

TRANSPORT - PRIVATE

GENERAL

1975

HANSARD 1 Q. column 47

7 February 1975.

X Increase in Cape Peninsula bus fares

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

313

- (1) (a) Whether he has received any communication from the Green and Sea Point Ratepayers' and Residents' Association in connection with the increased bus fares in the Cape Peninsula; if so, (b) what was the nature of the representations and (c) what was his reply;
- (2) whether he will make a statement on the matter.

†The MINISTER OF TRANSPORT:

- (1) (a) Yes.
 - (b) For me to receive a deputation from the Executive Committee of the Green and Sea Point Ratepayers' and Residents' Association and other bodies that may wish to be present—for the purpose of hearing representations to annul and reverse the recent bus fare increases and to find other ways and means of meeting the extra operating costs of the applicant.
 - (c) The matter is still under consideration.
- (2) No.

TRANSPORT - PRIVATE
- GENERAL

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TRANSARS 1 Q column 41-43.
February 7 1975.

3/3

Increase in Cape Town bus fares

*22. Mr. L. G. MURRAY asked the Minister of Transport:

- (1) (a) When was the notice for application for an increase in bus fares in the Cape Town area submitted to the local Road Transportation Board, (b) (i) when and (ii) in what manner was notice of the application given to bus-users, (c) when (i) was the application heard, (ii) was the local Board's decision announced to the applicants, (iii) did the increased fares become operative and (iv) were bus tickets conforming to the new fares available on buses and (d) what is the daily average of bus journeys during December;
- (2) whether independent professional accounting evidence was heard by the Board; if so, what evidence;
- (3) whether he refused an application for the State to provide independent professional evidence; if so, why;
- (4) whether subsidies or grants are paid to the operating bus company in Cape Town; if so, (a) by which bodies, (b) what amounts in each case and (c) for what purpose.

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

- (1) (a) On 12 November 1974.
(b) (i) and (ii) This application was published by the Local Road Transportation Board, Cape Town in the Government Gazette on 6 December 1974 and it was also advertised by the applicants.
(c) (i) On 19 December 1974.
(ii) On 20 December 1974.
(iii) On 22 December 1974.
(iv) Due to the fact that the company uses setright auto-

matic machines which print the ticket when it is sold, any fare denomination can be printed simply by dialing the required fare. Bus tickets conforming to the new fares were, therefore, immediately available.

(d) 9 000.

- (2) Before an application for an increase in fares is heard by a Local Road Transportation Board, the application together with the statements submitted are referred to the cost accounting section of the Department of Transport which carefully analyses and investigates the books of account including profit and loss accounts and balance sheets.

This inquiry is made by qualified personnel who are able to report on all accounting aspects.

The report of the cost accountant is then submitted to the Chairman of the Local Road Transportation Board to assist him and his members in their deliberations. The representative of the applicants at the hearing dealt in great detail with the company's financial position resulting from its operational costs. Furthermore, the objectors were afforded an opportunity of eliciting further information on any matter by way of questions to the company's representative. He replied to all those questions put to him.

- (3) No application for the State to provide independent professional evidence was received. The only representation received in this regard was from this hon. member and stated that there was an obligation on the State to provide independent professional evidence. The reply thereto was to the effect that there was no such obligation on the State. As pointed out above the public's interests are in fact protected inasmuch as all applications for increased tariffs are carefully scrutinized by the Department's cost accountant.

(4) Yes.

- (a) and (b) Although there may be other bodies which pay subsidies or grants to the bus company, I can only furnish information in respect of the Department of Transport which, for the period 1 April 1974 to 31 January 1975, paid a subsidy of R260 751 in terms of the Transport Services for Coloured Persons and Indians Act, 1972 (Act 27 of 1972), and R158 940 in terms of the Bantu Transport Services Act, 1957 (Act 53 of 1957), as amended.

- (c) To subsidize Coloured passenger fares between Ocean View Resettlement Area and Simons-town and Fish Hoek, in terms of Act 27/1972 and to subsidize a fare increase on routes patronized by Blacks residing at Nyanga, Langa and Guguletu in terms of Act 53/1957.

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HANDBOOK 2 Q column 113-114

14 February 1975

**Transport Services for Coloured Persons
and Indians Act: Transport levies
and subsidies**

*10. Mr R. L. FORMER asked the
Minister of Transport:

- (1) (a) What areas have been declared
transport levy areas in respect of (i)
Coloured persons and (ii) Indians in
terms of the Transport Services for
Coloured Persons and Indians Act
and (b) when was each area declared;
- (2) what amounts were paid in levies in
each area in respect of each race
group from declaration to the end
of 1974
- (3) whether transport for (a) Coloured
persons and (b) Indians has been
subsidized in any of these areas; if
so (i) in which areas, (ii) since what
date and (iii) what amounts have

been paid in subsidies in each area
up to the end of 1974.

The MINISTER OF TRANSPORT:

- (1) (a) (i) Cape: The area comprising
the magisterial districts of
the Cape, Bellville, Simons-
town, Wynberg, Stellen-
bosch, Goodwood and Kuls
River.
Port Elizabeth: The area
comprising the municipal
areas of Port Elizabeth,
Despatch and Uitenhage.
Johannesburg: The muni-
cipal area of Johannesburg
- (a) (ii) None.
- (b) Cape: 14 August 1972.
Port Elizabeth: 1 January 1973.
Johannesburg: 26 February 1973
- (2) Coloured:
Cape: R4 144 543.88
Port Elizabeth: R578 298.80
Johannesburg: R265 208.42.
Indians:
Nil
- (3) (a) Yes.
(b) No.
(i) Cape, Port Elizabeth, Johan-
nesburg
(ii) Cape: March 1973.
Port Elizabeth: April 1973
Johannesburg: May 1973.
(iii) Cape: R76 058.11
Port Elizabeth: R241 165.53.
Johannesburg: R37 433.62

1. 313
2. 262 - General

HANSARD 2 Q. column 120

14 February 1975 .

313

X **Restrictions in respect of transport of
White/non-White passengers by taxi
from South African ports to city
centres**

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

- (1) Whether taxis plying between the
docks and the city centres of South
African ports are restricted to carry-
ing either White or non-White pas-
sengers only; if so,
- (2) whether consideration has been given
to waiving this restriction in respect
of foreign visitors; if not, why not.

The MINISTER OF TRANSPORT:

- (1) Yes.
- (2) Yes.

HANSARD 2 Q. column 113-114.

14 February 1975.

**Transport Services for Coloured Persons
and Indians Act: Transport levies
and subsidies**

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

- (1) (a) What areas have been declared transport levy areas in respect of (i) Coloured persons and (ii) Indians in terms of the Transport Services for Coloured Persons and Indians Act and (b) when was each area declared;
- (2) what amounts were paid in levies in each area in respect of each race group from declaration to the end of 1974;
- (3) whether transport for (a) Coloured persons and (b) Indians has been subsidized in any of these areas; if so, (i) in which areas, (ii) since what date and (iii) what amounts have

been paid in subsidies in each area up to the end of 1974.

The MINISTER OF TRANSPORT:

- (1) (a) (i) Cape: The area comprising the magisterial districts of the Cape, Bellville, Simons-town, Wynberg, Stellenbosch, Goodwood and Kuils River.

Port Elizabeth: The area comprising the municipal areas of Port Elizabeth, Despatch and Uitenhage.

Johannesburg: The municipal area of Johannesburg.

- (a) (ii) None.

- (b) Cape: 14 August 1972.
Port Elizabeth: 1 January 1973.
Johannesburg: 26 February 1973.

- (2) Coloured:

Cape: R4 144 543-88.
Port Elizabeth: R678 298-80.
Johannesburg: R265 208-42.

Indians:

Nil.

- (3) (a) Yes.

- (b) No.

- (i) Cape, Port Elizabeth, Johannesburg.

- (ii) Cape: March 1973.
Port Elizabeth: April 1973.
Johannesburg: May 1973.

- (iii) Cape: R267 058-37.
Port Elizabeth: R241 165-53.
Johannesburg: R37 433-62.

1. 313
2. 262 - General

(1) 323
(2) 313

RDM 27/2/76

Africans sensitive to fare rises, says prof

By PATRICK LAURENCE

URBAN Africans were particularly sensitive to increases in transport costs, Professor Lawrence Schlemmer, of the Institute for Social Research, warned yesterday.

His warning came in the wake of an announcement by Putco — which transports 200-million Black passengers a year — that it is seeking approval for an increase in its fares.

"In any mass transport system there are difficulties for the commuters ranging from inconveniently situated bus stops to the discomfort of peak hour travelling," Professor Schlemmer said.

"The result is that increased expenditure on transport is often felt as additional spending on a very frustrating necessity.

"But in South Africa Black workers often have to travel longer distances because they are forced to live further from the cities — and that makes increased transport costs an explosive issue."

Professor Schlemmer went on to compare housing rentals with transport costs in African townships and to show why increased rentals often evoked less resentment than higher fares.

Apart from being similar

in financial terms, both were inflexible costs which could not be avoided.

"But consider what urban Africans are getting for their money in these two spheres.

"Houses, whatever their deficiencies, offer security, comfort, tangible benefits. Transport swallows the same amount of money and involves a lot of frustration — merely to enable the man to earn his bread.

"As a political issue one has to see transport in that light," he said.

University of South Africa surveys show the average Soweto family spent R10.73 on rent against R8.31 on transport in August last year — with the figures for 1974 being even closer at R8.73 and R8.03.

The Johannesburg Chamber of Commerce minimum living level survey for May 1975 put expenditure at R10.50 for housing and R8.50 for transport.

The Institute of Race Relations is expected to make a recommendation to the Government that it subsidise the full 20 per cent increase in fares required by Putco to offset the impact of devaluation and inflation on its running costs.

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HANNO 14

Q column 331.

28 February 1975

Staggering of working hours by Department of Planning

THE MINISTER OF PLANNING AND THE ENVIRONMENT replied to Question *27, by Mr. T. Hickman:

†Question:

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

†Reply:

Yes.

(a) Following recommendations by a subsidiary Committee of the Planning Advisory Council on 30 August 1974, a Committee on which both the private and public sector are represented, was instituted to investigate practical ways and means of imple-

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

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

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

1. ~~17c~~
2. ~~46~~

3. 3/3
4. ~~26~~ 24 and 1

4 March 1975

National Road Safety Council

*31. Mr. I. F. WOOD asked the Minister of Transport:

(1) (a) what is the name of the person appointed to the National Road Safety Council in terms of section 3(1)(a)(i) of the National Road Safety Act and (b) what special knowledge on account of training and experience does he have for appointment;

(2) (a) what is the name of the Deputy Chairman of the Council, (b) for what period has he been appointed and (c) what (i) were his qualifications and (ii) was his experience in regard to road safety prior to his appointment;

(3) what remuneration does the (a) Chairman, (b) Deputy Chairman, and (c) member appointed in terms of section 3(1)(a)(i) receive;

(4) (a) how many replacement appointments have been made since the connection with the Road Safety Associations was severed, (b) in what regions were these appointments made and (c) what are the qualifications of the persons appointed in each case;

(5) (a) how many Local Advisory Committees have been established since 1973, (b) in what regions do they operate, (c) what are their functions and (d) (i) on what basis and (ii) in what manner are their members appointed.

The MINISTER OF TRANSPORT:

(1) (a) Mr. P. Scribante, Director of the Mechanical Engineering Division of the South African Bureau of Standards.

(b) Expert on all vehicular aspects. He has for many years also been closely involved in research aspects of vehicle safety for the former South African Road Safety Council and the National Road Safety Council.

(2) (a) Mr. P. A. Stoffberg.

(b) Until 31 March 1977.

(c) (i) B.Sc. Engineering (Rand), MBA (Pretoria) and Member of the South African Institute of Civil Engineers.

(ii) None in the public sector. In private practice he is closely connected with engineering aspects of Road Safety. He is also a member of the study group for Road Safety Science.

(3) (a) R5 520 p.a. paid directly to the Council for Scientific and Industrial Research for the time spent on road safety matters outside the scope of the Council for Scientific and Industrial Research.

(b) The salary attaching to the post is R3 600 p.a., but the incumbent is being paid a nominal salary of R1-00 p.a. at his own request.

(c) None.

(4) (a) 36.

(b) Cape Western region, Cape Eastern region, Natal, Orange Free State and Northern Cape region, Witwatersrand region, Northern Transvaal region and South West Africa.

(c) Graduates—13 Whites. Diploma in Public Administration—one White. Teachers qualifications—one White. All non-Whites are at least matriculated.

(5) (a) None.

(b), (c) and (d) fall away.

313

HANSARD 5

Q. column 408

7 March 1975.

313

X Third-party insurance rates

*34. Mr. G. H. WADDELL asked the Minister of Transport:

Whether representations have been made to him since May 1974 for an increase in third-party insurance rates; if so, (a) by whom, (b) what were the reasons advanced for the requested increase and (c) what was his reply.

The MINISTER OF TRANSPORT:

Yes.

(a) The Premiums Committee.

(b) Inadequacy of funds.

(c) That it will be considered.

HANSARD

6

Q. columns 466-7

13 March 1975.

**Telephones/motor vehicles/radios/schools/
factories in South Africa**

174. Mr. G. W. MILLS asked the Minister of Statistics:

How many (a) telephones, (b) motor vehicles, (c) radios, (d) (i) primary and (ii) secondary schools and (e) factories with (i) under 50 employees and (ii) over 50 employees are there in South Africa, excluding the Bantu homelands.

The MINISTER OF STATISTICS:

- (a) 1 881 115 as at 30 September 1974.
(b) 3 056 275 as at 30 June 1974.
(c) Number of radios not available. The number of radio licences is, however, 2 396 026 as at 30 September 1974.
(d) (i) and (ii) The number of primary and secondary schools is not available. The following information is, however, furnished:

**Primary and secondary schools—
1974**

(i) Whites, Coloureds and Asians:

Type of school	Number
Grade 1 (Sub A) to standard 1	77
Grade 1 (Sub A) to standard 5	3 409
Grade 1 (Sub A) to standard 6	297
Grade 1 (Sub A) to standard 8	73
Grade 1 (Sub A) to standard 10	294
Standard 6 to standard 8	30
Standard 6 to standard 10	623
Total	4 803

Note: Many schools provide primary as well as secondary tuition, consequently primary and secondary schools cannot be classified separately.

(ii) Bantu:

Type of school	Number
Primary schools	11 203
Secondary schools	619
Total	11 822

(a) (i) and (ii) the Census of Manufacturing 1970 shows:

(i) 9 264.

(ii) 3 857.

Separate figures in respect of all of the abovementioned data for Bantu homelands are not separately available.

(1) 263

(2) 313

(3) Edm. Pr.

(4) Leth. Secretary

(5) Leth. - General

HANSARD 14

Q. 937-8
13 May 1975

313

Motor vehicles registered X

*1. Mr. C. W. EGLIN asked the Minister of Statistics:

- (1) How many motor vehicles were registered in the Republic as at 7 March 1975;
- (2) what was the increase in the number of motor vehicle registrations in each year since 1970;
- (3) whether his Department has made any projections of the expected increase in the number of motor vehicles in use in the Republic during the next five years; if so, what is the estimated increase for each of these years.

†The MINISTER OF STATISTICS:

- (1) Information as at 7 March 1975 not available. Statistics regarding the total number of motor vehicles registered in the Republic are compiled on a biennial basis. The number as at 30 June 1974 is 3 056 275, which is the latest information available.
- (2) Increase from 30 June 1970 to 30 June 1972: 298 684.
Increase from 30 June 1972 to 30 June 1974: 470 043.
- (3) No projections have been made by the Department of Statistics.

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

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

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

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

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

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

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

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

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

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

MEANWHILE...

The battle for St. Croix continues

*Sunday Trib
8/5/75*

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

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

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

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

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

Financial Reporter

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

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

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

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

in an effort to make their scheme pay.

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

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

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

See Times
B.T. 18/5/75

TRUCKS AND TRUCKING

Kenworth throws out R1-million challenge

A NEW range of American trucks will appear soon on the South African scene.

Durban-based Truckor, a member of the Vavasour group, has been appointed South African distributors for the Kenworth range of heavy trucks, made by Paccar International, of Seattle.

Truckor plans to import R1-million worth of trucks and parts in its first year, and these will be backed up by servicing facilities.

The Kenworth truck is claimed to be the Cadillac of the American truck industry. It ranges in size and capacity from 186 kW to 597 kW, and carries a payload of up to 150 tons off-highway.

But to start with, Truckor will import lorries for the long-haul highway trade, and most of the

trucks will be built to customers' individual specifications.

Although well established in America and Australia, Paccar, which has a turnover of R500-million a year, has been exporting for only 18 months. It is already selling in volume to the Middle East and some African States.

To service Kenworth customers, Truckor is to open a number of branches and establish dealerships throughout South Africa.

At the same time, Truckor will retain its position as Fiat commercial vehicle distributor for Natal.

There have been attempts in the past to market Kenworth in South Africa, but they have met with little success. With more and more South African hauliers now turning to bigger trucks, however, it is felt that the Kenworth should make its mark.

The conventional and cab-over truck tractors have Cummins NTC 350 turbo-charged engines, twin fuel tanks, heavy-duty self adjusting twin-plate clutches and 15-speed Fuller transmission.

They come equipped for long hauls with well-appointed sleeper cabs.

'Better and bigger' is GM's viewpoint

TRUCKING in South Africa is on the threshold of a tremendous expansion, claims Dave Gillespie, truck sales manager of General Motors.

"South Africa runs on wheels, and to make sure that General Motors plays its full part in the future we expect, the company is hoping to be handling really big trucks next year.

"We have already taken orders for the Isuzu SPZ 580 15-ton long wheelbase dropside and the VPR 292 22-ton tractor chassis, though people have not seen them yet.

"There has been a tremendous world shortage of trucks for some time, but now more are available in South Africa than at any time during the past two years.

"This is thanks to the fact that South Africa's economy is still strong. As far as General Motors is concerned, South Africa and Mexico are the only countries on the up and up at the moment."

GM is still hoping to be

able to bring the successful Bedford range to South Africa, but a decision on what models will be coming and when they will arrive will not be taken until early next year.

Mr Gillespie says: "The local haulage industry is becoming more sophisticated, and hauliers are going in for bigger vehicles to carry a bigger payload.

"Even the Free State farmer is now going in for 15-tonners, where he used to buy the 3-tonners.

"Botswana, Swaziland and Lesotho are nowadays buying trucks in large numbers for use in their own industry.

"In the smaller range our K10 4 x 4 1-ton and K20 1-ton are proving popular. They were introduced last October, and we cannot keep up with the orders. They are bought for use where the terrain is bad.

"The steel shortage has now been almost overcome, and we are able to keep up a better flow of work because of this. Last year, the shortage set us all sorts of problems."

Road hauliers unite to bolster case

By CHRIS CAIRNCROSS
Industrial Editor

MEMBERS of the road transport industry have at last realised that the only way they are likely to get any joy in their representations to the Government and Railways over such matters as changes to the Motor Carrier Transportation Act is

to speak with one voice.

Eight companies with a combined capital investment in road motor transport of more than R60-million have formed the Professional Hauliers Association. Its job will be to represent and co-ordinate the industry's views.

It is long overdue. For years there has been an expressed awareness, coming from both private and public sectors, of the need

for an effective body to represent private transport.

The founder members include Auto Carrier Transport (Pty), Cape United Transport (Pty), Cargo Carrier Transport (Pty), Hultrans (Pty), Omnibus Transport (Pty), United Transport Holdings (Pty), Rennie's Distribution (Pty) and Tanker Services (Pty).

The association has obtained offices in the United Building Society premises in Randburg.

The first chairman is Mr Phil Erasmus, of Tanker services. Mr David Engela, has been appointed full-time executive director.

Mr Engela was a management and marketing consultant, and was at one time managing director of Rothmans of Pall Mall (Australia).

One can hope that the formation of this body marks the beginning of an improvement in the affairs and character of the private transport industry which has tended to be fragmented and discordant. Its growth has been hampered by laws designed to protect the interests of the national carrier, the Railways.

There are signs that the authorities are prepared to adopt a more accommodating attitude in their dealings with the industry.

Prime Mover

It is probable that this has been due to the realisation that the Railways is unable to cope with the increasing demand for transport in the past few years.

One of the prime movers for change is the enlightened General Manager of Railways, Mr Kobus Loubser.

He made his stand public during the Associated Chambers of Commerce annual congress in October last year. He said he believed the Motor Carrier Transportation Act did not provide the basis for an ideal national transport policy, and that certain adjustments were necessary.

Mr Loubser said the Railways advocated a system of free competition under which the transport user would be allowed

10 percent surcharge falls away

28/6/75
Cape Times Reporter

THE 10 PERCENT surcharge on goods loaded at South African harbours for shipment to Britain and Europe will fall away on Monday, the South and South East African Conference Lines announced yesterday.

The announcement made no mention of surcharges for discharging cargo, which were far higher than those for loading cargo. Of the 40 percent overall surcharge imposed on South African harbour traffic earlier this year, only 10 percent was a loading surcharge.

The surcharges were levied in an attempt to cover the cost of delays resulting from intense port congestion and bad weather.

Yesterday's statement from Conference Lines said because of an improvement in the turnaround of vessels being loaded at South African ports, the 10 percent surcharge on cargo shipped to the United Kingdom and Europe would be suspended from Monday.

If conditions at ports deteriorated, the surcharge would be re-applied, the statement said.

Bob Harvey . . . Keeping foreign crews happy.

See Time (B.T.)
35/5/75

Off-shore services bring in R25-m

By GORDON KLING
OFF-SHORE servicing, one of the newer and relatively unknown aspects of the South African shipping industry, has become a significant foreign exchange earner.

The industry, which supplies everything from post, food, beer and medicine to parts, on-board repairs, divers and crew changes, brings in R25-million a year, according to shipping circles.

Almost all of it is in foreign exchange. This is not expected to tail off when the Suez Canal is officially re-opened on June 5.

In Cape Town, centre of the industry, the action is split about 50-50 between subsidiaries of the listed Anglo American and Murray and Roberts.

Bob Harvey, a manager responsible for Murray and Stewart Marine, which specialises in off-shore service, says talks are being held with the Rotterdam-based construction consortium, Bos Kalis Westminster, about operations in South America and the Middle East.

The M and R group is already involved in foreign ventures from its base in Cape Town. Court helicopters, acquired from Britain's bankrupt Court Line last year with the help of Volkskas, has won a contract to service an off-shore oil search near Mauritius.

A worldwide shortage of divers has resulted in opportunities for another M and R subsidiary, South African Diving Services, the largest diving facility in the country.

The other two main div-

ing services in Cape Town, Undersea Associates and Cape Diving and Salvage, also tender for overseas contracts.

The Durban-based Undersea Associates has flown divers from South Africa to Tanzania to work on ships in Dar es Salaam harbour.

Jack Wrigley, managing director of Cape Town's Sea and Harbour Services, a subsidiary of Freight Services which is owned by Anglo American, says he expects a growth rate of 5 per cent in the next few years after a period of frantic expansion.

The company's four launches now service about 300 off-limits vessels a month.

"Seven years ago we serviced just over 100 a year," says Mr Wrigley. He isn't worried about the re-opening of Suez.

"Our sources indicate the the canal tariffs will be 800 per cent higher than they were when the waterway was shut down in 1967. Bunkers, which used to be much cheaper in Aden and gave an extra advantage to the canal, will also cost more. Insurance premiums for the passage will be very high. Also, many ships are too large for the canal, so we don't expect the opening to hurt us."

Mr Harvey, at M and S Marine, is less optimistic in the short term. He expects a 25 per cent reduction in traffic round the Cape, with a subsequent fall-off in business. But he doesn't expect the ill effects to last for more than three years. From then on he believes prospects are great.

The group intends to put a third launch into service at Cape Town in the next few months.

Both men agree that Table Bay is in a unique position to take advantage of the more sophisticated requirements of the armada rounding the Cape. Ships come closest to land here from both directions after thousands of kilometres at sea and weeks of travel.

"By the time they arrive in the vicinity they're looking for excuses to call us out," says Mr Wrigley.

He admits that Court Helicopters has affected Sea and Harbour's expansion plans to some extent, but he says the inroads are not serious.

"The helicopters obviously get the emergency missions and business where time is more important than money. But their international advertising campaign made shippers more aware of the off-shore services available from the Cape and this has helped us as well."

"All of the ships we service are foreign. The locals are invariably on their way to or from a South African port if they're in our area."

The off-shore service industries are also unique in that they do not mind harbour congestion — something that constantly hampers other sectors of the shipping industry.

It often takes vessels so long to get into crowded ports that calls come for launches and repair teams during the wait. This speeds up turnaround times when the ships do put in — if they still need to.

Sun Times (Bus Times) 35/5/75 (313)

Travel agents earn more

TRAVEL AGENTS' commissions on international air tickets will go up from 7 per cent to 7,5 with retrospective effect from May 1.

A meeting of the International Air Travel Association (Iata) in Nice — where 63 airlines, including SAA were represented — decided on this increase.

It has been implemented here by an order from the Government to SAA and all South African offices of Iata-member airlines. The Government order is that the increase is to be made to "restore viability" to travel agents.

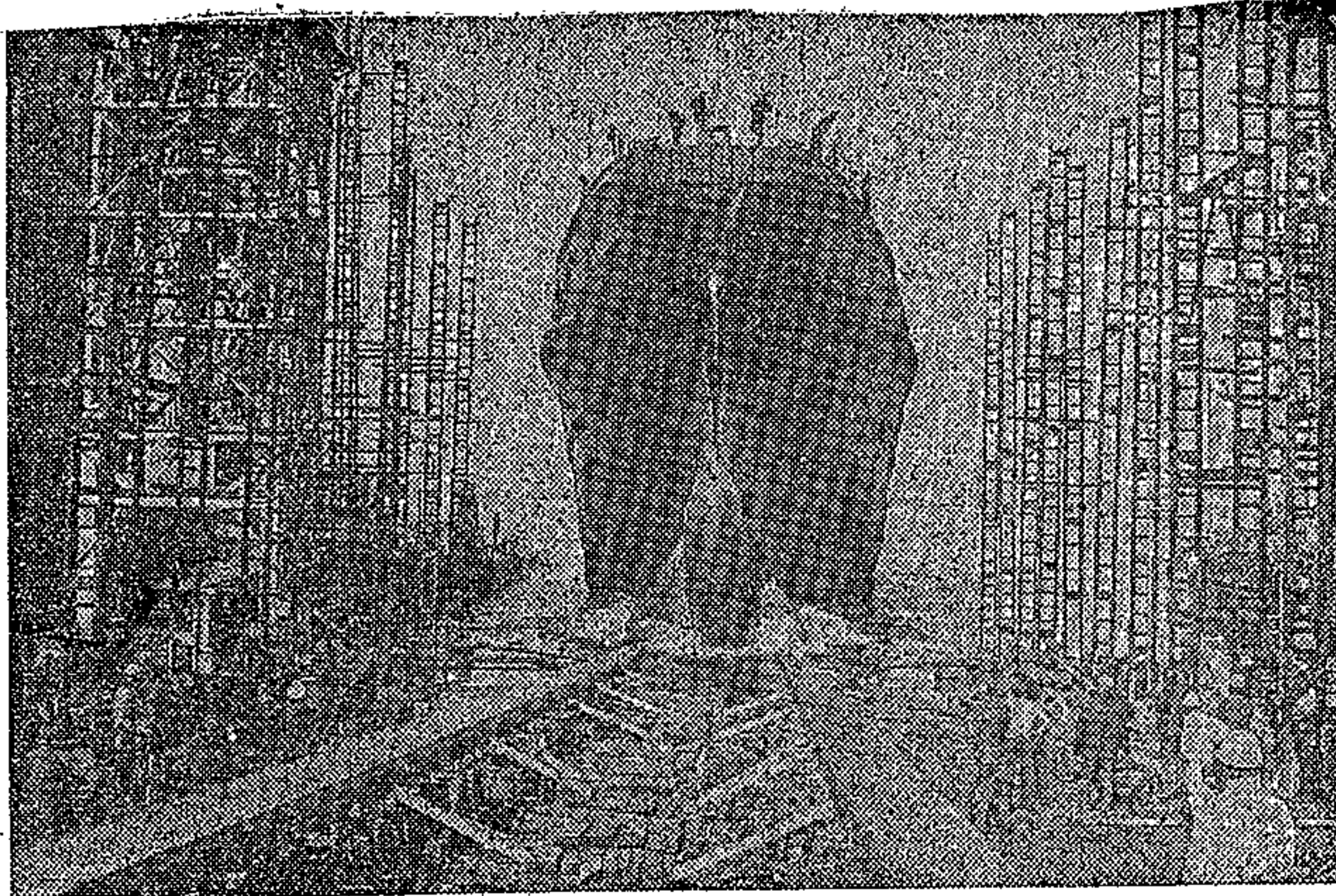
The commission on domestic-route tickets will not increase, and will remain at 7 per cent.

Until April 1972 SAA paid only 5 per cent commission to agents for sales on internal routes. But after the Association of South African Travel Agents (Asata), under the chairmanship of the late Abe Grabman, presented a strong case for an increase, SAA agreed.

Commissions are lower in most parts of Africa and also in South-east Asia. The Nice meeting agreed that rates there should be increased from 5 to 5,5 per cent.

Pan American is an exception in not agreeing to increase the rate to 7,5 per cent generally. Instead this airline has decided to pay an extra 3 per cent when agents in the United States sell 90 per cent of last year's take for the line, calculating on a monthly basis. Here the South African Government's 7,5 per cent order applies to Pan Am sales.

The official decision to raise the commission rate is based on the air travel industry's problems of 1974 — the oil crisis, rising costs generally and unsettled national economies.



313

Super tug for SA *STAR 9/6/75*

Scottish shipbuilders, Robb Caledon, launch the SA Wolraad Woltemade, an ocean salvage tug which is claimed to be the most powerful in the world.

Launched at their yard in Leith, Edinburgh, by Mrs J Driessen, wife of the Secretary for Transport

to the Government of South Africa, the tug was built for the South African Marine Corporation. Other guests at the launching included Mr J Driessen and Dr C de Wet, Ambassador of the Republic of South Africa to Britain.

Main propelling machinery for the new tug consists

of two Mirreles KVR "Major" 16-cylinder four-stroke single acting marine diesel engines. With an overall length of 95 m and deadweight of 2020 tons, the designed pull of the tug is in excess of 150 tons, while the main towing winch will withstand a static load of 350 tons.

C.T. 12/6/75 (315)

Fares appeal record incomplete

By TONY ROBINSON

PART of the record of proceedings in the appeal to the National Transport Commission on bus fare increases for Cape Town, which came into effect in December last year, is missing as a result of a tape recorder malfunction.

This was revealed at yesterday's hearing by the chairman of the Commission, Mr J Driessen, Secretary for Transport.

Mr Richard Rosenthal, who is appearing for two of the appellants, Mr Achmat Davids and Mr Harold Moses, told the chairman that repeated requests for a copy of the record had failed.

Mr Driessen said the commission was not obliged to make a record available. When Mr Rosenthal disputed this, Mr Driessen said the record was not complete "as the tape did not function properly".

The only record of the proceedings was held by Mr J Barnard, who is appearing for City Tramways. Mr Driessen said he and the other commissioners had taken notes and they could use Mr Barnard's record to fill in the gap in evidence.

Mr Rosenthal then asked if Mr Barnard's copy of the record could be made available to him and Mr Driessen said he

could not compel the respondents to make their record available.

Mr Barnard then told Mr Rosenthal his own record was not comprehensive or complete. He was not prepared to hand Mr Rosenthal the incomplete record.

Mr Rosenthal: Mr Barnard has a record and is not prepared to make it available. I leave the commission to draw its own conclusions.

The incomplete record is of evidence given in May by Mr A J Boughey, accountant for the group of companies of which City Tramways is a member.

FALSE IMPRESSION

The question of the record arose when Mr Neil Ross, for the Progressive Party, was leading evidence from a property expert, Mr J Deighton, on lease-back arrangements within the family of companies.

Mr Barnard said Mr Ross was working from a false impression he had gained from Mr Boughey's evidence.

It was agreed that Mr

Deighton would stand down and that Mr A C J Acton, general manager of Tollgate Properties, would give evidence first.

Mr Acton described the terms under which City Tramways rented property from Tollgate Properties. He said there were advantages to City Tramways and also disadvantages to Tollgate Properties.

PROPRIETY

Mr Rosenthal said City Tramways was both the buyer and the seller of its own properties and he asked Mr Acton for an opinion on this.

Mr Driessen said Mr Acton could not give an opinion.

Mr Rosenthal asked: "Is it possible for a landlord company which is also controlled by the same company as the tenant company to decide what a fair rental is?"

Mr Driessen: I rule that question out of order.

Mr Rosenthal said he wished to question the propriety of a company entering into a lease-back arrangement with itself. He asked: "Is there any reason why City Tramways should not do the same thing with its vehicles?"

The question was ruled out of order by Mr Driessen, and Mr Rosenthal asked why. The chairman declined to answer.

"In view of the attitude adopted by the commission, I have no further questions," Mr Rosenthal said.

RECALLED

Mr L R Dickson, general manager of City Tramways, who had earlier given evidence on bus operating costs per kilometre which showed that City Tramways compare favourably with other transport undertakings, was recalled to the witness stand.

Under cross-examination by Mr Ross, Mr Dickson said that no two transport undertakings

worked under exactly the same conditions.

Mr Ross said the figures quoted by Mr Dickson reflected the kind of service and not its efficiency. "While the schedules look good they don't add up to a row of beans."

Mr Dickson said there was hardly an economically viable bus service in the world but City Tramways was keeping its head above water.

Mr Rosenthal asked if City Tramways ever made any payments for equipment in advance. Mr Dickson said that to the best of his knowledge and belief the answer was no.

Questions were put to Mr Dickson on the age of buses in the fleet and he has undertaken to produce the answers at today's hearing.

Mr Rosenthal then asked if Mr Dickson was aware that R1,25m had been lent by the City Tramways to Cape Tramways.

"I've heard this in the evidence," Mr Dickson said.

ALREADY COVERED

Mr Barnard said the question of the loan had been fully covered in Mr Boughey's evidence. Mr Rosenthal then raised the question of how fuel was bought for City Tramways. Again he was told that this had already been covered in evidence.

Mr Driessen said he was at a loss to know what Mr Rosenthal was trying to do. "You are falling far short of the standards expected of an officer of this court."

Mr Rosenthal said he was doing his job as well as he could.

Mr Driessen: "You are trying to find ulterior motives which you have no right to do." He said Mr Rosenthal was on a fishing expedition and that he was doing it purposely.

RESUMPTION

Mr Rosenthal: I take exception to that remark.

Mr Driessen: You may do so.

The hearing will be resumed this morning in the H F Verwoerd Building.

Earlier Prof A E Scheurkogel, head of the Department of Business Economics at the University of Stellenbosch, told the commission he had been consulted by City Tramways on the method of calculating depreciation costs.

A long discussion followed on the formula for calculating depreciation.

Experts argue on costing

C.T.
13/6/75

IT WOULD be wrong for City Tramways to claim depreciation on buses which are older than 10 years, Professor B C Floor, head of the Department of Transport Economics at the University of Stellenbosch, told the National Transport Commission yesterday.

The commission was hearing evidence on the fifth day of the appeals against the busfare increases granted to Cape Town's City Tramways in December last year.

Evidence has already been given that City Tramways depreciates its buses over 10 years and in future intends to scrap or sell vehicles after this period.

At present, according to evidence by Mr L R Dickson, general manager of City Tramways, the firm is operating 288 buses which are more than 10 years old in its fleet of 683.

Professor Floor said he tended to go along with the argument that depreciation should be calculated on the replacement cost of the vehicles. This policy is now adopted by City Tramways.

HIDDEN PROFIT

He said that after 10 years the capital invested in a bus was recovered, but if it was still in a condition to be used it should remain in use provided one did not continue to depreciate.

If the firm continued to claim depreciation on buses older than ten years it would create a hidden profit.

At a previous sitting Professor A E Scheurkogel told the commission that he felt a form of depreciation could be claimed for the old buses to compensate the firm for previous under-provision for depreciation.

Professor Floor disagreed.

Mr J Barnard, for City Tramways, asked whether as a result of previous under-provision for depreciation fares in the past might have been too low.

ings between companies all controlled by the same holding company to inflate the profits of one company at the expense of another.

In a lengthy discussion on the balance sheet of City Tramways, Prof Taylor queried an amount in excess of R2m reflecting goodwill. He was told by Mr Barnard that this represented the value of transport licences which had been acquired by City Tramways.

"DEVICE"

"It looks very much like a device to push up the value of the capital employed," he said.

Cross-examined by Mr Barnard, he conceded that these transport licences might have a value to operators which was higher than an accountant would ordinarily give them.

During the morning sitting of the commission, Mr Dickson said the oldest bus on the books of City Tramways had been bought in 1955, but he could not give the ages of the buses bought second-hand but reconditioned from London Transport.

The reason for this, he said, was that during major maintenance work the bodies, engines and chassis were separated and they did not come together again in the same combination.

City Tramways still had a few of these ex-London Transport buses operating but he could not say how many. Because of the difficulty with the age of the London buses (bought by City Tramways in 1963) he could not say how many buses in the fleet were over 15 years old. There were 288 buses older than 10 years.

IN-DEPTH STUDY

An accountant, Mr M S Sher, called as an expert witness by Mr Rosenthal, said it would require an in-depth study of the books of City Tramways and its related companies to understand the full implications of the balance sheets placed before the commission.

Prof Floor conceded that this might be so but he did not feel it was right to seek compensation for this now.

NEVER AGAIN

Mr Barnard said that in future all buses would be scrapped or sold after 10 years and the question would not arise again.

Professor I R Taylor, associate professor of accounting at the University of Cape Town, who was called as a witness by Mr R Rosenthal (for two of the appellants, Mr Achmat Davids and Mr Harold Moses), said he did not like the method used by City Tramways to calculate depreciation.

The commission had been told that depreciation was calculated on a head count of all the buses in the fleet multiplied by the cost of new replacement buses.

"My own view," said Prof Taylor, "is that I don't like it. There are arguments for and against it. It is not a safe method."

He said it was not something recommended in the valuing of stock for balance sheets. "I'm chary of it because it relies on too many assumptions." It would also inflate the value of the company.

STOCK VALUE

He cited the case of a company which bought a used vehicle and ran it for several years before replacing it with another used vehicle in a similar condition. If, however, it was replaced with a new vehicle it would not be replacing the capital but increasing the value of the stock.

He said depreciation calculations could therefore not be done on a head count of vehicles. "You can do it only vehicle by vehicle. It has to be done in detail and you can't take bulk figures."

Earlier in his evidence Prof Taylor said there was opportunity in the deal-

When the hearing is resumed today Mr Barnard will continue his cross-examination of Prof Taylor.

The commission is sitting under the chairmanship of Mr J Driessen, the Secretary for Transport. Mr Neil Ross is appearing for the other appellant, the Progressive Party.

F.M. 13/6/75 313

Is SA going to be a member of the Conference? The answer is, of course, only if the people. With a free market in the horizon, it's time for full disclosure.

It's more than a year since Joep Steyn (government), Ted Leitch (Europe Conference Lines) and Louis Joubert (Portlouis Products Export Control Board) announced in Pretoria that they had reached accord on "all major questions of principle" regarding the R800m switch to unitised cargo handling (containerisation).

They said, however, that the memorandum of agreement and annexures would not be released for public information, though these papers would constitute the basic documentation for the drafting of the new Ocean Freight Agreement (OFA), which becomes effective in January 1977 for a period of 15 years.

Secrecy invariably breeds suspicion, especially in this case where a cartel of liner operators is given firm guarantees and preferential treatment in exchange for performing a service which a number of other reputable ship owners would gladly undertake without such safeguards. It is argued by brokers and liner operators that SA is probably the only country in the world which conducts the most important part of its sea trades under a freight agreement.

Conference members deny this, pointing out that Japan and the US have maritime authorities which supervise freight rates.

Few people in shipping doubt the merits of the Conference Lines concept. After more than a century of living with the system, most trading nations have found it a most reliable way of maintaining continuity of trade, that it eliminates the violent peaks and troughs of both operating costs and the availability of bottoms.

Because of these fluctuations, non-Conference operators tend to increase freight rates in prosperous times, amassing reserves to tide them over lean times.

Moreover, they understandably compete mainly for high-rated manufactured goods; avoiding high-bulk primary cargoes.

For this reason, when SA's economy was far less developed than it is now, the OFA was necessary. Today, with annual GDP soaring well over R6bn, SA is well to the fore among the trading nations of the world, and it is questionable whether the OFA is still required to maintain a steady and reliable flow of callers at ports.

Not that anyone questions the attitude of Conference members. This is evidenced by the fact that, in terms of OFA's existing accounting procedures, member lines submit their financial returns to independent accountants (appointed by themselves) who in the strictest confidence appraise liner operators' voyage results for a given period before submitting them to government accountants for assessment. Thus, the operating results of liner operators are known only to the independent accountants.

In view of this, it's difficult to understand why accounting procedures adopted under the OFA cannot be exposed to public scrutiny, along with other general information such as permissible return on capital employed, replacement allowances, surcharges and so on.

Unhappily for Conference, its affairs attract most attention when the economic going is rough. Right now, world trade is in a severe phase of contraction and the estimated tonnage of laid up shipping is 25m. mostly in the tanker trades. The dry cargo tramp index has plummeted in sympathy, with the heaviest unemployment of bottoms reportedly in Europe.

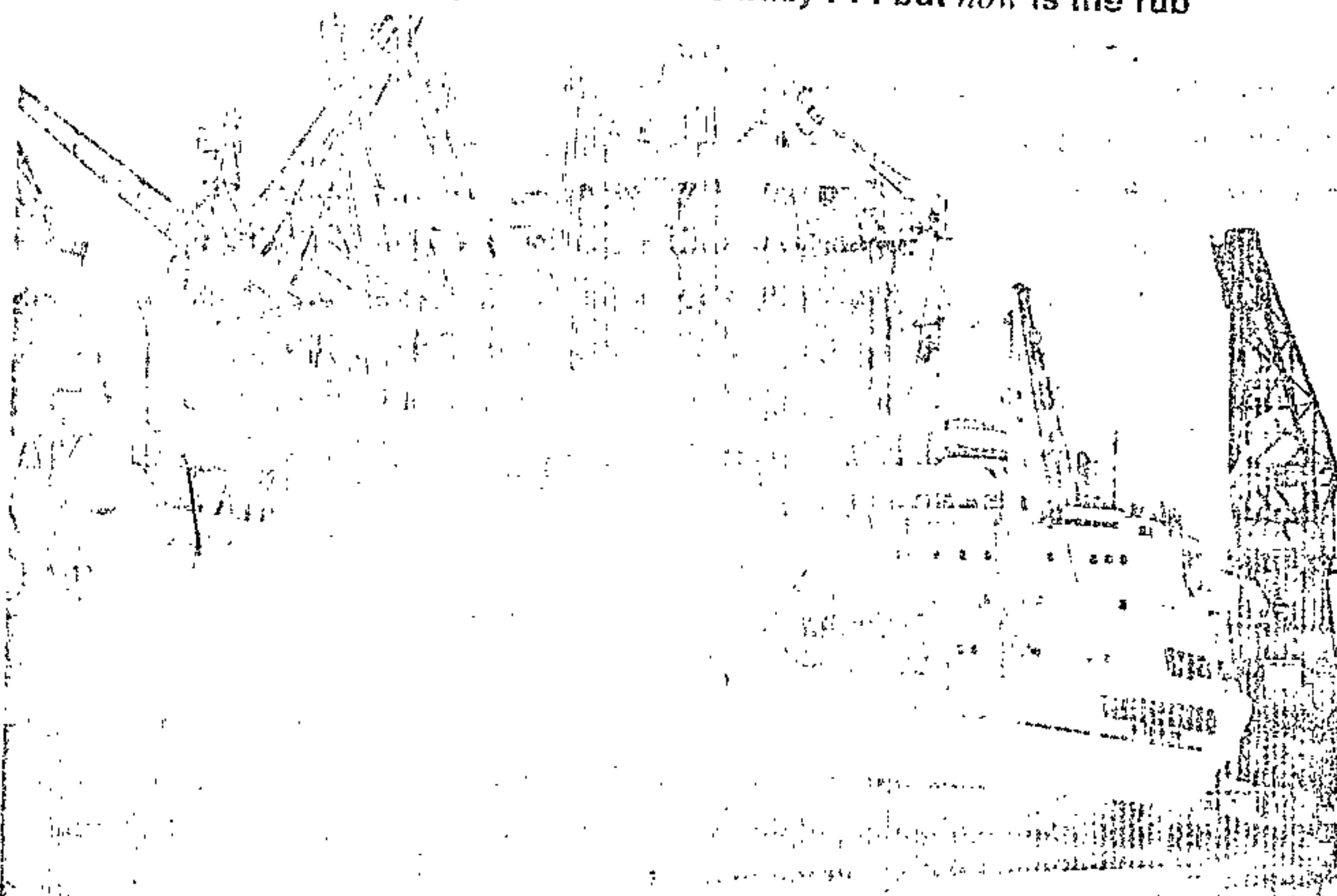
In casting their eyes around for employment, cargo liner operators have been quick to spot that SA import trades remain buoyant, and are likely to exceed R6bn for the first time

since 1960. It is not surprising, therefore, that non-Conference operators are keen to offer a service which matches Conference for efficiency and possibly beats it for freight rates, then there's a growing body of shippers which needs to be convinced otherwise.

