, Mr Bellagarda made this comment some minutes after Captain Uys had asked the control tower to clear him for a sharp drop from his cruising altitude of 12 000m to 4 000m.

Later Captain Uys told the tower there was smoke in the cabin, then radio contact was lost and the aircraft disappeared from the radar screens.

Out of control

It was probably at that height, say sources — at 4 000m or lower — and at the stage that the fire was spreading fast and furiously and the aircraft was lunging towards the sea that Mr Bellagarda's voice was picked up.

About the same time another crew member's voice — not that of Captain Uys — was also heard on the tape.

It was probably the voice of first officer Attwell or Birchell, and it said "Look at the attitude!" This was a reference to the direction in which the nose of the aircraft was pointing at that moment.

It was a clear reference, say aviation experts, to the fact that the aircraft, then hopelessly out of control, was dipping and banking severely as it headed downwards.

Mr Bellagarda's comment that they were facing inevitable death must have come just minutes before a huge explosion knocked the Helderberg out of the sky.

Two Mauritian fisherman recounted this week how they saw the aircraft crashing in a "ball of fire", which confirms earlier reports by medical investigators that there had definitely been a fire and violent explosion on board.

Doctors examining the bodies of some of the victims found traces of carbon on their throats.

According to Mauritian Civil Aviation Chief Maurice Bagaunt, there was no panic in the last part of the conversation on tape, though it is not clear if he was referring to the last 15-minute version, or to an earlier tape when Captain Uys asked for permission to descend to 4 000m.

This indicated that Captain Uys apparently felt confident — at that point — that he could land the aircraft.

Guiseppe Bellagarda, friends said this week, had lived for flying. He started his career with SAA 29 years ago as an apprentice and was conscientious and hardworking. He is survived by his wife and four children aged between 12 and 20.

Black box

The 15-minute tape is not the only record of the last minutes of the Helderberg. A large-scale sea search is under way to recover the Boeing's cockpit voice recorder — the "black box" which picks up conversations between all members of the crew, and with others who enter the cockpit, and not just the captain's direct link-up with the control tower.

Meanwhile, a row has broken out over an SAA decision not to release the contents of the tape on the grounds that it is to be considered by a board of inquiry and thus is *sub judice*.

SAA's chief executive, Mr Gert van der Veer, said that if bits and pieces of the conversation were made known it would lead to speculation.

"If we knew the causes of the crash we would not hesitate to make this public," he said.

Mr van der Veer, who returned to Mauritius yesterday after attending a mass memorial service at Jan Smuts Airport, denied earlier reports quoting him as saying that the contents of the tape might hurt some people and cause pain to relatives.

He denied he had said that "others may even feel accused", and that it would be unfair to make the contents known as the recording did not cover ev-

SA to erect monuments for disaster victims

PLAISANCE AIRPORT (Mauritius). — The South African Government intends to erect monuments in Japan, Taiwan and South Africa to those who perished on board the SAA Helderberg last week, the head of South African Airways, Mr Gert van der Veer, said in Mauritius today.

Mr van der Veer was speaking to a group of Taiwanese examining some of the debris from the doomed aircraft.

They inspected the debris while Mr van der Veer explained what was being done to recover wreckage from the aircraft and the bodies of the 160 pasengers on board the Boeing 747 when it caught fire and plunged into the sea about 250km north-west of Mauritius.

Memorials

"Memorials to the passengers are to be erected in Japan, Taiwan and South Africa," Mr van der Veer said.

He did not say what form the memorials would take.

The group left to fly over the crash site an hour before a special flight arrived from South Africa carrying the Ministers of Transport and Foreign Affairs, Mr Eli Louw and Mr Pik Botha.

A spokesman for SAA said he knew of plans to erect monuments but did not know what stage the planning had reached. — Sapa.