And, if it were not for the straight-jacket terms of the OFA (which does tend to restrict competition), why did Joep Steyn write to importers on February 21, 1969 in these crudely coercive terms:

"I may add that the government regards the disruptive activities of (non-Conference liner operators) in such a serious light that it will have to consider punitive action, in the form of the withholding of further import permits, against any SA importer who, by continuing to use the services of these non-Conference operators at freight rates lower than those of the Conference, shows himself to be unwilling to co-operate with the government on a voluntary basis."

Conference keeps SA's bottoms busy . . . but how is the rub



Black bus deal is off

Mailed Monday 20/6/75

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Mercury Reporter
PIETER MARITZBURG
NEGOTIATIONS with a Johannesburg-based private company to buy the capital's non-White bus service have fallen through.

According to Mr. G. G. Chetty, the managing director of the Indian company, this places in jeopardy the possible sale of the municipal bus service to United Transport Holdings.

The company made approaches to the municipality several months ago to buy the service, and it was later learned that approaches had also been made to Chetty's Motor Transport.

But Mr. Chetty revealed yesterday that one of the conditions of UTH buying the municipal service was that the company also had control of the non-White service.

I phoned United Transport Holdings on Wednesday, but I was told that it would be at least another three to six months before they took a final decision on whether to buy my company," he said.

"I couldn't buy the new buses and equipment I need to keep the service running properly until I got a final answer, and at this rate the whole service was falling to pieces."

SA needs to curb monopolies

Cap Times
24/6/75

Capital
207
28/6/75
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6) 713

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

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

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

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

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

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

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

The principle entrenched in the Regulation of Monopolistic Conditions Act is that monopolies are not in the interests of the public and that appropriate measures must be taken to excise any monopolistic growth from the economic system.

Monopolistic practices may take various forms such as arrangements among purchasers to restrict output or to maintain fixed selling prices or to prevent new entrants into the market.

Although the Government has with one hand sought to

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

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

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

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

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

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

Take-over bids

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

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Taxis give ^{R1) M1} ^{30/6/12} way to Putco

Staff Reporter

THE PUBLIC Utility Transport Corporation will take over Black taxi routes in Germiston and Katlehong township to meet the critical transport shortage, the Putco southern division transport officer told the Rand Daily Mail in an interview.

Buses will run from Germiston to the township and around the township to Vosloorus. The service may start in a few months' time, although the route is still under construction, the officer added.

He rejected a theory that the bus terminus at the Natalspruit hospital is temporary. "The terminus might be permanent after approval by the Transportation Board," he said.

Buses from Natalspruit

hospital were recently attacked by taxi drivers in Katlehong township. The drivers were told to stop transporting people within the township, except those going to Vosloorus.

"We will be very happy if Putco can take over the route because local buses are always out of schedule, taxis are increasing fares and hospital employees are always late because of poor transport," a spokesman for the Hospital Employees' Association said.

It is understood that the manager of Elias Transport, Mr E. Radebe, has applied for the transfer of all his route rights to Putco to take over the Katlehong township-Natalspruit hospital route in about three weeks.

CAPITAL BUS SALE TALKS *N. Mercury 1/7/75* ARE STILL ON

Mercury Reporter

PIETERMARITZBURG — Negotiations with United Transport Holdings to sell this city's bus service are still on.

The chairman of the Pietermaritzburg Council's negotiating committee, Councillor Cecil Wood, told the council that an official of U.T.H. had visited the city yesterday.

pany had received notification in writing from Chetty's Transport that the sale being negotiated with that firm was off.

"He said they were extremely keen to go on with the sale and they want the council to draw up an agreement at the first opportunity," Mr. Wood said.

BIG LOSS

He was replying to a motion by Councillor Roy Eckstein that the City Council have a full discussion on the sale of the service. It was also suggested that the council take a whole day if necessary to discuss the transport system which is losing about R600 000 a year.

The U.T.H. official told Mr. Wood that his com-

Indian bus services criticised

Mercury Reporter 3/7/75

A DEPUTATION from the Northern Durban Indian Local Affairs Committee has met representatives of the Durban Indian Bus Owners' Association to discuss shortcomings in bus services in residential areas to the north of the city.

Mr. Ashwin Mohanlall, a member of the LAC, told the Mercury yesterday that the bus owners were made fully aware of the growing dissatisfaction among commuters because of inadequate and inefficient services.

"We also pointed out that buses did not run to schedule in many areas, including Effingham Road, Newlands, Bailey Road, Clare Estate, Sydenham, Reservoir Hills and Mt. Edgecombe.

"On most runs conductors failed to issue tickets to passengers against fares tendered. We also asked that bus drivers and conductors should wear uniforms to make them look 'more presentable,'" he said.

Mr. Mohanlall said the bus owners had promised to accede to some of the requests, and would prepare special time tables. He said bus owners were also requested to provide a late service for hotel employees and cinema-goers.

Another member of the delegation, Mr. Abdulla Khan, said there was an increase in hooliganism and pickpocketing on the buses.

Huge leap in taxi fares

313

Cape Times
4/7/78

TAXI fares in Cape Town have almost doubled as a result of a ruling by the Local Road Transportation Board.

Increased fares led to City assault

TAXI DRIVERS have been complaining recently that increased fares have caused them many problems — including violent exchanges with the public.

On Monday night a City taxi driver, Mr Cecil Sellar, was violently assaulted by two sailors who refused to pay the fare demanded.

Mr Sellar, who suffered head injuries, said that his job was "more dangerous than ever".

Mr Sellar said that an argument ensued about the fare and he was kicked several times.

Mr Sellar said: "For two cents, a taxi driver has to risk his life these days."



Mr Cecil Sellar

The increased fares were approved by the board on June 20 and are now coming into effect.

Mr G Todd, manager of Marine Car Hire, one of the firms that applied for the increase, said the reason was the sharp rise in the cost of vehicles and spares.

"Since the fares were last adjusted in June 1971 these costs have risen by about 80 percent," he told the Cape Times.

Mr Todd said that most taxi firms had applied for the higher fares and that the board had agreed to their suggested rates.

BAGGAGE

There is a basic charge for hiring a taxi and a further charge for every 200m travelled. The cost per 200m has doubled from 5c to 10c and the fee for waiting has been increased from 5c for every two minutes to 10c.

The charge for excess baggage has similarly been doubled.

The basic or flagging charge has been reduced from 35c to 30c.

The effect of this is that the old fee for a 1km journey was 65c. The new fee is 80c. On a 10km journey (say from town to Newlands) the old fare was R2,85. The new fare is R5,30.

A trip from town to the President Hotel in Sea Point used to cost R2,35. The new fare is R4,30.

A taxi ride to the airport was R5,65. It now becomes R10,90.

One owner-driver told the Cape Times that his business would suffer. "Most of us are tradesmen. We became taxi drivers because it paid better, but some of us will now be going back to our old jobs. People are not going to use taxis any more and I will do better working as a printer again."

Two Johannesburg taxi firms telephoned last night said that the fares on the Witwatersrand

RDM
12/7/75 INDUSTRIAL EDITOR

(313)

313

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

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

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

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

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

UNREALISTIC

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

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

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

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

INSPECTIONS

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

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

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

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

Shippers change to *Natal Mercury 14/7/75* dollar tariff

313

CAPE TOWN — The tariff currency change from pound sterling to United States dollar by member lines of South and South-East African Conference will come into effect on September 1.

A statement issued by conference lines here says: "Member lines of South and South-East African Conference have decided to change their tariff currency from pound sterling to the United States dollar, and they will make the change effective in respect of cargo shipped to the United Kingdom and Continental ports by vessels which start to load at each port in the Walvis Bay - Chinde range on and after September 1st, 1975.

"The sterling tariff rate applicable after August 1, i.e. after the general increase effective on and after that date has been taken into account, together with the devaluation surcharge then current will be converted into United States dollar rates at the rate of 2.3625 dollars to the pound." — (Sapa.)

Container ships

— a new era

ARGUS 18/7/75

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

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

Ship operators have already agreed on an adjusted system of freight charges, which will come into operation on January 1 1977. A South African fleet of cellular (fully containerised) ships, expected to number 14, will gradually build up from 1978. (For some years there has been a limited coaster containerisation service.)

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

Other legal consequences have been somewhat unexpected. The standard container unit is 6.094m by 2.438m by 2.590m high, and its size and weight require amendments to the various provincial traffic ordinances to permit lawful road transportation.

Of crucial importance, containerisation invariably entails carriage by more than one mode, so that sea and/or air and/or rail and/or road may be used; the law calls this 'intermodal' or 'combined' transport. The difficulty is that these various modes involve different rights and duties. Take a unit which travels by road from Johannesburg to Durban, then by sea to Southampton (which is to be the British terminal for our container service), and finally by rail to London, where it is opened and the goods found to be damaged. If it is not known on which leg the damage occurred, which carrier can be made liable?

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

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

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

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

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

fishing trawler on Robben Island a week or two ago.) Obviously, containerisation will not affect the present oil or fishing trade, but for general cargo one cellular vessel will do the work of five conventional ships; however, she will relatively spend more time at sea than in port. So a firm answer is not possible at this stage.

What is clear is that we stand on the threshold of revolutionary change in the carriage of goods, to and from Southern Africa. Commerce — and the law — are in for some exciting times.

SA firm taken over

19/4/75 Cape Times Correspondent

DURBAN. — Jardine, Matheson and Co Ltd, of Hong Kong take over a controlling interest in the South African group Rennie's Consolidated Holdings Ltd for R32m.

Jardine-Matheson will invest R17,5m in cash in the company.

Last night Mr Guy Radmore, chairman of John T Rennie and Sons and chairman of most of the Natal companies, said the overall share deal involved R32m and would have major benefits. "It will enable us to go international more quickly and, with this enormous injection of capital, it will accelerate our growth plans."

Nyanga fares rise: Action call

Cape Times
22/7/75

THE Bus Fares Action Committee is to call a meeting to discuss the surprise increase in fares for buses operating from the African township of Nyanga.

The increases — 40 per cent in some cases — came into operation yesterday.

Mr Issa Moosa, chairman of the committee, said he knew nothing about the increases until he was told of them yesterday. "If we had

known that these bus fares were to go up we would certainly have objected," he said.

He would call a meeting of the Action Committee as soon as possible, "but it is too late to appeal."

The increases were granted to the Nyanga

Passenger Transport Company — one of the Tollgate group of companies — on June 20 by the Local Road Transportation Board. The firm operates 66 vehicles.

A period of 21 days is allowed during which interested parties may appeal.

Two reports of buses being stoned in protest against the increases were received by the Cape Times yesterday, but a spokesman for the bus company denied this. "The reaction has been very mild," he said.

The cash price of a bus ticket from Claremont to Nyanga — the most popular journey — goes up from 10 cents to 14 cents, but the blow has been softened for regular commuters.

By using the "clip card" system, regular bus users can make the same journey for nine cents. The old price was eight cents.

These journeys are subsidized by the Department of Transport from the Bantu Transport Levy.

Minimum fares have also gone up and in the case of clip cards it is now eight cents. Minimum cash fares have risen from five cents to 11 cents.

To help regular passengers to make full use of the clip cards, additional facilities have been created in Nyanga and Guguletu from 9am to 5pm at weekends and from 5am to 3pm during the week.

The last increase in fares granted to Nyanga Passenger Transport was in March, 1971.

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

Mnr. Haak het in sy hoedanigheid as president van die Afrikaanse Handelsinstituut 'n toespraak op Beaufort-Wes afgesteek waarmee behoorlik 'n miernes van probleme oor die toepassing van die Padvervoerwet in Suid-Afrika oopgeskop is. Sakemanne wat al jare dikmond is oor die wyse waarop hulle deur die burokrasie gefrustreer word wanneer hulle vinnig en doeltreffend van padvervoer wil gebruik maak, het as 't ware soos een man gesê: Encore!

Die sakemanne het 'n besonder sterk saak, want as die huidige permitstelsel vir die vervoer van goedere deur private kontrakteurs dan koste opjaag, dan is dit die publiek wat op die ou end die gelag betaal. Dit is die publiek wat in die laaste instansie daarvoor betaal as daar, volgens mnr. Haak en

ander woordvoerders, jaarliks miljoene kilometers deur lê voertuie afgelê moet word omdat permitte geweer word vir die vervoer van vrag op terugritte.

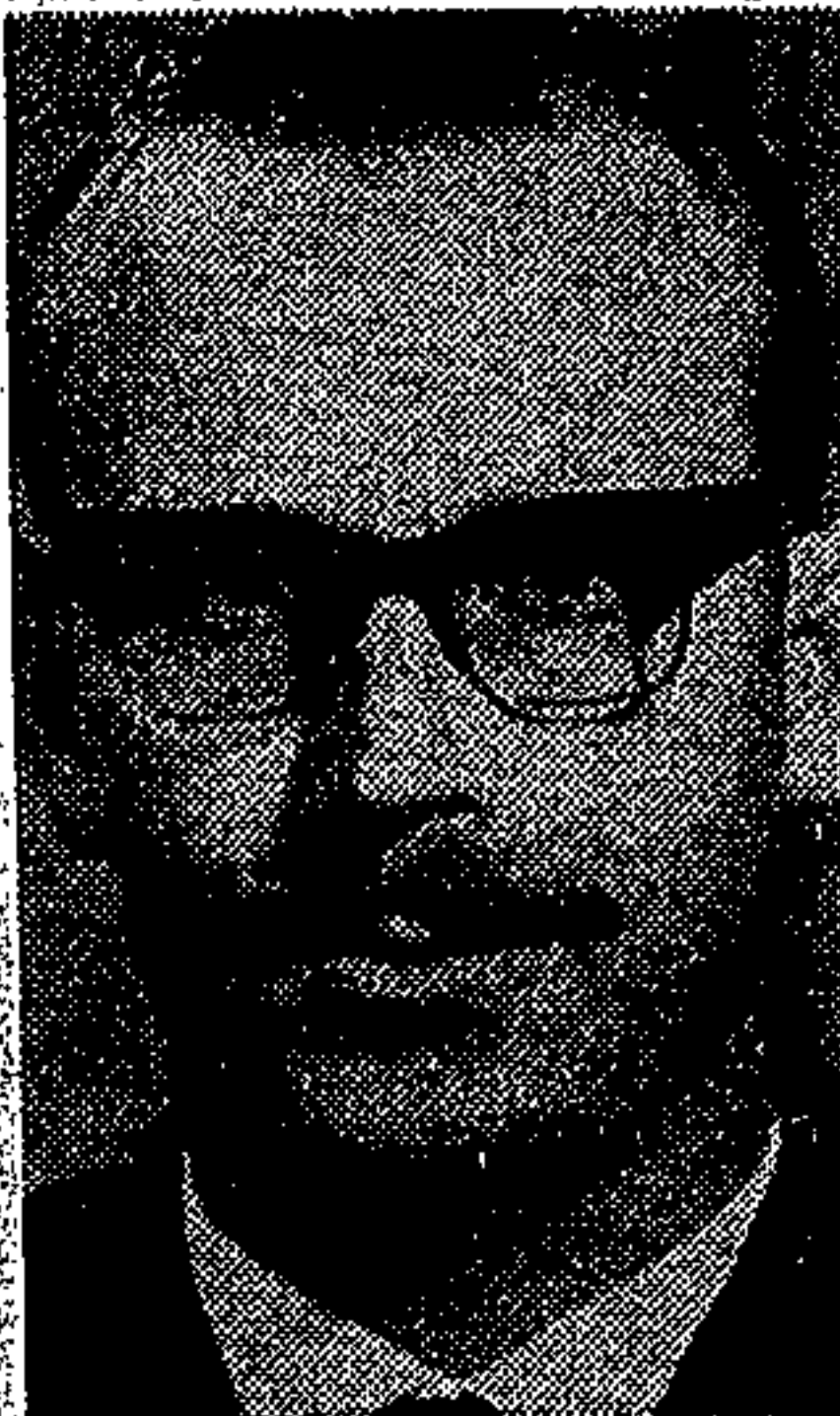
Behalwe vrag is daar natuurlik ook die vervoer van passasiers. Bustoermaatskappye se kostes is in die verlede sterk opgestoot deurdat hulle net in één rigting kan vervoer. Die koste van 'n terugrit moet dus verhaal word van die een groep passasiers.

Die saak van private vervoer is vandeeweek mooi saamgevat deur mnr. Dawid Engela, direkteur van die SA Vereniging van Vervoerkontrakteurs, wat aanvoer dat die produktiwiteit van sy organisasie se lede maklik met 25 persent opgestoot kan word mits die Padvervoerwet só gewysig word dat hulle meer vryheid geniet om op heen- en terugritte te

vervoer.

Soos sake tans staan, lê hulle jaarliks sowat 98,5 miljoen kilometer af waarvan sowat 45 miljoen kilometer met lê voertuie is. Ingevolge die huidige stelsel kan spesiale permitte om die 45 miljoen kilometer te vul, net verkry word as die Spoorweë nie die vrag kan vervoer nie.

Daar is natuurlik goeie redes waarom die Spoorweë dié voorkeur geniet. Een van die hoofredes is dat pri-



MNR. ALEC VAN BREDA,
LV vir Tygervallei en voorsitter van die kommissie wat die padvervoerwet ondersoek.

vate vervoer baie keer net die room probeer afskep deur vragte te aanvaar waarvoor die tariewe hoog is.

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

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

Dit, sê hulle, kos die land tans miljoene rand en vertraag selfs sulke dinge soos grensgebied- en tuislandontwikkeling.

Taxi rise rankles

Mercury Reporter

31/7/75

THERE is dissension and confusion in the taxicab ranks over fare increases approved by the Local Road Transportation Board on Monday.

The main bone of contention is the rise in the time charge from R3,00 to R4,50.

The chairman of the Durban and District Taxi Owners' Association denied yesterday that the successful Morris Taxis' application was not fully supported by his association and stressed it had in fact persuaded Morris to include the request for the time charge increase.

This followed a statement by Mrs. Kay Watson, director of Aussies and a member of the executive of the associa-

tion, that the members had been divided and that "at no time did the committee approve" the details of the application.

She adamantly confirmed her stand yesterday and repeated that the time charge increase was "exorbitant."

Mrs. Ruth van Deventer, director of Morris's, said yesterday:

"We fully agree with Mrs. Watson that the time charge increase is exorbitant. We are not members of the association but agreed to include the increase at the insistence of the chairman, Mr. Larry French, who appeared at our hearing before the Board.

"We have now decided to approach the Transportation Board and ask them to withdraw the time charge."

7 313
2 214

Mixing on transport 'a must'

Natal Mercury 31/7/75

JOHANNESBURG—South Africa's public transport will have to become racially integrated to an increasing extent, a transport consultant said here yesterday.

Dr. C. Verburch, addressing the South African Road Federation, referred to a section of the Government's recent White Paper dealing with the problem of providing urban transport for the different races.

"When looking 25 to 30 years ahead, it is very likely that the transport requirements of the different population groups will have to be integrated to an increasing extent," he said.

"It is difficult to foresee that, for example, an urban underground railway system will be justified for just one population group."

Dr. Verburch, a former professor of transport economy at Stellenbosch and the Rand Afrikaans Universities, expressed dismay that no progress had yet been made on completing the source of finance for urban transport.

He said the Driessen Committee had recommended a yearly Government contribution of R92 million to cities while the Government's White Paper had decided on only R52 million.

Dr. Verburch said a difference of opinion existed between provincial members of the committee and others on the source of finance. The Provinces wanted levies to remain a provincial prerogative and suggested fuel taxes or State subsidies.

"It is the opinion of the Federation that the financial dilemma can be solved only if the Government accepts that it also has a responsibility towards financing urban transport. Overseas, this has been accepted for many years."

He suggested a fuel tax was more equitable than a lump levy because it was directly proportional to use made of the roads.

Dr. Verburch asked

Cape Times 4/8/75
R6m for new buses

CITY TRAMWAYS LIMITED will spend R6 million in the next few years on 200 specially designed replacement buses for their fleet of 700 vehicles.

The buses, several of which are already in operation in the City, were specially designed by Leyland in collaboration with City Tramways after the relatively new rear-engined buses proved to be unsatisfactory.

The rear-engined buses will gradually be phased out of the bus fleet and replaced by the new front-engine buses, which cost R30 000 each.

313

Transport—to each his own solution

Rand Daily Mail
7/8/75

(313)

THE DRIESSEN Committee report on urban transport contained some "brilliant" and "excellent" recommendations, agreed the speakers at this week's conference. That was where the agreement ended.

After their opening platitudes the experts set about conditioning their approval — each according to his own discipline.

The result: Instead of endorsing the answers proposed by the Report and White Paper, the conference spawned new questions and left the 200-odd delegates (who had paid between R95 and R135 a head) with even more options than they started with.

"The bus is back" cried Mr N. E. Flanagan, General Manager of Durban Corporation Transport Department. "All concerned agree that whilst long-term planning must take account of other mass transit developments, the bus will meet the needs of 1990."

Confident

This confident prediction was not supported by the Managing Director of Toyota, Mr C. S. Adcock.

"One thing for sure, the motor car is with us for the rest of this century," he said.

He suggested that Black car ownership alone would amount to nearly two million vehicles in the year 2000.

"This is more than the total car ownership in the Republic in 1975," he said.

He underlined the severity of this situation by saying that more than 80 per cent of the total population will be living in the cities in 2000.

Subsidies

Mr Adcock also challenged Mr Flanagan on subsidies for buses. "The Government doesn't have any money — the money is yours, the taxpayer's," he said.

The supporters of decentralisation clashed with equal fervour against the disciples of higher density.

"Slurbs" was the word coined by Mr Nigel Mandy, General Manager of the Carlton Centre, to describe urban sprawl. Urging the delegates to accept the

● A two-day conference on the Driessen Committee report on urban transport, organised by the National Development and Management Foundation, ended in Johannesburg yesterday. CHRIS SMITH, municipal reporter, sums up.

huizen of the Rand Afrikaans University crossed swords with Mr Lennox Mlonzi of the Urban Bantu Council. The professor suggested that South Africa was fortunate in that decentralisation could be implemented more easily because the Black living areas were far removed from the city centre.

Mr Mlonzi was dismayed. "The word decentralisation is not applicable in this respect," he said. "No right-thinking person can speak of decentralisation when he speaks of the central town of Johannesburg and Soweto. Neither

can a government decentralise money spending without decentralising authority first.

"We are part of Johannesburg and that is why we are controlled from 80 Albert Street."

The difficulty experienced by the delegates in reaching accord was illustrated by Professor E. W. N. Mallows, architect and town planner.

He told them of two opposite schools of thought he had encountered at a conference on metropolitan planning in Toronto, Canada.

"On the one hand the Russian delegates were in-

sistent that cities should be limited to a population of 250 000. On the other the Japanese were insistent that the very big city was a prime tool for reducing the cost of products. It had made them competitive in world markets."

Confusion

Tokyo he said would soon reach a population of 30-million.

"I suspect the Japanese are right," concluded professor Mallows.

The confusion was summed up with a neat paradox from Nigel Mandy.

"There is a popular saying that every problem is an opportunity in disguise," he explained. "I believe that it is true — although I have heard some American city problems referred to as 'insuperable opportunities'."

cause of tighter city centres he said that urban sprawl was, "a retrograde step in terms of social behaviour, sensible land use and the delicate balances of ecology."

Mr Adcock, the advocate of the car, adopted an opposing stance.

Mobility

"Above all, I believe that a far greater and better organised decentralisation is a key to making our cities of the future bearable to live in," he said.

This met Mr Mandy's view, that, "a multitude of single use suburban facilities — decentralised offices — creates far greater traffic movements," head on. Mobility is enforced when you have decentralisation, pointed out Mr Mandy.

Professor A. J. G. Oost-

Smooth sailing at Safmarine

By JON ABBOTT

SAFMARINE has done it again. It has steered its way through troubled shipping waters to push up taxed profits for the year ended June 30 by a massive R4-million to R20-million.

Since 1971, when taxed profit dropped to R2.9-million compared with R5.2-million the previous year, Safmarine has steamed ahead with profits of R9.4-million in 1972, R10.9-million in 1973 and R16-million last year.

No wonder they say managing director Mar-mion Marsh's catchword for the group is PIP (profit is paramount).

This year's unaudited taxed profit of R20-million represents earnings per share of 68c compared with 62c last year. As a result the directors have decided to increase the dividend by

three cents to 19c for the year.

Mr Marsh says that world shipping has been seriously affected by the lower level of international trade but South Africa's foreign trade has continued at a good level.

He says that because of the slow-down in shipping business elsewhere, surplus ships from other areas are now entering Safmarine's trade routes and offering "severely cut rates".

"This virtual dumping of foreign tonnage, which will disappear with an improvement in trade, is harmful to the orderly development of a modern transport system for South Africa," he says.

Safmarine has declared an eighth capitalisation issue of one share for every 20 held (last year one for every 10 held). These shares will not qualify for the latest dividend.

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

By CHRISTOPHER MORRIS

Borrow abroad: Horwood gives signal for industrial spending spree



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TUGELA-VAAL water scheme: Estimated cost R178 million.

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

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

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

SAR blamed for exports hold up

SUN TRIB (FIN) 17/8/75

Financial Reporter

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

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

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

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

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

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

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② 265

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Daily Dispatch
**Shipping lines to lift
congestion surcharge**
29/8/75

313

LONDON — The 12.5 per cent surcharge on South African bound cargoes loaded at British and European ports would be suspended from September 1, the shipping lines serving the Republic said here yesterday.

The South and South-East African Conference — forum for the 20 European shipping lines operating the route — said the surcharge, which had been cut from 20 per cent last June, was being lifted because of the sustained improvement in the turnaround of their vessels at South African ports.

"The lines will keep the position under close surveillance and, if conditions deteriorate at South African ports, they will need to re-apply a surcharge as requisite to meet the changed situation," the statement said.

By November last year all South African ports were subjected to a 20 per cent congestion surcharge on cargoes carried to and from them by the conference lines.

At the end of June this year the surcharge on north-bound freight was lifted.

Reacting to the news, the president of the East London

Chamber of Commerce, Mr. T. Peters, said: "Due to the fluidity of all ports in South Africa at the moment, there is no longer any justification for any surcharge."

"Despite the fact that some owners feel they have not been fully recompensed, I am sure they accept the position because it is expected that improved imports can be expected towards the end of the year — otherwise early next year." — SAPA-DDR.

Time to unite, transport chief urges truckers

OPERATORS OF ancillary transport fleets should follow the example of the professional hauliers and form their own organisation, says Dr Cornelis Verburgh, director of the Federation of Road Transport Associations.

He says: "The federation will, as a matter of policy, concentrate on representing the professional operators. We can be more effective that way."

"Specialisation is the big thing today, and often the ancillary operators are represented by trade organisations which look after their welfare."

Outlining the federation's plan of action, Dr. Verburgh says: "For too long there has been a high degree of passiveness and inertia in the road transport industry itself, as well as in its external relationships."

Emphasis

"To do is the theme from now on, and the two main fields in which the federation should act are: The organisation of road transport operators and the representation of road transport operators."

"For a start, the emphasis will be on voluntary membership of transport operators' associations. It is preferable that the operators organise their own industry. The federation will promote and stimulate this process, organise meetings and make contacts."

"If voluntary membership does not bring sufficient operators together in the respective associa-

tions, the alternative may be to ask the Government to make membership of the associations compulsory, say for every public haulier and also for the ancillary operator having more than four goods vehicles."

"Transport in South Africa is already a highly regulated and Government-controlled industry."

One of the problems of the road transport industry is that it is fragmented, and about 80 per cent of operators own only one or two vehicles.

Empty leg

One thing which Dr Verburgh would like to see tackled is the "empty leg" problem, which helps to put up the cost of road transport.

Hauliers often find it impossible to pick up a load for a return journey because their licence restricts them from doing so.

Dr Verburgh says: "In the interest of fuel saving and cost it should be made easier to pick up loads for the empty leg of a trip."

"Farmers can use their vehicles in two directions, but the haulier is often not allowed to do so. This should be changed."

But the main aim of the federation is to get a Road Transport Act which is acceptable in content and in interpretation and application to all commercial road users.

Dr Verburgh says: "We are aiming at a situation where people have the freedom to choose between road and rail as the best means of transport."

313

313

31/8/75
Sunday TIMES

Clash over transport permits flares

① 313 (313)
2: 265
(3) 257

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

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

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

Mr Raubenheimer said

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

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

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

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



Mr Raubenheimer . . . parties are at loggerheads.

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

Appeal against fares rise fails

Cape Times

3/9/75

THE National Transport Commission has turned down an appeal against the Cape Town bus fare increases which were approved and came into force in December last year.

Mr Neil Ross, who appeared for the Progressive Party, one of the appellants at the hearing, said he had received official notification of the result yesterday. No reason was given for the failure of the appeal.

Mr Richard Rosenthal, who represented the two other appellants, Mr Achmat Davids and Mr Harold Moses, said he had not yet been informed of the result.

The appeal was heard by the National Transport Commission under the chairmanship of Mr J. Driessen, the Secretary for Transport in Cape Town in June.

Mr Ross said he was disappointed at the result. He has applied to the National Transport Commission for a full copy of the judgment and the record of the proceedings.

After studying these documents he will decide whether to take any further action.

Mr Rosenthal said he would have to consult with his clients before he could consider any further steps.

313

'Scandal' on bus fares is claimed

ARGUS 4/9/75

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THE way in which approval had been given to increases in bus fares was described by a member of a ratepayers association today as a public scandal.

The claim was made in the Supreme Court, Cape Town, by Mr Joseph Peter Kelly, of Lilac Court, Milky Way, Ocean View Township, who said he was a member of the Ocean View Ratepayers' and Tenants' Association.

Mr Kelly and Mr Martin Henry Clayton applied for an interdict restraining Simonstown Passenger Transport (Pty) Ltd from charging increased bus fares approved by the Local Road Transportation Board on August 5 this year.

Their application was opposed by the bus company and by the board.

Mr Kelly said he was employed at Simonstown, and had a wife and five children entirely dependent on his earnings of R146,20 a month.

ESSENTIAL

The family could not afford a car. 'Bus transportation is for me not a luxury but an essential as it is necessary for me and the overwhelming majority of Coloured persons in the area to travel by bus to work,' he said.

Mr Kelly said he was 'vitally affected by any increase in bus transport costs.'

He heard an increase in fares in Simonstown had already been granted, and 'I am amazed this should have been done without my hearing any-

thing about it before or having heard that any application for an increase in bus fares was to be made.'

He continued: 'It is a public scandal that a matter so vitally affecting the public welfare should go through the local board in so secret a manner without interested members of the public being given an opportunity to be heard.'

The bus company's application had been approved in toto by the board.

Mr Kelly said he intended bringing review proceedings to have the decision of the board set aside because it 'had no right to accept the figures in the present case without waiting for the final end of the dispute concerning the raising of the Cape Town fares.'

Mr Richard Rosenthal, an attorney of the firm Fuller, Moore and Son, said in an affidavit he had made an 'extensive investigation' of the affairs of the Tollgate group of companies, of which Simonstown Passenger Transport (Pty) Ltd and City Tramways Limited were both members.

According to the last available annual report of Tollgate Holdings Ltd, passenger transportation represented 60 percent of the after-tax profits of the

group, which exceeded R3-million.

There was a 'creaming off' of profits from one company to another within the group, Mr Rosenthal submitted.

On August 20 this year he visited the office of the board and ascertained no prior advertisement had been published of the application for an increase in bus fares.

'It would appear that the application for an increase in fares was approved in its entirety without prior advertisement or consideration of any objections by interested parties,' Mr Rosenthal said.

Mr Mohamed Anwhar Adams, chairman of the Ocean View Ratepayers' and Tenants' Association, said in an affidavit the proposed increase of fares varied from 20 percent to 100 percent.

Mr Acting Justice Broeksma is hearing the application.

ADVERSARY

Mr Lloyd Rollo Dickson, an executive director of Simonstown Passenger Transport Ltd and the general manager of City Tramways Ltd, said in an opposing affidavit there were no other transportation facilities which could be adversely affected by an increase in bus fares.

Replying to Mr Rosenthal Mr Dickson said a 'creaming off of profits is entirely devoid of truth.' The suggestion was part of an organised campaign based on incorrect information, unfounded assumption and exaggerated inferences.

(Proceeding)



Mr. Driessen

Bus fares

Cape Times
—no 4/9/75

written judgment

MR J DRIESSEN, Secretary for Transport, said yesterday that there was no written judgment to explain why the recent appeal against bus fare increases in Cape Town was turned down.

Mr Driessen was chairman of the National Transport Commission, which heard the appeal in June.

The appeal was made by the Progressive Party, Mr Harold Moses and Mr Achmat Davids against bus fare increases granted to City Tramways by the local Road Transportation Board.

Mr Driessen confirmed yesterday that the appeal had failed and said there was no written judgment. "We are not obliged to give reasons for our decision," he said.

If, however, there was any further action or an appeal to the Supreme Court he would be prepared to supply the reasons in order to help the court.

Mr Neil Ross, who represented the Progressive Party at the hearing, said he was surprised by the news.

"It would be in the public interest to publish the reasons for the appeal's failure in view of the substantial amount of evidence that was heard during the six days of the appeal."

Bus fares action dismissed

A CAPE TOWN judge yesterday dismissed with costs an application by two residents of Ocean View Township for an interdict restraining Simonstown Passenger Transport Ltd from charging increased bus fares.

The application, brought by Mr Joseph Kelly and Mr Martin Clayton, was made pending a review of the local Road Transportation Board's decision to increase the fares on August 5.

In his judgment, Mr Acting Justice Broeksma said that Mr Kelly and Mr Clayton had failed to show that there was a ground on which the board's proceedings and decision on the bus company's ap-

plication might be interfered with on review.

He was satisfied that a prima facie case had not been made out to substantiate the allegations that the board had acted in a perverse and grossly unreasonable manner in deciding that publication of the fact that there would be an application for increased fares was unnecessary.

"I may add that I also do not think that there is any justification for describing the absence of publication as scandalous and secretive, if it was meant thereby to cast a reflection on the propriety of the board's conduct."

Mr L. R. Dison, instructed by Fuller, Moore and Son, appeared for Mr Kelly and Mr Clayton. Mr H. Snitcher, QC, assisted by Mr H. C. Nel, SC, and instructed by R. Asherson and Asherson, appeared for the bus company. Mr L. Rose-Innes, SC, assisted by Mr J. le F. Pienaar, and instructed by the Deputy State Attorney, appeared for the board.

Safmarine's plan for the switch to containers

Noted
incoming
16/9/75

3/3

Shipping Reporter

● In an unparalleled move to bring South African shipping in line with the world, the country's national line, Safmarine is now engaged in a huge expansion programme that will not only dwarf its other building programmes but will, in only four years, more than double Safmarine's investment in ships.

THE LINE is spending about R400 million on new vessels in its containerisation programme at present and between now and 1979 an investment of R1 500 million is likely.

This vast investment is possible because local importers and exporters appreciate the value of a truly national sea carrier to a country's economy says Safmarine's managing director, Mr. Marmion Marsh.

Commenting on his line's mammoth four-year plans, he said: "Shipping has become an intensive specialised operation.

"Under the old system costs have been inflating at a rate higher than the trade can afford. The new system, while by no means a cheap one, has the advantage that the high degree of mechanisation leads to quick turnaround of ships so that voyage times will be more than halved.

INFLATION

"Because of its high capital-intensive nature it is expected that cost inflation will be contained at a much lower annual rate than is possible with existing systems.

In the containerised sea trade between the U.K. and Europe and Southern African ports Safmarine intends providing 40 percent of the shipping space.

Four of the 10 large container ships will fly the Safmarine flag. These ships are each capable of carrying 2 450 six-metre containers. Each vessel is worth at least R60 million.

Of the four smaller type container ships of 1 400 6,1 m (20ft) equivalent (TEU's) units to serve the Mediterranean-South African trade, Safmarine will be providing at least one.

These ships require a capital investment of about R25 million each.

Safmarine was the first local shipowner to place its orders for these new container vessels. Its four large fully cellular container ships are being built in France. The ship for Mediterranean service is under construction in Italy. Delivery will be in stages from mid-1977 to ensure planned and controlled change-over from the conventional to the modern and sophisticated transportation technique.

With containerisation in full swing the company will own a minimum of 30 000 boxes worth R20 000 each.

A further major investment item is a new computer network service to control and trace boxes around the globe. At present, Safmarine is organising and staffing its Cape Town-based computer service with highly qualified specialist men and women from South Africa and a number of overseas countries.

This system will be fully programmed and operative on arrival of the first container ship expected to enter South African waters in less than two years from now.

Already in Safmarine's services are about 2 000 owned and up to 1 000 leased boxes.

INTERIM

They are providing an interim service for importers and exporters who prefer the method already at this stage. For Safmarine, the interim box service offers valuable experimental and training operation as well as to others involved in inter-continental trade.

Many top management Safmarine executives are involved in full-time negotiations and discussions with numerous Government and private sector bodies entrusted with the planning and preparations for the new transportation technique.



Safmarine's growth from a modest start 28 years ago with three converted war-time ships has been described as "simply phenomenal". It is now well launched into the container era.

The company's role as national carrier in acting in South Africa on behalf of other members of the Europe-South Africa Conference is not generally appreciated.

Safmarine's work in this direction, however, "is of real basic value to the gradual change-over to a fully cellular container service and the company's executives constitute an important element in the 18 task forces which the Europe-South Africa Conference's Executive Planning Board formed to implement a totally new transportation technique.

This will require a total investment of the order of R1 500 million between 1975 and 1979," said the spokesman.

To cope with the new demands, the company has appointed — and continues to do so — dozens of young university-trained and experienced executives.

They will become specialists in the various container service operation fields. With the new service in full swing these men and women, who "have lived and developed with the project from its very inception," will be able to provide local importers and exporters with their expert knowledge and experience.

"The present full-scale transformation undertaken by Safmarine is a guarantee for the future. Because of the proper planning and preparation that precedes the introduction of full containerisation in South Africa, our country's shippers will be assured of a well-based service in years to come."

Another concentrated involvement is Safmarine's ever-increasing provision of specialised vessels to cater for bulk trades in the mineral and agricultural spheres.

While three 25 000-ton ships are already engaged in bulk commodity transportation, a fourth 25 000-ton vessel is due to be launched early in 1976.

Together with Iscor, Safmarine will be providing two large vessels capable of carrying 165 000 tons of iron ore from Saldanha Bay to Japan.

Some time ago, Mr. Marsh pointed out that the freight element involved in the selling price of bulk commodities was often as high as one third of the total value, illustrating the tremendous value of foreign exchange savings available to South Africa when it utilised its own vessels.

Containerisation questions of the services to the United States and the Far East have been studied intensively by Safmarine. The conclusion says Mr. Marsh is that these services could well become heavily containerised within the next three or four years.

Eight Safmarine ships

have been jumboised to carry more than 200 containers each, which they can handle with their own cargo gear. These ships are to provide a "phase-in service" prior to full box traffic. Because of lower volume, there would be a low frequency of service with big ships in the American and Far East service," the spokesman said.

16/9/75

Bus fares pegged almost 30 years

By ROB HUDSON

IN this age of soaring costs Zululand's Washesha bus service holds what must be a unique record—it has not raised its fares for almost 30 years.

But now the inevitable has caught up and the company has been forced to apply to the local transportation board for

permission to raise its fares.

If this is granted the new fares will come into effect in the next few months.

The company's services cover the Eshowe, Mtunzini, Nkandla districts as well as part of the Empangeni district.

The principal route is between Eshowe and Empangeni and the cost of a return trip — a distance of 115km — is a mere R1.

"Our prices may not appear to be that low but one must consider the shocking roads on which the buses have to travel — especially on some of the routes," said Mr. Norman Braatvedt, one of the owners.

The life expectancy of a bus is seven years. Each vehicle averages about 900 000km a year.

"The reason we're asking for an increase in our fares has been vast rises in running costs and the expense in replacing buses. To keep up the replacement programme for our fleet of vehicles — each bus costs R22 000 — we must raise our fares," he pointed out.

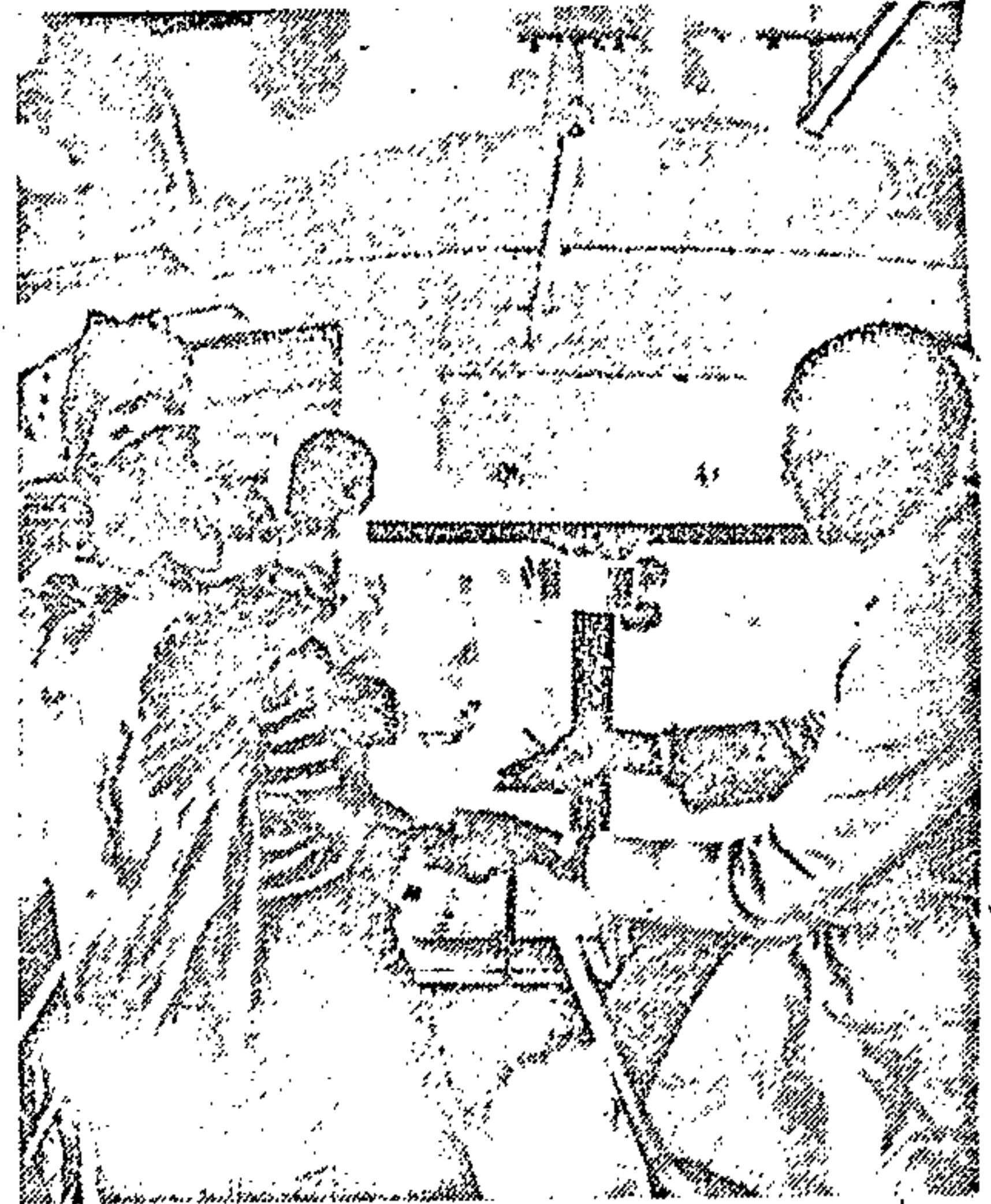
The company buys four new buses each year.

Mr. Braatvedt attributed its ability to run the service for so long without an increase to the fact that there was always an average of 32 passengers on each bus.

"Each bus is full at some stage of its journey," he said.

The number of passengers using the service has more than doubled over the past six years.

"In fact in the last year the number has



MR. NASON MAGWEZA, who has been with Washesha more than 20 years, takes the fare from a woman before a trip to Empangeni.

increased by 23 percent," said Mr. Braatvedt.

Providing more than two million passengers with transport every year, the Washesha service reckons it has more passengers than South African Airways in a calendar year.

Washesha began in 1946 when two brothers, Harold and Doug Braatvedt, returned from the war and started a service between Eshowe and Empangeni with a bus chassis built on an army surplus vehicle.

"I joined some years later. Doug was killed in an air accident," said Norman.

The company grew from strength to strength. Today its fleet of 26 buses provides 14 different services.

The shareholders are Norman and Harold and Mrs. Rene Braatvedt, Doug's widow.

Washesha is not subsidised and has a staff of 47 Africans of whom 24 are drivers. Mr. Bob Baytopp, a White mechanic, is also on the staff.

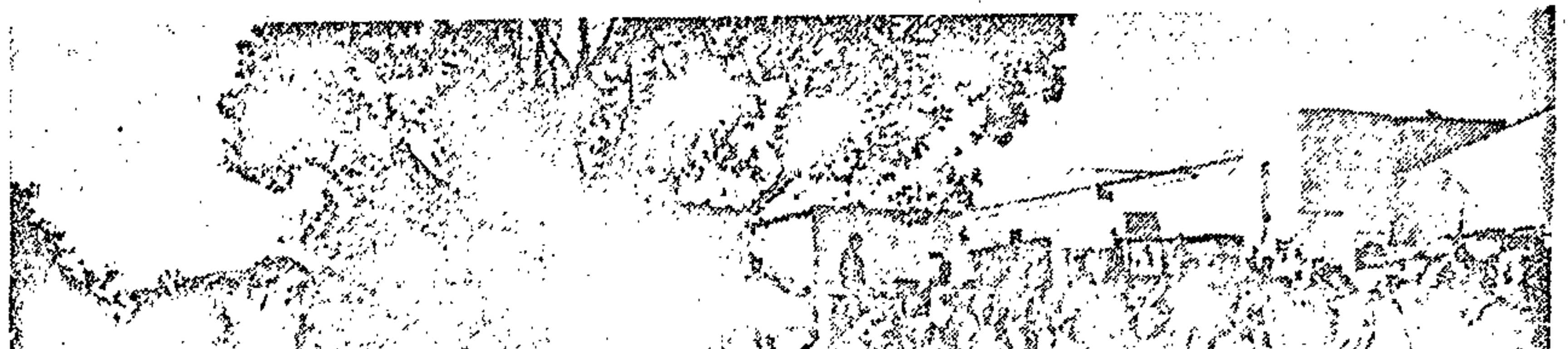
Washesha has a remarkable safety record.

"There have been accidents but no passenger has been killed or even seriously injured," said Mr. Braatvedt. "On the other hand there have been at least six births on our buses over the years."

"People seem very satisfied with our service and know they are getting a good deal. In fact many of them hire our buses for weddings and other social occasions."



MR. BOB BAYTOPP, Washesha's mechanic who is responsible for the maintenance of the fleet.



Sandton - Soweto bus plan backed

Staff Reporter

A SUGGESTION that buses run from Soweto to Sandton has received support from managers of business complexes in Sandton.

Mrs Sue Gordon, national organiser of the Domestic Workers and Employers Project proposed the idea in view of the over-crowding on trains from Soweto.

At present there are only four mini-buses running from Soweto to Sandton. They are owned by businesses which cater for their employees and they cannot cope with the load, according to Mr Michael Evans, general manager of Sandton City.

Normally Black workers use trains to get to Johannesburg station, then municipal buses from Diagonal Street to Dunkeld, and Public Utility Transport Corporation buses from Dunkeld to Sandton.

"Domestic workers have to get up at 4 am to be at work at 7.30 am. It would create a tremendous amount of goodwill if a direct bus service between Soweto and Sandton were introduced," Mrs Gordon said.

Mr P. McKenzie, manager of "The Firs" in Rosebank, said Black employees "go through hell."

"They leave before sunrise and get home after dark — they're terrified of being robbed. A direct service would make their lives a bit easier."

"It would also lead to greater productivity because they would not be exhausted and miserable."

A spokesman for Putco said running such a service was feasible but would involve lengthy red tape.

It would have to be gazetted and would then have to be passed at a hearing of the Road Transportation Board.

(1) 323
(2) 313

RDM 17/9/75

your neck—or die

3 313

MIKE NC. AZI

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

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

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

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

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

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

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

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

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



boost the country's economy is forever growing.

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

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

And as soon as the

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

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

HEAVIES' FEE

Mercury 23/9/75

'NEED NOT

AFFECT COL'

Mercury Reporter

THE FEE to be levied from October 1 on heavy transport hauliers for carrying abnormal loads on Natal roads would not necessarily be inflationary, Mr. Frank Martin, MEC in charge of road traffic, said yesterday.

He was answering a question by a heavy transport operator at the AGM of the South African Road Federation (Natal region) in Durban. He had previously informed the meeting of the Province's decision to impose a charge on abnormal loads carried by road.

Mr. Martin said the charge would increase the carrier's costs by a minimal amount — "probably only a fraction of one percent."

The charges would be in accordance with a policy agreed by all provinces and were designed "to compensate for the actual damage to the road and disruption to traffic caused by over-size and overweight loads."

"It is realised this will not be a popular move among hauliers, but it is regarded as fair and necessary."

An amount of R89 million was being spent on national and provin-

cial roads in Natal. This was 25 percent higher than, for the previous year.

Mr. Martin said it was regretted that funds did not permit an early start on the North Coast road. This road was becoming extremely busy and was undoubtedly going to be a "serious bottleneck" in a few years' time.

Last year a total of 200km of national and provincial roads were realigned and blacktop surfaced. In addition 55km were sand sealed.

The Province intended to continue sandsealing roads which did not justify full-scale realignment and surfacing, although it was recognised this system provided a sub-standard surface.

He said that 18992 people had been prosecuted for traffic offences in Natal between April and July this year. A hundred and thirty were charged with reckless driving, 4800 with exceeding the speed limit and 1160 for not having a driver's licence. More than 1000 vehicles were taken off the road.

Inspectors had also been warned to watch out for people responsible for burning grass or dry matter on roadsides to cause smoke which interrupted or hindered traffic. They could be prosecuted under Section 103 of the Road Traffic Ordinance.

HAULIERS SLATE COST CLAIM

313

Mercury Reporter
CLAIMS by Mr. F. Martin, MEC for traffic, that increased carrier costs were not necessarily inflationary were yesterday slated by hauliers and civil engineering contractors as "ludicrous."

Addressing the AGM of the South African Road Federation (Natal region) in Durban earlier this week, Mr. Martin said the Province would

impose a tariff on abnormal loads transported by road.

He said the increase would be minimal — "probably only a fraction of one percent."

Answering Mr. Martin's remarks, one civil engineering contractor cited the example given in a circular issued by the Natal Roads Department that a fee of R127 would be charged

for transporting a mass weight of 63 tonnes from Durban to the Free State border.

"Mr. Martin is wrong. For an increase of R127 to be a fraction of one percent the total haulage cost would have to be more than R12 000. At that price there would be no goods on our roads."

He added the actual cost of the job in the past was R550 but with

the increase of R127, the cost had jumped to R677.

"That's an increase of very nearly 25 percent."

In the circular the Director of Roads, Mr. Roy Hindle, warned transport companies that from October 1 the increased work involved in assessing fees for permits might lead to delays of up to 48 hours before an application was granted.

Greatermans going great, says Herber

Sun Times (bus Times) 28/9/75

313

① 28

② 107

③ 313

④ 251

By COLIN CAMPBELL

GREATERMANS Stores is budgeting for a "solid improvement" in each of its trading divisions, chairman and chief executive officer Norman Herber says in his 1975 annual statement.

Last year's profit advance — net earnings up from 95.4c to 106.5c, and pre-tax profit at a record level of R10.35 million — should improve further, despite the doubts now overhanging the economy.

The only patch of doubt is that the department stores will take a little longer than expected to move into the profit stage, and a small loss has been anticipated in the group's budget for this division.

Mr Herber says the Checkers arm of the group plans three large stores, which will also act as retail laboratories in KwaZulu to be set up in partnership with the Government and private KwaZulu citizens.

This is the first Checker development aimed exclusively at serving the Black market.

Because of the spread of trading areas, customer income levels and different merchandise groups, Mr Herber feels that the Greatermans group will sail through the uncertain economic waters that lie ahead.

"I feel the recovery will be slow and that we will only see the Western world enjoying a return to full economic prosperity in 1977/78.

"It follows that I have in the short-term limited hopes for the local



Norman Herber . . . "A well-balanced group."

scene," Mr Herber forecasts.

Mr Herber adds that even if the cost of television licences can be justified those of the sets seems unreasonable — and because the price is as high as it is there could be, at retail level aggressive competition, and prices of television sets could be driven to sub-

economic levels for those retailers who provide a responsible service organisation.

In a report on the group's trading divisions the chairman makes the following points:

• Ackermans: In 1974/75 Ackermans' profits handsomely exceeded both budget and previous year's level.

• Rave: Progress in the first four months of the year was spoilt by softening of consumer demand in the balance of the year, and net profit was only R242 000 compared with R728 000 in 1974. But, assuming an orderly and profitable television campaign, Rave should greatly improve its profits this year.

• Clicks: One new store will definitely be opened this year, and there are plans for additional stores in the future. There is every reason to expect further growth in sales and profits this year.

• Prudential Shipping: The balance sheet of Prudential has strengthened considerably with a R7.9-million reduction in contingent and other liabilities. In his review on the economy Mr Herber agrees that South African industry needs protection, but asks whether it is economically sensible to provide long-established South African industries with tariff protections of between 100 per cent and 200 per cent. "Protection, South African industry needs and deserves, but this can not and must not be granted indiscriminately and without concern for its inflationary and the social implications," Norman Herber says. In 1975 dividends were raised from 25c to a record 32.5c a share, covered 3.3 times.

POLICE READY FOR FARES PROTEST

Tribune Reporter

NEWCASTLE police and dog handlers will be on standby before dawn tomorrow to prevent violent protest against the increased bus fares between Madadeni township and the industrial areas.

Up to 10 000 workers who commute daily to work at the industrial giants of Iscor, Bester Homes and Defy Industries are believed to be planning a boycott of the township bus service, Trans Tugela Transport, which will put up fares on some routes by about 20 percent from tomorrow.

"We are acting on strong rumours we have heard that the workers will refuse to use the buses. We will be on duty in the township from 4am to ensure that no criminal acts are allowed to take place," Newcastle police station commander Captain G. S. Heunis said.

"The workers are not boycotting work. This is not a protest about their wages. They are dissatisfied about the increases in the bus fares.

"If some of them want to use the buses, we will see they are able to do so and that the buses are not attacked."

Captain Heunis said as far as he knew the fares for the Iscor works had not been increased and that Iscor workers were expected to go to work as usual.

The TTT bus service, which runs about 170 buses, is the only one operating between Madadeni and Newcastle.

Thousands walk in bus protest

The Argus Correspondent
NEWCASTLE. — Police stood by as thousands of Newcastle Africans walked more than 12 km to work early today in a protest against increased bus fares — now being charged by the Trans-Tugela Transport Company, which was sponsored by the Bantu Investment Corporation.

The new fares — 30c for a single journey — represents a 5 percent increase, making a total increase of nearly 40 percent in two years.

The protest followed a weekend of tension in the Madadeni and Oshweni townships, the labour reserve for the giant Iscor Veka clothing factories, Durban Falkirk and many other industries.

A spokesman said police were restricting their involvement but were ensuring that no violence or criminal activity took place.

Some workers set off from both townships as early as 3 am today to ensure that they were at work on time.

Buses were seen running empty while others later returned to the depot.

The chairman of the Madadeni Town Council, Dr E. T. Mdlalose, travelled on the back of a

light truck, appealing to people to remain calm.

Yesterday an emergency meeting of the council was called to discuss the suggested protest.

Later on in the day trouble started and centred on bus ranks where people were queueing for coupons and boycotters were trying to stop them. In one incident more than 500 people were involved but police kept order.

Mercury 29/9/75

Threat of bus boycott today

Q1071233332/4/10

Mercury Reporter

THOUSANDS of Africans in the Madadeni township outside Newcastle, are expected to boycott bus services today.

The reason for the boycott threat is increases in the bus fares ranging from 25 to 100 percent which come into operation today.

Police have been on standby in Newcastle since Saturday. Between 8 000 and 10 000 people are expected to boycott the buses.

CRIPPLE

The boycott could cripple the Newcastle industrial area. Although no comment could be obtained last night, it is reported that some of the larger Newcastle industries are laying on alternative transport for their workers.

A spokesman for the bus company, Trans Tugela Transport (TTT), yesterday described the situation as "quiet."

"We are hoping it will continue that way tomorrow," he said.

The spokesman said that although bus fares had increased, the subsidised fares "are still the cheapest they will get anywhere."

Cash fares have been increased by 25 percent. Weekly coupons, subsidised by the Government, have in some cases increased from 75c to R1.50.

DIFFICULT

The company owns more than 200 buses and provides the only transport for workers from the township.

"We were finding it difficult to operate on the old fares. All our fares are based on mileage and even with the increases they are still the cheapest you will find," the spokesman said.

He claimed it was the first time the company had increased the subsidised fares and said they had distributed 10 000 pamphlets explaining the reasons for the increases.

30/9/75

1 31
2 313
3 107

313

Cape Times Correspondent

NEWCASTLE. - Violence erupted near here yesterday as Africans, protesting against bus fare increases, stoned at least two buses, police vehicles and motor-cars.

Although police imposed a total clampdown on information, it is believed that at least one policeman was injured when an angry mob stoned the vehicle while he was driving.

An unknown number of Africans travelling by bus from Dannhauser were injured when the bus was stopped and stoned by a mob outside the Madadeni Township.

The passengers fled from the bus, which was severely damaged. The massive protest was aimed at the Bantu Investment Corporation's Trans Tugela Transport (TTT) fleet of buses.

The fleet of 160 buses were empty for the whole day yesterday. Africans claim the company has raised its fares by 400 per cent in the last two years, prices increasing from eight cents to 30 cents a trip. The latest increase was 5 cents.

Last night it was announced that Bantu Investment Corporation officials had agreed to drop the bus fare increases for a period of two weeks.

But a mass meeting of 10 000 Madadeni township residents rejected the "reprieve", saying the old fares were too high anyway.

Angry Africans hurled stones at police vehicles which were withdrawn from the scene of the meeting.

The crowd also stoned cars belonging to Madadeni councillors.

Trouble

The BIC move followed a marathon two-and-a-half-hour meeting between representatives of its TTT Bus Company, Iscor officials and the Madadeni Town Council.

The stay in the fare rise has been granted to allow negotiations between the three bodies.

Last night the Mayor of Madadeni, Dr F Mdialose, claimed that police officers had left him surrounded by an angry crowd at last night's meeting, although he had asked for protection.

"As they left the crowd started hurling stones at their vehicles."

"I climbed on top of my car with a loud hailer and told them that the police would open fire if they were stoned."

"If real violence breaks out here we are in terrible trouble," Dr Mdialose said.

He expected the boycott to continue today.

A large contingent of police, armed with tear gas and sten guns, and a number of dog handlers were standing by in the township last night.

They were concentrating on preventing intimidation at the bus depots.

Buses stoned in fares riot

3/3

STAR 30/9/75

(1) 40
(2) 321
(3) 313
(4) 107

Own Co



Fists raised in defiance, Newcastle bus boycotters make their own way to work. The boycott, touched off by a planned increase in fares, flared into a riot today when buses were stoned.

Buses were stoned at the port office today as rioters went there today in protest against fare increases.

Police have kept a tight rein on the protesters, but a dozen have been injured.

A steady stream of nearly 1,000 Blacks on the march were shepherded through the back streets of Newcastle by police early today.

Traffic was diverted.

Angry rioters stoned at least 15 buses at Madaden Township after Osizweni residents boarded buses to Newcastle — breaking the boycott.

Passengers were injured in the stone barrage and were forced to disembark. The empty buses returned to Osizweni.

Women from the township who had travelled to Newcastle by bus were barred entry by rioters when they arrived at the Veka factory.

Robbed

They had to walk home.

A number of industries and businesses said many workers had not turned up for duties.

One Osizweni resident who gave two workers a lift to Newcastle was stopped by rioters and allegedly robbed of R1 880.

The rioters apparently reprimanded the resident, Mr. Mkhoni Gathana, for giving lifts to workers and allowed him to continue his journey. When he arrived at his store, he realised the money was missing.

After a public meeting at which heated criticism was levelled at the fare increases, the bus company announced that it would not return to the township until the fare increase was withdrawn.

The fare increase was announced by the bus company on 28 September.

If the fare increase is not withdrawn, the bus company will not return to the township.

Riots break out as fares row flares

Mar 30/9/75 Mercury

1321 3 313

1220 (4) 107 Mercury Reporter

NEWCASTLE—Violence erupted near here yesterday as Africans, protesting against bus fare increases, stoned at least two buses, a police van and a car.

And it has won a reprieve from the Bantu Investment Corporation, which has agreed to drop the increases for two weeks.

But more violence flared when 10 000 angry Madadeni township residents heard of the reprieve last night.

Africans stoned police and councillors' cars and after being calmed by the Mayor of Madadeni, Dr. F. Mdialose, they condemned the bus fares as "too high anyway."

Dr. Mdialose feared

there would soon be a major outbreak of violence in the district if the situation was not defused.

Angry mobs, boycotting the local buses, rampaged through the Newcastle area yesterday as BIC officials met representatives of its TTT Bus Company, Iscor and Madadeni Town Council before agreeing to drop the 5c fare increase for two weeks.

At least one policeman was believed to have been injured when an angry mob stoned his vehicle during the day.

An unknown number of Africans travelling by bus from Dannhause, were injured when the bus was topped and stoned by a mob outside the Madadeni township.

The passengers fled from the bus, which was severely damaged.

It is understood that police reinforcements from Glencoe, Wasbank and Dundee have been called in.

Last night they were concentrating on preventing intimidation at the bus depots.

Meanwhile, the fleet of 160 buses were empty for the whole day yesterday. Africans claim the company has increased its fares by 400 percent in the last two years, prices increasing from eight cents to 30 cents a trip.

813

MAN DIES IN BUS RIOTING

The Argus Correspondent 1/10/75

NEWCASTLE — One man was killed and several others injured as bus boycotters went on the rampage in the Madadeni township here last night. Police fired warning shots and used teargas to disperse more than 2,000 rioters.

The Madadeni and Osi-
weni townships were
quiet today.

Brigadier J. E. Engel-
brecht, Divisional CI
Officer for Natal Inland
Division, drove to the
trouble spot early today
to take command of the
police operations.

He said bus services
were expected to operate
again tomorrow.

The boycott, which
started at the weekend as
a peaceful protest against
an increase in bus fares,
has erupted in violence
with rioters stoning cars,
wrecking buildings and
looting.

WORKERS

They have attacked
workers attempting to
break the boycott.

A reporter saw the body
of an African man appar-
ently beaten to death by
rioters.

Meanwhile, Newcastle
industry is badly dis-
rupted. Thousands of Afri-
cans have not turned up
for work.

Police fired shots in the
air and used teargas to dis-
perse more than 2,000
rioters who smashed their
way into a second Bantu
Investment Corporation

beerhall last night, taking
thousands of litres of beer.

The mob stoned two
police vans and a Press
car and threatened a
Black reporter.

At 5.20 pm angry
crowds, armed with sticks,
marched to the beerhall.

Stones were thrown and
windows smashed before
the mob entered and
wrecked the building.

Police managed to break
up the mob soon after 7
pm.

At least 17 looters
were arrested yesterday.

Aviation: State calls for help

1/10/75 (313)

Pretoria Bureau

While the State would continue to provide appreciable assistance to the aviation industry, this did not relieve private enterprise of its share of the responsibility to become self-sufficient, the secretary of the Department of Transport, Mr J Driessen, said today.

Addressing a symposium on commercial aviation at Lanseria airport, near Krugersdorp, Mr Driessen said that all were concerned with the building of an aviation industry for the mutual good of all South Africa's citizens.

"To this the State, as well as the private entrepreneur, should be dedicated to the task of achieving optimum results," Mr Driessen stated.

There was at present a serious shortage of full-time qualified instructors at the majority of flying training institutions.

"The question might be asked whether the industry should not now make a serious attempt to

remedy this problem," Mr Driessen said.

There was general agreement on the value of aviation to commerce and industry.

"We in South Africa have faith in the future of air travel. South Africa's aviation industry is fortunate in having been able to maintain a satisfactory growth rate."

It was common knowledge that the international air transport system today found itself in a rather precarious financial position.

There was no limit to the growth of civil aviation in South Africa. Air transport would become more and more the accepted mode of travel.

Mr Driessen said he had great faith in the men in control of the aviation industry in South Africa.

Man killed in Natal riot

313

NEWCASTLE — One man died and at least 11 people were injured as violence spread at Madadeni township last night.

Police fired shots into the air and used teargas to disperse an angry crowd of 2,000 people protesting against increased bus fares.

A policeman said it was obvious that the man, aged about 55, had been beaten to death.

Eleven Madadeni people were treated for injuries in the Newcastle provincial hospital. Two had bullet wounds.

Miss Jubilee Mntambo (25) had a bullet removed from a foot. At first she claimed that an

African shot her but later said she was hit when police fired.

The hospital will make the bullet available to the authorities should it be required.

A 15-year-old boy, Phiwe Ntshabathi, was also treated for a bullet wound.

(See picture on Page 3)

A child, Dudu Lukhele, was hit on the head when sitting on her mother's lap in a car.

Some of the injured were treated for stab wounds.

Meanwhile Newcastle industry is partially paralysed and thousands of Africans have not turned up for work.

The manager of one

company, Defy, Mr D Manicon, said 90 percent of his labour force was absent and that many other firms were in the same position.

The giant Bester Homes organisation has been at a standstill for two days.

Militant groups have extended the bus boycott, triggered by increased fares, to taxis which are also at a standstill along with the 180 Bantu Investment Corporation-sponsored Trans-Tugela buses, of which 19 have been stoned.

The riots spread to Osizweni township last night when the BIC-sponsored beerhall and a bottlestore owned by Mr C M Mabasco were wrecked and looted.

Mercury 1/10/75

'Bus fares' rioters run amok

313

107
321
3140
313

Mercury Reporter

NEWCASTLE - Rioters in the Madadeni township here yesterday smashed their way into the BIC bus depot and stole trucks in which they careered around the township.

Violence flared after the bus service from the Madadeni and Osizweni townships was suspended yesterday. Rioters, angry at bus fare increases, stoned at least 15 buses.

Colonel P. Malherbe, commanding the police anti-riot squad here, said last night that a number of buses had been damaged by the mob who broke into the depot. But the situation was "completely under control," he said.

Late last night it was reported that police in the townships were facing a mob of 2,000 Africans armed with sticks.

The crowd had gathered outside a beer hall and the police were taking no action.

The situation was tense as rioters stoned all private cars entering the township.

Col. Malherbe could not say how many people had been arrested since the violence flared early on Monday, but 17 bottle-store looters were arrested at Osizweni yesterday, he said.

A Mercury reporter who is in the township, reported widespread violence last night. "Gangs are roaming the streets, beating up anybody they see."

Yesterday's unrest spread from the townships into the Newcastle industrial area.

A crowd of about 300 stick-wielding, chanting Africans were escorted by police through Newcastle's streets as they marched to the offices of Bester Homes Ltd.

The Africans refused to work before they were given a R2 a week increase.

When the increase was refused, the workers threw their clock cards to the ground and demanded to be paid off.

A spokesman for Bester Homes said later the company would not

rioters amok

Black labour.

The Bantu Investment Corporation controlled Trans-Tugela Transport (TTT) buses were withdrawn yesterday after at least 15 carrying passengers from Osizweni to Newcastle were stoned in the Madadeni township. Dozens of people were injured.

Colonel Malherbe said later the withdrawal of the buses would greatly ease the police task.

By mid-morning 100 buses had been parked at the Natal Motor Industries yard. Another 10 were reported parked in the Madadeni township.

Late on Monday night, rioters angered by the two-week fare rise re-prise offer by the BIC wrecked the bus coupon office at Madadeni.

Unconfirmed reports said that a beer hall near the office had been wrecked and looted.

Last night violence broke out again as employers tried to return Black staff to their homes. Two men were stoned in a car and one beaten with a kerrie.

He and his employer, Mr. J. Hattingh, were stoned. All the windows in Mr. Hattingh's truck were smashed.

Police out as bus mob musters

OWN CORRESPONDENT

Rand Daily Mail 1/10/75

NEWCASTLE.

POLICE late last night were reported to be facing a mob of 2 000 stick-wielding Africans mustered outside a beerhall in a Newcastle township.

Police took no action but the situation grew increasingly tense as rioters — angry at bus fare increases — stoned private cars driving into Madadeni township.

Earlier in the night the bus service from the Madadeni and Osizweni townships to Newcastle was withdrawn after the mob had stoned at least 15 buses and dozens of people had been injured.

Yesterday's unrest in the townships spread into the Newcastle industrial district and a crowd of about 300 chanting Africans were escorted by police through the streets as they marched to the offices of Bester Homes Ltd.

The Africans refused to work unless they were given a R2 a week increase. When the increase was refused the workers threw their time cards to the ground and demanded they be paid off.

A spokesman for Bester Homes said the company would not give in to the demands.

"We were expecting trouble to spread from the townships but we did not expect it so soon," he said.

At the same time the works manager of the giant Iscor plant, Mr. K. Prince, angrily claimed Iscor was "catching the sidewash of the trouble."

Reporting a high rate of absenteeism, Mr. Prince said: "We don't like this situation at all. It is time the Bantu Investment Corporation entered into detente with the Africans about their buses."

The Rand Reinforcing Plant at the Iscor site was closed yesterday after workers failed to arrive, and in Newcastle itself many businesses, among them the OK Bazaars, were working without Black labour.

Colonel P. Malherbe, police officer commanding the operations, would only say the withdrawal of the buses which are controlled by a Bantu Investment Corporation company, would greatly ease the police task.

No information was available from the police about the number of arrests or

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Bus fares to rise again

RDM

2/10/75

- ① 321
- ② 107
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- ④ 40

313

Staff Reporter

DEVALUATION would force the boycott-hit Trans-Tugela bus company to apply for yet a further fare increase, its chairman, Mr. Dana Viljoen, said yesterday.

And a report from Newcastle says the Ezakheini Transport Company, which runs buses in the Lady Smith area, would increase its fares on October 2.

As a result of Monday's fare increase, which sparked a boycott and riots, thousands of workers from the Newcastle townships of Mdadeni and Ost-aveni stayed away from work yesterday.

A spokesman for Iscor said 1 000 of its 5 000 workers had not come to work. Some other companies reported a 90 per cent loss of labour.

Today the Trans-Tugela buses are to be put back into service with police escorts.

Trans-Tugela's fare increase on Monday was the first increase for 10 years, and that is not bad with inflation running at 16 per cent a year, Mr. Viljoen said. "Somewhere along

the line it seems fair to make the passenger contribute a little more."

Mr. Viljoen is general manager of transport in the Bantú Investment Corporation, a part owner of Trans-Tugela.

Mr. Viljoen said the "economic" passenger per km fare had risen from 0.8c to 1.25c in the past six or seven years.

But the 1.25c was a pre-devaluation calculation and the figure now was closer to 1.50c.

Devaluation was a "bit of a disaster" and would force the company to apply for a further increase, Mr. Viljoen said.

African transport costs are subsidised by the Government. If African commuters had to bear the total weekly cost fares would be R2.55 a week, Mr. Viljoen added.

He denied an allegation by a former Trans-Tugela depot manager that the company was claiming subsidies for a greater distance than its buses actually travelled.

"But I'll look into it," Mr. Viljoen promised.

The former depot manager, who declined to be named, told the Rand Daily Mail: "I am a tax payer and have to contribute to the subsidies. The company should have used the extra money it got to meet inflation costs instead of raising fares."

Mr. Sonny Leon, chief executive of the Coloured Representative Council, warned yesterday that Newcastle was "a red light" which should not be ignored.

"We have continually warned the Government of the increasing threat of industrial unrest unless the plight of all Non-White workers is relieved," he said.

Safmarine, Iscor in joint iron ore venture

ARGUS 2/10/75

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AN ORE-CARRYING shipping fleet is to be built up by Safmarine and Iscor for the R500-million iron ore project at Saldanha. They have formed a joint company to acquire the first two ships.

This is disclosed in Safmarine's annual report.

A new 165 000-ton ship to be named Sishen for bulk ore has been ordered from Japan and is due for delivery in 1977. The 154 000-ton Vanguard, in which Safmarine holds a 50 percent interest, will join Sishen as the nucleus

of South Africa's ore carrying fleet.

The report says the project should result in material savings of foreign exchange as the freight element is large for ore cargoes.

The use of these ships should bring a satisfactory return.

CONTROLLING

Safmarine will be the controlling shareholder for the purpose of taking up certain shipping rights secured by Iscor in its sales contracts.

The directors say the past financial year has been mixed. The bulk division experienced favourable conditions for most of the year, but freight

rates have since declined in line with the present slackness of world demand.

However, there are now signs that rates may become firmer as a result of world agricultural imbalances.

The oil tanker market continues to be severely overtonnaged and many large tankers are being laid up for lack of remunerative employment.

The corporation intends to form a new company to take over the entire operations of three companies, two of which are already subsidiaries — Aero Marine and Manica. The other is Freight Service Holdings.

The new group will be strong financially and able to provide facilities economically. It should be able to compete effectively in the highly competitive fields of ship-agency and related activities.

Taxed profit in the year ended June rose to R20.4 million (R16.2 million) equivalent to earnings a share of 69 (62c).

313

NEWCASTLE — Police reinforcements from Pretoria have been airlifted to here to help quell the riots which erupted on Monday.

Trans Tugela Transport buses, which were withdrawn on Tuesday, will run again today in an attempt to break the deadlock which has left Newcastle industry partially paralysed.

A T.M. spokesman said last night that the buses would run at the increased fares — the cause of the riots.

So far 57 buses — more than a third of the BIC controlled fleet have been damaged by the rioters.

An uneasy silence hung over the twin townships of Madadeni and Osizweni yesterday.

It was reported late last night that a crowd had gathered outside the BIC offices in Madadeni and were aiming to set fire to the buildings.

Colonel P. Malherbe, second-in-command of police anti-riot forces, could not confirm the report.

"We are here in strength. They will not succeed if they try," he said.

Brigadier J. Engelbrecht, Divisional C.I. Officer for Natal, arrived here yesterday to take command of the police operations.

The police contingent of 60, plus a squad of six dogs and their handlers, arrived late yesterday afternoon in a South African Air Force Hercules.

A permit issued by the Bantu Affairs Commissioner Mr. G. D. Maytham allowed a Mercury reporter and photographer into the townships between midday and 3 p.m. yesterday.

Two BIC owned beer-halls in the township had been totally wrecked. Steel gates had been ripped off their hinges and concrete tables and chairs wrecked.

A strong contingent of police, carrying shotguns and teargas, were on guard at the bus depot, where most of the 57 damaged buses were stored.

In Osizweni, Mr. Lawrence Mabaso described how his bottle store had been looted of stock worth R20 000.

"We were told on Tuesday that a crowd was coming to loot the store.

"A crowd of about 1 000 arrived.

"They smashed through the steel bars and plate glass windows and took everything they could lay their hands on," Mr. Mabaso said.

Meanwhile police are reported to have opened fire, for the first time, late on Tuesday night.

Although police would not comment on the report, it is understood they used teargas and fired shots into the air to disperse a crowd of 2 000 who wrecked a BIC beer-hall taking thousands of litres of beer.

Dr. P. Fitzgerald, medical superintendent of the Newcastle Hospital, said last night that only eight people had been treated at the hospital, but only three had been admitted.

Rioters

cleared

by dogs

Own Correspondent

NEWCASTLE — Police used dogs today to break up a crowd of more than 1 000 in riot-torn Madadeni Township here to allow buses to pass.

This follows the arrival of 60 police reinforcements yesterday.

Buses were running today after four days of rioting but the boycott continued.

Africans continued to walk to work in their thousands from Madadeni, which is 15 km from Newcastle, while fewer were walking from Osazweni, 25 km away.

Some employers arranged transport for their workers while others have been staying at work.

At least one man has died since the outbreak of violence and the medical superintendent at Newcastle provincial hospital said 11 people had been treated on Tuesday night — two with bullet wounds. They are Miss Jabile Mntambo (25), who had a bullet removed from her foot, and Phiwe Ntlabathi (15).

Mr Jock Espie, Natal secretary of the Trades Union Council today asked Newcastle industrialists to subsidise the bus fares of their workers.

He said he was afraid trouble in the townships would continue and more factory production would be lost unless the bus fare problem was solved fairly.

2/10/75

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Mercury Correspondent

PRETORIA — White leaders of Black trade unions and Black politicians yesterday warned the Government that the troubles in Newcastle were an early warning of serious industrial unrest and the need for substantial improvements in the life style of Black workers.

The general secretary of the National Union of Commercial and Allied Workers, which speaks for more than 50 000 Coloured and Indian workers, Mr. Ray Altman, said Newcastle was a symptom of the simmering dissatisfaction spreading among Black workers.

Bus fares, he said, had always been a flash point with low paid workers because most of them were unable to pay the higher fares without imposing further serious hardships on their families. Clearly Black workers could not afford the ever-increasing costs of transport.

The Government should see it as an urgent duty to increase substantially transport subsidies.

"There must be a mass of dissatisfaction among Black workers just below the surface for violence to erupt over the payment of higher bus fare."

The happenings in Newcastle could erupt in other areas unless substantial improvements in the lot of Black workers were introduced.

A trustee of the S.A. Foundation and a former chairman of the S.A. Indian Council, Mr. H. E. Joosub, said the Newcastle incidents showed that Black workers were increasingly vulnerable to outbreaks of unrest and violence.

"The bus fare grievance could be solved quickly by the payment of larger State subsidies."

But, Mr. Joosub said, this was only one of many causes of the Newcastle troubles. Little was being done, he claimed, to significantly meet the growing economic demands of Black workers.

WORST HIT

"And unless something is done, and soon, it would be unreasonable to expect industrial peace to continue indefinitely in this country."

The president of the Garment Workers' Union, which represents more than 25 000 Black workers, most of them Africans, Senator Anna Scheepers, said worst hit by the inflation were the Black workers.

Newcastle incidents had shown the low paid Black worker had a limit to his capacity for absorbing cost of living shocks.

"The higher bus fares in Newcastle obviously pushed them beyond this limit into a work stoppage and violence."

Similar explosive situations existed in most urban industrial areas.

The chairman of the executive of the Coloured Representative Council, Mr. Sonny Leon, said

Police airlift to scene of bus dispute

313

① 107
② 313
③ 321
④ 40

2/10/75

Cape Times Correspondent

NEWCASTLE — Police reinforcements from Pretoria were late yesterday airlifted to Newcastle to help quell the disturbances which erupted here on Monday.

Trans Tugela Transport (TTT) buses, withdrawn on Tuesday, will run again today in an attempt to break the deadlock which has left many Newcastle industries without labour.

A TTT spokesman said last night that the buses would run at the increased fares — the cause of the unrest.

An uneasy silence hung over the twin townships of Madadeni and Osizweni yesterday.

It was reported late last night that a crowd had gathered outside the BIC offices in Madadeni and were aiming to set fire to the buildings.

Colonel P Malherbe, second-in-command of the police forces, could not confirm the report.

IN STRENGTH

"However we are here in strength. They will not succeed if they try," he said.

Brigadier J Engelbrecht, divisional CID officer for Natal, arrived here yesterday to take command of the police operations.

Meanwhile police are reported to have opened fire, for the first time, late on Tuesday night.

Although police would not comment on the report, it is understood they used teargas and fired shots into the air to disperse a crowd of 2000 who wrecked a BIC beerhall, taking thousands of litres of beer.

A Black reporter, who claimed he had seen the body of an African man in Madadeni, yesterday body had lain. "As we dug body had lain. "As we dug under the sand we came upon fresh blood."

Colonel Malherbe confirmed that a body had been found but said it had nothing to do with the rioting.

EIGHT TREATED

Dr P Fitzgerald, medical superintendent of Newcastle Hospital, said last night that only eight people had been treated at the hospital. Of these three had been admitted.

"The most serious case is a man who is paralysed after being beaten on the head," Dr Fitzgerald said. He had not reports of any

hostages

3/10/75

Cape Times Correspondent

DURBAN.—All available policemen from Durban and surrounding areas left for Newcastle after an emergency call-up last night following an attack on several policemen who stormed an Iscor compound to rescue two Whites held hostage.

Three policemen were seriously injured and at least one African was shot dead when a handful of policemen entered a compound which houses 7 000 Iscor workers and bargained for nearly an hour for the lives of the two White men, one believed to be the compound manager.

The rioters refused to listen to police appeals and became aggressive, setting alight a bus and smashing hundreds of compound windows.

Police then fired teargas into the mob, which at that stage numbered about 400. A detachment of police then rushed into the compound and rescued the two Whites. Their names have not been released.

The police also recovered the body of an African with a bullet wound in the head.

He is believed to have been shot by rioters.

Safetly drag

The injured policemen are Warrant Officer Delary Labuschagne, who is in a critical condition in the Newcastle provincial hospital, and Warrant Officer D D P van Zyl and Sergeant W J van der Westhuizen, who were treated and discharged.

It is understood that they were dragged to safety by Colonel P. Malherbe, Major Joubert and an African sergeant.

The attack took place soon before dark and brought to a dramatic end a day of relative quiet in the riot-torn Madadeni township.

Within a few hours a strong force of policemen attached to Durban's mobile unit and anti-riot squad, as well as 17 police dog-handlers, left Durban after an emergency call-up to the area.

The Durban policemen left in four-wheel-drive vehicles and were all armed. They are being commanded by Colonel Gert Kruger, district commandant for Durban Central.

Standby

Police reinforcements were also on standby in Pretoria and at other stations throughout Natal.

Brigadier Sydney Smith, divisional commissioner for Port Natal, said last night that the call-up

3/10/75

Reporter

The move was suggested

Town's City Council the

continued in town planning

Mr Driessen has now

increase was unlikely now

3/3

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RDM 3/10/75

Armed police line riot bus routes

Own Correspondent
NEWCASTLE — Armed police yesterday escorted busloads of workers from the Osizweni township into Newcastle in an attempt to break the bus boycott which has caused four days of rioting.

However, the boycott continued in Madadeni township where more than 1000 people jammed the roads early yesterday. Police used dogs to disperse the crowd.

Although the situation was quiet, there was a possibility of more violence. It was reported that Blacks who had stayed away from work were angry with those who worked, and might take action against them.

Police lined the route taken by buses from Osiz-

weni township. Armed with rifles and teargas, they kept watch on the progress of the buses.

There were no incidents and buses which were sent to Madadeni township were later sent to the bus depot.

It was the first time since Tuesday that buses had run. They were withdrawn after 57 of them had been stoned.

Africans using the buses yesterday paid the increased fare, but those who went to work from Madadeni used taxis.

● In a major call-up last night, all available policemen throughout Natal were ordered for emergency duty in Newcastle. The reason was not immediately known.

3/10/75

Mercury Reporter
ALL AVAILABLE policemen from
 throughout Natal were last night
 ordered to report for emergency
 duty in Newcastle.

The orders came from Police Head-
 quarters in Pretoria about 8 p.m. and
 two hours later 16 dog handlers com-
 manded by Major Hannie Meyer had
 already left Durban for the strife-torn
 area.

The entire Mobile Unit stationed at Went-
 worth, Durban, as well as the Durban Riot Squad
 were due to embark before midnight.
 The number of policemen involved in the call-up
 was not disclosed, but was thought to be consider-
 able.

Newcastle police have now been reinforced by
 men flown in from Pretoria on Wednesday and from
 stations in Northern Natal on Tuesday.

Armed police yesterday
 escorted busloads of
 workers from the Osliz-
 went township into New-
 castle in an attempt to
 break the bus boycott
 which has caused four
 days of rioting.

But the boycott con-
 tinued in the Madadeni
 township where more
 than 1,000 people
 jammed the roads early
 yesterday morning.

Police used dogs to
 disperse the crowd but
 last night the situation
 was quiet.

Police yesterday lined
 the route taken by buses
 from the Oslizwent town-
 ship. Armed with shot-
 guns, rifles and teargas,
 groups of three more
 more policemen kept a
 careful watch on the pro-
 gress of the buses and
 there were no incidents.

Africans using the
 buses yesterday paid the
 increased fare — which
 had sparked off the
 riots.

At the same time the
 Madadeni Township
 Council has complained
 about the increased fares
 being pushed into opera-
 tion.

A statement released
 by the chairman of the
 council, Dr. F. T. Mdlal-
 ose, said that Bantu
 Investment Corporation
 officials, at an emer-
 gency meeting with the
 council on Monday,
 agreed the increase
 would not come into
 effect before October 18.