Helderberg cargo hold door found with signs of fire

The Argus Correspondent

JOHANNESBURG — A piece of wreckage believed to be a door between the cargo hold and the cabin of the Helderberg has been recovered off Mauritius

The door, burned on one side, is seen here as further confirmation that a fire in the cargo hold of the Boeing 747 Combi was responsible for the disaster

It is among growing piles of charred, twisted and torn pieces of the aircraft which are being recovered daily after drifting south-west towards Mauritius from the crash site

BLACK BOX

South African Airways officials at Plaisance Airport were able to confirm that Mr Gert van der Veer, the airline's chief executive, said in Tokyo that a fire in the upper rear cargo hold of the Boeing appeared to be responsible for the disaster that claimed 160 lives

Investigators are working against the clock to trace the flight data recorder and cockpit voice recorder The pinger which emits homing signals from the devices is meant to work for 30 days Ten days have already passed since the disaster without any trace of them although a large variety of tracking and search equipment is being used.

PRESUMED DEAD

An airline spokesman said "We have a constant stream of officials, technicians and equipment coming back and forth from South Africa Various equipment has been tried and we are continuing all-out to find the recorders"

The navy replenishment vessel SAS Tafelberg is due to join the search today and will provide a base for the two tugs, the strike craft and the helicopters taking part in the search

The crew of the Helderberg were yesterday "presumed dead" by the Rand Supreme Court after an application by the South African Transport Services

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SPECIAL REPORT

HELDERBERG BOEING DISASTER

(Continued from page 1)

erything said in the cockpit, but only what passed between Captain Uys and the control tower

His initial remarks were interpreted by SAA sources as meaning that the crew or others involved with SAA could possibly be implicated amid conflicting reports and theories about the cause of the crash

Aviation experts have rejected Mr van der Veer's claim that the matter is *sub judice* — a board of inquiry, they say, does not fall within the ambit of a court of law, and they are calling for the tape to be made public

Pilots say that even though the tape may be sensitive they should be told what happened

They believe that withholding the tape will lead to growing speculation and uneasiness among the public and SAA personnel, and say that it is in SAA's own interests to come out into the open

They pointed to the Korean Air Lines Boeing disaster last week in which 115 people on board went missing near Burma on a flight from the Middle East

In this case, they said, investigators wasted no time in saying that everything pointed to the fact that the aircraft exploded in mid-air, and immediately released information on possible causes

According to one veteran SAA pilot "This is typical South African bureaucracy — whenever there is trouble in SAA and it is in the dock the ploy is to clam up until everything is uncovered internally

"It is nonsense to regard the release of the tape as *sub judice* or to say that it doesn't belong to SAA Why don't the Mauritian authorities release it?"

However, Mr Justice Margo, who is heading the board of inquiry into the disaster, said there would be no secrecy clamp on evidence

"Only in the most exceptional circumstances will I allow any suppression of the evidence"

Pik flies over the crash site

PLAISANCE AIRPORT (Mauritius) — The Ministers of Transport and Foreign Affairs, Mr Eli Louw and Mr Pik Botha, arrived at Plaisance airport today after flying over the site of the SAA Helderberg's crash.

The special flight landed with just enough time for the Ministers and Press contingent to board buses and go the University of Mauritius to attend a service for the 160 passengers who perished in a ball of flame Saturday last week

The Ministers, accompanied the relatives of the South African passengers aboard the ill-fated Boeing 747, landed and were served lunch in the aircraft before boarding buses to take them to the service

The Mauritian Prime Minister, Mr Anerood Jugnauth, other politicians and diplomats on the island are expected to be among the 100 people believed to be attending the service

The relatives of the Taiwanse and Japanese victims of the crash are already on the island and will be at the service

Official count

South African Airways yesterday said the official count of bodies recovered from the wreck was 10 and "five parts of bodies" had also been found Previously the official count stood at 13

So far two of the corpses have been positively identified

Yesterday SAA announced that a Mrs Machlup, no first name, age or address given, had been identified and her relatives in South Africa informed

On Thursday the first victim was identified as Mrs J T C Swanepoel, 42 It is not known at this stage how her identification was determined

The families of the Japanese and Taiwanese passengers aboard the Helderberg spent yesterday going through the debris assembled so far to see if any personal effects and luggage could be identified

"Ball of flame"

The aircraft crashed into the sea in a "ball of flame" as the pilot was preparing for an emergency landing at Mauritius