The boycott is still
 badly affecting the New-
 castle industrial area. In
 the immediate past

Oak Mellowing gives
 of the Drei Kronen Bi

EDITORIAL



OPINION

WHAT ARE THE FACTS?

It is important that there should be a thorough inquiry into the week-long disturbances at the African township of Madadeni, near Newcastle.

The immediate cause, or trigger, is fairly obvious — an increase in the bus fares between the township and the industrial area. The underlying cause, as we pointed out in a leading article earlier this week, is no less obvious — low wages and rising prices all round.

But if the Madadeni riots are not to pass uselessly into the annals of civil and industrial unrest, it is surely an elementary form of insurance to learn as much as possible about the specific sociological conditions that have kept a whole community so poised on the brink of violence that it took no more than a five-cent fare increase to topple it over.

The supposition is that household budgets are so tightly stretched that any extra burden means hardship, but what are the facts? What is the income of an average family at Madadeni? What proportion goes on transport costs?

What other irritants or grievances are there? Should the bus fares, which are already subsidised by the Department of Transport and the Department of Bantu Administration, be subsidised further? What can be learned to help defuse similar situations before they become explosive?

These are all material questions arising from the disturbances of the past week, and unless an attempt is made to answer them intelligently and act upon the findings it is unfair to expect the police, who have behaved with commendable restraint, to continue to bear the brunt of situations that can only be forestalled by urgent social and political action.

Ideally workers should be paid enough to enable them to pay their way without hardship. But in the present recessionary phase of the economy, and with more inflation in the pipeline as a result of devaluation, other means will have to be found — and found quickly — to protect vulnerable Black workers against price rises and the threat of unemployment.

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Newcastle — low pay high COL

Mercury Reporter

4/10/75

NEWCASTLE, which is still reeling after a week of violence, must look to industrialists and socio-economic factors for the root cause of the disturbances.

For, although the riots were triggered by a five-cent rise in bus fares, the fares are no longer the issue.

This is borne out by the fact that the most serious outbreak of violence in which two White men were held hostage and assaulted and three policemen injured, took place at the Iscor compound where workers do not use the buses.

Two years ago — at the time of labour unrest in Durban — a study mooted by the Chamber of Commerce here placed the poverty datum line at R90 a month.

planned in the regulation regimented square, and each house is identical to the next.

With the exception of one street the roads are untarred.

Rental for the houses is R4.38 a month.

Although an accurate figure could not be obtained, residents estimated there were 10 000 houses.

This means an average of eight people are living in each house.

Residents said there were two high schools, four higher primary

castle for their purchases.

Appalling social conditions prevail in both townships.

Africans have reported that even before this week's violence, drunkenness, robbery and violence were prevalent.

Representation for the townships is by way of a township council, appointed by the Department of Bantu Affairs.

There are no elections.

In Madadeni, the chairman of the council is Dr. Frank Mdilalose, best described as a moderate.

Although he is an appointed leader, Dr. Mdilalose, the township's doctor, commands wide respect and would undoubtedly be elected by the people.

However even he has been stoned during the last week for his consistent attempts to defuse the situation by appealing for calm.

It is against this background of frustration and squalor that violence erupted on Monday.

It would appear at this stage that the violence has been spontaneous.

As one Black said: "How else can my people protest. How else can we show our disgust. We have no representation."

The danger of the situation remains that it must inevitably create radical leaders, a class of whom already seem to be emerging from the ranks of taxi owners.

The tragedy of Newcastle is that industrialists here are not paying significantly lower wages than the rest of South Africa, and the townships of Madadeni and Osizweni are no different from hundreds in South Africa.

JUST three kilometres from a 32-year-old normality with her husband according to police in Northern Ireland, Mrs. Roisin McLaughlin is a murderer. But as a result of the centuries-old enmity between Britain and Ireland there is no chance that Mrs. McLaughlin will be extradited to face murder charges in Ulster.

The killing in which Mrs. McLaughlin is accused of being involved was one of the most unpleasant in Northern Ireland since the present troubles began six years ago. Four unmarried soldiers were killed by several girls to a "party" in Belfast when they arrived they were made to lie on a bed, and then machine-gunned. Three died, and the other survived with crippling injuries.

At the beginning of the 1970s, the beginning of the troubles, the girls were given with crippling injuries.

able to people who have the that honorary gentleman master of Labour who says circumstances will be in it as a non-white. Mr. all explaining why the U.P. a sovereign Parliament in would be NO Coloured instead, February 8, 1973.) the goal for the Coloured the clear common citizen he Whites." (Japie Basson, hand of liberals who are complete equality for the people are only complicating mental issue." (Graft, Vorster puts the Coloured a Senate then left have

people
views

• All letters must bear the writer's name, address, and phone number. Editor reserves the right to reject or edit any letter.

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(2) 40
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(4) 313
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ANDREW S

Daily Dispatch 4/10/75

Natal riot town tense

NEWCASTLE — Two hundred policemen from all parts of Natal were on guard in the black township here last night after a week of rioting. Normally resembling a mini-Johannesburg on a Friday afternoon, this bustling northern Natal industrial town saw little more than a trickle of pedestrians and road traffic yesterday.

To a clearly worried community, it appears the dispute over increased bus fares for blacks has developed into a confrontation between black labour and white employees.

Brig B. S. Pieterse, in charge of SAP activities here, said after bus tariffs had been increased, black demonstrations and incidents since Monday morning had been directed mainly against the Bantu Investment Corporation and firms in which the BIC had an interest.

Referring to the attack on Thursday night by a gang of blacks on four policemen at Iscor's compound, the Brigadier said: "The attack was not aimed at the whites of Newcastle."

Captain C. Heunis, of the local SAP, said the incident started when a black man threw a stone at a passing BIC bus.

Four policemen, two of them with dogs, entered the compound to arrest the man and were set upon by a group.

Warrant Officer Delarey Labuschagne sustained serious head injuries. He was transferred from Newcastle Hospital to Grey's Hospital in Pietermaritzburg yesterday where his condition was described as satisfactory.

W/O C. P. D. van Zyl and Sergeant W. J. van der Westhuizen had arm injuries. They were treated in the local hospital and discharged.

As the four policemen fought back, 24 reinforcements under Col P. Malherbe arrived. They pulled

the four policemen to safety. Several shots were fired.

Later the body of an unidentified black man with a bullet wound in the head was found near the administrative headquarters.

The group set alight and destroyed the bus in question, and badly damaged a car and a light delivery van.

Brig Pieterse said about 20 blacks had so far been arrested in connection with the unrest.

Mr Keith Prince, general works manager of Iscor, the town's main employer of both blacks and whites, said there had been an absentee figure of 20 to 25 per cent this week. This was higher than normal. However, production had not been affected.

Mr Prince denied reports of four white "hostages" being held during incidents on Tuesday night when a black man was killed.

"When the incident started outside the Iscor compound the four white officials on duty took shelter in the administration buildings. When things quietened down the officials left under police protection," he said. — SAPA.

resentment of Newcastle

By TED SCEALES

DON'T have to look far to find a reason for the bus boycott and riots which shook Newcastle this week and caused some industries in this new economic hub of South Africa to lose three complete production days.

No further, in fact, than at the weekly budget of an average Black family living in either one of the two townships here—Madadeni and Osizweni.

This quickly shows that the increases which have taken place in the bus fares to the two townships have had a crippling effect on these people.

For the average family man, already living below the starvation level, more than one-fifth of his earnings are going to the bus company if he lives in Osizweni—which is 23 km from Newcastle.

For the man in Madadeni, 13 km out and the bigger of the two townships, things are a little easier—but bus fares still consume a crippling 13.6 per cent of his wages.

When one considers that for most Africans bus fares are specially resented—because they are seen as an expense incurred by apartheid, which forces them to live in these separate townships far from their places of work—the wonder really is that there have not been protests in Newcastle before.

The latest fare increases have only averaged 5c for a one-way trip, and it is this which caused most people to react with surprise at the angry reaction.

It seemed an insignificant increase in anyone's budget.

But in fact, it was only the latest in a series of increases which have inflated the Newcastle fares by almost 200 per cent over the past two years.

It was, therefore, the last straw which caused these hard-pressed Africans to snap—and vent their anger at the Trans-Tugela Transport Company.

In fact, the main focal point of their anger is actually the Bantu Investment Corporation, because these staggering increases have taken place since the BIC

took over Trans-Tugela two years ago.

Before the BIC took over, the bus fare from Madadeni was 8c. Today it is 30c.

That means the fare for the round trip has soared to 60c a day, or a crippling R3 a week for Madadeni's 80 000 inhabitants—and 90c a day or R4.50 a week for the 50 000 living in Osizweni.

What this means becomes starkly apparent when you study the economics of life in these townships.

The poverty datum line in Natal is R27 a week, but a quick survey I did suggests that most people here are earning below that.

Two people I spoke to who seemed fairly typical, told me their wages were R22 a week. In each case the man was supporting a wife and two schoolgoing children, and the families lived in Osizweni.

This is how they budget for the bare necessities of life each week: Food R15; rent R1.10; bus fare R3; school fund 10c; school uniforms 77c; school books 58c. The total is R20.55.

Bear in mind that that is allowing only R2.14 a week for the family's food—or 54c a day.

Bear in mind, too, that it makes no allowance for such essentials as fuel, polish, clothing for the adults, fur-

BUDGET

SUN EXPRESS 5/10/75

313

OF THE

5c BUS

321
2707
40
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242

sparked by apartheid

Yesterday's situation in Newcastle was:

① The industrial giant, Iscor, has suffered a severe blow with the evacuation of some 1 500 Black workers from the site of extensions to the steel plant which has put Newcastle on the industrial map.

The evacuation came after riots and stoning of buses and police stations this week when the Trans-Tugela Transport Company announced a five per cent increase in bus fares to and from Madadeni township.

The evacuees, although not employed by Iscor, were working for one of the construction firms building the extensions to the steel plant.

They will only come back to work when peace returns to this riot torn town.

② There is wartime tension in the town and business houses are feeling the pinch with two exceptions.

The local firearms dealers has more than trebled his usual sales in the past week to anxious Whites who fear for their lives. The other exception is bottle stores who have reported a roaring trade this week.

③ Hundreds of battle-dressed police troops, armed with FN rifles and shot guns, were on duty yesterday at strategic positions in Madadeni and in other areas where violence looked likely.

But there were no incidents.

RIOT

niture or even cooking and eating utensils. To say nothing of luxuries or leisure spending of any kind.

It can then be seen what a disproportionate amount goes on bus fares — 20.45 per cent for Osizweni residents and 13.6 per cent for those in Madadeni — and why this has caused such explosive resentment.

For many, the buses have, in fact, become a luxury they can't afford.

One African I spoke to, who works as a waiter in one of the town's leading hotels, told me he didn't think he would be able to pay the fare to Osizweni when the service resumed.

His family was there, but he felt he would have to live apart from them.

I spoke to a mother of four, working as a clerk in Newcastle, who walks the 13 km from Madadeni each morning — and home again in the evening — because she can't afford the buses any more.

Aggravating the situation is the fact that, although there are shops in both townships Blacks claim their prices are exorbitant.

To hold down their living costs they have, therefore, usually done their shopping in Newcastle itself.

But now that involves the higher bus fare, so they are being forced to buy in the more expensive township

shops. What are businessmen, hard hit by the strike which lost them three production days in this important new economic growth point and anxious about the future, doing to ease the situation?

Some companies have undertaken to pay their employees' bus fares.

One exceptional company has an average wage level of R30 a week.

But for the most part their wage levels are a major cause of the distress afflicting the Africans of Newcastle — and thus of the disturbances which have now blown up in their faces.

Earnings in many of the major Newcastle industries are below R20 a week — a full R7 below the province's poverty datum line.

And two of the smaller companies I visited pay as little as R17 a week.

THE authorities claim a James Bond-type agitator was behind the bus riots in Newcastle.

They say he used walkie-talkies to synchronise the strikers' activities during the week of strife.

The Government sent an electronics expert from Durban to try to beam in on the ring-leader who is said to be a ruthless agitator.

It was alleged by a telecommunications worker in

Newcastle yesterday that "this man is most elusive and dangerous".

He said that the riot situation in Newcastle during the past week had been controlled by a leader who has somehow acquired several electronic walkie-talkies.

Apparently this man, who authorities say is almost certainly an African, has complete control over the actions of many residents of the Madadeni township.

Dyna

Suicide

love



POLICE believe 19-year-old Oliver Edward Wensley Grey blew himself up with dynamite this week because of his love for a pretty blonde Stilfontein teenager.

Oliver's mutilated body was found in a smoke-filled room of a Stilfontein house after he had tied sticks of dynamite to his waist.

According to Oliver's friends, Mr Klaus Eberwein and Mr Roger Rothner, Oliver was "crazy" about 17-year-old Jenny Rowe.

But the Rowe fuse to comment on relationship with the

Jenny had a year," Klaus told Mrs Rowe, coldly: "Oliver has nothing to do with Jenny has a perfect boyfriend." More than that not say.



SUNDAY

EXPRESS

5/10/75

ATTACKING THE REAL ENEMY

THE STRIKES and riots in Newcastle this week are a stark warning of how socially dangerous our economic crisis is. They have shown that rising prices, by putting the squeeze on the mass of Blacks who are already living close to or below the poverty line, constitute the main security threat facing this country.

You can squeeze people in this position just so far, and then there will come a point when a last straw — like Newcastle's 5c bus fare increase — will make them snap.

And once trouble like this starts, it can easily flare across the country as one area of grievance infects another.

For the Government the message is clear. There may be agitators and intimidators at work, but it would be a grave mistake to attribute the Newcastle trouble entirely to them and think only in terms of police action to restore order. The Government must move quickly to the real source of the trouble, which is rising prices in the midst of poverty.

It must reschedule its economic priorities to bring relief to the Black masses. For a start it must spend a lot more on subsidies for essential foodstuffs and transport to the Black townships. Then it must attack inflation by slashing its own spending. Particularly on defence.

It must get one thing straight. That enormous defence expenditure is not buying us security, it is actually undermining it. Because it is the greatest single contributor to the greatest single threat facing us. Inflation.

① 3-1

② 313

③ 107

④ 60

313

Checks on cars as boycott of buses continues

6/10/75 The Argus Correspondent

NEWCASTLE. — The Newcastle township bus boycott continued today with a long stream of African men and women trudging to work as buses roared past empty.

Police road blocks stopped almost every taxi and private vehicle carrying Africans.

Many of the vehicles were put off the road and some of the drivers were charged with various offences.

Dozens of vehicles have been impounded by a large force of uniformed police and traffic officers.

Some township leaders felt trouble might result from a road safety check coinciding with the bus boycott.

Brigadier J. Engelbrecht confirmed that the boycott appeared to be spreading, though continuing more peacefully than at first.

DANGEROUS FAULTS

He said his men were checking for vehicles with dangerous faults such as bad steering and poor brakes, and had found some with false registration plates and whose drivers had phoney licences.

It is not his concern whether they use the buses or not. They must not blame them that's all, the Brigadier said. It's a long way to walk and I don't think they will last very long.

Mr P. N. Dlamini, chairman of the Madadeni Taxi Association, said he had asked police to be more lenient under the present circumstances. While the Natal Provincial Administration had agreed, he said the Newcastle traffic police had refused and told him they would continue charging drivers of any vehicles breaking the law.

BIG CHANGE

The mood in the township has showed a marked change since Sunday's public meeting, when about 1,000 men and women cheered, stamped feet and waved fists in the air after deciding to continue the boycott indefinitely.

The meeting convened by the Madadeni Town Council in the local Pres-

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2/107
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313

Urgent bid to end boycott

Cape Times 7/10/75

Cape Times Correspondent 313

NEWCASTLE — An urgent meeting between the chairman of the Bantu Investment Corporation-controlled Trans-Tugela Transport Bus Service, Mr. Dana Viljoen, and township leaders will today attempt to solve the bus boycott, which has entered its second week.

Mr. Viljoen was expected to fly to Newcastle early today to meet the Madadeni and Osizweni township leaders.

Meanwhile, thousands of Blacks yesterday walked distances of up to 60 km, rather than use the bus service.

Scores of cars carrying workers into the industrial area, were pulled off the road by police roadblocks.

Many of the vehicles were found to be defective and were put off the road. They were impounded at the Madadeni police station. The occupants were forced to complete their journey on foot.

Last night the chairman of the Madadeni Township Council, Dr. Frank Mdalose, said the move had angered Madadeni residents. "They say the police are taking the side of the bus company," Dr. Mdalose said.

Africans felt that the private vehicles were being taken off the road to force them to use the buses.

Although South African Police manning the road blocks exercised restraint, traffic police were involved in several incidents.

A number of Blacks were manhandled and dragged from their cars by traffic police.

Vehicle testing was carried out in the middle of the busy intersection, thronged with people walking to work. Traffic police revved the car's engine and braked heavily in the middle of the intersection.

The bus boycott continued in full swing as nobody in Madadeni and handfuls in Osizweni used the service.

313

All quiet but bus boycott continues

8/10/75

The Argus Correspondent

NEWCASTLE. — Thousands of African men and women continued their dusty trek into Newcastle from the townships today with no real sign of a solution in sight to their bus boycott.

All has been quiet at Medunani and Osazweni for several days with the majority of workers seemingly more determined than ever not to use buses until fares are reduced.

Even news that the Bantu Investment Corporation (BIC) Transport Trust's Transport bus service may be sold to KwaZulu interests within two or three months has made no apparent difference.

DANGER POINTS

Armed police — most looking rather bored — today continued their patrol around the townships with others stationed

in small groups at potential danger points.

There were not as many buses to be seen on the road today but even these carried few passengers who boarded them under the watchful eyes of uniformed policemen.

TTC chairman Mr Dana Viljoen said from Pretoria today he would fly back to Newcastle on Monday to see township leaders.

'We are working on two ideas,' he said. 'One is a possible shortening of routes with fewer stops and a lower fare, and the other is speeding up the KwaZulu holding company which has already been formed.'

IMPOSSIBLE

Depending on how far the legal aspect could be tidied up, this could hopefully take place within two to three months, he said.

However, if local people thought such a takeover would mean the fare could be lowered, they were expected to be impossible, Mr Viljoen said.

'No one could run this service more cheaply than we do,' he said.

Yesterday's meeting, for which Mr Viljoen and several of his directors came from Pretoria, appears to have made little impression on the African man-in-the-street.

BACKGROUND To Newcastle

Bus fares not real issue

By PETER MANN

DURBAN. — Newcastle, which is still reeling after a week of violence, must blame industrialists and socio-economic factors for the disturbances.

For although the riots were triggered by a five cent rise in bus fares, the fares are no longer the issue.

This is borne out by the fact that the most serious outbreak of violence during which two White men were held hostage and assaulted and three policemen injured, took place at the Iscor compound — where workers do not use the buses.

Two years ago — at the time of labour unrest in Durban — a study mooted by the Chamber of Commerce here placed the poverty datum line at R90 per month.

The figure was based on a family unit of four.

Although this figure is the most recent available, inflation and the recent devaluation have hopelessly outdated it. The bus fare two years ago was eight cents; it is now 30 cents.

Today's PDL figure would be closer to R120 per month. A survey of wages paid in Newcastle yesterday produced average earnings between R72 and R124 per month.

Below PDL

This means that the vast majority of the 130 000 Blacks surrounding Newcastle are living below the PDL.

KwaZulu's Councillor for Community Affairs, Mr Walter Khanye, has called on industrialists to raise wages to meet the bus fare increases.

"The riots are as much a protest against poor wages as against fare increases," Mr Khanye said.

Newcastle's twin trouble spots are the Madadeni and Osizweni townships, lying 12 and 23 kilometres from the town.

The township's manager, a Mr Durant, refused to give any information about the townships. "I'm far too busy," he said.

But according to the Bantu Affairs Commissioner, Mr G D Matham, about 80 000 people live in Madadeni and

townships are sub-economic. In Madadeni, the houses are four-roomed units, comprising a kitchen, a dining room and two bedrooms.

Water-borne sewerage is provided at all the houses, although in many cases the toilet is an outside structure. In homes where the toilet is inside, a shower is provided. There is no hot water.

No culture

Rental for the houses is R4.38 per month.

There are two high schools, four higher primary schools and five lower primary schools in the township. The total community facilities are two big beer halls which have both been wrecked in the riots.

There are no movie theatres or any other cultural facilities.

Housing in Osizweni is of a much poorer standard than Madadeni. There is one beer hall, which has also been wrecked in the riots, but no other community facilities.

Representation for the townships is by way of a Township Council, appointed by the Department of Bantu Affairs. There are no elections.

In Madadeni, the chairman of the council is Dr Frank Mdilalose, best described as a moderate. Although he is an appointed leader, Dr Mdilalose who is also the township's doctor, commands wide respect and would undoubtedly be elected by the people.

However, even he has been stoned during the past week for his consistent attempts to defuse the situation by appealing for calm.

It is against this background of frustration and economic hardship that violence erupted.

The danger of the situation remains that it must inevitably create radical leaders, a class of whom already seem to be emerging from the ranks of taxi drivers.

The tragedy of Newcastle is that industrialists here are not paying significantly lower wages than the rest of South Africa, and the townships of Madadeni and Osizweni are no different from hundreds in South Africa.

'Amin' on talkie

CAPE TIMES 8/10/75

NEWCASTLE. — Officials of the boycott-hit Trans Tugela bus company have been hearing a strange message on their walkie-talkies: "Idi Amin is coming to get you."

The explanation is simple. At the start of the boycott last week, boycotters succeeded in getting hold of company walkie-talkies.

The walkie-talkies were then used to threaten officials with the Black bogeyman par excellence, President Idi Amin, of Uganda.

When the amateur broadcasters got tired of speaking, they foiled the company communication system by pressing a button to jam it.

Postal officials were called in to trace the source of the senders, but the walkie-talkie batteries ran down before they could be located.

Yesterday all was quiet on the walkie-talkie front. — Sapa.

3/3

Bus boycott continues

Cape Times 8/10/78

313

NEWCASTLE. — The pattern set yesterday morning when thousands of Black workers made their way to work on foot to continue the bus boycott was reversed yesterday evening when Black workers continued to ignore the slow-moving buses and work their way home on foot.

A meeting yesterday

morning failed to settle the differences between the two adversaries — the Trans Tugela Transport — who maintain that it is impossible to reduce the fares and remain economically viable — and the passengers, who say that irrespective of the economic difficulties facing the operating company, they are unable to

pay the increased fares.

Earlier yesterday the chairman of the TTT, Mr Dana Viljoen, told Madadeni and Oshweni town councillors that the bus company was not out to exploit Black workers.

Mr Viljoen stressed that the bus company would eventually be taken over by a Zulu holding company. — Sapa

F.M. 10/10/75

313



Newcastle: Act now on Driessen

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

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

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

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

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

Newcastle offers a startling illustration.

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

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

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

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

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

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

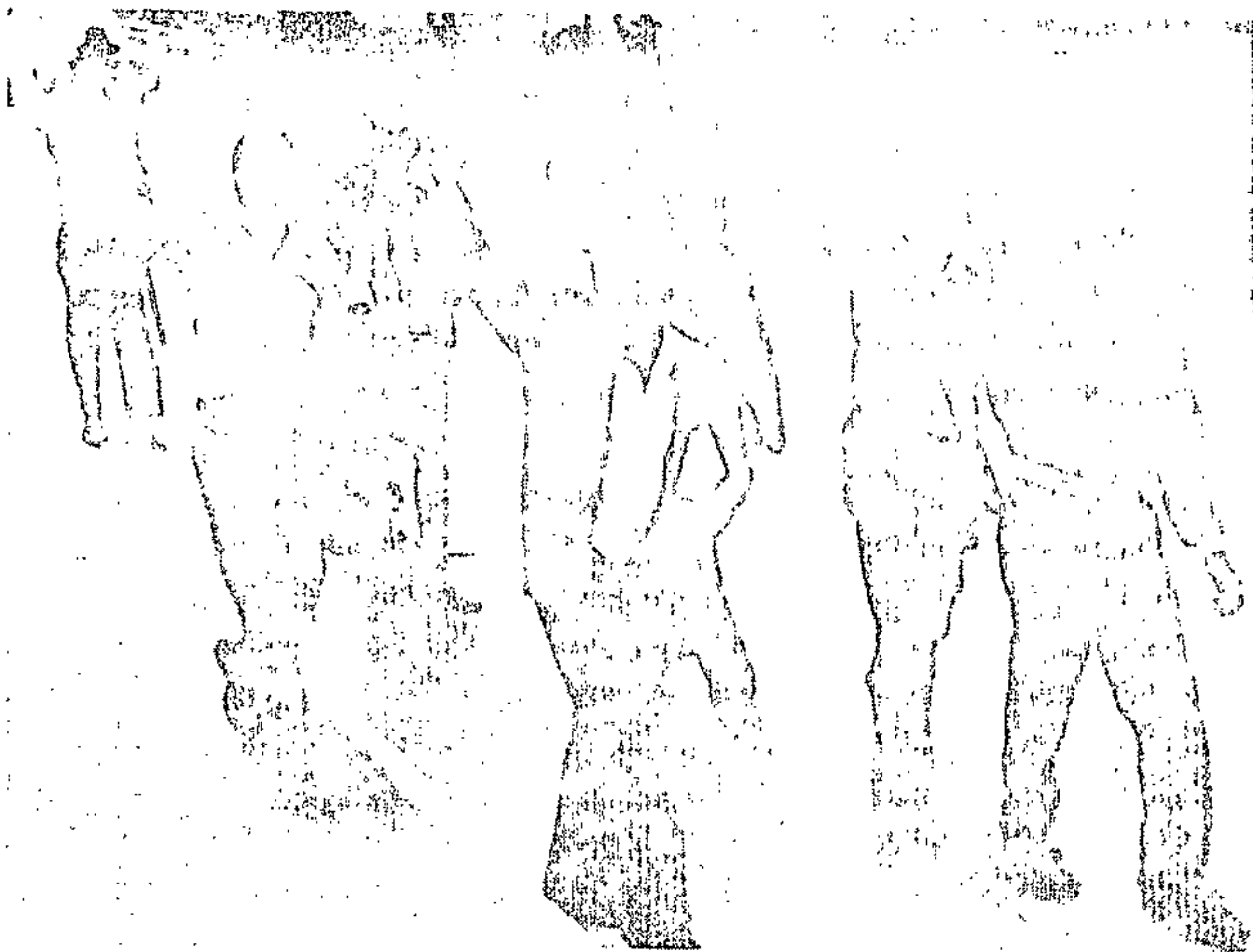
It is pointless to underrate the force with which Blacks can make their attitudes felt.

After the East London unrest, the Xhosa Development Corporation took

WHO PAYS?

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

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



Boycott at Newcastle . . . the pattern can spread

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

DURBAN. — The Government is determined to end the Newcastle bus dispute — now in its second week — and a warning has been issued that more of the same cannot be allowed.

This emerged from an interview with the secretary for Transport, Mr J. Driessen, who said the

actions taken against taxis and private vehicles this week were part of a campaign to break the stay-away.

And with the workers still slogging it out through a week of depressing weather and a series of harassing actions by the authorities, the situation appears to have reached an impasse.

'INADEQUATE'

At the same time, United Party Senator Mr J. Moll said he had warned the Government 18 months ago that the bus service to Madadeni and Ozisweni was inadequate.

'I appealed for its replacement by a suburban train service, but the Minister replied that the bus service could cope until 1990, which shows how out of touch with the situation they are, because the bus service cannot cope even now,' said Senator Moll.

Official action against the stay-away — which continued in an atmosphere of calm in contrast to last week's rioting — included a series of swoops on defective vehicles and harassment of employers ferrying workers between Newcastle and their homes.

A number of people have been charged for

inciting people not to use the buses.

From Pretoria, Mr Driessen confirmed that his department was determined to settle the dispute.

'It is illegal, I have my duty to do and I am not going to let people break the law just as they like,' he said.

Mr Driessen also warned that there would be more significant increases in transport costs in the near future.

'Everything goes up, and everything affecting bus transport — oil, petrol, spares, tyres — is going sky-high, and there are going to be tariff increases all over the country.'

'The Government is paying R10-million a year for Bantu transport, and that will increase to R15-million next year.'

Mr Driessen said: 'From our side, I think we are doing more than enough, but there is some little fraction of the tariff which the people have a responsibility to bear to make some contribution to the increase in living costs.'

Meanwhile, sociologists in Durban this week pointed out that thousands of people in Madadeni and Ozisweni near Newcastle had been shifted there as a result of Government policy of 'Black spot removals' — often after a long struggle — which left a sense of grievance and the pre-existing links which provided the informal structures of spontaneous mass organisation.

Bid to smash boycott denied

Mercury Reporter 14/10/75

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

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

The boycott is costing the Bantu Investment Corporation — controlled Trans Tugela Transport (TTT) bus company a massive R5 600 per day.

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

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

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

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

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

In sharp contrast, employers are being forced to offload their labour by inspectors hiding the main Madadeni — Osizweni road.

Trans Tugela's mission prior to defiance of the

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

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

So far he has not been stopped.

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

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

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

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

Many others are still walking or using bicycles and taxis.

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

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

on the situation.

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

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

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

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

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

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

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

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

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Threat of transport chaos in SA cities

Pretoria Bureau

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

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

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

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

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

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

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

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BUS BOYCOTTS Do's and don'ts

F.M. 17/10/75

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

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

As a simple guide, here are the basic rules:

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

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

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Newcastle bus ... wot, no passengers?

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

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

kwaZulu in bid to end boycott?

Nov 17/10/75

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Own Correspondent

DURBAN — Agreement was reached last night between the kwaZulu Government and representatives of the Madadeni and Osiziweni townships on a temporary measure which might solve the Newcastle bus boycott.

The chairman of the meeting at Nongoma, Chief Gatsha Buthelezi,

said afterwards that pending a full probe of the position and consultation with top management of the Bantu Investment Corporation, his Government would explore the possibilities of accepting an offer to prove the bus service over a shorter route.

This would mean a shorter journey at R1,25 a kilometre for Madadeni residents. A similar plan for Osiziweni would also be considered.

The kwaZulu Government hoped to discuss a long-term solution with the Minister of Bantu Administration, Mr M C Botha, when he visited Nongoma on October 24.

● Sapa reports that two African bus drivers from the Chippa Bus Company — the only company unaffected by the bus boycott — were arrested and held in custody by police yesterday.

One of the drivers, Mr D Nyendini was released. The other Mr Desmond Nxumalo is being held on suspicion of assault.

Newcastle drivers arrested

Mercury Reporter

NEWCASTLE—Two African bus drivers from the Chipipa Bus Company—the only company unaffected by the bus boycott—were arrested and held in custody by police yesterday.

One of the drivers, Mr. D. Nyendini, was later released. The other, Mr. Desmond Nxumalo, is being held on suspicion of assault.

Although police would release no information last night, it is believed the arrests were the sequel to an incident in which stones were thrown at Department of Transport inspectors.

Mr. M. S. Desai, owner of the buses, said last night a number of stones had been thrown from the buses, reportedly damaging a vehicle belonging to the Department of Transport.

The buses have been repeatedly stopped by the inspectors in what has been seen as an attempt to break the boycott which is well into its third week. In one instance the same bus was stopped three times in a day.

Mr. Desai has been charged with overloading the vehicles, but has taken legal advice and intends defending the charge.

"I have other drivers and my buses will continue to operate," he said.

Meanwhile, at least one Newcastle industry is sponsoring bus fares for its 1 200 Black employees — and it is expecting a R62 000 bill for transport next year.

Mr. D. van der Merwe, manager of the Veka clothing factory, said yesterday his company had been paying for transport since 1974.

"We have a special arrangement with the bus company and every employee is given free transport every day."

However, Veka employees had joined in the bus boycott as they were afraid to use buses while others were boycotting them.

Mr. van der Merwe said that although 90 percent of his staff were at work, productivity had fallen off.

"The long walk to and from work every day is affecting these people."

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17/10/75
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② 313

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Stonings: police hold bus driver

RDM
17/10/75
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Own Correspondent

NEWCASTLE. — Two African bus drivers from the Chippa Bus Company — the only company unaffected by the bus boycott — were arrested and held in custody by police yesterday.

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However, Veka employees had joined in the bus boycott as they were afraid to use buses while others were boycotting them.

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Janson to discuss boycott

Mercury Reporter
THE Deputy Minister of Bantu Administration and Development, Mr. Punt Janson, will meet Newcastle industrialists tomorrow to discuss the bus boycott which has entered its fourth week.

Mr. Janson will also meet with the Kwa-Zulu Executive Council and representatives of the Trans-Tugela Transport bus company in Nongoma tomorrow night in an attempt to break the deadlock over buses which is costing TPT more than R6 000 a day.

The boycott continued yesterday with few people riding the buses. However, the manager of the Veka Clothing Factory, Mr. H. van der Merwe, said that the attendance at work was good.

"Although Blacks are still not using the buses, we have no absenteeism at all," Mr. van der Merwe said.

Daily Disp. 21/10/75

Boycott talks for Janson

DURBAN — The Deputy Minister of Bantu Administration and Development, Mr. T. N. H. Janson, will meet Newcastle industrialists tomorrow to discuss the bus boycott, which has entered its fourth week.

Mr. Janson will also meet the KwaZulu Executive Council and representatives of the Trans-Tugela Transport Bus Co in Nongoma tomorrow night in an attempt to break the deadlock over buses which is costing TTE more than R6 000 a day.

The boycott continued yesterday with few people riding the buses.

However, the manager of a clothing factory, Mr. D. van der Merwe, said attendance at work had been good.

"Although blacks are still not using the buses, we have no absenteeism at all," Mr. Van der Merwe said. — DDC.

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- (2) 40
- (3) 107
- (4) 313

kwaZulu

Nov 23/10/75

to run bus firm

Own Correspondent
NONGOMA — The kwaZulu Government and the Bantu Investment Corporation are to take over the Trans-Tugela Transport Company in Newcastle in a bid to break the deadlock between the company and boycotting Africans arising from a fares increase.

It is hoped that the agreements reached at a top level meeting here last night will be favourably received by Africans living in the Madadeni and Osizweni townships and break the boycott which in its initial stages was marked by violence and rioting.

The takeover decision was reached at a meeting of the kwaZulu executive council, the Deputy Minister of Bantu Administration, Mr. Punt Janson, African leaders from Madadeni and Osizweni, officials of the BIC and the TTT and senior police officers.

At the three hour meeting it was decided that the BIC and the kwaZulu Government would form as soon as possible a holding company with 50

percent participation by each party to take over the TTT as well as the other transport companies operated by the BIC in kwaZulu.

It was also decided that the routes between the two townships and Newcastle would be rationalised by introducing fare stages which would reduce the travelling costs for casual passengers.

All the proposals are subject to agreement by the people of Osizweni and Madadeni who it is understood will be asked to approve the decisions at a public meeting shortly.

Chief Gatsha Buthelezi, the kwaZulu leader, said after the meeting last night that the holding company would be a utility, non-profit-making organisation to provide a service for the people of kwaZulu.

"We accept that it will cost a lot of money, but we are doing it to provide a service," he said.

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VIOLENCE NOT THE WAY — JANSON

24/10/75 Mercury Reporter

LADYSMITH—Making demands by throwing stones, damaging property and killing people would never be condoned or tolerated, Mr. Punt Janson, the Deputy Minister of Bantu Administration and Development, warned a multi-racial meeting held here yesterday.

Mr. Janson, together with Doctor Adendorff, the managing director of the Bantu Investment Corporation, and Mr. Dana Viljoen, the general manager of BIC transport, flew by helicopter from Nongoma to Ladysmith to attend a meeting to give commerce and industry, as well as leading Africans and Indians, an opportunity to discuss the increased bus fares which are to be implemented here soon.

The meeting was convened by the Ladysmith Town Council and chaired by Mr. Gerl Hanekom-MPC.

Nothing could be achieved by force and people who thought it could would learn a hard lesson, said Mr. Janson.

The police force had acted with admirable restraint at Newcastle during the recent unrest. Mr. Janson said far more could be achieved by consultation.

"To the Blacks I say if you have complaints, make them through your leaders and my door is always open to any legitimate request for intervention."

With inflation a rise in bus fares here was long overdue and the increase had already been granted by the Road Transportation Board.

Mr. Janson said his department had however asked for the postponement of the increase until he had an opportunity to come to Ladysmith to discuss the matter locally with all race groups.

He appealed to the Black people to do their share by averting trouble.

He said: "If you say the BIC is worth nothing I do not agree and I am satisfied with the integrity of the people connected with BIC."

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4) 313

Fares up . . . Or service down, warns prof

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(1) Energy

(2) 246

(2) 262 - General

(4) 844

(5) 319

(6) 313

RDM
25/10/75

Staff Reporter
BUS passengers should brace themselves for an increase in fares or a deterioration of services, Professor Peter Welgemoed of Rand Afrikaans University said yesterday.

Prof Welgemoed, a specialist in transport economics, was commenting on the 3.1c a litre increase in the price of petrol which came into operation yesterday.

And in Pretoria yesterday the Motor Industries Federation warned it would be making another approach to the Government for increased profit margins for petrol retailers before the end of the year.

And this could mean another petrol price in-

crease.

The director of the MIF, Mr R. G. du Plessis, said the federation had appointed an economist to investigate the plight of petrol retailers and to motivate another claim.

The claim would be for a 10 per cent mark-up on delivered cost of petrol. A similar claim in April was rejected.

Motorists now pay 21.1 cents a litre. If the MIF demand is agreed to by the Government, the price would reach 22 cents.

BUS 5 6 7 8 - wouldmk 11

Prof Welgemoed yesterday said: "The inflation spiral will force fares up or the service spiral will plummet."

"In road transport a lot

of inefficient companies will be forced out. The petrol price increase will hit hard."

Prof Welgemoed is a director of Trans Tugela, the Bantu Investment Corporation company which was hit by a boycott after it raised its fares in Newcastle.

He is also an adviser to Mr Dana Viljoen, the man responsible for the corporation's vast bus network.

Mr Johann Maree, development and labour economist with the University of Cape Town, warned yesterday: "Coming on top of devaluation, the price increase of petrol will have a ripple effect on major African needs, particularly food."

Rising prices were a potentially explosive issue among the African people unless they could increase their real wages—but that was dependent on their ability to organise themselves into trade unions to bargain for higher wages.

The petrol increase is also likely to push up Black taxi fares.

A Soweto taxi-owner, Mr G. M. Molangani, said Soweto taximen absorbed the previous petrol price increase.

"But now that petrol has gone up tremendously, it would be fitting to raise fares as well."

In Johannesburg yesterday manufacturers and retailers said they would not push up their prices before Christmas in reaction to the petrol increase.

Mr H. S. Drue, marketing manager for Bambi Toys said it would be unfair to increase prices now. But he expected prices to go up between five per cent and 7.5 per cent next year.

A spokesman for Greatermans said they would not increase prices before the new year.

And Mrs Dolly Shiller of Lilliputs said the petrol increase had forced them to cut down on home deliveries.

"But we won't be putting our prices up any further this year."

Mr E. Apter, marketing manager for Checkers said: "If a manufacturer demands an increase before the end of the year, we will discontinue the line rather than pass it on to

TRAVELLERS TOLD OF NEW BUS FARES

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(4 313)

anyway
27/10/75

African Affairs Reporter

NEWCASTLE — Councillors in Madadeni and Osizweni held meetings yesterday at which residents were told of the decision of the KwaZulu Government and the Bantu Investment Corporation to take over the Trans-Tugela Transport Company.

The meeting at Osizweni was attended by more than 1000 people where Dr. S. P. Maseko told residents that it was up to them to accept or reject the decision.

He said fares for a single trip from Osizweni to Newcastle had been reduced from 45c to 30c.

Bus coupons would cost R1.25 for five days and R1.50 for six days.

He added that firms in Newcastle had agreed to subsidise the fares.

It would cost the KwaZulu Government and the BIC R6 million to buy out the TTT company.

No decision was taken but after the meeting thousands of residents rushed to the coupon offices — an indication that they will use the buses today.

But at the Madadeni meeting unruly elements dominated the gathering calling on residents to continue the boycott.

Were it not for the calmness of Dr. Frank Mdladlose, the Mayor, the meeting would have ended in an uproar.

At one stage the unruly element surged forward demanding to use the microphone.

Dr. Mdladlose announced the new reduced fares. He said from a bus stop next to the South African Police post in Madadeni to Newcastle would cost 18c

instead of 30c. From Section Five and the bus depot it would cost 20c for a single trip to Newcastle.

Whatever happens the bus service will be resumed in Osizweni and Madadeni today.

No decision was taken at the Madadeni meeting and it remains to be seen whether people will use the buses.

Rail versus road

F.M. 31/10/75 313

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

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

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

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

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

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

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

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

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

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

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



Road or rail — the choice will be yours

Financial Mail October 31 1975

spirits.

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

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

Railways' objections

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

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

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

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

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

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

towards freer competition can be made.

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

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

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

- Road hauliers allegedly contribute less

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

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

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

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

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

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

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

HOW RAILWAYS GETS PROTECTION

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

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

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

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

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

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

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

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

Bus service inadequate

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MR L R DICKSON, general manager of City Tramways, said yesterday that the way in which cities had been developed left little hope that public transport would be able even to approximate the standard of service of 30 years ago.

Speaking at a conference on the Driessen report, Mr Dickson said the level of improvement that could be expected in bus services would depend largely on the extent to which local authorities were able to provide:

- priority arrangement for buses at bus stops and traffic lights;
- reserved traffic lane for buses;
- attractive bus stops and interchange facilities.

These interchange facilities, he said, would ease "the unavoidable necessity which there is going to be to change from car to bus, from bus to bus, or from bus to train".

Mr Dickson strongly advocated staggering working hours as a means to relieve the peak period demand for buses.

"The day may not be far off when we will be forced to accept a more sensible spread of working hours, simply because if we do not, there will not be enough people to drive all the buses needed during the peak."

Research was needed on the question of providing transport for the elderly. Rising costs were putting public transport beyond the reach of the pensioner.

He suggested a subsidy by the local authority or the State to help the pensioner.

Mr Dickson said:

"Under present conditions adding more buses to our main roads would further slow down the buses already running, apart from seriously adding to costs and inflating fares."

More cars on City roads

By TONY ROBINSON

Cape Times
8/11/75

IN SPITE OF the huge increase in motoring costs during the past two years, people in Cape Town are still turning away from public transport and taking to their cars for the daily trip to work in the City.

And one of the most significant features of the continuing trend is what Cape Town's City Engineer, Mr J Brand, called "the tremendous upsurge in car ownership" among the Coloured people of the Cape Flats.

This he attributed to the improvement of living standards among the Coloured people and to an indifferent public transport system.

But there are further reasons for this development and Mr A F Daniels, assistant registrar of the University of the Western Cape, pointed out one of them at the conference on the recommendations of the Driessen report in Cape Town this week.

In the motor car, said Mr Daniels, the Black commuter was not exposed to racial discrimination. Everybody was equal on the roads and so the appeal of the car was enhanced by this psychological factor.

This year 41.8 percent of Capetonians commuted by train, 46.4 percent by car and only 12 percent by bus. Comparison with the figures for last year shows that the train is more or less holding its own while there is a significant increase in car commuting.

PASSENGERS

The buses, however, appear to have shed 20 percent of their passengers this year, probably because of the sharp increase in bus fares which came into effect in December last year.

There was no argument about improving the situation at the conference. Bus lanes and other priority arrangements for the vehicles met with general agreement but measures such as these demand a great deal of planning and co-operation from the authorities concerned.

This, according to the recommendations of the Driessen report, will be the task of the metropolitan transport committees, but just how effective they will be remains to be seen. Some of the delegates appeared to have reservations and suggested that the committees should have more powers.

LEVIES

There were also indications that the system of permits and levies for cars entering central city areas proposed by the Driessen report would run into snags.

Mr B C Floor, of the Transport Research Centre, Stellenbosch, said a recent survey indicated that the levy would have

to be "far higher" than R250 a year to succeed. This is more than three times the amount suggested by Mr Driessen.

Mr Daniels said Coloured commuters regarded the levies, which only the rich could afford, as yet another form of discrimination against the Coloured people.

MOB STORMS SIMONSTOWN POLICE STATION

By TED OLSEN

TEN police vehicles acting on an emergency radio alert sped to the aid of Simonstown police early yesterday when an angry mob stormed the charge office attacking the constables on duty and, for a brief spell, taking over the building.

The attack occurred at about 12.40am when a frantic bus driver returning from an organized "mystery tour" from Re-

trat to Cape Point stopped at the police station to report a riot on his bus by a mob which had threatened to kill him.

Two constables boarded the bus to find the "tourists" — about 30 in all — had torn up the vehicle and kicked out some of the windows. The bus driver pointed out a few of the key troublemakers, who were armed with knives, and the policemen attempted to take them into custody.

An eye-witness said a

mob of about 25 stormed off the bus and into the charge office to free the arrested man. Four policemen — Constables M N Fisher, C E Welgemoed, N J van Jaarsveld and A P Stemmet — were attacked and thrown out of the charge office by the mob which took control.

In an attempt to ward off attackers, Constable van Jaarsveld fractured bones in his right hand. Constable Fisher was mobbed and forced on to the pavement where he was

held against a telephone pole and beaten.

An alert from police radio in Pinelands, broadcast after a telephone call from Simonstown, sent police vans, dog handlers with alsatians, and senior officers from the Wynberg district racing to converge on the scene of chaos where the charge office was under the control of the mob.

Without firing a shot, police brought the mob under control. Five

Coloured men were detained but later allowed to return home.

Yesterday Lieutenant J P M Grundling, station commander at Simonstown, confirmed "an incident" at the police station and said investigations were continuing.

Identification parades are to be held and arrests are likely. Yesterday the constables involved in the battle in the charge office declined to comment.

313

Taxi war scares off Black fares

Mercury 10/11/75 - African Affairs Reporter

VIOLENCE has broken out between African taxi operators in Hammarsdale and Pietermaritzburg and there are virtually no taxis running between the two towns.

In Loop Street, Pietermaritzburg, and in Hammarsdale taxi ranks, cars were stoned and taxi drivers assaulted and stabbed in fights last week.

Africans travelling between the two towns are using trains and railway buses, while more than 60 taxis are losing hundreds of rands a day because they are idle.

UNSAFE

Travellers told the Mercury at the weekend that it was unsafe to travel in taxis.

Taxi operators in Hammarsdale said it would take a brave, or stupid, driver to ferry passengers from Hammarsdale to Pietermaritzburg. At the same time operators from Pietermaritzburg are scared to take passengers to Hammarsdale.

An emergency meeting has been called for today by Chief Mhlabunzima Maphumulo, chairman of the Hammarsdale Regional Authority, in an attempt to resolve differences.

The meeting will be attended by senior police officials from Pietermaritzburg and Camperdown, the local magistrate and the township manager.

Chief Maphumulo has appealed to all taxi owners to attend the meeting in Hammarsdale. He has asked them not to carry weapons.

20R 13/11/75

African bus fares up 14 pc

Bus fares for Africans commuting between the townships and Johannesburg are to be increased by up to 14 percent — 25c a week — from the beginning of next month.

The chairman of Putco's board of directors, Mr Hans Kolbe, said in Soweto yesterday afternoon that three routes with a passenger load of about 32 000 will be affected by the price rise.

They are the Alexandra-Noord Street route carrying about 30 000 workers a day, the Moroka West-Robertsham service in which 1 500 people will be affected daily and Ikwezi-Westgate route with a passenger load of 255 people a day.

Workers using a five-day season ticket will pay another 20c a week and six-day season ticket holders another 25c.

APPLICATION

Another Putco official, Mr Albino Carleo, managing director of the company, said the rise in fares was in no way connected with the latest increase in the price of petrol.

Putco had applied to the Transportation Board early this year for increases in fares and was only now implementing the scheme.

The company had been hit by the general rise in costs and had to continually review and revise fares, he said.

Representatives of the Soweto Urban Bantu Council, Mr T.J. Makhaya and Mr Richard Maponya, who were present when the announcement was made, criticised Putco officials for failing to inform the UBC of the proposed rise.

They suggested a special meeting of the trading and transport committee of the CBC be convened with Putco officials present to go into the question of fares.

Mr Carleo promised consultation between community leaders and Putco officials would be held from time to time.

① 373
② 313
③ 243

Increase in fares — buses stoned

Mercury Reporter

LADYSMITH — Violence flared briefly at Ladysmith when an Ezakheni transport bus was stoned following an increase in bus fares this week. Police were out in force.

Major J. S. Joubert of Pietermaritzburg, who is in charge of operations, yesterday confirmed that five windows in a bus had been broken on Thursday night.

RAN AWAY

Five young Africans were seen throwing stones which shattered windows when the bus was near the beer hall in the Ezakheni African township.

The youths ran away when the bus stopped. The police are still investigating the incident.

Major Joubert said an African bus driver was treated in hospital for a piece of glass in his eye.

There has been no fall off in the sale of the weekly tickets which have been increased slightly in price.

Police reinforcements, which were drawn from the various centres in the Natal division as a precaution during the fare increase, were out in force patrolling a large area last night.

① 262-NH

② 313

③ 321

④ 107

Wages *Mercury 17/10/75* up to meet fares

African Affairs
Reporter

THE RESIDENTS of Ezakheni township in Ladysmith are pleased with the response of employers who have increased the wages to meet new bus fares.

The bus fares between Ladysmith and Ezakheni have been raised by 6 cents a trip, but the majority of employers have raised wages by R1.50 a week to cover the increase.

A prominent businessman in the area told the Mercury that the generosity of the employers had been welcomed by the community.

He pointed out that the residents were very grateful to the Madadeni residents who had boycotted the buses and, as a result, Mr. Punt Janson, the Deputy Minister for Bantu Administration, who had appealed to employers in Ladysmith to increase wages so that the workers could meet the new fares.

All was quiet in the Ezakheni township yesterday where a few isolated incidents erupted at the end of last week when the new fares were announced.

A few buses were stoned, but businessmen in the township said it was the work of "a tsotsi element."

1. ~~321~~
2. ~~40~~
3. 313
4. ~~328~~ 337

State-backed shipping cartel?

Drastic changes to shipping control are being suggested by Pretoria in the run-up to a fully containerised SA-Europe cargo service by 1977-78.

Perhaps the most far-reaching of the proposals of a draft Bill to amend the Shipping Board Act is one prohibiting anyone in SA from importing or exporting goods, or moving them between SA ports, at rates lower than those charged "in terms of an agreement with the Minister, by the shipowners who maintain regular shipping services on the routes concerned".

Should any goods be moved at any other rate the importer or exporter will have to pay a fee equal to the freight rates of the signatories to the agreement.

In the absence of any official interpretation — Deputy Secretary for Com-

sent policy, whereby the government encourages SA importers and exporters to utilise Conference vessels exclusively, will assume even greater importance in future".

He stressed that government "cannot approve of the use of non-Conference vessels by SA shippers".

Government understandably feels compelled to protect the enormous R1 500m investment in containerisation. Nonetheless, the draft Bill seeks to take another big bite out of the private enterprise system in which Economic Affairs Minister Chris Heunis himself set such store last December, when referring to the establishment of the Standing Advisory Committee on State Competition (chaired by Steyn, who also heads the Shipping Board).

campaign? What of its anti-monopoly stance?

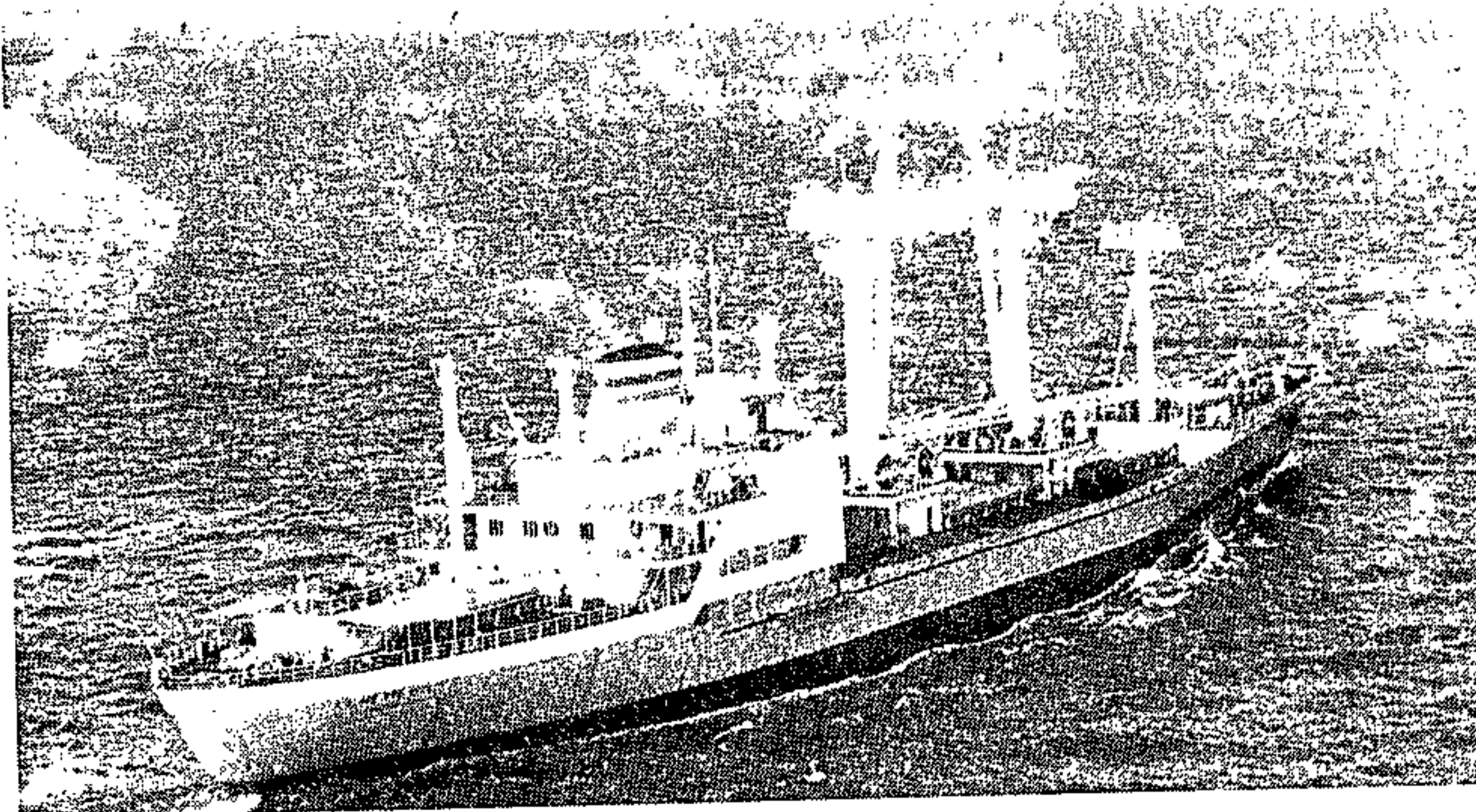
In any event, how could an exporter selling on f o b terms be prohibited from shipping his goods in a vessel nominated by the overseas buyer or importer? Conversely, how could an importer, buying cif, be penalised if the overseas exporter elects to ship in a vessel of his own choice?

The draft (which not unexpectedly has had a mixed reception) says the Board may request shipowners to give full information about "contracts and special arrangements entered into between shipowners and shippers".

What about the confidentiality of commercial agreements? What about the fact that some shippers may have competitors sitting on the Board?

As the Bill stands, the Board will be able to summon anyone before it for interrogation. Anyone failing to give information about sailing schedules, shipping space, freight rates and contracts would be liable to a maximum R200 fine.

Clearly, the sooner Mr Steyn has second thoughts the better.



Stormy passage ahead for some SA importers/exporters

merce Tjaart van der Walt told the *FM* this week he had no comment other than it was merely a draft for discussion — it must be assumed the rates are those of the Ocean Freight Agreement between government and the 22-member South and South East African Conference Lines.

The proposed protection ties in with the view of Secretary for Commerce Joep Steyn, in a letter earlier this year, that government is committed "to protect Conference Lines against disruptive competition in the form of undercutting of its freight rates (which are subject to government control) from the side of shipping lines outside the Conference".

As for the Conference's containerised service it was, he said, "absolutely imperative" that it should be "fully supported by shippers" and that "the pre-

Heunis pointed out such a system "includes the freedom of every individual to apply his means, his initiative and energy according to his own choice and with a minimum of government interference to the extent that the public interest is not harmed thereby and with the reservation that such entrepreneurs take the risk of their investment decisions upon themselves".

In this instance initiatives by anyone outside the Conference to bring down rates would obviously be discouraged, if not completely excluded. Enterprise Container Lines (ECL), for instance, introduced containers on the SA-Europe run 3,5 years ago, before the Conference's boots-and-all decision, and has been able to offer considerably cheaper rates.

What of government's anti-inflation

Mystery of Natal air crash

ARGUS
1/12/75

The Argus Correspondent

DURBAN. — Mystery surrounds the air crash which claimed the lives of six men at Ladysmith, Natal, yesterday when a light plane plunged into the ground after taking off from the local airfield.

The dead were the 30-year-old pilot, Mr Anthony Carr (30), of Maritzburg, and five Basuto miners. He was flying them back to their homes at Mokhotlong in Lesotho.

The plane, a single-engine Cessna Centurion belonging to Tugela Air Services, struck the ground nose-first only seconds after lifting clear of the airfield's outer perimeter.

A Durban pilot who has used the Ladysmith airfield 'hundreds of times' said he was baffled by Mr Carr's decision to take off along the shortest of the three runways.

SHORTER

This runway is about 300 metres shorter than the other two and is made doubly hazardous by a number of rising hills at the end of it.

A strong wind may have forced Mr Carr to use the shorter runway.

People who watched the plane take off said it seemed to 'falter and the tail dropped.' Then the orange-and-white aircraft appeared to slide sideways for an instant and finally plunged nose first.

The aircraft's propeller was buried deep in the earth at the point of impact. It was not badly smashed, which would indicate that the propeller was not turning when the aircraft hit the ground.

Lieutenant J. van Wyk of the Ladysmith police said the bodies were burnt beyond recognition. He could identify the pilot only by the watch which was strapped to his wrist.

They were undoubtedly all killed instantly.

213

313

Putco fare programme completed

The last stage of Putco's bps-fare rationalisation programme was implemented today without reports of adverse passenger reaction to increases.

Travellers are already being warned by Putco to expect more fare increases next year. A Putco spokesman said today the effects of devaluation would emerge in about two months' time and would determine the extent of rises.

Devaluation was not foreseen when the latest fare adjustment were planned. Putco is currently predicting that fares might have to rise 10 percent next year.

The adjustment programme began in June. The programme, designed to increase fare revenue by an average eight percent, went smoothly.

Fares on western routes — to Soweto and Coloured areas—changed today. The spokesman explained that fare increases were aimed at casual travellers rather than regular travellers who bought weekly tickets.

About a quarter dropped and about half remained the same.

(1) 313
(2) 88
(3) 323

month more (R400).

F.M. 12/12/75

That in the recent Newcastle bus boycott, the Bantu Investment Corporation's Trans Tugela Transport (which had earlier taken over the bus company and hiked the fares heftily) put out a leaflet to explain how inflation was affecting the company?



It depicted a dinosaur swallowing buses and a bag of money. But the leaflet backfired. The commuters interpreted the dinosaur to mean the company: "They have taken our buses, our money, and now the BIC is going to swallow us."

(1) 707
(2) 313
(3) 40

313
85-

Ups and downs in bus fares

Cape Times
Staff Reporter 13/12/75

INCREASES and reductions were announced by City Tramways yesterday in a major restructuring of bus fares, described in a company statement as "an unexpected Christmas surprise".

The new fares come into operation on December 21.

The general manager, Mr L R "Rollo" Dickson, said in answer to a question at a press conference that most Sunday bus fares would rise by five cents a trip and that most White passengers, because they are not subsidized by the Department of Transport, would have to pay more.

Among the changes in fares are the following:

- Children who at present pay eight cents will pay 10 cents. Other child fares will go up by one cent but some will remain the same.

- Ten-ride weekly tickets, valid for any distance on an unbroken journey, will be available at P.1.20c for pupils under 13.

- Some Black passengers will pay two cents more on longer journeys,

while others will pay one cent less on weekdays.

Questioned during the conference, Mr Dickson claimed that the fare restructuring was so complicated that he was unable to give a direct answer to the question whether bus passengers of all races would pay less or more in fares.

Analysis of examples of the new fares, on what the company describes as typical routes, shows fare increases in 34 cases, decreases in 54 cases and eight instances of routes on which fares will remain the same.

The fare increases on the sample list range between one cent and four cents. Decreases range between one and three cents, but are for one cent in most cases.

A LOSS

Mr J Barnard, managing director of the company, said that had the new fares not been approved by the Local Road Transportation Board, the company would have had to run at a loss.

"Now that they have been granted, the return to the company of capital employed will be 3.37 per cent," he said.

Mr Dickson revealed that the company had asked the Minister of Economic Affairs, Mr Chris Heunis, whether "the fuel price burden on us could be eased." Mr Heunis had turned down this application.

The company also announced that it would pay a total wage increase of R695 000 a year to its shedmen, drivers, conductors and artisans in terms of an agreement negotiated last year.

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Thomas
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1	2	3	4	5

16 313
~~2 85~~

Bus fares found staff and tutors. Comment

Cape Times 17/12/75

increase

'totally unfair'

Staff Reporter

THE Coloured Labour Party is to make representations to the Minister of Transport, Mr Lourens Muller, about the decision to allow the City Tramways Company to put up bus fares on a substantial number of routes in Cape Town.

This was announced in an interview this week with the party's deputy leader, Mr David Curry, who objected strongly to the fact that the hearing of the Local Road Transportation Board, at which the company was given permission to restructure its bus fares, was not advertised in the Government Gazette.

"We think it totally unfair that the hearing was not gazetted," said Mr Curry, who pointed out that the Labour Party had attended previous sittings of the board.

He also felt it was "below the belt" for the company to have chosen the Christmas period to announce its new fares. He believed this had been done to avoid political protest against the move.

Mr Curry's comments follow a promise by the Progressive Reform Party to raise the bus fares question in Parliament and to take the issue on appeal to the National Road Transportation Board.

The PRP and Labour Party's anger at the way the new fares have been allowed, means that the matter has taken on a political dimension. This will scarcely be welcomed by the Tramways Company whose request for petrol price relief was turned down by the Minister of Economic Affairs, Mr Chris Heunis.

ere be more or fewer tests? Essays and rises?

comment

||

PS 23.9.1975

Soweto

taxi fares

go up

Staff Reporter

FARES for taxis to Dube, Nancefield or Phofeni stations went up by five cents for a single journey at the weekend.

The fare for a single journey is now 25c instead of the previous 20c.

Fares for passengers travelling between Soweto and Johannesburg also went up almost at the same time.

The old fare of 50c for a single journey has now gone up to 60c.

PETROL

Taxi owners had not increased fares after the recent petrol rise. Passengers believe higher fares have been introduced to enable taxi owners to cope with the new petrol prices.

But so far there has not been any official announcement from the Taxi Owners' Associations why fares have been increased.

Fares between Baragwanath and Diagonal Street have also gone up by 10c.

VOW-SS

TRANSPORT — PRIVATE

GENERAL

1976 — 1977

Varying fortunes of sea lines

Shipping

3/3

Cape Times 5/1/76

WHILE THE good returns of the two main Republic shipping concerns, Safmarine and Unicorn, may give the impression of great prosperity along the sea lanes, the pattern is by no means universal and oversea executives are not only concerned about down-turn in shipping fortunes, but they can see little prospect of improvement in 1976.

The decision of British and Commonwealth to expunge in June the Pendennis Castle was determined by the losses sustained by the steamer in recent months, and the prospect of a difficult year for shipping as a whole.

Big concerns like P & O, Furness Withy, and Ocean Transport all sustained significant share losses in recent months. And this down-turn followed a year when shipping shares in general were scarcely popular investments.

World-wide freight rates will have to rise substantially before confidence is restored in shipping as a financial investment, and the catastrophe which has overtaken the tanker market in recent months is hardly an encouragement.

The tendency is for big combines to get out of shipping, not into it, and this by appearances is what British and Commonwealth are doing by disposing ships without replacement. They could possibly use their staffs in managing of ships for other people, such as the agreement to man a 260 000 tonne d.w. tanker building at Tyneside for Israeli interests.

Furness Withy has also bailed out of the passenger shipping industry and sent their formerly highly successful steamer Northern Star to Taiwan as scrap. Their Ocean Monarch, bought a few years ago from Canadian Pacific as the Empress of England and modified for cruising, has also arrived in Taiwan as scrap.

P & O have the distinction of operating the two largest ships in the world still in service, after the Queen Elizabeth 2, in their Canberra and Oriana.

Although

originally for the Australian passenger trade, they resorted to cruising as an alternative, and have done reasonably well. The Canberra because of her inordinate draught constitutes a problem in some of the smaller ports, but her world cruises are proving attractive and the passage booked for this month from Britain is about fully taken up.

The steamer calls here in a few weeks while in transit west-bound.

The Oriana has also been fully employed and the Arcadia, last of the post-war building programme, has carved out a niche in the cruise traffic. But she is now getting old and it would not be surprising if she quit this year.

However, with their shares down, P & O can be expected to take it easy this year and while they are progressively expanding their fleet with viable new ships there is little prospect of them building more cruise liners.

Their custom-built cruise vessel employed in the western hemisphere is the best bet for cruising, and the Spirit of London of P & O is one of the class. They are smaller and more economical ships and Cunard run the same type.

CONTAINERS

In South Africa the national economic growth has played into the hands of the indigenous companies which claim patriotic patronage, and the overall earnings of Safmarine proved formidable. They constitute one of the best investments of British and Commonwealth which, while reducing its own association with shipping,

has demonstrated enormous faith in the workings of its South African associate.

British and Commonwealth has a substantial shareholding in Safmarine and has left much of its former Union-Castle and Clan shipping connections in South Africa to the local company to manage.

The Durban coaster organization, Unicorn, as a unit of the expanding Grindrod consortium has also done well, but the public cannot buy any shares in the shipping concern itself. The affairs of the shipping group are well hidden in the annual report of Union Corporation, the main shareholders, but by increasing their interest in the shipping concern from 28 percent to 40 percent, Safmarine are apparently happy with the returns. Indeed, they regard Unicorn one of their best investments.

Safmarine has become heavily committed in the Container business to become operative next year.

Something like R40m has been set aside for the special type ships for the business.

There is a reluctance on the part of the conservative investor to express himself on this type investment. What if it backfires? The ships are unsuitable for conversion to any other type of carrier, they cannot be employed on other trades, and if found unviable on the South African trade would scarcely be welcome anywhere else.

Significantly, the astute Cayzers who drive the British and Commonwealth group, have not entered into the Container business at all. One big ship building in Germany for Oversea Containers Ltd, a London concern, will enjoy participation by British and Commonwealth, but apart from that the big group's reticence is a straw in the wind.

Since absorbing in 1958 the Union-Castle line, the Cayzers have displayed a shrewd foresight, and their expunging of the entire passenger fleet and many other steamers proved in time to be correct. They did not suffer the same losses as some of their contemporaries. And their attitude to the container switch is also worth noting.

The MINISTER OF TRANSPORT:

No; (a)(i), (a)(ii) and (b) fall away.

Use of Concorde aircraft

*22. Mr. H. H. SCHWARZ asked the Minister of Transport:

Whether any negotiations have taken place in regard to the use by British Airways of Concorde aircraft on any route which includes South Africa; if so, what is (a) the attitude of (i) the South African Government and (ii) British Airways and (b) the outcome of the negotiations.

†The MINISTER OF TRANSPORT:

Yes.

(a) (i) In August 1973 the South African Government's attitude was that Concorde aircraft must first prove public acceptance in airline use in such fields as noise in the vicinity of airports, sonic-boom, air pollution and commercial compatibility in comparison with existing types of aircraft.

(ii) British Airways originally planned to introduce Concorde aircraft on the London to Johannesburg route but in June 1974 advised that this plan had been cancelled.

(b) Falls away.

Mr. H. H. SCHWARZ: Mr. Speaker, arising out of the hon. the Minister's reply, is he able to tell us what the reasons were for the change of plan and why the Concorde will not be used on the South African route?

The MINISTER: Mr. Speaker, I cannot speak on behalf of British Airways.

For written reply:

Bus fares in Cape Town

59. Mr. I. G. MURRAY asked the Minister of Transport:

- (1) Whether the Local Road Transportation Board (Cape Town) has authorized the variation or amendment of bus fares previously determined by it after a public hearing; if so, (a) who authorized the variation or amendment and (b) what was the date of the (i) application for such variation or amendment and (ii) decision of the Local Board;
- (2) whether notice of such application was given to bus users in the *Government Gazette* or a daily newspaper;
- (3) whether any variation or amendment has been approved by the National Transport Commission.

The MINISTER OF TRANSPORT:

Presumably the honourable member refers to an application for an increase of bus tariffs by City Tramways Ltd. and if so the reply is as follows:

(1) Yes.

(a) Local Road Transportation Board, Cape Town.

Applied (b) (i) 28 November 1975.

Decision (ii) 9 December 1975.

(2) No. *Not in force*

(3) No.

Public bodies to which Coloured/Indian persons to be appointed

79. Mr. C. W. EGLIN asked the Prime Minister:

Whether the compilation of the list of public bodies to which Coloured and/or Indian persons are to be appointed has been completed; if so, (a) to which bodies will they be appointed and (b) when will the appointments be made.

The PRIME MINISTER:

(a) and (b) Although certain appointments have already been made and others are about to be made, no final list has been compiled, while in certain cases

vacancies have to be awaited. In any case it is a continuous process and appointments will also be made as skilled persons become available or when need demands it.

Contribution to National Road Fund from sale of petrol

105. Mr. R. J. LORIMER asked the Minister of Transport:

What amount was contributed to the National Road Fund from the sale of petrol during the financial year 1974-75.

The MINISTER OF TRANSPORT:

R93 290 195.34.

WEDNESDAY, 28 JANUARY 1976

† Indicates translated version.

For written reply:

Amount collected in respect of medicines by Department of Customs and Excise

15. Mr. I. F. WOOD asked the Minister of Finance:

What was the (a) actual and (b) estimated amount collected during each year from 1972 to 1975 by the Department of Customs and Excise in respect of medicines for (i) human and (ii) veterinary use.

The MINISTER OF FINANCE:

(a)(i) and (ii)

	R
1972	1 679 144
1973	2 005 545
1974	2 779 995
1975 (January-September)	2 543 971

Separate statistics of imports in respect of medicaments for human and veterinary use are not available.

(b)(i) and (ii) Estimates of revenue in respect of separate tariff headings are not available.

Rehabilitation

16. Mr. I. F. WOOD asked the Minister of Social Welfare and

(1) What is the (a) estimate of the (b) *capita* monthly cost of centres and habilitation centres

(2) how many such centres are committed for alcoholism and (c) how many such centres are committed for drug addiction

(3) (a) how many such centres are committed for drug addiction (b) what are their (c) what are they situated

The MINISTER OF PENSION AND PENSION

(1) (a) (i) 431 on

(ii) 489 on

(b) (i) R115.

(ii) Varies

(2) (a) 892.

(b) 28.

(3) (a) One.

(b) West Centre.

(c) Roodepoort.

Customs officials

19. Mr. I. F. WOOD asked the Minister of Finance:

(a) What is the (b) estimate of the (c) number of customs officers in Durban, Cape Town, East London, respectively (d) what are the (e) posts are vacant (f) filled by (g) temporary (h) casual staff.

Hans 1 27/1/76 Col 11

Hansard no 1

27 January 1976 col 11

Bus fares in Cape Town

59. Mr. L. G. MURRAY asked the Minister of Transport:

- (1) Whether the Local Road Transportation Board (Cape Town) has authorized the variation or amendment of bus fares previously determined by it after a public hearing; if so, (a) who authorized the variation or amendment and (b) what was the date of the (i) application for such variation or amendment and (ii) decision of the Local Board;
- (2) whether notice of such application was given to bus users in the *Government Gazette* or a daily newspaper;
- (3) whether any variation or amendment has been approved by the National Transport Commission.

The MINISTER OF TRANSPORT:

Presumably the honourable member refers to an application for an increase of bus tariffs by City Tramways Ltd. and if so the reply is as follows:

- (1) Yes.
 - (a) Local Road Transportation Board, Cape Town.
 - (b) (i) 28 November 1975.
(ii) 9 December 1975.
- (2) No.
- (3) No.

Putco

continues

down

on

in

this

Putco's accident rate has been dropping significantly in recent years, despite a period of rapid expansion and increased road traffic.

In the year ending June 1971 each Putco driver was averaging 0.82 accidents for every 10,000 km. The accident rate decreased to 0.70 for the year ending June 1975.

"We are on the way to an even better year this year," said Mr Ian Archibald, Putco staff development manager. "We should hit an accident rate of 0.60 for 10,000 km."

This was the case despite the recent collision of two Putco buses in Boksburg, in which two people died and 110 were injured.

It was the first accident for Putco involving fatalities in the last eight bus

1 121
2 163

313

Pirate STAR taxis 7/2/76 grabbed

Dozens of illegal taxi operators were caught in spot checks in Johannesburg last night and this morning.

Today, two plainclothes officers and a uniformed man were pulling in Black drivers in Kerk Street, just off Diagonal Street.

A spokesman said at least six had been found to have inadequate documents.

Last night checks were made on White taxis at the railway station, the Carlton Centre and in Hillbrow. "I can't tell you how many tickets were issued but it ran into dozens," the spokesman said.

"Considering we have 2 000 Black taxis and only 400 White, there are far more White pirates than Black.

Many drivers operate in the evenings after a normal day's work. This is illegal in itself if they have no public driver's permit."

The penalty for operating without such a permit is R20. For not possessing a current cab licence — valid for six months — the fine is R10.

A spokesman for Johannesburg Traffic Department headquarters said the checks were purely routine and amounted to normal law enforcement.

16 - 27 February 1976

University of Cape Town



Bus fares in Cape Town

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

- (1) On how many occasions during the past two years has the company

operating the bus service in Cape Town applied to the Local Road Transportation Board for permission to increase its bus fares;

- (2) whether the applications were granted; if so, on what (a) dates and (b) ground.

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

- (1) Two.
(2) Yes.

- (a) 19 December 1974 and
9 December 1975 respectively

- (b) (i) With regard to the decision taken on 19 December 1974 the grounds are as follows:

(aa) For the months of July, August and September 1974, the company was operating at a loss of R297 000.

(bb) In terms of a new agreement with the Tramway and Omnibus Workers' Union the company had to pay an increase in salaries of 16% in the first year and 5 per cent in the second year, and apart from this increase there was still an overall increase in wages for other employees such as traffic staff, inspectors, ticket officers, wage clerks, etc. These additional wages for the first year amounted to R1 209 000.

(cc) In the second year of agreement the increase in wages amounted to R368 000.

(dd) during the three months period which preceded the submission of the relative application there was an increase in the costs of fuel, buses, spare parts, tyres, etc. of R254 000 in comparison with the corresponding three months period in 1973.

(ee) the rising costs in electricity, rates, water bill, fuel, etc. to be paid by the company amounted to R365 000.

(ff) All in all the projected figure for the full year amounted to a loss of R3 100 000.

(gg) It would not be in the public interest for the company to operate at a loss as the transport services would become inefficient which might cause a curtailment in its services.

(hh) The return on capital employed by the company on the new fare structure would only be 3,22%.

- (2) (b) (ii) With regard to the decision taken on 9 December 1975 the Local Road Transportation Board, having regard to all the circumstances, was satisfied that the granting of the application for the increase was justified. The Board found that the operating costs of the company in particular increased considerably due to the devaluation of the Rand and inflation experienced in South Africa. Furthermore the

Board in coming to its conclusion had due regard to the relative provisions of section 13(2) of the Motor Carrier Transportation Act, 1930 (Act No. 39 of 1930), as amended.

326

Hansard 3
col 223
13/2/76

St Croix project now

R110m

F.M. 20/2/76

Another ferocious hike in the capital cost of a major SA industrial project is that of St Croix, the private enterprise off-shore ore terminal near Port Elizabeth.

Chairman of Consolidated African Mines, St Croix's prime mover, Peter Wilhelmi, tells the *FM* that estimates have risen from last year's R70m to R110m.

The increase is still out of line with cost increases in the engineering plant sector of between 23%-30% pa, voiced by Iscor, whose Sishen-Saldanha iron ore project is now up to R700m from R460m (excluding the semis plant at Saldanha) and, of course, Sasol II, originally projected at R1 204m in 1974 and now R1 900m.

It's all the more stunning in the case of St Croix when one reflects that back in 1968 when the scheme was first put up, costs were estimated at a mere R28m.

The new estimates raise the question: will St Croix ever get off the ground? Wilhelmi is emphatic that work will start in the first quarter of the year — yet time, on that basis, is running out.

Wilhelmi points out that government gave its go ahead on the understanding that Pretoria would not have to guarantee any loans. This, says Wilhelmi,



Wilhelmi . . . up go the costs

has been accepted by Finsider, the Italian State-controlled industrial group said to be interested in investing \$100m in the project.

The St Croix promoters' current headache, according to Wilhelmi, is establishing the necessary infrastructure (which

government apparently is having nothing to do with other than Railways' contribution).

"We're having to put together a whole new commercial package," complains the CAMS chairman.

But the exponents of St Croix have been trying to tie up a package for seven years now. Just how long is a piece of string?

(1) 43
(2) 3/3

Urban growth has affected bus service

NM. @ 18/2/76

PUBLIC TRANSPORT could never return to the efficient levels of 30 years ago without major re-organization of road-use patterns, Mr L R Dickson, general manager of City Tramways, said in Cape Town yesterday.

"Sadly, the way in which we have developed our cities leaves little hope of our being able to even approximate the standards of service of public transport 30 years ago," Mr Dickson said, speaking at a meeting of the Chartered Institute of Transport.

Under present conditions the addition of more buses to our main roads would further slow down those already running, add to costs and inflate fares.

"It is imperative that we get down to basics — get the underlying structure right — the roads, terminals, interchange systems, to make the best use of our buses and trains," Mr Dickson said.

The level of improvement would depend largely on the extent to which the local authorities provided for the bus passenger, and on priorities given such aspects as bus stops, traffic signals for buses and reserved traffic lanes.

The Driessen Report, which among other things advocated the phasing-out of the private car in preference to public transport, should be prescribed reading for all South Africans, said Mr Dickson.

① 313

② ~~312~~ *Feb*

① 3/3
② ~~3/3~~

Putco seeks 10 pc fare increases

RDM
24/2/76

By PATRICK LAURENCE

PUTCO, which transports 500 000 African passengers a day, is seeking fare increases — and has called a meeting tomorrow to explain its position to African leaders.

In a letter to African township leaders yesterday the managing director of Putco, Mr A. Carleo, held out the hope that the increases would be kept below 10 per cent.

The letter was a sequel to a letter last month in which Mr Carleo told chairmen of urban Bantu councils in areas served by Putco that:

● Operating costs had risen by nearly 25 per cent.

● The company was urgently negotiating a 20 per cent increase.

The letter yesterday said Putco understood the Government might meet at least half the 20 per cent from the transport levy and even central treasury funds.

The letter added that Putco would try to reduce the required increases even further by freezing salaries of top employees and by cutting back on running costs.

To meet rising costs, pushed up by petrol price increases and inflation, Putco is seeking additional revenue of about R3-million — 10 per cent of its annual turnover of about R30-million.

Last year holders of weekly tickets were not affected by fare increases, the major burden falling on casual passengers.

The pattern is likely to be repeated when the latest increase comes into operation, Mr Ian Archibald, of Putco, said yesterday.

Putco runs about 1150 buses for Black passengers, carrying a combined total of 200 000 000 passengers a year over 60 000 km.

In the Johannesburg area the biggest operation is handled by the Soweto division with more than 300 buses operating mainly within the township.

The Johannesburg area includes the Alexandra-

Johannesburg service, which Putco believes to be one of the busiest bus routes in the world during peak periods.

The rate of buses at peak hours is one bus every half-minute.

It is the route that has proved the most sensitive to fare increases, having witnessed the Alexandra bus boycotts of 1945 and 1957 over fare increases of less than a cent.

For that reason, Putco has tried to keep fares on the Alexandra route as low as possible, a policy decision which the density of traffic makes possible.

A five-day weekly ticket on that route costs R1.00, with casual passengers paying more.

Putco

under

fire in

Soweto

RDM 25/2/76

By PATRICK LAURENCE

THE Mayor of Soweto, Mr T. J. Makhaya, yesterday criticised Putco for not going through the proper channels in consulting with Africans about its need to raise bus fares.

Mr Makhaya said: "Proposed increases should start with us in the Urban Bantu Council and we should discuss the matter in committee before making any recommendations."

Mr Makhaya who is the chairman of the Soweto Urban Bantu Council, added he might not be able to attend a meeting called by Putco in Soweto today because he had only received the invitation at the "eleventh hour."

African leaders have been invited by Putco to hear in detail about its need for increased fares after two letters to them from Putco explaining the general need to raise fares because of devaluation and petrol price increases.

Mr Ian Archibald of Putco denied that this company had by-passed the "proper channels," referring to letters to African leaders as well as to meetings with them as evidence of Putco's concern about keeping in touch with the African community.

At meetings as far back as September last year Putco's managing director, Mr A. Carleo, and chairman, Mr H. Kolbe, had warned leaders that fare increases were inevitable in view of petrol increases and devaluation, he said.

(1) 313

(2) 323

Regional

Putco puts its fare rise case

*RAND DAILY
MAIL
26/2/76*

By PATRICK LAURENCE
and MATEU NONYANE

A SOWETO Urban Bantu Councillor yesterday taxed the managing director of Putco for wanting to raise bus fares when the company had made a net profit of nearly R1.4-million for two successive years.

The exchange between Mr David Thebahali of the Soweto UBC and Mr Albino Carleo of Putco took place at a meeting in Soweto after Mr Carleo had tried to show how devaluation and inflation had forced his company to seek higher fares.

Mr Carleo replied to Mr Thebahali: "The answer is very, very easy."

Only R126 000 of the profit had gone to shareholders because the rest had to be channelled back into Putco to offset devaluation and inflation, he said.

Mr Thebahali then switched to ask why increased fares were sought when Putco fares had risen by nearly 40 per cent since 1970.

Mr Carleo said: "Since then, African wages have gone up by 120 per cent and the passenger today is actually paying less on transport than he did in 1970."

But, countered Mr Thebahali, Black wages were lower compared with "inflated" White earnings.

Mr Carleo said: "I am not a politician. I am not responsible for the wage differences between the different races."

The meeting was organised by Putco to enable it to explain to African leaders in areas served by its buses why the company was seeking fare increases.

Among the conspicuous absentees was the Mayor of Soweto, Mr T. J. Makha-

ya, who had previously criticised Putco for not going through the proper channels and for sending him an "eleventh hour" invitation.

In his address Mr Carleo said devaluation and inflation had sent running costs spiralling upwards — with fuel rising by 93 per cent, tyres by 62 per cent and spare parts by 66 per cent.

To survive as a company Putco acquired additional revenue of 20 per cent, but hoped the Government would bear half the additional costs so that fares would actually go up by only 10 per cent.

Describing Putco's service to the African community as vital, he appealed to Africans present: "Don't make Putco a scapegoat of political ideas, whims and dreams."

He rejected the image of Putco as a White-controlled company that exploited Africans, insisting: "It is a public company which anyone can participate in. It is quoted on the Stock Exchange."

Putco officials at yesterday's meeting were confident that the Department of Transport would provide subsidies for half its required additional revenue.

But the Secretary for Transport, Mr J. Driessen, declined to confirm their expectations yesterday, although he did say consideration would be given to raising the Putco subsidy if it could justify its case for increased fares.

⊙ African representatives from Alexandra and Tembisa did not attend yesterday's meeting because neither has an urban council or advisory boards. The Johannesburg - Alexandra Putco bus route has proved to be a flashpoint at times of increased fares in the past.



Mr David Thebahali, left, listens as Mr Albino Carleo of Putco explains how the company made a profit of nearly R1.4-million and still needs more.

(1) 313
(2) 323

Black bus fears

NM 28/2/76

Mercury Correspondent

PRETORIA—The Government was warned yesterday of the possibility of disturbances, riots and work stoppages over the threatened 20 per cent increase in urban African bus fares.

The warning came from the general secretary of the Trade Union Council of South Africa, Mr. Arthur Grobbelaar, the president of the Garment Workers' Union, Senator Anna Scheepers, and from the director of the S.A. Institute of Race Relations, Mr. Fred van Wyk.

Mr. Grobbelaar said the danger was obvious. Last year's disturbances in Newcastle showed the sensitive and explosive nature of even small price increases.

"Non-Whites, particularly Africans, are involved in a futile day-to-day struggle to maintain living standards in the face of a 10 per cent plus inflation rate."

Mr. Grobbelaar said the Minister of Bantu Administration was empowered by the Bantu Transport Services Act to impose levies on employers to compensate for higher bus fares.

"We strongly advise him to waste no time in doing this."

Mr. van Wyk stressed the continuing price spiral was imposing severe burdens on the lower income groups, and Senator Scheepers said Black, because of apartheid, had been forced to live many miles from their work.

All three called for bus-fare subsidies from the Government and employers.

① 313
② 323

African bus fare 'step in' warning to Govt

S.T. 29/2/76

(1) 313
(2) 323

Sunday Times Reporter

THE Government was warned yesterday that unless it and employers stepped in swiftly and carried the threatened 20 per cent increase in urban African bus fares the probability of disturbances and work stoppages would have to be faced.

The warning came from the general secretary of the Trade Union Council Mr Arthur Grobbelaar, the president of the Garment Workers' Union, Senator Anna Scheepers, and the director of the Institute of Race Relations, Mr Fred van Wyk.

Mr Grobbelaar said the danger of unrest was obvious. The recent disturbances in Newcastle showed the highly sensitive nature of even small increases.

"Non-Whites, and particularly Africans, are involved in a futile day-to-day struggle to maintain living standards in the face of a 10 per cent plus inflation rate," he said.

Mr Grobbelaar said the Minister of Bantu Administration, Mr M. C. Botha, was empowered by legislation—the Bantu Transport Services Act—to impose levies on employers to compensate for higher bus fares.

Senator Scheepers said Blacks, because of the apartheid policy, had been forced to live many miles from their work centres.

"Government policy has compelled them to spend a great deal of their time and money travelling in and out to work every day. It is only right, therefore, that the Government should fully subsidise transport from the townships."

Give us some recognition, hauliers plead

S. Times.
29/2/76.

SOUTH AFRICA'S road transport resources are not being fully used because of the Government's protective attitude towards the Railways and its lack of encouragement to the private sector.

The largest representative body — the Motor Transport Owners' Association — has made repeated requests to the Government for recognition, all to no avail.

The association claims that its aims are to reduce red tape, use resources to the full and to operate in the most economical way, not against the SAR but in conjunction with it.