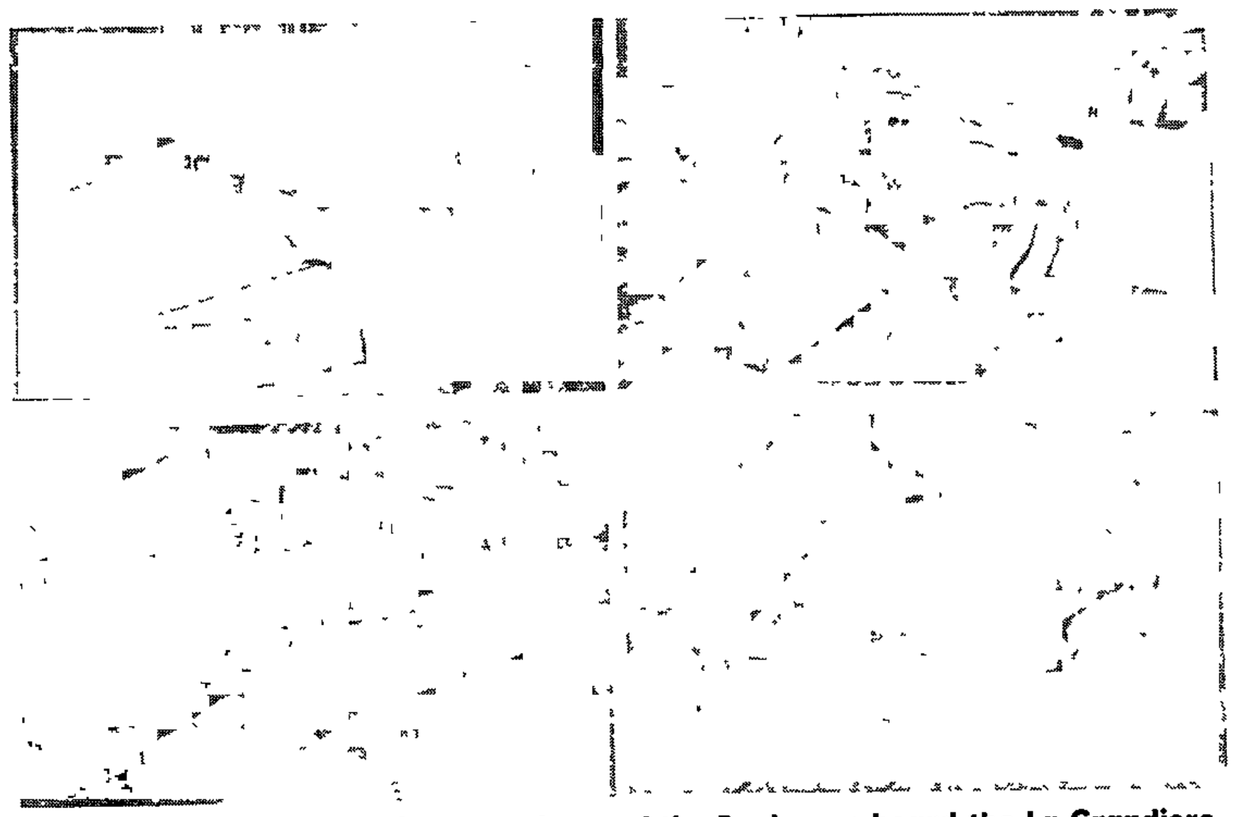
A fisherman who saw the crash from a beach on the island of Plait, north of Mauritius, Mr Adam Dedorally, said the aircraft at first looked like a falling star

"There were sparks, then it caught fire and turned into ball of flame as it went into the horizon"

The Helderberg is estimated to have gone down about 250km north-east of Mauritius and yesterday a piece of it was found on a beach in the north of the island

According to the search coordination centre at Plaisance airport the debris was moving closer to Mauritius "quite quickly"

SAA said yesterday it would patrol the beaches to ensure any debris from the Helderberg did not fall into the hands of souvenir hunters — Sapa



The two pictures above show wreckage of the Boeing on board the La Grandiere at sea. Below, left, are calcinated tennis racquets, indicating fire on board the Boeing, and right is a suitcase recovered from the disaster site.