Anthony Serrano, president, said: "There has been a complete misunderstanding about our intentions. We are not against SAR. We would like to work closer with SAR or any entity that is prepared to be a party to a rationalisation of the transport industry, which is not being fully used considering the resources available.

mining, it has not yet received recognition by the appropriate authorities.

"The official view is that formally it cannot be recognised until the industry is completely united.

"However, considering the complexity, the widespread and diversified structure of the make-up, it is my view that our endeavour to bring the organisation under one roof could have succeeded had the Government given some positive encouragement," he said.

But, as Mr Serrano pointed out, such encouragement could not be easily forthcoming from a ministerial department that is also responsible for railways.

"The end result and the main target and objective is for all of us to harness the transportation resources of the country and have them adequately co-ordinated in the national interest.

"We want direct encouragement from the Government to use our resources to the full," he said.

The association is both active and persistent in making known those aspects of the industry it feels are devious, ineffective, unnecessary or bad.

Comprehensive evidence has recently been given to the Government commission reviewing the Road Traffic Act. "Judging from cross-examination of the points made, we are hopeful that the existing red tape, which is detrimental to productivity and economical operation, will be eliminated.

"Apart from this, there is the urgent necessity for the investor in this industry to be assured that his capital is safeguarded," said Mr Serrano.

Mr Serrano was referring to the various conditions contained in a permit, which has to be renewed annually.

A member who receives

authority and invests capital in that sector could face bankruptcy if that authority is withdrawn the following year.

"This slows down the long-term investment in the industry. We would like to see, other than for serious offences, that for so long as the authority is being used in the public interest and in the most efficient way, it should not be withdrawn.

"A bona fide operator who has proved to be effective and efficient and has kept up to standard should not have to have his permit reviewed for five years," he said.

Another problem facing the industry is the way in which permits are granted.

"Interpretation by the various boards varies to the detriment of the State and the industry. Permits should be considered in the national scheme. A central board should look at these applications in a national way," he said.

Rail-oriented

"Some freight is so railway-oriented that it will always be for the SAR, but there are other loads more suited to road transport because of the speed by which they can be carried, and the economic factor," he said.

The association wants to be the mouthpiece of the road transport industry in discussions with the Ministry of Transport.

"It is, indeed, a very great pity and a major source of concern that in spite of this industry being the largest single one of its kind outside

(1) 2/5
(2) 3/5

15c bus
fare ^{1/3/76} *Nov*
brings
boycott

East Rand Bureau

Thousands of Africans walked up to 10 km from their homes at Kwa Thema to work at Springs today rather than pay increased bus fares.

Others paid 40c for a taxi ride — but all were determined to hold out against a 15c fare. The fare has doubled over the past few months.

When Putco took over the Springs service last year the fare was 6c each way. This was raised at once to 8c and later to 10c.

Last week, commuters were told they must pay 15c from today.

A regular bus user, Mr M Mtuli, said: "It would mean 30c a day for bus fares, and we have no assurance they will not go up again in a few weeks or months."

Nobody at Putco head office was willing to comment.

In Kwa Thema, hundreds of people lined the streets and police cars were seen cruising about, but the mood of the crowd was good humoured.

A taxi driver said he had been on the go non-stop since 5.30 am — far longer than usual on an ordinary working day. He was expecting a rush after work today.

A spokesman for Springs' largest factory said nearly all the complement of 400 African workers had turned up for work, but most had been late.

(313)
(2) 323

EMBARGO : 2ND MARCH, 1976 AT 21h00

ADDRESS DELIVERED BY THE SECRETARY FOR COMMERCE AT THE FIRST
ANNUAL DINNER OF THE CAPE TOWN DIVISION OF THE ASSOCIATION OF
SHIPPING LINES (CAPE TOWN, 2ND MARCH, 1976)

Mr. Chairman and Distinguished Guests:

There are occasions in our national life when it is both appropriate and justified that tributes be paid to positive performances by individual members of our community.

And I believe that this gathering provides a fitting occasion for me to do so.

Firstly/.....

-2-

Firstly, on behalf of all my fellow guests and myself, I wish to pay a warm tribute to our kindly hosts, the Cape Town Division of the Association of Shipping Lines, for the generous hospitality which they have extended to us tonight on the occasion of their first Annual Dinner and which, I feel sure, everyone of us has enjoyed with genuine feelings of appreciation and satisfaction.

Secondly, I would like to pay a tribute tonight to the shipping lines, both of our own country and of other nationalities, which continue to serve South Africa's coastwise and overseas seaborne trade in such an efficient and reliable manner.

In my capacity as Secretary for Commerce I have, amongst others, a direct responsibility for the promotion of South

Africa's/.....

Africa's export trade in which shipping plays such a vital role. And, in my capacity as Chairman of the South African Shipping Board, I am directly interested in the availability of regular, dependable and suitable shipping services to cater for South Africa's total foreign trade, both imports and exports, and to meet the growing needs of its coastal seaborne traffic.

I am, therefore, deeply conscious of the fact (and I know these feelings of mine are shared in various official circles in South Africa) that our country's sustained economic progress depends to a large extent on the continued availability of the services

provided/....

provided by those shipowners who employ their talents and resources in the provision of suitable and dependable means of sea transport both in South Africa's overseas trade and in its coastal cargo movements.

But I submit that these shipowners, who make a living out of the seaborne traffic opportunities available to them in the South African trade, likewise have a strong degree of dependence on our country's sustained economic prosperity. In fact, they can only prosper as long as the South African economy continues to prosper. There is, therefore, a strong link of common interest between these shipowners and the Government which dictates that both of them should constantly try to harmonise their policies and actions in the field of shipping so as to serve the best interests of the country as a whole.

Moreover,/....

Moreover, I also know that, in their efforts to serve South Africa's shipping needs both efficiently and adequately, these shipowners are frequently confronted with difficult problems of adaptation to changing circumstances.

One such a problem was the conditions of cargo congestion which developed in South African ports towards the end of 1973 and which continued to prevail during the best part of 1974. These abnormal conditions caused considerable shipping delays at our ports, and required great efforts on the part of the shipowners engaged in our coastal and overseas seaborne trade to maintain a reasonable frequency of sailings in order to avoid a disruption of the economic life/.....

life of our country. And I would like to pay another tribute to them tonight for the effective manner in which they were able to adapt themselves to these abnormal circumstances at the time.

But, thirdly, I wish to pay a warm tribute to the management and personnel of the South African Railways for the wonderful work they did at the time to increase the cargo throughputs at our ports and generally to improve both the efficiency of our port operations and the movement by rail of cargoes to and from our ports so as to reduce and eventually to eliminate, the port delays to ships serving our trade. Their positive achievements during those abnormal times, coupled with the effective procedures for co-operation and consultation which they were able to establish between themselves and our Customs Authorities, the shipowners as well as/.....

as well as the other individuals and organisations directly involved in the operation and utilisation of our port and railway facilities, led to a satisfactory solution of the problems experienced by us at the time which deserve the gratitude and appreciation of all of us who are interested in the maintenance of South Africa's foreign and coastwise seaborne trade.

And, last but not least, I wish to pay a tribute tonight to ~~Desmond Lawrence~~ who is now retiring from the ~~very anxious~~ position of leadership he has occupied for a considerable time in the South African operations of the Europe/South Africa Conference Lines.

During his term of office in this capacity, Desmond not only
succeeded/....

succeeded in strengthening the ties of ~~common~~ interest and understanding which have traditionally existed between the Conference Lines and the Government. But, what is more, he also managed to create amongst local shippers a better appreciation of the true value to our trade with Europe of the shipping services provided by the Lines, and to recapture the support for the Lines' services of some of our shippers who had tended at one time or another to support the cut-rate operations of non-members of the Conference.

Desmond will now be moving to another field of activity not unrelated to that to which he so faithfully devoted himself during the past years.

To him, and to his charming wife, I wish to extend, on behalf of all of us, continued good health and prosperity in the years that lie ahead for them.

Finally/.....

Finally, to the members of this Association I would like to convey a special message of encouragement and good cheer in these times when prophets of gloom both here and abroad are doing their utmost to create feelings of despondency and of hesitancy amongst those private entrepreneurs who are directly concerned with, and dependent on the economic fortunes of our country.

Nobody who is acquainted with present day conditions and circumstances, would deny the fact that South Africa is now confronted with formidable problems, both in the external political and domestic economic fields. But our country still remains essentially a bastion of political stability and economic vitality at a time when

other/.....

other countries of the Western world are being rudely shaken by the moral degeneration and lack of constructive leadership displayed by many persons of high office within their respective borders. And, above all, South Africa possesses, in my opinion, human resources with the necessary qualities of enterprise, initiative and determination to enable it to find practical solutions to the most formidable problems with which it may be confronted.

I believe, therefore, that we have, as a nation, every right to view the future with well-founded confidence - confidence not only in the essentially positive characteristics of our people to which I have just referred, but also confidence in the inherent features of strength and resilience of the domestic economy which, I am convinced, will before long carry us to a renewed era of economic growth and prosperity.

To the/....

To the shipowners serving South Africa's foreign and coastal seaborne trade I wish to extend my best wishes for the success of their continued operations in these fields of activity - and particularly so at a time such as the present when they are about to embark on major structural changes in their operations resulting from their impending switch to containerised sea transport. I know that we can rely upon their traditional qualities of ingenuity to find practical solutions also to any problems which these major changes in their operations may present to them.

UITGEREIK DEUR DIE DEPARTEMENT VAN INLIGTING OF VERSOEK VAN
DIE DEPARTEMENT VAN HANDEL.

KAAFSTAD
2 MAART 1976

'Pirate' taxi drivers held

2/8/76. STAR

At least 10 "pirate" taxi drivers have been arrested in Kwa Thema, Springs, as the Putco bus boycott enters its second day.

About 1 000 walked to work today and many were picked up by private cars and taxis.

Road Transportation Board officials swooped on dozens of cars carrying people to work. Drivers had to prove that whoever they were carrying were not fee-paying passengers.

The boycott has also claimed its first tragedy. Mrs A Mayoyo, of Kwa Thema, was knocked down by a bus which ran into a crowd of people waiting at the township offices.

The bus then accelerated and disappeared in the direction of the town. It is believed that the bus was stopped by the police somewhere near the police station.

Mr I Archibald, public relations officer of Putco, confirmed that the boycott was still on. However, he mentioned that only casual passengers were affected because those who use season tickets had bought them at the weekend before the increased fares.

He warned that passengers who did not use their tickets were not

going to be refunded unless they produced genuine reasons why they did not use them.

Coloured taxi drivers on the East Rand are to ask the Coloured Development Corporation for money to form an autonomous Transvaal Coloured bus service because they are dissatisfied with the inefficient and inadequate service provided by Putco.

Hundreds of drivers will meet in Coronationville on March 20 to form an association whose first task will be to approach the corporation.

(1) 313
(2) 323

Long walk, ^{RDH} empty^{2/8/76} buses³

(1) 313
(2) 323

By PATRICK LAURENCE

INCREASED fares yesterday sparked a total boycott of Putco buses by thousands of African commuters from Kwa-Thema township, near Springs.

Mr Ian Archibald, of Putco, said of the boycott: "It was obviously well organised. They started walking to work very early. There was no intimidation at the bus stops."

However, on Sunday night a bus was stoned and a woman passenger was flogged by boycotters.

Putco is seeking a 20 per cent increase in its fares to offset devaluation, but the increased fares introduced on the Springs-Kwa-Thema route yesterday were not the first instalment of the 20 per cent.

It was part of a pre-devaluation increase which was approved last year. The post-devaluation increase has still to be implemented.

Weekly tickets were not affected by the increase yesterday, but cash tickets rose 5 cents on previous fares of 10c, 15c and 20c.

What is puzzling Putco officials is that weekly ticket holders, who were not affected by yesterday's increase, joined the boycott to make it totally effective. Workers either walked or took taxis and other transport.

Social scientists and trade unionists have warned that the proposed 20 per cent increase could provoke resistance in the form of boycotts from African commuters and have urged the Department of Transport to subsidise passengers for the full amount.

Putco officials are confident the Government will meet half of the proposed 20 per cent, but the Secretary for Transport, Mr J. Driessen, has not yet committed himself officially.

The mood of returning workers yesterday seemed to be cheerful rather than angry, but underneath the smiles was a hint of determination.

Russians in SA trades?

By GEORGE YOUNG, Shipping Editor

THE RUSSIANS are coming! This is the belief of shipping concerns associated with the South African trade who expect some of the Comecon freighters engaged in trade to East Africa to seek cargoes back to Europe in the Republic. The ascendancy of communist-bloc freighters and their breaking into trades world-wide is a source of concern for Western operators.

In the Pacific and Eastern Mediterranean the incursions by Russian and other communist-bloc ships into established trades, offering transport at 30 percent discount on standing rates, have created alarm for the more expensive vessels of other countries.

The Russians are not in the sea business for profit motive. They seek only foreign currency with which to pay for their formidable imports of cereals and other foodstuffs.

They have developed a significant fleet of fast, modern freighters in recent years and are exploiting money-spinning trades.

No foreign government has dared to interfere with what could amount to serious flag discrimination, for any legislation to keep the Soviet ships out could lead to reciprocal legislation in communist and communist-orientated countries.

And in spite of rumours of legislation being planned against non-conference sailings to and from South Africa, the shipping world does not expect South Africa to do anything. It would start a chain reaction which could seriously harm Safmarine in its foreign connections and even close some foreign markets to South African exports.

Except for Poles, which are loading produce at the Cape for Australia at a reported 20 percent rebate

on established tariffs, the Comecon ships have not been here.

Shipping lines do not expect them to be long in coming for the following reasons:

- They come south through Suez with Soviet and Eastern-bloc cargoes for Uhuru countries of East Africa and are then without return cargoes;

- They believe that even by cutting established rates of East and South African Conference sailings by 30 percent they can still make a profit;

- South Africa offers one of the few sources for north-bound cargo;

- The payment of freights in sterling or dollars would constitute for the Comecon ships an important revenue.

In the circumstances, there is a belief that before the year's end communist ships will be loading bulk exports including maize, ore and even coal on the coast.

After all, it is one of the basics of free trade and a corner-stone of Western practice that a shipper must seek the cheapest means of transport. And it could mean, of course, the opening of more markets for South African products in the Eastern bloc.

There are at political levels all sorts of obstacles to trade by the Republic with communist countries but the business is still there, nonetheless.



"Azikhwelwa" is the slogan of bus boycotts in Black townships. It simply means: "Don't ride them". Here a group of boycotters show their determination to walk until word is given that fares will be decreased. Some walk, others cycle and the rest travel by taxi or other transport.

11/13/76

Bus boycotters sing and smile their way home

By JOHAN BUYS

THE voices of a truckload of Black workers blended sonorously in the strains of "Nkosi Sikelele Afrika" as the truck threaded its way through the busy Springs afternoon traffic to Kwa Thema yesterday.

The truck was one of several factory vehicles taking workers home on the second day of the Putco bus boycott. The pavements and footpaths along Springs-West Road to Kwa Thema were choked with men and women on the long march home.

But there was a smile on every face. There is no malice — just a stubborn determination not to give in to the 20 per cent increase in fare which would take a sizeable chunk off the weekly earnings.

Said one weary foot-slogger, Mr Joseph Ramathibela: "We will keep on walking as long as this increase remains. Putco must pay their drivers, although there are no passengers. But let us see how long they can go on paying

while buses return empty every day."

The Traffic Department arrested several pirate taxi drivers who were cashing in on the boycott.

Putco feared the boycott might "spread like wild-fire" unless larger subsidies were made available. Mr Ian Archibald of Putco told PATRICK LAURENCE yesterday.

The boycott was sparked by an increase of 5c in cash fares on three main routes in the area, although the price of weekly tickets remained unchanged.

But the hike in cash fares in the area was a deferred application of an increase which was approved last November — and an application for a new increase of 20 per cent is already in the pipeline.

The new increase — to offset the sharp rise in transport costs which followed devaluation of the rand last September — would be applicable throughout the country and involve all of the nearly 200-million passengers using Putco buses each year.

Unless the increase was substantially subsidised by the Department of Transport, passengers would have to meet it from their own pockets and their reaction might be a series of boycotts, Mr Archibald feared.

Putco officials were hopeful yesterday that the Department of Transport would subsidise at least half the proposed increase, but the secretary for Transport, Mr J. Driessen, did not confirm their hopes. He merely said the application would go through the normal channels.

① 313
 ② 105
 ③ 320

Bus company to get R150 000 after strike

CAPE TOWN — An East London bus company will be paid out over R150 000 for losses and salaries during a boycott of its service although it has been bought by the Xhosa Development Corporation for R7.9 million.

But in the House of Assembly yesterday, the Minister of Transport, Mr. S. L. Muller, defended the payment because the government had asked the company to continue operating when it wanted to close down.

His explanation was, however, rejected by a number of United Party MPs who queried the "ex gratia payment" of R152 418 to the Border Passenger Transport Company, which was part of the large Tollgate Holdings Group.

During the debate on the amount, the Progressive Reform Party's Mrs H. Suzman (Houghton) said she had no objection to the minister's actions. He had taken the intelligent preventative action to diffuse an explosive situation.

The minister explained that the government had undertaken to pay the bus company for losses during the boycott of its services at the end of 1974 so that before its takeover by the XDC, drivers and staff would be paid and not laid off so that the new company could continue to provide a transport service to the black people in East London.

The boycott had been sparked off by a raise in fares which had been

approved by the local Road Transportation Board. If the government had not made these arrangements, no continuity in service could have been achieved and it would have been disrupted completely.

But the UP's spokesman on transport, Mr W. V. Raw (Point), said this payment was not the function of the Department of Transport and Mr H. G. Bell (East London City) said if the payment was necessary it should have been paid to the new company.

However, the minister rejected these arguments. He said the government was obliged to compensate the original owners because it had undertaken to do so if it kept the service going. — PC.

Putco fears bus ban could spread

3/3/76 NH

Mercury Correspondent

JOHANNESBURG — Putco fears the bus boycott in the Springs-Kwa-Zulu area can spread like wildfire without larger subsidies, says Mr. Ian Arronwald of Putco.

The Springs-Kwa-Zulu area boycott was sparked by an increase of 5c in fares on three main routes, although the price of weekly tickets remains unchanged.

But the 5c rise was approved last November—and an application for another increase of 20 percent is in the pipeline. The new increase, to

offset the sharp rise in transport costs which followed devaluation of the rand last September, would be applicable throughout the country and involve nearly all the 200-million passengers using Putco buses each year.

Unless the increase was substantially subsidised by the Department of Transport, passengers would have to meet it from their own pockets.

Putco officials were hopeful yesterday that the Department of Transport would subsidise at least half the proposed increase.

But in an interview the Secretary for Transport, Mr. J. Driessen, merely repeated that the application would go through the normal channels and be considered on its merits.

As the Springs-Kwa-Zulu area boycott entered its second day yesterday Mr. Driessen did mention that Springs businessmen did not pay the transport services levy which Johannesburg businessmen must pay.

The Rand Transport Services Act provides for a levy of 1.2 percent on

(1) 313
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Fare rise plea by Putco

NM 4/3/76

Mercury Reporter

PUTCO yesterday applied to increase most of its Durban area bus fares while the bus boycott in the Springs-Kwa Thema area, served by its Transvaal fleet, was entering its third day.

Natal divisional manager Mr. Victor Edwards said he had been told to go ahead with the Durban applications for Kwa Mashu, Ntuguma, Inanda, Umhlanga, Mount Edgecombe, Umlazi, Umbumbulu and Kwa Makhutha.

Most fares would be increased by 2c a journey or an average of 20 per cent.

At the request of the Department of Transport, Putco, by this application, was seeking to differentiate between workers subsidised by the department, and casual passengers.

The increases were planned in three stages and casual passengers eventually would be paying an economic rate and double that of the worker.

On the Kwa Mashu route, the present 11c and 12c fares would become 13c and the 13c and 14c would become 15c. The 5c, 6c and 7c fares within the township would become 6c.

When sales kiosks are built in the townships, probably this month, season tickets for 10 to 12 journeys will be available at these fares.

Casual passenger fares will then increase to 17c and 20c on this route.

Six months after approval, Putco intends asking for casual fares to be increased to 20c and 25c on this route — and after another six months to 25c and 30c.

On the third application, the season tickets will also go up.

"This is the first increase the passengers have had since May 1974," explained Mr. Edwards.

① 313
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Sales kiosks for the season tickets would be open on Friday evenings, all day Saturdays and from 3 to 8 a.m. on Mondays. If there was a demand for other times or for sales direct to employers, this would be met.

Mr. Edwards also alleged that a "terror" campaign was being organised by pirate taxis in Kwa Mashu.

A Putco driver on the early run between the railway station and the main Kwa Mashu pick-up point was allegedly shot at yesterday.

The driver, Mr. Exodus Mhlango, told police he heard a shot from a passing car.

Mr. Edwards said the campaign started a few weeks ago when pirate taxis in the township were forced to put up their fares.

Many of their passengers returned to the buses.

"They started with 15cm nails under the tyres of stationary buses. As the tyres deflate, the bus driver is forced to refund fares and the taxis are waiting to take the passengers to town."

He said the next move had been to use finely sharpened engine valves.

"We have had four cases this week and they are all on the same route," said Mr. Edwards.

① 313

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I'll help end boycott, says transport chief

Staff Reporter

THE Secretary for Transport, Mr J. Driessen, yesterday telegraphed the Kwa-Thema Advisory Board chairman, Mr A. Khumalo, promising to help find a settlement to Springs - Kwa-Thema bus boycott.

His telegram was in response to an earlier telegram from Mr Khumalo, asking the Department of Transport to apply the Bantu Services Levy Act to Springs to release funds to subsidise African transport.

Mr Driessen's telegram read: "Your request is being considered and all possible steps will be

taken by my department to assist you."

The application of the Act to Springs would provide some R20 000 a month to subsidise African commuters.

Mr Ian Archibald of Putco yesterday cautioned against any hopes that application of the Transport Levy Act would provide an easy solution to the deadlock.

He doubted if R20 000 a month would enable Putco to lower its fares to the old level because even with the new cash fares the company was operating below its calculated minimum cost of 1,50c per km per passenger.

① 313
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Springs buses taken off

STAR
8/8/76

East Rand Bureau

The Springs bus boycott — resulting in a daily loss of about R6 000 in fares and affecting about 25 000 people — entered its second week today with no relief in sight.

As the West Springs road was lined again with pedestrians and lorries sent by employers to save their workers the 10 km walk from Kwa Thema, there were several fresh developments.

- All buses appeared to have been withdrawn from the boycott route this morning after running empty last week.

- The Springs Chamber of Commerce and Industry called a meeting on the boycott for tonight.

- It was revealed that a meeting between the bus company, Putco, and Kwa Thema leaders ended in deadlock on Friday.

- The management committee of the township has offered to call off the boycott if fares are reduced to their former level, pending discussions about possible "reasonable" increases.

DENIAL

Mr J Kumalo, leader of the management committee, said today Putco had promised another meeting later on Friday after the first meeting ended in deadlock.

Kwa Thema leaders were still waiting for Putco to return to them as promised.

"We are prepared to talk but we are not prepared to tell our people to pay the higher fares — often at great hardship, to themselves — unless we are convinced this is necessary," Mr Kumalo said.

He denied Putco's claim that only a few thousand people were affected by the increases of "casual" fares.

Get permits, bus boycott beaters told

RDM

9/8/76

By JOHAN BUYS
SPRINGS. — Police have warned employers transporting Black workers from townships during the Putco bus boycott to obtain permits from the local Transportation Board.

The boycott ended its seventh day in stalemate yesterday as more than 20,000 Black workers started the 10 km walk home from the factories and suburbs.

To make sure that their workers get to work on time, industrialists and other employers transport them to and from the townships in lorries.

Brigadier J. W. Wiese, Divisional Commissioner of Police for the East Rand, said yesterday that these people were breaking the law if they transported staff without spe-

cial permits from the Road Transportation Board.

"They are not covered if they are involved in accidents and are liable to prosecution," Brig Wiese said.

"We are not unsympathetic to employers and understand their predicament in this boycott, but we would like to advise them to get these permits, as many of them are not aware that they are breaking the law," he said.

Commuters said they would boycott Putco buses as long as the new increased fares remained. Buses have been withdrawn from the Kwa Thema route while the boycott lasts.

A meeting last Friday between the Kwa Thema leader, Mr J. Khumalo, and Putco officials ended

in deadlock. Mr Khumalo said he and other Kwa Thema leaders were prepared to negotiate.

Although the boycotters are slowly getting fed up with walking the 20 km to town and back every day, they are well behaved and the crisis has been unmarked by serious incidents. Police are standing by in the townships during peak hours to keep a watching eye.

Springs Town Council, which previously owned the Black bus service, has decided to stay out of the affair, saying it is purely a matter between Putco and the boycotters.

Industrialists in Springs are not in favour of subsidising the transport costs at this stage. Their attitude is that it would create a precedent.

① 313
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How to stop the boycott

By JOHAN BUYS RCM

If domestic employers would do the same as commerce and industry — pay their labour a sufficient wage to allow them to live and travel to and from work — it would be a solution to the Springs bus boycott.

But if commerce and industry were to subsidise Black fares to end the Putco boycott, it would be subsidising the employers of domestic labour.

This is the reason given by the Springs Chamber of Commerce and Industry yesterday for not subsidising fares for Black workers who are boycotting Putco because of fare increases.

Thousands of Blacks were still boycotting the service yesterday and

walking the 10 km from Kwa Thema township to Springs.

Meanwhile pirate taxis are finding the boycott a golden opportunity to cash in and are converging on Springs from places as far away as Nigel and Johannesburg.

A spokesman for the Springs Owner Taxi Association accused the Springs Traffic Department of being inefficient for not clamping down hard enough on pirate taxis.

There are about 400 Kombis operating full-time as taxis and making a living for their owners who are not operating as licensed or registered taxis," Mr Israel Thorne, the association's chairman said.

Because of this legitimate tax drive are robbed of business and are finding it hard to make ends meet with higher overheads than subsidised taxi operators are charged.

The association has nevertheless increased fares from 30c to 50c per trip in sympathy with the tax collectors.

A spokesman for the Springs Traffic Department countered with the claim that every taxi in Kwa Thema was a pirate taxi because they picked up friends on the way to work and charged them for the trip.

"A pirate taxi is cheap, that either a bus or a legitimate taxi will have had taken them in the past but the practice continues."

Tabel 14 Arbeidskoste per arbeider per jaar vir die Rûens

Jaar	Kon- tant	Bonus	To- taal kon- tant	Melk	Suiker	Me- diese koste	Kle- ra- sie	Onge- valle Ass.	Ander	To- taal Nie- kon- tant	Totaal	Aan- tal Ar- beids- een- hede	Koste Ar- bei- der/ dag	Aan- tal Ar- beiders
"55/56	144,82	1,65	146,47	/	/	/	/	/	112,32	112,32	258,79	278,0	0,38	3,2
"56/57	152,32	8,58	160,90	/	/	/	/	/	118,59	118,59	279,49	361,0	0,39	3,3
"65/66	205,63	/	205,63	3,37	/	2,30	3,15	4,00	5,10	94,87	300,50	226,0	0,75	3,4
"66/67	224,77	/	224,77	6,28	/	2,34	3,70	4,48	5,33	92,81	317,58	190,0	0,78	2,7
"67/68	231,95	/	231,95	5,14	/	1,53	3,52	2,50	0,95	58,83	291,78	210,3	0,81	2,8
"68/69	244,41	27,58	271,99								408,47	243,0	0,86	3,0
"69/70	258,56	28,70	287,26								422,15	213,0	0,89	2,8
"70/71	266,69	31,75	298,44								460,74	227,0	0,89	3,3
"71/72	311,71	35,12	346,83								508,38	231,0	1,08	3,0
"72/73	314,53	27,69	342,22								374,54	194,0	1,14	4,1
"73/74	384,18	38,62	422,80								673,60	191,0	1,39	3,1
"74/75	394,49	61,21	455,70								842,07	171,0	1,58	3,1
"75/76	449,77	57,68	507,45								987,32	151,0	3,08	3,1

Leave to increase passenger fares

519. Mrs. H. SUZMAN asked the Minister of Transport:

- (1) (a) On how many occasions since 1970 has a company, the name of which has been supplied to his Department, applied for leave to increase passenger fares and (b) what was the date of each occasion;
- (2) (a) which of these applications were granted and (b) what was the percentage increase in fares in each case;
- (3) whether subsidies have been paid to this company from the Bantu Transport Services Account during these years; if so, what amount during each year.

The MINISTER OF TRANSPORT:

- (1) (a) Eight.
- (b) (i) April 1971 in respect of all routes.
- (ii) April 1972 in respect of all routes.
- (iii) January 1974 in respect of all routes.
- (iv) February 1975 in respect of the Vynberg, Edenvale and Dobsonville routes only.
- (v) April 1975 in respect of the Pretoria and Durban routes only.
- (vi) May 1975 in respect of the Boksburg routes only.
- (vii) August 1975 in respect of the Soweto and Southern routes only.
- (viii) January 1976 in respect of all routes.
- (2) (a) The applications mentioned in (1)(b)(i) to (1)(b)(vii). The application mentioned in (1)(b)(viii) has been granted except in so far as it relates to the Durban routes. This part of the application is still under consideration.
- (b) April 1971: 6,1%.
April 1972: 5,5%.
January 1974: 13,9%.
February 1975, April 1975, May 1975, August 1975: 11,5%.
January 1976: 10% in respect of that part of the application which was granted.
- (3) Yes. Records are not kept in respect of calendar years. The required information is only available in respect of the various financial years except for the financial year 1975-'76 in which instance the latest figure available is for the period 1 April 1975 to 31 December 1975.
- 1969-'70: R1 412 548-55.
1970-'71: R1 669 824-33.
1971-'72: R1 457 659-23.
1972-'73: R2 051 915-04.
1973-'74: R2 224 495-88.
1974-'75: R2 808 260-55.
1 April 1975 to 31 December 1975: R2 569 170-33.

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BUS FARES

Don't blame Putco

Putco is in a corner. On the one hand it urgently needs fare hikes to restore sagging profitability. On the other it faces unyielding resistance from African commuters whose outlays on transport make up a hefty portion of their weekly budgets. For them fare hikes are a red-hot issue.

Squeezed by soaring costs, Putco reckons it needs to raise revenues by around 20%. Last October's fuel price increase, for instance, will add R1.4m to its annual petrol and oil bill, while devaluation will put up the price of spares and



A red-hot issue

tyres by a similar amount. Pre-tax profits slumped from R1.9m in the half-year to December 1974 to R824 000 in the 1975 half-year.

Putco is asking government to increase its handout from the Bantu Services Levy Fund by about 10%, which means an average 10% fare increase for all passengers using Putco buses in the Natal and Transvaal (other than Springs). Some routes will go up more than others. For instance, there will be no season ticket increase on Johannesburg's busy Alexandra-Noord Street run, while passengers travelling between Alexandra and Kensington will have to fork out an extra 25%. In general, casual passengers will find their fares up more than regular travellers.

Chances are that Putco will get both the fares and subsidy increases it seeks. All local road transportation boards, except Durban's, have already sent recommendations to the National Transport Commission which meets soon to take a final decision.

Both Putco and Pretoria are reluctant to disclose the total subsidy being sought but, as one source put it: "The R2.2m paid out in 1973-1974 is small in relation to what the subsidy is now."

Putco also admits that the proportion of subsidy to fare revenue has been going up. For instance, if the new proposals get the NTC's nod, costs on the Alex-Noord Street route will be covered half by subsidy and half by fares.

Main source of subsidies is the Bantu Service Levy Fund into which employers pay a monthly maximum of R1/worker for transport services. The present levy in Johannesburg is 50c, though most Reef employers pay R1. If the NTC is prepared to hike Putco's subsidy, employer contributions may also have to go up.

Small sums are also paid from the Consolidated Revenue Fund on some Reef routes where long distances make employer levies inadequate.

No subsidies are paid on the troubled Springs routes where Putco has taken over a service previously subsidised by the Municipality. Putco tells the *FM* it is currently losing R6 000/day on these routes but Springs employers are reluctant to pay transport levies. The company isn't saying how or when it hopes to resolve the present boycott.

Regular subsidy hikes are certainly not the long-term answer to either Putco's

financial problems or Africans' grievances. Not only do they breed inefficiency in operating companies, they give passengers the false impression of an inexhaustible fund from which all the operators' cost increases can be paid. They are merely the symptoms of two diseases — low Black wages and enforced settlement, long distances from major work centres, which add to the resentment.

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CAPE TIMES 12/3/76

Bus profits anger MP

Political Correspondent

THE UNITED PARTY MP for Green Point, Mr Lionel Murray, reacted strongly yesterday to the news that Tollgate Holdings — owners of the City Tramways — has pushed up its profits by 64 per cent to R3,9 million in the first half of the current year.

He said in a statement that bus users in the Peninsula would be astounded by the big jump in profits, which had flowed from continued improvement in earnings in the passenger transport division.

Mr Murray pointed out that "enormous" bus fare increases had been allowed year after year by the Transportation Board because of the "overall unsatisfactory financial position" of City Tramways.

The Minister of Transport, Mr S L Muller, had, he said, given the assurance that applications for increases were carefully analysed and carefully investigated by the department's cost accountant.

"Parents of school children, pensioners, and salaried workers will question with justification the ef-

ficiency of these investigations," Mr Murray said.

"They are expected to accept wage-fixing yet the Government happily provides this gigantic profit hike to the shareholders in this monopoly-orientated company.

"Anti-inflation appeals and slogans are mean-

ingless when this profit hike is possible and ratepayers' associations are refused a hearing by the board."

According to the interim report of Tollgate Holdings published this week, increased costs have been "adequately covered by increased revenue" and the group is heading for a record year.

'No justification'

Staff Reporter

THE DECISION to grant fare increases to the City Tramways Company has again come under sharp attack from the Progressive Reform Party, following a report that the profits of Tollgate Holdings have climbed by 64 percent during the current year.

Yesterday the party's spokesman on transport matters, Mr Rupert Lorimer, MP for Orange Grove, said he would place a question on the order paper asking the Minister of Transport, Mr S L Mul-

ler, whether transportation boards in the areas in which the company operated would consider cutting bus fares.

Mr Lorimer said it appeared that as the holding company's profits were related to earnings in its passenger transport division, there seemed to be no justification for allowing the recent fare increases.

"The fact that increases in the price of fuel have been covered by subsidies from the levy fund means that the increase in bus fares should not have been granted," he said.

Bus fare price hike explained

EAST LONDON

Members of the Border Chamber of Industries at a special meeting yesterday were told of the reasons for the increase in the Ciskei Transport Corporation's bus fares to and from Mdantsane, which will come into effect on 1 April.

They were also asked to pass on this information to their respective liaison committees, and to explain that should there be a boycott of the bus services, the CTC would have no option but to close the service down and dismiss its 318 drivers, 58 inspectors and 300 workshop employees.

Mr F. S. Meisenholl, general manager of the Xhosa Development Corporation, which administers the CTC, explained that the new, increased fares would not benefit the bus service by even one cent.

"These increases merely replace the special Government subsidy which has been granted as a temporary measure only since the end of 1974. This subsidy has already been extended twice, to allow the CTC to get on to a proper footing and to ease the immediate burden on the commuters."

He explained the last fare increase was in March 1973 and that since then fuel costs alone had risen by 257 per cent.

Mr Meisenholl referred to a statement on the proposed fare increases by the Chief Minister of The Ciskei, Mr L. L. Sebe, in which he had agreed that the increases were reasonable and necessary, as had the leader of the opposition in the Ciskei, Chief Justice Mabandla.

Mr S. Frame, addressing Mr Meisenholl, attacked the mono poly system, which was affecting local industry. "We have to rely upon a single transport system for moving all our employees, and this is not only wrong, it is dangerous" he said.

"I would go further" he added, "and say it is even blocking our industrial expansion. Potential industrialists who visit here take one look at what they must rely upon to move their workers and say 'That's not for me'."

Mr Frame said no doubt there had been some improvements in the bus service since it had been taken over by the XDC, but his employees and, no doubt, those of other companies as well, were still most dissatisfied.

"Your buses rarely keep to schedule, your drivers' attitudes leave much to be desired, and on Mondays some of them arrive late and, as a result, so do our workers."

Mr R. A. Recsei, president of the Border Chamber of Industries, who chaired the meeting, said he did not think anyone would disagree with Mr Frame, and that commuters had many grievances, some justified and some not justified.

"The Chamber of Industries has, for years, been asking the Railways to take a more active role in the transporting of workers, but so far without success."

Mr Meisenholl said he understood the Railways was still against it on economic grounds. He agreed another bus service in competition would be a good thing, but again it was a matter of economics, and it would be impossible for the Government to supply a double subsidy.

Meanwhile, in parliament yesterday, the Minister of Transport, Mr Louwrens Muller, said the Putco bus company had been subsidised by R14.2 million since the 1969-70 financial year from the Bantu Transport services account.

Replying to a question by Mrs Helen Suzman, he said since 1971 eight applications for fare increases had been granted to the company.

BUSINESS EDITOR

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Putco's R14m ^{13/3/76} subsidy

THE ASSEMBLY.—Putco has been subsidised by R14,2-million since the 1969-70 financial year from the Bantu Transport Services Account, the Minister of Transport, Mr Louwrens Muller, said yesterday.

The Minister was replying to a question by the PRP's Mrs Helen Suzman. In the period April 1 to December 31, 1975, the company was subsidised to the extent of R2 569 170,33.

The biggest subsidy of R2,8-million was for the 1974-75 financial year.

The Minister said that since April, 1971, a total of eight applications for increases in fares had been granted to the company.

313

W/L ARBUS 13/3/76

RATEPAYERS' CRITICISM OF BUS PROFIT

REPORTS that the Tollgate group of companies, which includes City Tramways, expects to make an increased profit of more than R4-million in the coming year have angered the acting chairman of the Green and Sea Point Ratepayers' and Residents' Association, Mr Samuel Gross.

The association tried unsuccessfully to appeal last month against a rise in bus fares. Mr Gross said that one of the points he had intended to make at the hearing was that the company should absorb a greater proportion of increased costs in accordance with the Government's anti-inflation campaign.

Mr Gross was not allowed to put the association's appeal against the increases because the National Transport Commission ruled that the association had no *locus standi*.

A spokesman for City Tramways said today that an interim report published yesterday, showed a 66 percent rise in earnings in the last six months of 1975, was for the whole of the Tollgate group and not only for the bus company.

He said the interests of the group were spread widely, taking in property, hotels, insurance and computers. 'The property division has done very well.'

He said he could not say at the moment how much City Tramways had contributed to the increased profit, but promised to give the information.

1975 report

Mr Gross said Tollgate's 1975 report showed that 62 percent of their after-tax profit of R3,6-million came from their transport division.

A memorandum submitted by City Tramways at the appeal against the raising of fares to Green Point and Sea Point showed that the increased fares would increase their after-tax profit by R15 381.

Mr Gross said people living in the area were indignant over the increased fares.

He said the Local Transportation Board had given permission for the fare increases without the public being aware that the bus company had applied for them so that

Bus boycotts could 'hit economy hard'

By JEAN LE MAY

BLACK absenteeism will hit the national economy hard unless a "reasonable compromise" is reached over proposed bus fare increases.

This is the view of Soweto Urban Bantu councillor, Mr David Thebehali, who told the Sunday Express that feelings in the townships were running high because of the proposed increases.

"People will stay away from work, or walk and arrive hours late, sooner than pay the bigger fares," he said. "How long can South African industries hold out in the face of widespread absenteeism?"

Mr Thebehali, who represents four wards, said the example of Kwa Thema residents near Springs would be followed nation-wide as soon as the proposed increases came into force.

Kwa Thema residents have walked 10 km to work for the last two weeks rather than pay the 5c increase in bus fares. Many walkers are not affected by the increase since they buy weekly or

monthly tickets, but are refraining from using the buses out of sympathy with those who are affected.

Mr Thebehali, a former executive member of the old Progressive Party and national chairman of the Young Progs, said the Springs situation was being "carefully watched" by people in Soweto.

The bus crisis follows Putco's announced intention to raise bus fares nationwide by 20 per cent. It has already asked the Government for a 10 per cent increase in the subsidy it gets through the Bantu Transport Services Account.

More than R14-million has been paid to Putco in subsidies since 1969, Mr Louwrens Muller, Minister of Transport, said in Parliament last week.

"It is time for Putco to pull out of the townships," said Mr Thebehali. "There is a very strong feeling among Blacks that transport there should be run by private enterprise, preferably Black."

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(2) 3/3

Call for Govt probe into 'hiked' fares

By HOWARD LAWRENCE

SUN. TIMES
(EXTRA) 14/3/76

MR WILLIE MEYER, Labour Party CRC member for Bonteheuwel, this week called on the Government to investigate the methods used by the Road Transportation Board to award increases in bus fares to companies such as Tollgate Holdings who own City Tramways.

Mr Meyer added that "the time has come for the whole Road Transportation Board system to be changed if trouble is to be avoided in the future".

He was reacting to reports that Tollgate Hold-

ings pushed up its profits by 64 percent to R3,9 million in only the first half of the current financial year.

"When one recalls the hard luck story given by Tollgate Holdings' subsidiary, City Tramways, about increased costs then any normal person will be horrified at the announcement that the group is earning record profits from its transport division," Mr Meyer said.

'Secrecy'

He said the "whole method of giving the Road Transportation Board absolute power in deciding bus fares must be reviewed and changed. There is too much secrecy involved in the process and the man in the street, who is directly affected by fare increases, has no way of fighting back," Mr Meyer said.

He felt that the Government should establish a commission of inquiry into the whole Road Transportation system "especially now that it has become clear that Tollgate Holdings, far from being on the verge of going under due to increased costs, are in fact healthier than they have

ever been — thanks to the Board".

Mr Meyer said it had become "obvious" to him, that the Road Transportation Board and the transport companies "have never given a thought to the animosity that fare increases creates in the minds and hearts of Black people. If they did, they would not go about increasing fares the way they do because it is one of the biggest contributory factors to bad race relations."

For this reason alone, he said, the Government should step in and re-evaluate the whole system.

In a statement this week, the United Party MP for Green Point, Mr Lionel Murray, said that bus users in the Peninsula would be astounded by the big jump in profits which had come from continued improvement in earnings in the transport division.

He pointed out that enormous bus fare increases had been allowed year after year by the Road Transportation Board "because of the overall unsatisfactory financial position" of City Tramways.

Label 12 Arbeidskoste per arbeider per jaar vir die streke Transvaal, Hoëveld, Wes-Transvaal en N.W.O.V.S.

JAAR	Kontant	Bonus	Sakke melies eëter die	Meel	Vleis	Melk	Groen- te, vrugte	Ander	Weld- ing	Bewerk- bare Bantoe- land	Be- huis- ing	Totale loon	Aantal Arbeiders per plaas
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1971, Hoëveld				17,20 10,50 17,50 17,70 18,70					7,90 2,30 6,80 6,00 5,60	27,10 30,30 4,30 4,40 4,70	0,60 2,10 — — —	109,50 109,30 110,80 110,50 122,60	8 6 9 9 10
1971, Hoëveld				26,80 26,70 —					5,40 4,70 —	2,50 1,90 —	— — —	164,90 186,90 —	11 13 —
1971, Hoëveld				29,30 31,30 33,60 33,30 45,30 57,40	11,20 10,50 13,40 17,40 22,90	5,90 11,00 9,50 14,40 34,30	0,60 5,80 5,50 25,10 11,00	9,20 14,50 14,90 23,10 24,60	1,30 5,20 9,70 9,60 16,40 13,50	14,10 10,60 7,60 5,50 17,70 14,70	3,80 — — — —	228,40 223,20 271,80 332,20 400,40 501,40	13 14 14 14 15 15

Fare increases/bus boycotts

*11. Mr. H. H. SCHWARZ asked the Minister of Transport:

- (1) Whether any steps are being taken to avoid fare increases in road transportation services owned by private operators; if so, what steps; if not, why not;
- (2) whether any boycotts of bus services are taking place at present; if so, what are the particulars of each boycott;
- (3) whether any steps have been taken by his Department to bring such boycotts to an end; if so, what steps; if not, why not.

†The MINISTER OF TRANSPORT:

- (1) No. Bus operators have a statutory right to apply to local road transportation boards for amendment of fares.
- (2) Yes. A non-White bus service in the Springs area as a result of an increase in bus fares of casual passengers. This is general knowledge and every informed person should know about it.
- (3) No. It is not the function of the Department of Transport.

Mr. H. H. SCHWARZ: Mr. Speaker, arising from the hon. the Minister's reply, does he not consider that boycotts have inherent dangers to race relations in South Africa? [Interjections.]

Mr. SPEAKER: Order!

bron: Afdeling Landbouproduksie-ekonomie

Hansard 8
16/3/76
wl 571

Shipyard plan for Saldanha

Chief Reporter

CAPE TIMES 17/3/76

AN announcement in Rotterdam yesterday about the takeover of a Cape company by Dutch interests has started renewed speculation about Mr Cornelis Verolme's long-standing plans for a giant shipyard at Saldanha Bay.

Mr Verolme, a 75-year-old Dutch shipbuilding magnate who owns a large tract of land on the shores of Saldanha Bay, will soon take over the Cape Steel Construction Company in Cape Town, according to the statement.

"As is known, Mr

Verolme's plans to establish a ship repair and shipbuilding yard at Saldanha Bay are well advanced," it says.

"For this purpose, Mr Verolme founded a South African company in South Africa, namely the Verol-

nave Dock and Shipbuilding Company (Pty) Limited, for which factory buildings have already been erected at Saldanha Bay.

INTENTION

"Within the framework of these plans Mr Verolme has acquired Cape Steel Construction with the intention that Cape Steel should participate in the development of the shipyard company in South Africa, and further to develop its normal activities."

From Rotterdam it is reported that it is not yet clear whether Mr Verolme intends using the new port facilities at Saldanha Bay to build a giant 330 000-tonne liquid gas tanker whose construction, he recently said, was technically and commercially feasible.

Cape Steel, all or whose present directors are of Dutch origin, with Mr C Mulwijk as managing director, employs about 1 000 people working in mechanical engineering and aluminium manufacture.

In a telephone call to Rotterdam last September a close associate of Mr Verolme told me that Mr Verolme was still planning to build a giant repair drydock at Saldanha Bay.

① 313
② 43

3. Die Benutting van Plaaswerknemers:

Die getal plase, totale plaasoppervlakte, getal werknemers per plaaseenheid en die getal werknemers per 1000 hektaar vir die verskillende Provinsies en vir die Republiek as geheel vanaf 1954/55 tot 1972/73 word in Tabela 6 tot 10 aangetoon.

Volgens Tabel 10 het die getal gereelde werknemers per plaaseenheid oor genoemde periode toegeneem, terwyl die getal gereelde werknemers per 1000 hektaar nagenoeg konstant gebly het.

Die toename in oppervlakte per plaaseenheid sowel as meer intensiewe produksiemetodes kon moontlik tot laasgenoemde bevinding aanleiding gee. Mansard 8 vol 600 19/3/76

326

Bus fares in Cape Town

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

Whether he will instruct the local Road Transportation Board to inquire into the fares charged by the company which runs the bus transport service in Cape Town; if not, why not.

The ACTING MINISTER OF TRANSPORT:

No. The National Transport Commission, however, intends having an investigation instituted by an independent chartered accountant.

Minister orders bus fare

inquiry

The Argus Parliamentary Staff

THE National Transport Commission is to hold an investigation into fares charged on Cape Town buses.

This announcement was made in the Assembly today by the Minister of Transport, Mr S. L. Muller.

He had been asked whether he would instruct the local Road Transportation Board to inquire into Cape Town bus fares.

Mr Muller said the National Transport Commission intended instituting an investigation by an independent chartered accountant.

ANGRY

Fare increases granted to City Tramways and reports that the Tollgate group of companies, which includes City Tramways expects to make an increased profit of more than R4-million in the coming year, have angered a number of prominent Cape Town people.

The move has come under sharp attack from the Progressive Reform Party, the United Party and Mr Willie Meyer, Labour Party CRC member for Bonteheuwel.

Last week the United Party MP for Green Point, Mr Lionel Murray, reacted strongly to the news that Tollgate Holdings had pushed up its profits by 64 percent to R3.9-million in the first half of the current year.

ENORMOUS

Mr Murray pointed out that 'enormous' bus fare increases had been allowed year after year by the Transportation Board because of the overall 'unsatisfactory financial position' of Tramways.

He said bus users in the Peninsula would be astounded by the big jump in profits which had flowed from continued improvement in earnings in the passenger transport division.

'Anti-inflation appeals and slogans are meaningless when this price hike is possible and after years' associations are referred to

① 313
② 320
③ 85

Cape Times 20/3/76

Bus fare probe a 'breakthrough'

313

Staff Reporter

THE ANNOUNCEMENT by the Minister of Transport, Mr S L Muller, in the Assembly yesterday that the National Transport Commission is to hold an investigation into bus fares, was welcomed as a "breakthrough" by Mr Sam L Gross, acting chairman of the Green and Sea Point Ratepayers' and Residents' Association which has been fighting the bus fare increases.

But at the same time Mr Gross, who has been fighting the bus fare increases over the past months, said that a chartered accountant would not serve the purpose. What was needed was a tribunal headed by a retired judge or magistrate, with representatives from the Associated Chambers of

Commerce and Industry, and the Cape Town municipality, with the right to examine and cross-examine.

In the past the National Transport Commission had displayed no sympathy for appeals by local ratepayers' bodies against the fare increases. In the last appeal the Green and Sea Point Ratepayers' Association had not been allowed to give their grounds for the appeal, Mr Gross said.

The majority of the bus users were people in the lower income group who could least afford the increases. This had been one of the arguments set forth in the appeal which had been disregarded by the National Transport Commission, Mr Gross said.

313

Govt to probe Cape bus fares

CAPL TIMES 20/3/76

Political Correspondent

HOUSE OF ASSEMBLY. — The National Transport Commission is to institute an investigation by an independent chartered accountant into the bus fares charged by City Tramways.

The Minister of Transport, Mr Lourens Muller, announced this yesterday in reply to a question put to him by Mr Rupert Lorimer (PRP Orange Grove).

The announcement follows the recent publication of the interim report of Tollgate Holdings — owners of City Tramways — which revealed that the group had pushed up its

profits by 64 percent to R3,9m for the first half of the current financial year.

News of the pending independent inquiry was welcomed yesterday by the United Party MP for Green Point, Mr Lionel Murray, who has repeatedly urged an investigation.

In a letter to the minister in October 1974 Mr Murray said it was

quite unreasonable to expect the public to organize professional accountancy advice, analysis and evidence to place before the local transportation board.

He said at the time that the viability or otherwise of Cape Town's bus service was extremely difficult to isolate from the other activities of the Tollgate Group. "I believe there is an obligation upon the Government to make available to the (bus) users adequate opportunities and professional assistance to enable them to present their case for an impartial decision by the transportation board."

At the time of the publication of Tollgate's boost in profits Mr Murray made the point that the "enormous" bus fare increases had been allowed year after year by the transportation board because of the "overall unsatisfactory financial position" of City Tramways.

He questioned the efficiency of the investigations undertaken by the Department of Transport's cost accountant before applications for fare increases were granted.

(1) 313
(2) 323

21/8/76.

SUNDAY TRIBUNE

ANOTHER FARE RISE SHOCK IN SPRINGS

Tribune Reporter

THE Springs bus boycotters are in for yet another shock — Putco is planning further substantial fare increases on the "boycott" route.

And fare increases on other Putco bus routes can be expected soon, a corporation spokesman, Mr Ian Archibald, said yesterday.

Mr Harry Schwarz MP, chairman of the federal executive of the Progre Party, and Mr Hiaku Rashidi, president of the Black People's Convention, have warned that there could be an explosive situation if Black bus fares go up any more.

But Putco has adopted a hard line on the fare increases issue and is refusing to budge.

So are the workers as the Springs boycott enters its fourth week.

The 20c return fare from Kwa-Thema to Springs, raised to 30c three weeks ago, will be pushed up to 40c, Mr Archibald said.

"We are losing between R5 000 and R6 000 a day on the boycott but we will not budge. We cannot afford to charge less — it would cripple our operation," he said.

Mr Archibald said increased oil prices, maintenance costs and salaries had forced the companies to raise their fares.

All indications are that the boycotters will continue to resist efforts to raise fares.

"We will walk till we drop," an ageing boycotter said this week. "We never asked to be dumped in townships so

far from our work. Inflation is crippling us and now Putco is trying to cripple us even more."

Putco in Durban is to stop its late night feeder services in KwaMashu and Umlazi at the end of this month to cut costs.

In a letter to employers, Putco's divisional manager in Durban, Mr Vic Edwards, said that due to escalating costs and lack of support on certain services, it was the company's intention to curtail them as they were no longer economically viable. This included the feeder services, which carry train passengers home from the station.

Putco daren't give in, says Driessen

24/3/76 STAR.

(1) 3/3
(2) 323

The Secretary for Transport, Mr J Driessen, fears that if Putco gives way in the face of the Springs bus boycott there will be a "chain reaction all over the country."

Putco's estimated losses from the boycott yesterday rose to above the R100 000 mark. Residents of Kwa Thema, near Springs, have been walking or using other transport to get to work for more than three weeks.

The boycott was sparked by fare increases on March 1 designed to boost fare revenue by seven percent. The rises brought to 38 percent the average overall increase in fares in Springs since last December 1.

The 38 percent boost was approved by the local Road Transportation Board.

VERY UNWISE

Mr Driessen said that if the fare increase was necessary and granted by the board, it would be "very unwise" for Putco to revert to uneconomic fares.

"Buses can't run on love. Nobody will run a transport operation at a loss," he said in an interview.

Negotiations with commuters' representatives achieved much more than giving way in the face of boycotts. The latter course would encourage further boycotts.

Mr Driessen pointed to the Government's inter-departmental "Gray committee" as a body communicating with commuters.

Mr Driessen, referring to a Putco estimate that only 3 000 of 25 000 commuters would have been affected by the March 1 fare increases, said it appeared there was "much more behind the whole thing" than higher fares.

Boycotters might be "unwittingly" reacting to "agitators," he said.

● A Putco spokesman said there was no question of wanting to revert to its old fares in Springs.

Cape Town bus fare investigation praised

Staff Reporter

THE Cape Western Region of the Progressive Reform Party (PRP) in a statement yesterday welcomed the announcement by the Minister of Transport, Mr Lourens Muller, that an investigation

would be held into Cape Town bus fares.

Mr Roger Hulley, chairman of the executive of the Cape Western Region, called for two provisos "made in the light of the Party's experience of previous appeals against bus fare increases in the past two years". One was that the in-

vestigation should consider the profits of all companies in the Tollgate Holdings group which derived income from City Tramways Limited. He said all income and benefits derived from transporting the people of Cape Town under licence from the City Council—such as the sale of adver-

tising space on buses—should be considered in arriving at a fair profit and fair schedule of fares.

The second proviso was that the investigation should be conducted under the control of an independent body which would conduct public hearings. Mr Hulley said bus

fares were a potentially explosive point of friction in the country's race relations.

"There has been a history of boycotts and riots throughout South Africa arising from bus fare grievances. We call on the Minister to give the investigation the highest priority."

CAPE TOWN 22. MARCH 76

CAP RDM 27/3/76

(1) 313
(2) 323

R1 200 a month smile—thanks to bus boycott

By MIKE DUTFIELD

AT R1 200 a month, it's OK for Absalom Bongwe. He's got one of the best jobs in Springs at the moment — he's a Black taxi driver.

For the last four weeks, ever since 35 000 African commuters began boycotting the Putco bus service from Kwa Thema township to Springs because of fare increases, Mr Bongwe has been raking it in.

"I'm buying a new set of tyres today and next month I'm thinking of buying a new taxi," he said yesterday through his smiles.

Every day, from 4 am to 10 pm, Mr Bongwe's battered 1964 American saloon rattles the 10 km from Kwa Thema to Springs full of paying passengers.

"All we registered taxi drivers agreed to drop our prices when the boycott started," he said. "For a weekday trip we now charge 25c instead of 30c and at weekends 35c instead of 40c."

Mr Bongwe, 36, who is married with six children, said he earned about R480 a month before the boycott started.

"My petrol now costs me about R240 a month but I'm still very happy with the way business is going," he said.

But a spokesman for the Springs Non-European Taxi Owners Association was angry yesterday that Mr Bongwe had spoken to the Press.

"If he is earning that much he must be running a minibus as well as his car," he said. "We have 72 other registered drivers in Springs and all of them, except Mr Bongwe, are running at a loss."

The trouble apparently is the "hundreds" of pirate taxis that now cruise along the old Putco bus route.

"These pirates can be found at all times of the day and night and they dare to charge less than



MR BONGWE

... big smiles

the taxi drivers because they do it only in their spare time, or get their wife to do it while they're at work," the spokesman said.

"We've pleaded with the police and the traffic department to stop the pirates but they don't do anything."

Meanwhile Putco's estimated loss from the boycott has risen to an estimated R120 000. But Blacks insist they won't use the buses until Putco drops the March 1 fare increases, which were introduced to boost fare revenue by seven per cent.

New bus fare system wanted

Cape Times 30/3/76

A THREE-CORNERED dispute on bus fare increases in the Peninsula gathered momentum last night when the Green and Sea Point Ratepayers' and Residents' Association said in a statement that the present system of fares fixing and increases was "unsatisfactory" and should be corrected in the Road Transportation Bill.

renewing existing ones, should publish full particulars in the Government Gazette and a local newspaper.

PROFIT

"The association contends that a fair and just scale of bus fares can only be achieved by means of a competitive transport service and that it is not in the public interest to entrench and perpetuate operators' sole rights to provide transport services."

The Minister of Transport announced on March 19 that the National Transport Commission was to institute an investigation by an independent chartered accountant into the bus fares charged by the City Tramways Limited.

This followed the recent publication of the interim report of Tollgate Holdings Ltd that the group had increased its profits by 64 percent to R3.9m for the first half of the current financial year.

In the 1975 report of Tollgate Holdings it was stated that the passenger transport division's contribution to the group after-tax profits was 62 percent.

The dispute arose after the local Road Transportation Board granted an application by City Tramways Limited for an increase and variation of the existing bus fares in the Peninsula. The board announced on December 9 last year that the application had been granted.

But the association said the application was not published and no notice had been given to the public. It noted an appeal to the National Transport Commission against the decision, basing its arguments on nine points.

Last month, said the association's statement, the commission upheld a submission from City Tramways Limited that the association had no legal standing and refused to hear the appeal on its merits.

DISAGREES

The statement added: "The association respectfully disagrees with the decision of the commission, but as it does not command the necessary funds, cannot take the matter on review to the Supreme Court."

The association has submitted a memorandum to the Commission of Inquiry appointed recently to consider and report on the Road Transportation Bill. The memorandum, tabled at a meeting of the association last night, sets out its proposals for amendments of the bill.

Among the recommendations in the memorandum is the scrapping of a section requiring someone who lodges an appeal to deposit with the commission a sum not exceeding R500. The association felt that the deposits were obviously intended to inhibit free access to tribunals.

Another recommendation was that the commission or board, before granting new permits or

① 313
② 84
③ 320

Police to patrol as bus fares increase

EAST LONDON — Police will be out in full force at Mdantsane on Thursday when increased bus fares come into effect.

The Minister of Justice in the Ciskei Government, Chief W. Maqoma, said police would be on duty to see there were no disturbances.

He appealed to all Mdantsane residents to use the buses.

Addressing a Ciskei National Independence Party rally at Mdantsane, Chief Maqoma said a clear line would be maintained between the public and the bus loading area.

Anyone who tried to prevent people boarding

the buses in any way, even by shouting slogans, would be charged with incitement.

The Minister of Education, Chief D. N. Jongilanga, told the meeting prices of petrol, liquor, cigarettes and many other things were going up and there was a good reason why bus fares had to go up.

He said the Ciskei Government had done a lot to keep the increase to a maximum of two cents a journey.

On the question of Ciskei-Transkei amalgamation, Chief Jongilanga said there was a good case

for Xhosas to come under one government. But the Ciskei people had to be given a chance to decide for themselves.

He challenged the Transkei Government to scrap Proclamation R400 and to conduct proper elections if it wanted to be joined by the Ciskei.

He said the Transkei was going to independence against a decision taken by a summit of homeland leaders at Umtata.

"We shall never join the Transkei unless the Matanzima brothers retire," Chief Jongilanga said. — DDR.

(1) 313

(2) 320

(3) 125

Siyo warning to bus boycott instigators

EAST LONDON — The Ciskeian Minister of Health, Mr L. F. Siyo, has confirmed that he has appealed to the Minister of Justice, Chief L. Mafema, to apply Proclamation 400 to people instigating a bus boycott.

He said he knew the instigators were people from other homelands.

Meanwhile scores of pirate taxis and taxis,

operating between East London and Mdantsane, were stopped by police, railway police, provincial traffic officers and municipal traffic officers on Monday afternoon and yesterday.

"I have ample proof there are people instigating the bus boycott but I am not prepared to give the names. If the Transkeians feel I am referring to them, let them have it like that," Mr Siyo said.

This was in reference to press reports that Mr Siyo had told a meeting of the Ciskei National Independence Party that Transkeians were instigating the boycott.

The organising secretary of the Transkei National Independence Party denied the Transkeians were instigating the boycott.

The taxi blitz, which is believed to be intended to anticipate any moves by the public of Mdantsane to boycott buses when fares are increased tomorrow, left many workers who normally used taxis to work, stranded at the main terminal in the township.

Others gave up and joined the long queues for the buses but others still managed to find the few taxis which had not been written off in the blitz.

But the blitz was denied by the senior provincial traffic officer in King William's Town. He said if there were any men from his department operating between East London and Mdantsane, they were carrying out routine duties.

The Officer Commanding Railway Police in East London, Col. C. Scott,

said if any special operation was being done by railway police it would be his six men on the Road Transportation Board unit.

He was not aware of any special blitz but if there were, he would only know later as the unit made monthly reports to his office.

The District Commandant, Col. G. Odendaal, confirmed there was a check on pirate taxis.

"I can only say pirate taxing is of course unlawful and being unlawful it is the duty of the police to investigate," Col. Odendaal said.

He said they had received many complaints from various sources about the operation of pirate taxis and they had decided to take action to stamp the practice out.

Col. Odendaal confirmed a combined operation on the matter was being carried out by police and other traffic officials.

The Chief Traffic Officer in East London, Mr J. N. Bosch, said there was no blitz on pirate taxis.

"It's ordinary routine work on pirate taxis and unroadworthy vehicles. We are assisting police in a combined effort," he said.

On the merging of the Transkei and Ciskei, Mr Siyo yesterday called on the South African Government to publicly proclaim that amalgamation was purely a matter between the two homelands.

His call came in the wake of reports that the South African Government was pressurising the Ciskei to agree to amalgamation.

The reports had been given impetus by two recent statements from Paramount Chief Kaiser Matanzima, Chief Minister of the Transkei, and his brother, Chief George Transkei, Minister of Justice.

Chief Kaiser told the annual congress of his ruling Transkei National Independence Party that amalgamation was closer than many people realised, while Chief George said at the weekend that if the Ciskei did not agree to amalgamation, it would be forced to.

(1) 105
(2) 320
(3) 70 313

Police stop STAR 31/3/76 bus boycott vehicles

East Rand Bureau

The long awaited stopping of vehicles carrying bus boycotters to work in Springs started early today.

Rows of cars lined up in West Springs Road as drivers received tickets for carrying passengers without licences from the Road Transportation Board.

A senior police officer said these drivers had now had a month's warning that police would take action. He had hoped this would not be necessary but unfortunately people had persisted in breaking the law. He expected action would be intensified from tomorrow.

NOT COVERED

These drivers are not covered by insurance for their passengers if they do not have licences so stopping them is in their own interest, he said.

An enterprising man has bought a small bus and has obtained a permit to carry passengers. He plies to and from Kwa Thema Township morning and evening but thousands of people still walk the 10 km, determined not to pay the five cent increase asked for by Putco on March 1.

Three senior officials of the East Rand Administration Board are to meet Mr M C Botha, the Minister of Bantu Administration and Development, in another bid to end the five-week-old boycott.

The meeting takes place in Cape Town this week.

① 323
② 3/3

CNIP attacked over rise in bus fares 1/4/76

KING WILLIAM'S TOWN — Opposition members have attacked the Ciskei Government for raising bus fares.

Dr H. H. Kakaza, secretary of the Ciskei National Party, said the actions taken by the government concerning the fare rise were surprising.

He said while the raise could be justified, people could not afford to pay the fare.

"It would be understandable if salaries had also been raised, but there is no indication of this. This is a burden on an already suffering society," Mr Kakaza said.

Mr L. Sangotsha said it was astonishing that the government found it necessary to raise fares while "it was the same rise in bus fares that led to their takeover of the bus company."

He deplored the intervention by the Minister of Justice with the threat of Proclamation R400 and said commuters should not be forced to use buses.

Bus fares go up from today and it is believed

many commuters will boycott the buses.

In the last fare rise, while the buses were still under Border Transport, the Ciskei Government had to intervene after a long boycott by commuters.

After the takeover by the Ciskei, fares remained the same, but now the Ciskei Government has said, because of inflation, they have to raise the fares. — DDR.

① 105
② 323
③ 313

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2 320

DAILY DISPATCH, FRIDAY, APRIL 2, 1976 — 17

All quiet as new bus fares come into effect

EAST LONDON — April Fool's Day — the day on which bus fares increased for Mdantsane and Duncan Village commuters, passed without incident as workers boarded buses as usual.

And a strong force of uniformed, plainclothes and special branch policemen were at various points in Mdantsane as early as 04h30 in anticipation of disturbances.

They had expected moves to boycott the buses as happened in December, 1974, when fares were increased.

The new increases are the same as those which led to the 1974 boycott—a maximum of two cents a trip.

Increases on the weekly clip card used by most workers are 20 cents for trips from the main bus terminal to various points in town and 40 cents in cases where commuters have to use feeder service buses to various points inside the township.

Commenting on the co-operation of Mdantsane commuters, the manager of the bus company operating from the township, Mr P. Smal, said

commuters were buying clip cards and there had been no incidents.

"I must say a big 'thank you' to the commuters of East London. They have accepted the increases, not because they can afford to pay extra but they understood we could no longer absorb the extra costs which led to the increase in December, 1974," he said.

Asked whether he did not expect any problems next Monday when workers would have to use clip cards on the new fares, he said: "I don't anticipate any problems next Monday. I think the people of Mdantsane understand the increase is justified. We have had meetings with various bodies and explained fully why we have had to increase the fares," he added.

On whether they had put on extra buses yesterday, he said he had no new buses to put on.

"The same fleet we have been using everyday was used yesterday, but because there were much fewer cars on the road our buses were given a clear run and came back to

Mdantsane much quicker than they normally do when traffic between East London and Mdantsane has been heavy," Mr Smal said.

Meanwhile, a new wage increase for bus drivers and workshop staff for the company was announced yesterday.

Effective from Monday, the agreement will give drivers a minimum wage of ten cents an hour — raising the present level by R4,80 a week.

Workshop employees will get a minimum increase of six cents an hour, Mr Smal said.

The new rates mean drivers' wages will now vary between R38,40 and R48 while unskilled and semi-skilled workshop staff will earn between R25,08 and R47,96.

Mr Smal explained the rates for drivers applied to those who had gone past the training stage.

Drivers and maintenance staff employed by the company went on strike early in February over a new wage determination. They demanded minimum wages of R55 a week for maintenance staff and R70 for drivers. — DDR.

(1) 165
(2) 320
315

Daily Dispatch 7/4/76
**Sebe praises
bus commuters**

KING WILLIAM'S TOWN

— Mdantsane bus commuters were praised yesterday by the Ciskei Chief Minister, Mr Sebe, for their behaviour during the threatened strike earlier this month.

"I feel that it is incumbent on me to extend a word of gratitude to the citizens of Mdantsane and other areas, who, at a time

when certain elements were instigating them to act irresponsibly, were in their best behaviour."

Mr Sebe said the projected bus boycott failed because the citizens of the affected areas listened to the voice of reason and rejected the instigator's malicious intentions.

"As leader of the Ciskei, I feel extremely happy at this state of affairs as it augurs well for future co-operation with the government of the Ciskei."

"Let me also thank all those people who were at the ready to assist and protect innocent citizens, who could have been made to suffer by those who instigated a boycott for their selfish intentions."

"In this regard, a word of special thanks goes to members of the South African Police, the security police, the employers at the various firms and business concerns, private individuals and other persons or organisations, who availed their services to protect the innocent."

Mr Sebe said peaceful negotiation had always been the best concept for achieving one's goal, whereas boycott only disrupted the affected people's way of life and culminated in misery for all concerned. — DDR.

Bus boycotters smile — and keep on tramping

By JOHAN BUYS
THE BOYCOTT with a smile. This is what they call the Putco bus boycott at Springs.

After 37 days and 740 km of slogging to work and back, the residents of Kwa Thema are as determined not to get on a Putco bus as they were on the day the boycott started.

There are no hard feelings, just a smile as the more than 20 000 Black workers walk the round trip of 20 km from the township to Springs and back every day.

The boycott, sparked by a 5c increase in casual fares — the third increase since November last year — was marred by a fight between residents and taxi drivers last Thursday when a man was axed to death. Otherwise the vast majority are well behaved.

The streets from Kwa Thema to Springs are lined with thousands of marchers every day. Police keep a watching eye. Said Brig J. B. Wiese, Divisional Commissioner of Police for the East Rand: "We have no problems with the boycotters. They are friendly."

Asked if there was any possibility of an end to the

boycott soon, he said: "We are still where we started but hoping for the best. Perhaps the problem will be resolved eventually."

Boycotters are so determined to walk that they have begun to boycott taxis which they claim are responsible for Road Transportation Board action against pirate taxis and kombi owners who transport them to work and back.

This belief was responsible for the fight at Kwa Thema last week.

Brig Wiese said he did not believe that agitators were behind the boycott. Although commerce and industry were warned that it was illegal to transport staff without a special permit from the Road Transportation Board, police have not yet started concentrated action against them. Road Transportation Board inspectors stopped vehicles carrying workers last week.

Mr Dick Goss, manager of the Springs Chamber of Commerce and Industry said yesterday: "We have never stopped trying to find a solution. We will keep on trying. Other people may give up, but we won't."

(1) B13
(2) 323

STAR 14/4/76

Voice of protest

Part of the crowd which packed the Kwa Thema Civic Centre last night when the "Bus Boycott Workers' Committee" addressed them.



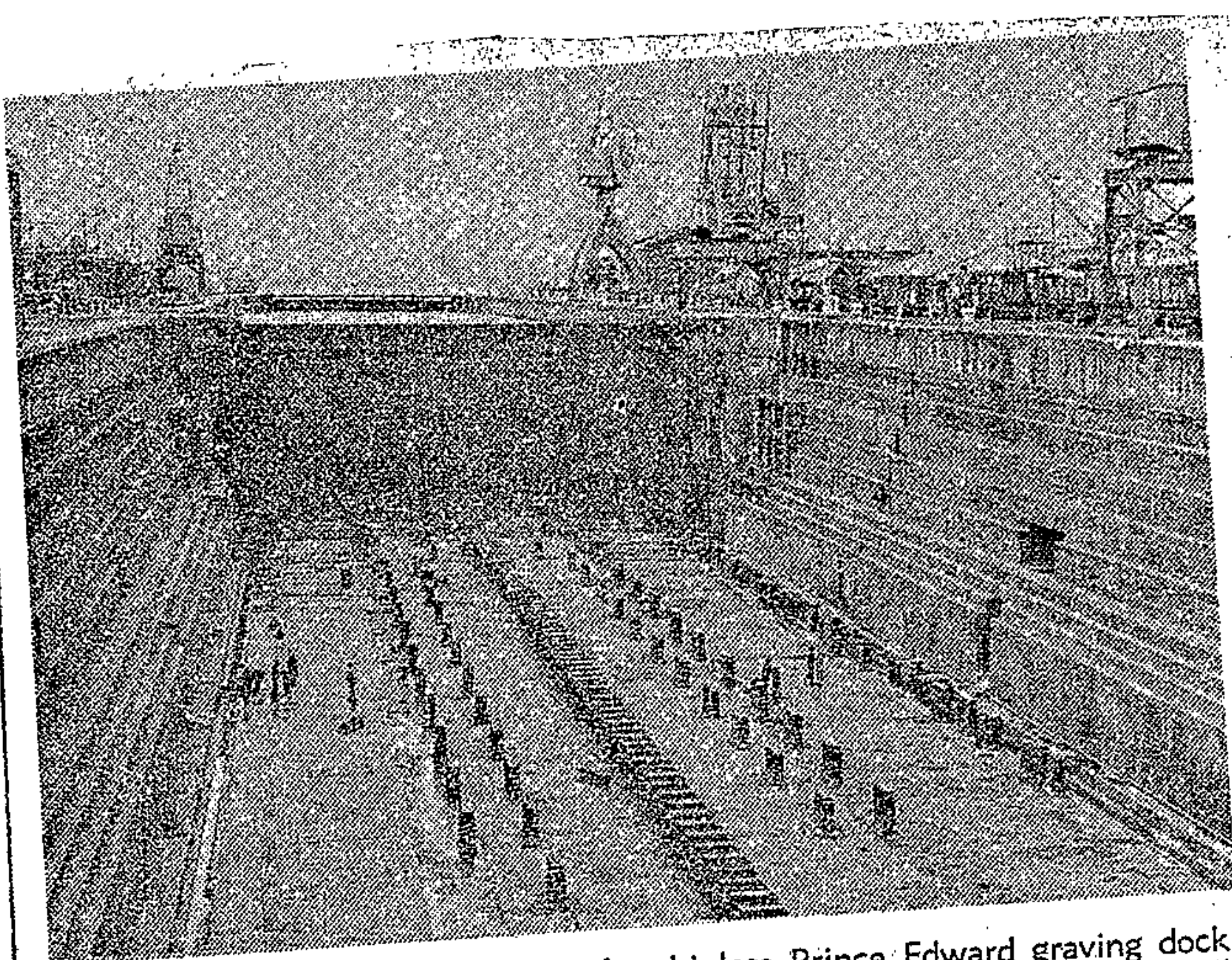
Springs boycott stays, say 3 000

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(313)

The Springs bus boycott took a turn for the worse last night when about 3 000 Kwa Thema Township residents rejected any form of compromise.

The angry crowd, packed inside the local community hall, made it clear the fare increase of 5c a trip was totally unacceptable.

Two prominent community leaders in the area — Mr A M Khumalo, chairman of the advisory board, and Mr H H Ngakane, former advisory board chairman who has been leading negotiations with Putco—suffered severe loss of face.



A SCENE of unusual tranquility: the shipless Prince Edward graving dock yesterday with the empty inner chamber in the foreground and the full outer chamber behind it. The only vessel undergoing docking at the time was a small trawler, which looks dwarfed in the floating dock (right).

SLUMP HITS DURBAN'S DOCKYARDS

Shipping Reporter

WITH only three bookings for the graving dock and one for the floating dock next month, Durban's docking staff now face the lowest work level for a long time.

Yesterday morning, the entire area including the departmental slipway, looked deserted and the only vessel or craft undergoing work there was a small fishing boat in the starboard portion of the floating dock.

Dockmaster Mr. C. L. "Cocky" Hansen confirmed that his books reflected only four ships for May so far and that total bookings for the

two-chambered graving dock for the rest of this month were a meagre nine. So far, there are no bookings for the floating dock until the end of April.

These figures compare badly with previous monthly average dockings.

"Normally," said Mr. Hansen, "average bookings for the graving dock came to a dozen per month and around 14 for the floating dock."

He gave some figures when the docks worked close to their limits before the international recession hit local ports and their long established repair industry.

"In November 1974 we docked a record 18 ships and 19 each in December that year and January 1975 in the drydock alone. Our highest number of drydockings was in August 1974 with 28 ships. At the time the floating dock underwent her five-yearly survey and general repair spell inside the graving dock."

The floating dock, which also specialises in the accommodation of

small craft, clocked an average of 12 dockings a month and went as high as 16, for instance, in May 1974.

Mr. Hansen said: "During peak periods we were often forced to turn down companies who wanted to book their ships for docking here. Today, the situation is quite different and inability to cater for such requests has become the exception."

The only portion of the complex that does not seem to have suffered from the recession is the departmental slipway. According to the dockmaster, the small craft business is keeping fairly constant.

In a way, Durban's docking staff is fortunate not to face a queue of waiting ships because both cranes serving Prince Edward graving dock on the north side are temporarily out of action due to an electrical fault as a result of the recent heavy rains.

Slack business gives the men a chance to sort out that problem without losing revenue.

Poor pay a cause of unrest

Sieg Hannig
(Labour Reporter)

The economic plight of the Black worker earning wages below poverty levels is a prime cause of the Springs bus boycott which became a complete stalemate last night.

A 54-year-old father of four schoolgoing children, plodding his weary way home yesterday illustrated the point.

Asked why he was walking, he said he earned R16 a week and could not afford 20c for a private taxi fare.

"I can't afford the new bus fare of 15c either," he added.

Later, people addressing the mass meeting in the township, cited an additional reason for their boycott.

They felt Putco was using Kwa Thema as a test case. If they yielded, similar fare increases would be imposed elsewhere, they said.

The same kind of ar-

gument was employed when the Secretary for Transport, Mr J Driessen, said he feared a "chain reaction all over the country" if Putco gave way to the boycotters.

This is reminiscent of the show of strength during the notorious Alexandra bus boycott of 1957 which affected at least 60 000 commuters in Johannesburg's Alexandra township and about 150 000 bus users in Johannesburg at large.

Mr Ben Schoeman, then Minister of Transport, went on record as saying the Government would not be intimidated. The result was 14 000 arrests within about two months.

The Alexandra residents objected to a one-penny fare increase, compared with a 5c increase in Kwa Thema, and they walked 15 km to work compared with the 10 km in Kwa Thema. A roaring trade for pirate taxis and bicycle

stores is common to both boycotts.

But the differences between the boycotts in Alexandra and Kwa Thema are more noteworthy than their similarities.

● The Alexandra boycott led to the intervention of the African National Congress, since banned, and sympathy boycotts in other centres such as Port Elizabeth and East London.

● The Johannesburg Chamber of Commerce put up a R50 000 "penny back" scheme which broke the boycott by subsidising the full extent of the fare increase for three months.

● The Government pushed a transport levy through Parliament in time to allow a rerersion to the old fare before the three months' grace provided by the Chamber of Commerce.

Perhaps these are not differences but only stages which the Kwa

Thema boycott may yet reach. After all, this boycott is only six weeks old while the Alexandra one lasted three months.

On the positive side the Springs police must receive credit for the restraint displayed so far.

The police restraint may well be attributable to Brigadier J B Wiese, who became divisional commissioner on the East Rand after two years experience of Black labour unrest in Johannesburg.

The Kwa Thema boycott, it seems, has much in common with the question of Black labour unrest in general — poor wages and, more significantly, lack of communication.

The Star has been told by an authoritative source that "Putco and Kwa Thema leaders have been talking right past each other" in their many negotiations.

A Putco spokesman told The Star that the Kwa Thema fare increase had

been preceded by more negotiations than any other fare increase.

That did not prevent the boycott. But more recent negotiations seem to have been equally ineffective.

Mr Ngakane, who was shouted down at the mass meeting last night, told The Star earlier yesterday that one of the major shortcomings in the concessions made by Putco was the absence of 12-trip and 14-trip weekly tickets which would allow cheaper travel on Saturdays and Sundays.

The Star put this point to a Putco spokesman who replied that 12-trip tickets were already available and 14-trip tickets could be introduced if demand warranted it.

As it turned out, this question was of no relevance at last night's meeting because Mr Ngakane's audience rejected anything but a fare reduction.

The situation can be

summed up in a statement which Mr Harry Oppenheimer made at the time of the Alexandra boycott as a Member of Parliament: "It is obvious also that, if there are no recognised and legitimate channels through which the Natives can make their power felt, they will make it felt through undesirable or illegal channels."

Bus boycott deadlock

By CLIVE EMDON
Labour Correspondent

THE bus boycott by 25 000 workers living in Kwa-Thema, Springs, is well into its seventh week with every indication that it will end only if Putco drops its 5c increase on the 10c one-way fare.

Putco has so far made no concessions. A spokesman said yesterday that reversion to the old fare was unlikely, but "entirely in the hands of the authorities" — meaning the Government.

He confirmed that Putco was awaiting a reply from the Government on an application to put up all fares on its Reef, Pretoria and Durban services by 20 per cent this year — from 1,25c a km to 1,5c.

The spokesman said the present fares structure for the Springs area was lower than elsewhere in the country, standing at 1,15c. This suggests that the 5c increase at Springs is only the beginning.

A meeting at Kwa-Thema to discuss the boycott on Tuesday night ended in a near riot when a number of men jumped on the stage and tried to attack Mr Douglas Njenge, a member of the local advisory board, after accusing him of "selling out" to Putco.

Other speakers had called for an end to the boycott but were shouted down. "We will walk", the crowd of 3 000 shouted.

Mr Njenge was threatened when he said: "People want the boycott to

end." Sympathisers rushed to his aid to protect him as people in the audience made for the doors.

It was some minutes before order was restored.

The route from Kwa-Thema to the Springs industrial area and suburbs was again lined with thousands of boycotters yesterday.

CARE NOTES

15/4/76

R.D.M.

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Bus boycott starts to collapse

STAR
20/4/76

Labour Reporter

The Putco bus boycott by the 25 000 commuters of the Kwa Thema township in Springs broke gradually today as boycotters boarded buses reintroduced after 50 days of disuse.

About 20 buses, about a third of the normal service, were running by 7 am and there were no incidents, reported a Putco spokesman, Mr Ian Archibald.

He said the service was reintroduced after a series of meetings at the weekend.

"As a result of co-opera-

tion between all parties — the people of Kwa Thema, the police, and ourselves — we reintroduced a limited service this morning," Mr Archibald said.

"Walking boycotters were quick to join in as they saw others travelling in the buses. We just managed to cope.

"We shall try our best to have the service back to normal by tomorrow morning."

The Star's East Rand Bureau reports that police action, which started with a clamp down on pirate taxis last week, was expected to be intensified today after an accident on Saturday in which 25 people were injured.

ON THEIR WAY

They were on their way to work in a lorry belonging to the Irvin and Johnson factory in Springs.

Mrs Jane Mabena and Mrs Gertrude Twala are "satisfactory" in the Far East Rand Hospital. The other injured were discharged after treatment.

At a meeting of about 2 000 residents in the Anglican Church hall yesterday, the Rev Joe Msiman-go told the people they should allow those who wished to use the buses to do so. He pointed out that older people could not continue the long walk indefinitely.

(1313)
(2323)

More bus fare rises on the way

Road Daily Mail 20/4/76
Staff Reporter

THE African Bus Service (ABS) intends increasing weekly and monthly fares for buses operating between Pretoria and the nearby African townships from May 31, according to the service's assistant general manager, Mr J. B. Maund.

The increases will be 10 cents a week for a five-day ticket and 15 cents a week for a six or seven-day ticket. They were des-

cribed as "very small" by Mr Maund in a letter to the Mamelodi Advisory Board.

The reason advanced for the increases is that ABS has recently increased the salaries of its bus drivers by 21 per cent. The advisory board has been asked for their views on the increased fares before Thursday.

The date for the increases in cash fares is still unknown.

ABS operates between Pretoria and the nearby townships of Mamelodi, Garankuwa, Mabopane and the Winterveldt complex, carrying thousands of commuters to work daily.

The increases follow soon after Putco increased fares in the Pretoria African townships — despite protests by the local advisory boards.

Taxis operating between the city and the townships also intend increas-

ing their fares because of high costs, say some taxi drivers and owners.

During the Easter weekend, taxi passengers were charged 50c a single trip between the townships and the city.

Mr W. M. Aphane, secretary of the advisory board, said it was unfortunate that it was always the lowest paid people who are hit hard by increases, especially in transport costs.

Boycott buses are packed again

By CLIVE EMDON
Labour Correspondent

THE bus boycott by 25 000 commuters from Kwa Thema Springs, has been broken. Late yesterday afternoon at the peak going-home time Putco ran 50 buses with full loads — accounting for 75 per cent of the pre-boycott service.

The passengers paid the new fare — an increase of 5 cents per trip on the 10 cent fare — and a large number of weekly 10 and 12-trip tickets, which have no fare increase, were sold during the day.

This was confirmed by Putco last night. The company is due to put 60 to 65 buses into its Kwa Thema service today which it expects will cope with the full demand. But it expects it will take some time before the 75 to 80 buses of the pre-boycott service are needed.

It established yesterday

that Putco decided to put 20 buses into its Kwa Thema service — at the start of the eight week of the boycott — on the advice of a senior police officer.

The police officer had attended a meeting of residents called by church leaders on Monday at which a vote was taken to use the buses again. It was reported that 2 000 people were present.

This decision was in contrast to a meeting of 3 000 residents the week before at which all but three people who addressed the meeting strongly endorsed continuing the boycott.

Yesterday morning Putco ran 20 buses on the 10 km run from Kwa Thema — supplying them on demand, thus providing buses up to a 25 per cent pre-boycott service. A police contingent was on standby.

In the afternoon it ran

its normal 12-bus service and in the late afternoon 50 buses were fully laden.

An estimated 4 000 to 6 000 boycotters continued to walk or cycle.

The only incident reported was a threat to a bus driver waiting outside a Springs factory, that "we will get you tonight".

In a brief statement yesterday, Dr H. H. Ngakane, a member of the Kwa Thema Advisory Board said: "We have been forced to swallow the dignity of the stand we took."

The new fare structure at Springs still lags 10 per cent behind Putco fares elsewhere in the country. The new Springs fares are 1,15 cents a km while elsewhere on the Reef, in Natal and in Pretoria the fares are 1,25 cents a km.

The difference is a result of Putco only having taken over the Springs service in September last year.

A Putco spokesman said yesterday that while application had been made for increased fares around the country, from 1,25 cents a km to 1,50 cents "this does not apply to Springs at present — we look at it as a separate exercise".

1) 313
2) 323

CLEAR RIDE FOR PUTCO AT FARES HEARING

22/6/76

WM

Mercury Reporter

NO OBJECTIONS were received yesterday when the Local Road Transportation Board sat to consider an application by the Durban division of Putco for an average 20 percent fare increase.

The Board deferred its decision, expected to be made next week, according to the chairman, Mr. H. Louw.

The application was made because of rising costs and would, according to Mr. Victor Edwards, Putco's divisional manager for Natal, mean an increase to 15 cents from 13 cents on most journeys.

Mr. Edwards said Putco was seeking to differentiate between workers subsidised by the Department of Transport and casual passengers.

He said that as season tickets were introduced—planned to begin soon—the Government would cease to subsidise the casual passenger and would give subsidies only on season ticket sales.