● IAN GRAY of Weekend Argus Foreign Service write from Port Louis that Mr Pik Botha, has been warned to keep his visit to Mauritius strictly non-political as anti-South African feeling grows on this racially-mixed island

I understand his advisers told him bluntly this week when he decided to fly to the island to attend a memorial service this afternoon for the victims of last weekend's air disaster that he and Transport Services Minister Eli Louw were to keep a low profile

Opposition leader Dr Prem Nababsing, who earlier this week supported a motion of sympathy for the Boeing victims in the Mauritian Parliament and who agreed to allow Mr Botha and Mr Louw to visit the island, said yesterday he would attend the service but that he did not want to meet the Ministers nor did he want to be seated near them

And to underline the advice to keep a low profile, a Port Louis newspaper, the politically middle-of-the-road Mauritius Times said in a front page editorial yesterday "I shall not protest against the arrival of Mr Pik Botha and his landing on Mauritian soil, though he will no doubt stain the sacredness of this earth where democracy blooms like a hundred flowers in a garden

"This ambassador of apartheid has come to mourn over the deaths of South Africans and other nationals in the Mauritian atmosphere If he is coming for this only, let it be For the Mauritian nation is not a cheap commodity that will deny a person the right to mourn over the deaths of the passengers

"But the whole nation has the right to rise against any attempt on the part of those who wish to capitalise on a calamity to confirm their strategic relationship with South Africa (The Prime Minister, Mr Anerood) Jugnauth has openly said that it is up to the superpowers to impose trade embargoes on South Africa with a view to discouraging apartheid"

The editorial was also obviously aimed as a reply to the plea this week in Mauritius by SAA chief executive Mr Gert van der Veer to the West to relax sanctions to enable South Africa to acquire search-and-rescue aircraft to replace its retired Shackletons, as well as other equipment

There is also growing criticism of the clampdown on the search-and-recovery operation since South Africa took formal control of the investigation earlier this week

Before it was decided, in accordance with international law, that South Africa would be in charge of the investigation because the crash was outside Mauritian territorial waters, there was a free flow of information regarding the recovery of bodies and debris

However, once South Africa took control this information dried up It was mainly because of criticism from the international Press and TV corps covering the crash that Mr van der Veer gave a Press conference on Thursday

A Mauritian journalist yesterday echoed the feelings of most of his colleagues "We are used to a democratically free flow of information from our government officials It seems this is not the same in South Africa"

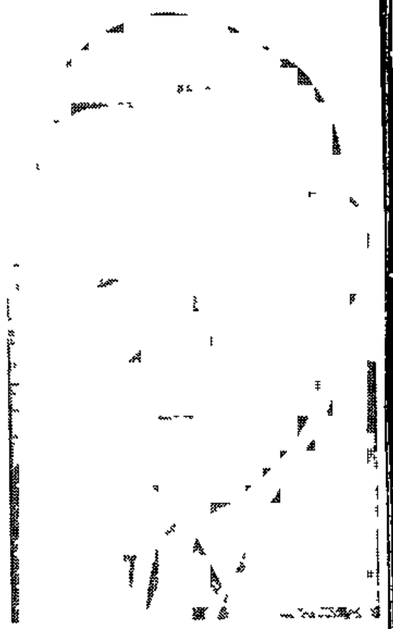
● The Weekend Argus Foreign Service reports from London that the captain of the ill-fated SAA Boeing seems to have opted for the lowest of three categories designated for indicating an emergency

And this, speculates an official of the British Air Line Pilots' Association (Balpa), means he did not consider the situation was dangerous

Air-Commodore Freddie Yetman, Balpa's technical adviser, said there were three levels of response to an emergency open to an airliner captain Which was used depended entirely on the captain's interpretation of his particular situation

The really serious emergency, showing his aircraft was in imminent danger was indicated by the "mayday" call

The second degree was the



Mr Pik Botha

"PAN" call, which indicated there was some sort of developing emergency but it was not yet acute

The third option was merely to call up his nearest ground station and alert them to the fact that he had a problem There was no specific call sign for this

Air Commodore Yetman recalled that the captain had said there was smoke in the aircraft "He might have thought it wasn't that serious and that all that was necessary was to put an extinguisher on it, therefore he didn't make a mayday call I don't know "

Told that the captain seemed to have spoken to a ground station for 15 minutes before the disaster, Air-Commodore Yetman said "There's nothing at all unprofessional about that It indicates to me that the captain was quite calm and didn't have a problem as he saw it, and that he could perhaps get a fire extinguisher to it, because the 747 has a large number of extinguishers on board

"He obviously was not aware that he was in mortal danger"