But, Mr. Edwards pointed out, before any increased fares could be implemented, the increases would have to be studied by a tariffs committee.

Known as the Gray Committee, it was formed by the Deputy Minister of Bantu Administration last year after the Newcastle disturbances.

The committee is headed by Mr. P. A. Gray, Deputy Secretary of Bantu Administration and Development, with two other members, Mr. D. J. Poolman, Deputy Secretary of Finance, and Mr. H. C. van Zyl, Deputy Secretary of Transport.

Mr. Edwards said the committee was convened when fare increases posed a problem.

He said any increases would be postponed pending an inspection by the committee.

This would enable the

committee to consult with the local bodies concerned and with employers about the merits of the increase to determine to what extent the increase should be borne by Government subsidies.

It also investigates how much employers can help by wage adjustments and how much the workers should have to bear.

10313
2321

New Unicorn ship for the Mozambique run

S. TIMES.

25/4/66

UNICORN Lines of Durban is placing another ship on its Mozambique service this weekend to cope with increased cargo traffic between Durban and Beira following the closing of the borders between Rhodesia and Mozambique.

The Rampart, which has been laid up for some months, has been recommissioned for this purpose. This means that five ships are now being operated by Unicorn between Durban and Mozambique ports, providing a weekly service to Beira and Maputa

(formerly Lourenco Marques), a three-week service to Quelimane and a four-to-six weekly service to Nacala.

Richard Siedle, Unicorn's executive director for the Mozambique service, said that the increased traffic included South African cargo to Malawi — and to a lesser extent to Zambia — which could no longer be transported by rail or road from

the Witwatersrand through Rhodesia.

While goods from the Witwatersrand can still be railed to Maputo, cargo destined for Beira and Northern Mozambique is now being diverted through Durban on the sea route, he said.

"We are experiencing none of the delays in entering and leaving Mozambique ports which are affecting large ocean-going ships due to lack of pilots.

"Because of our regular trading to these ports over many years, our ships, their masters and crew are well-known and we are normally given permission to enter and leave these ports without pilots."

Loading

Mr Siedle said that berthing arrangements in some ports had been affected and cargo operations were slower.

"However, the loading and unloading of cargo is continuing reasonably well, considering the shortage of skilled manpower due to the exodus of Portuguese nationals."

He said that some shipowners had expressed concern over the halting of dredging operations in Beira and that this would lead to a gradual silting up of the es-

tuary. Ocean-going ships might have difficulties in getting in and out of the port because of the restricted draught.

"This does not affect us, however, as we operate smaller vessels and we already serve limited draught ports in Mozambique such as Quelimane, Pebane and Macuse on a regular basis," he said.

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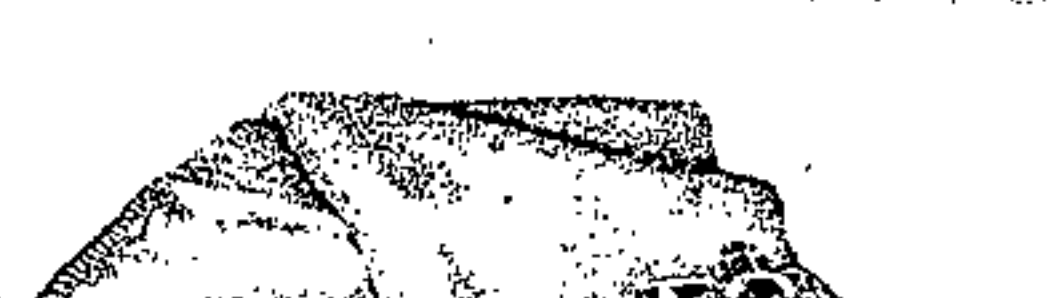
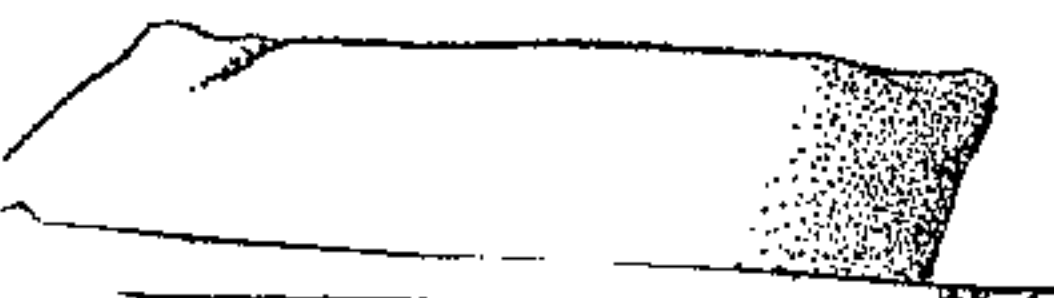
day April 27 1976



IT'S ON, FOLKS!

THE RAVE BIG SHOW

Wed



Single-bed
Eiderdowns

provisionally appointed as the Government's Director of Urban Transport.

The steps urgently required to provide transport systems of the future can not be put into effect before the 1977/78 financial year.

Mr Smith told a conference discussing the Urban Transport Bill: "This

permit and levy systems for cars could be established in one or two South African cities after very careful consideration of the practical problems.

The National Transport Commission would have to consider carefully financial and manpower resources when it decided on which metropolitan areas it would concentrate. Metropolitan areas would have to be given priority.

Road traffic a growing problem

The ever growing problem of city transport is finding a temporary answer in road complexes such as this—the motorway system in the Parktown, Jan Smuts Avenue, Empire Road area of Johannesburg — but it is a temporary solution as the volume of road traffic increases at an alarming rate.

'Transporters need profits'

313

Staff Reporter

THE general manager of City Tramways, Mr L R Dickson, said yesterday that transport operators needed to retain a large proportion of their profits if they were to keep their fleets up to date.

CAPE TIMES

27/4/76

SA motorists pay R400m in fees and duty

Political Correspondent

SOUTH AFRICAN motorists already contribute more than R400m a year to the State's coffers in the form of customs and excise duties, licence fees,

petrol levies and sales duties.

This was disclosed yesterday by the United Party MP for Green Point, Mr Lionel Murray, in response to yesterday's statement by the Minister of Transport, Mr S L Muller, that motorists will have to pay more to use the roads in South Africa's cities.

Opening a conference in Cape Town on the Urban Transport Bill, Mr Muller said it was justifiable that a motorist should have to pay a levy "in relation to the cost burden he places on the community".

According to a series of questions put to various ministers in Parliament by Mr Murray, the motorists' contribution to the consolidated revenue account during the year 1974/75 was as follows:

Customs duty R42 967 209; Excise duty R110 974 337; Provincial licenses R84 934 000; Petrol levy to the National Road Fund R93 290 195; Sales duty R78 221 004.

The total contribution from the National Road Fund to the provincial administrations for road construction amounted to R67 613 354.

Speaking at the Urban Transport conference, he said that as an example the price of a double-decker bus had doubled in the past four years.

Public transport was a very expensive business and "according to some authorities, its costs are rising faster than any other".

Mr Dickson said the word "profitable" used to be synonymous with "efficiency" and it was noteworthy that in the bill the Government did not regard profit as unmentionable.

"Unfortunately it does not necessarily follow at all that lower profits would result in lower fares. Nowhere in history has the removal of the profit motive on a large urban transport system brought lower overall costs, in fact the reverse is very much the case."

Mr Dickson made a strong plea for staggered working hours and claimed that a more sensible spread of starting and finishing times in industry, commerce and schools, could do more for the country's economy and productivity than all the anti-inflation measures put together.

"What enormous amount does it cost us to have lines of expensive trains, lying away unused except for a couple of hours a day?"

"What might it save us in fares, if our buses could be used for seven or eight daily journeys, instead of only one or two?"

He said freeway traffic flow was slowing down alarmingly and appealed for bus lanes and contra-flow lanes on freeways.

The Urban Transport Bill is the first step towards curing traffic headaches. But massive sums of money must be found — even if it means higher taxes

Doing something now

F.M. 30/4/76

Urban transport is one problem where the need to "do something now" has struck home. Less than a year after publication of the Driessen Report, Pretoria has drafted a wide-ranging, but broadly acceptable, Urban Transport Bill embodying many of the report's proposals. The Bill will go through Parliament this session.

It came under scrutiny this week at a NDMF/Unisa symposium in Cape Town. Three conclusions emerged:

- Full implementation will mean swallowing some bitter medicine, and is bound to lead to squabbles;
- Government has hopelessly underestimated the cost of avoiding chaos in our cities; and
- There is no time to lose.

Holding the purse strings and calling the urban transport tune will be the National Transport Commission (NTC). The Commission will have three new members — a Director of Urban Transport, a Railways representative, and a suitable member of the public — bringing its membership up to 11.

The Bill gives the NTC authority to "regulate and control the formulation and application of an urban transport policy which is, in its opinion, efficacious (and) co-ordinate and supervise all matters concerning urban transport in the Republic". The NTC is directed to ensure that bus transport (likely to be changed to "public transport" in the final draft) gets preference in any urban traffic regulation scheme.

The Commission will administer an Urban Transport Fund (UTF) made up from a levy and permit system (to which several bodies, including Assocom, are strongly opposed) and subsidies from the Consolidated Revenue Fund.

The UTF will be used for various research and transport grants. At the symposium Durban City Treasurer Ossie Gorven asked that grants to bus companies be based on their revenue, rather than expenditure as provided for in the Bill — the latter breeds inefficiency and makes control difficult.

There is understandable concern that the NTC's powers go too far. There is no appeal against its decisions and it has the unusual authority to turn down transport

projects submitted to it by provincial administrators. Nor is there any guarantee that levy and permit proceeds from a metropolitan area will be spent on projects in that particular region.

Each metropolitan area (as defined by the Minister of Transport on the recommendation of the NTC) will have a Metropolitan Transport Advisory Board with no executive powers, but charged with promoting staggered working hours. The chairman will be the Director of Metropolitan Transport, a provincial employee. Various government departments, local authorities and pressure groups will be represented.

Incredibly, there is no provision for representation of motorists or transport carriers, other than the SAR and local authorities. Even more incredibly, Secretary for Transport Johan Driessen has closed the door to any specific mention in the Bill of Black representation. He has, however, promised to take the interests of Black commuters into account in appointments to the boards.

An important unit in each metropolitan area will be the core city — Johannesburg, Cape Town, Durban and PE are obvious candidates. As the NTC's agent, the city will be responsible for implementing approved transport projects, preparing maps of the metropolitan area and administering the region's Metropolitan Transport Fund (MTF).

This fund will include monies raised from additional parking fees, loading zone levies and levies on properties. The original draft of the Bill provided for levies only on CBD properties. But on the advice of most delegates Driessen intimated that this would be changed to include all "industrial and commercial properties in the CBD and any other part of the metropolitan area".

It was rightly pointed out that all these properties generate traffic and that, if the CBD alone were to carry the burden of higher rates, there would be a sharp deterioration in central city areas.

Every level of government and countless outside bodies have a finger in the urban transport pie. The scope for time-wasting red tape and squabbling is enormous. For instance, many feel the

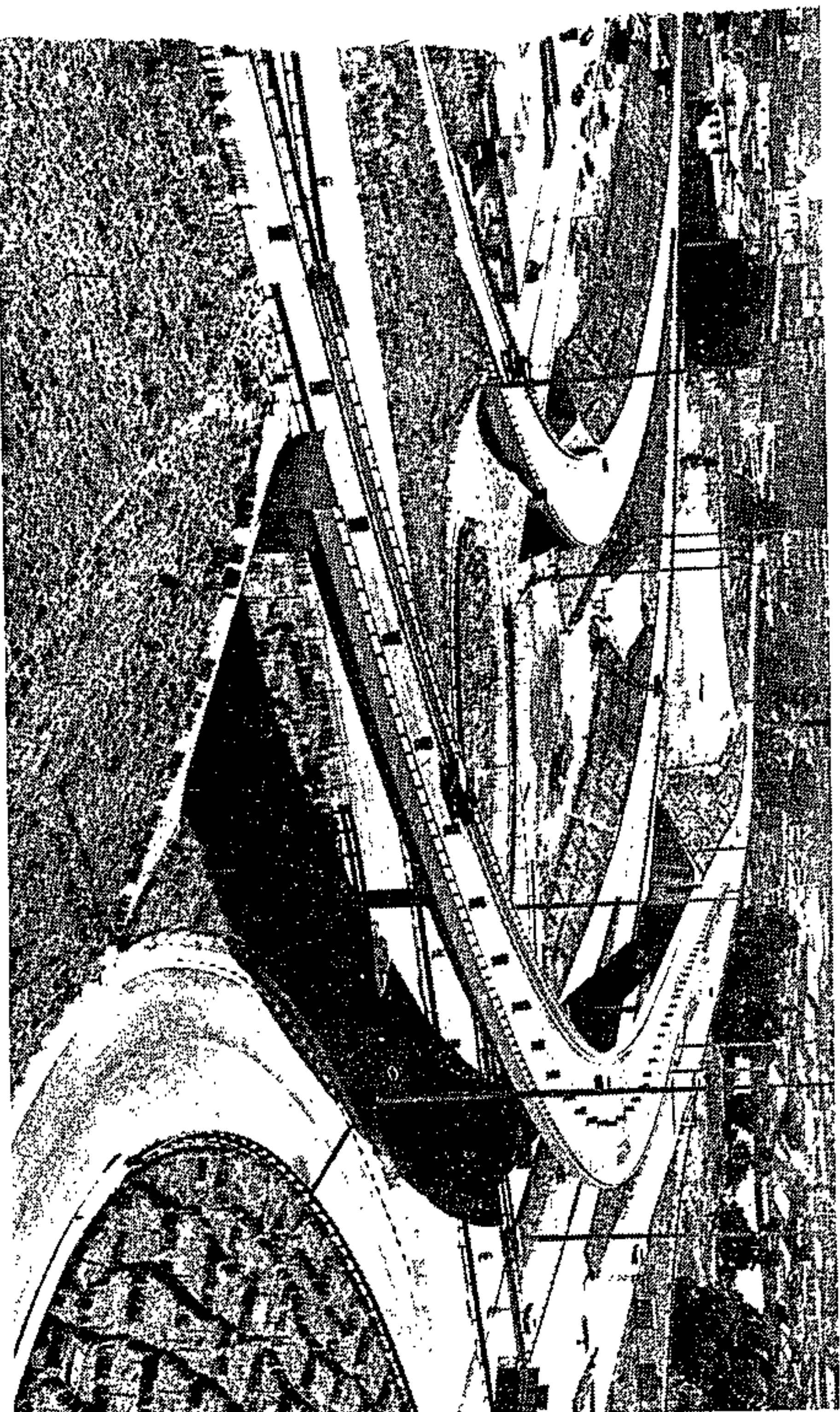


Bill could be implemented adequately (and perhaps more efficiently) by eliminating the provinces from the decision-making process.

Already there is disagreement between the Transvaal Provincial Administration and the Johannesburg City Council on which towns should be included in the metropolitan area. The latter wants all the city's neighbours, such as Alberton, Edenvale and Bedfordview brought in while the TPA thinks only Johannesburg, Randburg and Sandton should be included. It is also pushing for a Metro-

UTF and MTF will be financed mainly from road users, there is danger of heavy bias towards encouragement of road traffic, at the expense of a unified transport system.

And bearing in mind government's exemption from municipal rates on its buildings, some cities (especially Pretoria) are worried about the implications for their urban transport projects. These could be in jeopardy if government refuses to cough up its share of levies and taxes on public buildings and GG vehicles.



ie sums involved are mind boggling . . so are the tax implications

politan Authority with executive powers. Railways is justifiably worried that it will be overlooked in the allocating of subsidies. According to senior planner J D Lloyd, even "the subsidies proposed in the Driessen Report and subsequently reduced in the White Paper are quite inadequate." Railways fears that, since the

The toughest scraps will be over money. The sums required to implement urban transport plans already on the drawing boards are mind boggling. Railways needs R1 500m over the next 14 years to expand commuter services for Blacks; Durban's basic road network will cost R131m; and transport facilities for

Johannesburg will gobble up R700m in the next decade.

The Driessen Commission accepted a total annual capital expenditure of R105m. It proposed that R74m (at 1974 prices) be found from a tax on motor vehicles and/or a fuel tax, and R18m by local authorities from levies on CBD properties, parking space and loading zones.

Government slashed these figures to R44m (to be paid into the UTF) and R8m (for the MTF). Assuming that expenditure remains at R105m the reduced amounts mean local authorities will have to foot nearly two-thirds of their capital spending bill themselves.

In any case it will be several years before even such reduced amounts materialise. Thanks to cuts in public spending and a reluctance to squeeze taxpayers harder, only R1m has been provided for 1976-77. And Driessen told the symposium that next year's Budget will allocate a mere R10m for urban transport. Suggested Driessen: "During the lean years we can do a lot of essential research work and employ the measures in the Act on non-capital intensive projects." But the cities are already committed to many expensive projects.

Though he admitted, "it's no use giving a local authority a button when it needs a suit," Driessen just doesn't have enough cloth.

To quote Minister of Transport Louwrens Muller's estimates, the seven metropolitan areas account for 75% of SA's domestic capital formation. "The amounts provided by the Driessen Committee," noted Gorven, "are a small price to pay for safeguarding the wealth-generating capacity of metropolitan areas." Aren't urban transport projects, he asked, of more benefit to the country than some of the other schemes which get Pretoria's nod?

Muller affirmed that urban transport has high priority in government's economic planning. Obviously it still isn't high enough.

A call to subsidise 4/5/76 NM bus fares

Mercury Correspondent

CAPE TOWN — Bus fares should be subsidised for economically depressed communities. This was part of the price of apartheid, said Mr. Rupert Lorimer (PRP, Orange Grove) yesterday when he referred to the Springs bus boycott.

"Bus boycotts become flashpoints of violence and civil unrest," said Mr. Lorimer in the transport vote debate.

The handling of the Kwa-Thema boycott, he said, by the Department of Transport was entirely unsatisfactory.

"I believe that it is necessary for the Government to go to the heart of the matter.

"It is a simple fact that the Government policy of separate development means that thousands of Black people must live considerable distances from their place of work, and that the cost of transport to and from the so-called White cities places an intolerable burden on people whose incomes are on or very close to the poverty datum line.

"It is completely unreasonable to expect these people to have to pay for Nationalist ideology and the Government must realise that, if necessary, it must be prepared to subsidise fares for economically depressed communities.

"This must be accepted as part of the price we must pay for apartheid," he said.

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② 103
③ 262 Natal

Stop this traffic says MP

4/5/76 NM

Mercury Correspondent

CAPE TOWN — The Minister of Transport, Mr. S. L. Muller, was asked yesterday to take action against dangerously overloaded cars on the Natal South Coast and Transkeian roads.

These cars, Parliament was told, were such a hazard to traffic that Natalians travelling to Port Elizabeth preferred to go via Bloemfontein.

Mr. C. A. van Coller (U.P. South Coast) complained in the Transport Vote that some "Black taxis" were crowded with as many as 20 people.

The result was that the car was often weighed down at the back at such an angle that the driver could hardly see the road.

Most of these cars, said Mr. van Coller, emitted clouds of smoke and there were frequent breakdowns. Sometimes there were major repairs involving the complete stripping of the engine while the passengers sat by the roadside "holding a picnic."

At night it was difficult to see these broken down cars with the driver's legs sticking out into the road, said Mr. van Coller.

Sometimes these drivers, he said, placed rocks in the middle of the road to prevent the car running down a hill, and a further danger was the number of animals that wandered on to the roads.

Mr. van Coller said that if members thought he was exaggerating they should read what Chief George Matanzima, Minister of Justice in the Transkei, had to say about the lack of road safety in the territory.

Of 9,000km of road in the Transkei only 500km were well constructed. In 1974 there were 2,044 road accidents there. The position there was "critical," Mr. van Coller said.

Our Empangeni office reports that due to the alarming number of accidents on the national road between Gingindlovu and Richards Bay, Mr. Willie Heine, MPC for Zululand is to urge the National Road Federation to give top priority to improvements in the area.

Addressing the executive national meeting of the Zululand Regional Development Association, Mr. Heine said the roads were also inadequate for the spiralling traffic load brought about by the rapidly developing area and a highway was urgently needed.

"For the biggest growth point in the country, Richards Bay has extremely poor communication links," he said.

Transkeian traffic — ^{DP} angry denial

5/5/76

URBAN—Conditions on Transkei and lower Natal South Coast roads are likely to deteriorate further before they improve, Mr F. Martin, Natal MEC in charge of roads, warned yesterday.

Commenting on an appeal made in Parliament to the Minister of Transport to crack down on unroadworthy cars in these areas, he said the problem was a constitutional one which would be compounded when the Transkei gained its independence later this year.

He said the Natal traffic

authorities were doing "all that is humanly possible" to stamp out dangerously unroadworthy vehicles and unlicensed and incompetent drivers.

"But we are up against a constitutional problem which will get even worse when the Transkei becomes independent." He criticised differing standards applied to tests for licences, saying: "What is the use of very high standards in some areas when anyone who has difficulty in obtaining a licence through incompetence can simply go

somewhere else where the standards are lower?"

The control traffic officer for the Cape Provincial Administration, Mr J. C. Schoeman, said reports from towns near the Transkei border were "sometimes frightening." He said unroadworthy cars, false documents, overloading and driver incompetence were rife. Cases had been reported where "licensed" drivers could barely steer a car in straight line.

But the Transkei's Chief Traffic Officer, Mr H. M. Strydom, angrily denied that conditions in the homeland were significantly worse than anywhere else in the country.

"We can tell the same stories of cars in appalling condition entering the Transkei from Natal and from the Cape side." "What is usually overlooked is the fact that most of the false documents are stolen in the Transvaal and Natal—not the Transkei."

He said 2 044 accidents in the Transkei in 1974 in no way indicated a crisis. The accident rate in the homeland was generally lower than in the rest of South Africa.

The Cape Provincial Administration no longer carried out law enforcement duties but 57 Transkei traffic police were already on duty, he said.

"This is not enough, but it is a good start. Training will soon begin to raise the number to about 100 men, which should be adequate for the Transkei."

He said not a single road death was reported from the Transkei during the recent Easter holidays — "and this is something we are rather proud of. It does not indicate a state of lawlessness on our roads."

— DDC.

① 103
② 313

Big bus takeover for KwaZulu

African Affairs
Correspondent

ULUNDI — Chief Gatsha Buthelezi announced last night the formation of a KwaZulu transport holding company to take over the operation of six large KwaZulu and Natal bus companies previously run by the Bantu Investment Corporation.

He told the Legislative Assembly here that on expert advice the Cabinet had decided to participate at government level

in a private company to be known as the KwaZulu Transport Holding Company.

This company will financially control public transport companies which are taken over.

"In most cases these had to be taken over because they failed to render an adequate ser-

vice to the Zulu public. . . . The aim is to develop a Zulu national road passenger transport system — vital for the effective development of KwaZulu," Chief Buthelezi said.

The Chief said BIC's experience had shown that many one-man bus undertakings failed through a lack of capital and professional expertise.

"As the Company's Act of 1973 places a restriction of a maximum of 50 shareholders per private company, and because of the vast administrative responsibilities and functions in each company, it was considered better to issue shares in a holding company incorporating all the activities of existing and future subsidiary private companies.

"By virtue of this consolidation the high and low possible dividends of individual companies can be consolidated in one holding company, and dividends can be distributed equally among all shareholders rather than a differentiated dividend yield in each private company."

BIC planned to start this public company with special capital of R1 000 000 divided into 2 000 000 shares of 50c each.

The Chief said capital required for the existing KwaZulu companies was about R12 000 000, over the next four years.

The companies to be taken over are Trans-Tugela Transport with 175 buses at Newcastle, Ndela Transport at Vryheid, Ezakheni Transport (33 buses) at Ladysmith, Sizananl Mazulu Transport (33 buses) at Pietermaritzburg, Trans-Umzinkulu Transport and Umbuso Wamaqadi Bus Service in Durban.

BIC will initially retain majority shares in the company, and will offer 800 000 50c shares to Zulu citizens.

Chief Buthelezi told the House that the KwaZulu Treasury had been asked to authorise taking R50 000 share capital in the holding company.

CHIEF'S BLUE BUDGET LINE

African Affairs Correspondent

ULUNDI — The KwaZulu Budget emphasised the inferior facilities available to Blacks, said Chief Gatsha Buthelezi when he delivered his fiscal policy speech here yesterday.

The budget forced Zulhus to provide themselves with facilities inferior to those available to all other race groups.

The estimates tabled yesterday show an allocation of nearly R58 million to the Department of Works, but of this sum only a little less than R12 million will go towards the provision of housing.

While R36 million in this vote is designed for the establishment of townships, the bulk of the money will be spent on water reticulation, sanitation, electricity, roads and other services.

Only R1.5 million has been earmarked for the further development of Ulundi, the Zulu capital, this year.

The next largest item in the budget is R24.5 million for education of which more than R19 million will go towards subsidising community and Government-aided schools.

Of this sum of R19 million more than R14 million has been set aside for salaries. Agriculture will receive a little over R8.5 million.

Massive fuel saving in city traffic plan

STAR

18/5/76.

Government moves to restrict motor vehicle traffic in cities could save the country 1 240-million litres of fuel yearly by the year 2000.

Speaking at a Johannesburg symposium on bus transport yesterday, Dr P J Riekert, economic adviser to the Prime Minister, said this calculation had been made in respect of Whites alone.

Measures to discourage private cars and encourage public transport are contained in the Driessen Report and the Urban Transport Bill.

Dr Riekert said calculations showed the proposed measures used in the seven major urban areas would save about 320-million litres yearly by 1980 and 1 240 by 2000.

These figures would represent 21 percent of fuel used by Whites in these areas by 1980 and 38 percent by 2000.

● A Hamburg engineer told the symposium that the West German city's efficient, interlocking bus and rapid rail system had begun to lose money recently.

INCREASES

Dr K A Lippacher blamed the deficit on fuel price increases, wage hikes and under-use of trains and buses.

Last year ordinary buses ran 23 percent full, express buses ran at 17,1 percent of capacity, and tubes and suburban railways operated at under 15 percent of capacity.

Meanwhile the transport operations of the Bantu Investment Corporation are not without problems, said Mr D J Viljoen, general transport manager.

Since January 1973 there have been 2 841 accidents, 64 buses overturned, 7 271 springs were broken on poor roads, 2 654 buses stuck in the mud and 86 cattle, eight horses, six kudu and 116 donkeys were killed by buses.

(1) 262-42201
(2) 313
(3) 265

Traffic plan for cities

25/5/76

ROM

Political Correspondent

CAPE TOWN
THE new version of the Public Transport Bill — which holds the key to Johannesburg's hopes for an underground railway and the future of urban transport on the Witwatersrand — was published yesterday.

The Bill, which was first published earlier in the session, stems from the report of the Driessen Commission of Inquiry into the growing problems of urban transport.

As a result of representations by private enterprise and local authorities the Bill was withdrawn and amended and re-published yesterday incorporating a number of new provisions, mainly concerning the membership of the metropolitan transport advisory board.

The import of the Bill is that for the first time the central Government is to accept a measure of responsibility for urban transport, brought about by the tremendous rise in costs.

Far-reaching measures will be introduced. Public passenger transport will be given preference over other traffic, and the Administrators will have powers over local authorities to impose levies on cars entering city centres.

The levy system was re-

commended by the Driessen Commission to promote a park-and-ride system and encourage commuters to park on the perimeters of cities and to take buses into town.

The Bill also provides for the regulation or prohibition of certain vehicles and the loading or off-loading of goods at specified times. This aims at encouraging the transport of goods in off-peak hours.

The Bill gives the National Transport Commission overall responsibility for the planning and control of urban transport planning. However it also makes provision for Metropolitan Transport Advisory Boards and Metropolitan Directors to co-ordinate planning in areas which the Minister of Transport has declared Metropolitan.

The Bill is clearly aimed at the control of private transport in city centres and promotion of efficient public passenger services.

Reacting to the publication of the Bill the chairman of Johannesburg's management committee, Mr Francois Oberholzer, said last night he was encouraged by the Government's commitment to accept responsibility for urban transport.

However the finance provided by the Government so far was inadequate.

Only R1-million has been provided this year and R10-million next year.

"It should be R52-million a year from next year. It should go into a fund to build up reserves before the expenditure gets under way," he said.

(1) 88
(2) 313

Vaal bus service blow

Vereeniging Bureau

The Vaal Triangle's public bus services for Whites will probably stop from August 29, leaving about 1 500 people without transport to and from work and school.

Black bus services are unaffected.

Mr Frank Brick, general manager of the Vaal

Transport Company, said that the buses operating in Vereeniging and Vanderbijlpark were due for replacement soon because of their age.

The replacement would cost the company about R420 000. In recent years running costs had increased dramatically, the number of passengers

declined and the services for Whites ran at losses of R66 000 a year in Vanderbijlpark and R57 000 a year in Vereeniging.

Mr Brick said a projection of the losses had shown the replacement would mean spending R1-million. The company had decided to stop the service.

The councils of the towns have been approached about possible subsidies and both are investigating the services. It appears they are unlikely to agree.

Mr Brick said that about 10 people would be left without jobs as a result of the cessation of the service.

322
(2) 313

No more bus boycotts ^{R.D. in} 10/14/76 workers told

A MEETING of employrs and Black workers was held in Boksburg this week when bus passengers were asked to avoid boycotts when Putco bus fare increases came into effect of June 14.

Only casual passengers travelling between Vosloorus and Boksburg will be affected.

Mr V. J. Silverston, president of Boksburg Chamber of Commerce and Industries, said that the meeting was called in an attempt to prevent a repetition of the bus boycott at Springs recently when Kwa-Thema residents decided to walk to and from work.

① 313

② 321

N.M. 12/6/76

Bus fare subsidies

THE ROAD Transportation Board's authorisation of a 13 percent increase in Putco fares on June 28 appears to be justified by the rapidly escalating prices of fuel, tyres, spare parts and buses themselves.

But, inevitable though the decision might have been, the commuter resistance that is now being demonstrated is understandable. Rumblings of resentment are already apparent, and employers would be well advised to heed the appeal made this week by Mr. Ernest Sand, president of the Johannesburg Chamber of Commerce, that they should consider absorbing fare increases.

The Durban Chamber of Commerce takes a different view. It believes that wage increases cannot and should not be related to specific increases, whether of bus fares or of any other living costs, and in taking this stand the president, Mr. Graham Gallow, shows a justifiable wariness about accepting the principle that businessmen should automatically subsidise transport costs.

Ideally, wages should be gradually raised to a level that will ex-

able the worker to meet fare increases without aid from State or commerce. Employers should keep this constantly in mind, even though ticket prices in most cases are already being subsidised through the transport levy and by the Department of Bantu Administration and Development. When workers take to their feet in protest they often arrive at work late and tired, with consequent production losses which make it more difficult for employers to incorporate fares in the wage structure.

And as Putco, a private company, is about to reap the benefit of the new fare rises, it should pay attention to the complaints being levelled against it, among them the poor interior condition of the buses and mechanical breakdowns, with the resultant failure to adhere to time tables.

The Chief Bantu Affairs Commissioner for Natal, Mr. J. J. van der Watt, has heard these criticisms personally. He could use his influence to ensure that any future State subsidies for Putco will be subject to certain preconditions calculated to achieve the necessary improvements.

'More pay' plea as bus fares soar

Labour Reporter

Final appeals went out today for employers to strongly consider higher wages to compensate for the rise in Putco bus fares on Monday.

Several of South Africa's largest employer organisations have engaged in massive public relations exercises to ensure that the fare rises do not result in unrest or disruption.

The organisations have gone out of their way to explain the need for the increases.

GIANTS

They include such giants as the Steel and Engineering Industries Federation, the Building Industries Federation and Assocom through the various chambers of commerce.

Some employer organisations did not call on employers for pay rises to offset fare rises because higher wages were granted recently or are in the offing.

But Mr M E de Jager, executive director of the

Johannesburg Chamber of Commerce, today urged employers to strongly consider pay rises.

"Although only a few cents a day may be involved," he said, "this could mean hardship to workers in present economic conditions."

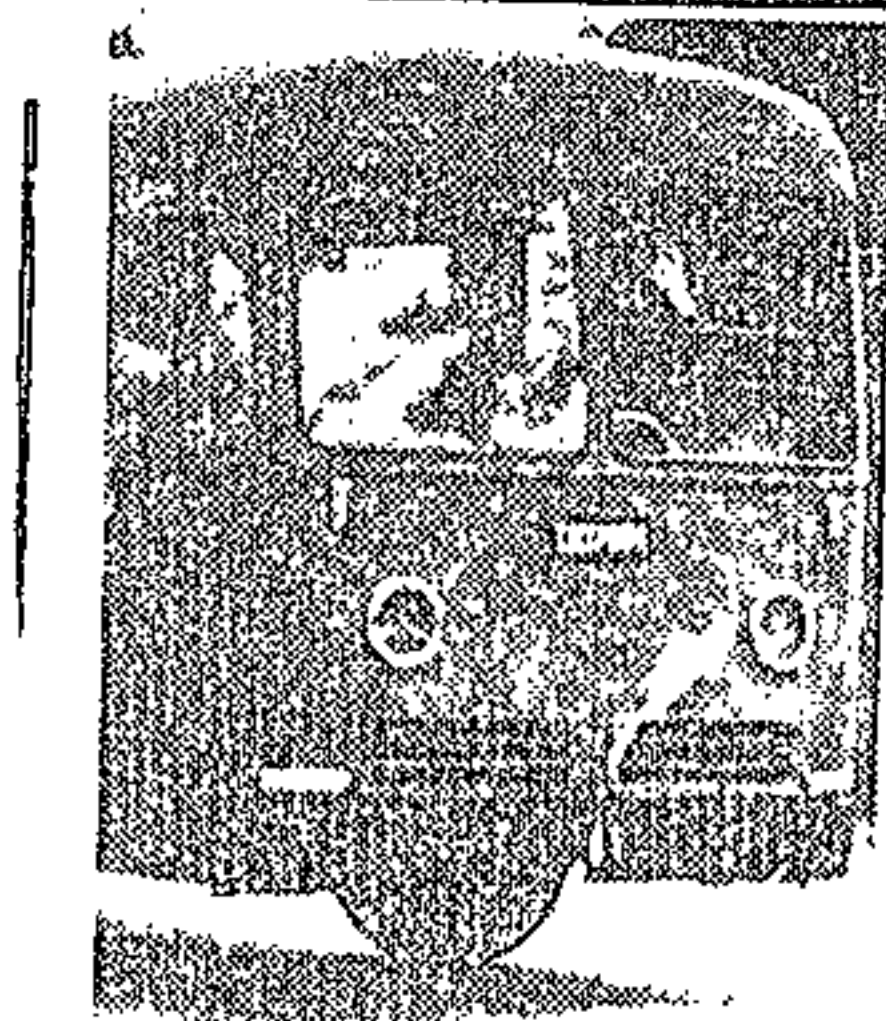
"Such hardship should be forestalled at all costs."

In Pretoria a circular sent to all Chamber of Commerce members urged businessmen to adjust Black salaries to offset the fare rises.

The appeal follows an announcement that an estimated 100 000 Blacks in Pretoria and local homelands must pay at least 10c more for a weekly ticket.

① 313
② 319

① 313
~~② 323~~



How the bus fare rise will affect workers

VIVIAN DE CHALAIN

FROM this week Putco bus fares will be increased throughout the Witwatersrand area.

This latest increase follows closely on the heels of the SA Railways fare increases in April this year and the Johannesburg Transport Department's bus fare increases of September last year.

Mr Ernest Sand, president of the Johannesburg Chamber of Commerce, has called on all employers in the Witwatersrand area to make up the increased bus fares in their African workers' wages.

In making his plea to

employers, Mr Sand said the Chamber of Commerce was satisfied that the latest increase was unavoidable because of the increase in the price of diesel fuel.

Despite representations made by Assocom to the Minister of Economic Affairs, Mr Chris Heunis, it was decided that bus companies could not be subsidised further by the Government as there were no funds available in either the Consolidated Revenue Fund or the Transport Levy Fund.

"It is up to commercial concerns to make up the increases in their em-

ployees' wages or subsidise the travelling expenses," he said. "This is to avoid the possibility of boycotts, strikes and tardiness which will inevitably lead to loss of productivity."

Mr Sand included the employers of domestic servants in his plea.

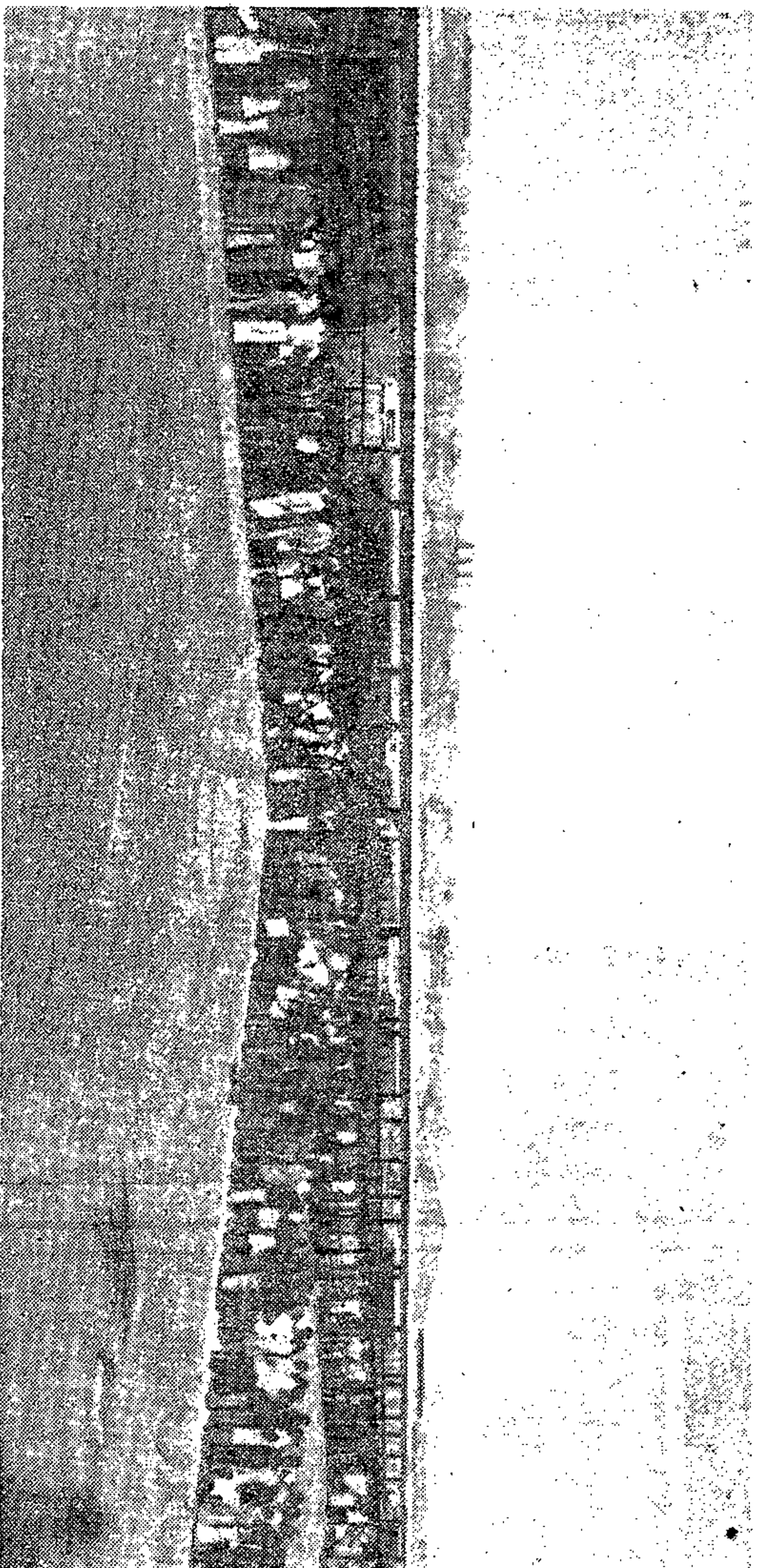
② The table below shows what the average African and Coloured industrial, domestic and commercial worker can expect to spend on transport to and from work each month.

The routes selected are those used by the main concentrations of labour:

African		Putco Fare		SAR	Jhb bus	Total
A) Domestic labour (Weekly return fare) Soweto		Old	New			
To/From						
Pimville-Nancefield Sta.		50c	60c			
Nancefield Sta.-Jhb Sta.				77c		
Jhb Sta-Hillbrow					R1,20	
						R2,57
B-Industrial Labour						
Meadowlands-Croesus Sta.		R1,50	R1,70			
Croesus Sta-New Canada Sta.		80c	R1,00			
						R2,70

Africans (Alexandra)		Putco fare	Total
A-Domestic Labour		Old	New
(Weekly return fare)			
To/From			
Alexandra-Rivonia		R2,50	R2,50
B-Industrial Labour			
(Weekly return fare)			
Alexandra-Noord St		R1,00	
Noord St-Madibane		R2,00	R2,50
Madibane-Madibane		R2,00	R2,50
			R3,50
Africans (East Rand)			
A-Domestic (Weekly return fare)			
Tembisa-Modderfontein		R1,20	R1,20
B-Industrial (Weekly return fare)			
To/From			
Tembisa-Modderfontein			

Come what may the bu



Mabopane transfer station at its morning peak. This photograph was taken in summer — in winter, the 5.30 to 6.00 am peak is over before sunrise.



Bad roads are the cause of many transport problems.

The State Justice delay is justice den

Monday August 2 1976

THE Judge President of Natal, Mr Justice James, has added the weight of his authority to the perennial South African complaint: juridical procedures are too cumbersome and too slow. To which might be added a further cause for discontent—too expensive.

There is a correlation between cost and the crawling pace of the law. Time is money and the more time is devoted to what Mr Justice James termed "over-elaborated procedures laid down in the Supreme Court rules" the higher are the bills which the public must pay.

This in turn means, in practice, that all men are not equal before the law because access to the courts really depends on the capacity to pay, both in time and in money.

Our last chance

But this, in turn, would make for long-distance commuting by the white managerial staff who would have to run the industries until Black staff were trained.

The Government is prepared through levies and subsidies to meet the cost of bringing tens of thousands of Black workers out of the homelands every day, so it could just as well spend the same money taking in a few hundred White staff rapidly, perhaps by helicopter. This journey need take only a few minutes.

Also, from the homelands' point of view, the wages earned by Black people in their own areas would be spent there, rather than in the white areas where they now work and shop. This would benefit the homelands' economies.

And isn't this what the whole separate development thing is all about?

Black and White employees of Bophuthatwana's internal bus transport service have been given a special bonus for keeping the system running during the June riots.

If they had failed to beat the difficult and often dangerous conditions in which they had to operate they could hardly have been blamed on human grounds. But the resulting lack of transport would almost certainly have aggravated the already inflamed situation.

Not only would it have caused hardship to tens of thousands of commuters, but unpredictable results, with it would also have disrupted commerce and industry in Pretoria, the border industrial areas of Rossllyn and Brits, and the homeland's own industrial

meanings. "Black people can do the job if given the opportunity and if you demonstrate your faith in them."

Mr Steyn has whole sections in his company workshop where Black personnel operate entirely on their own.

Repairs

Repair costs in the homeland are high due to the bad roads over which the buses run. Springs, chassis, back axles and bodywork get a particularly rough hammering. If the roads were better, maintenance costs could be cut by a third to a half, Mr Steyn said.

Transfers

The five subsidiaries of the holding company are Bophuthatwana Transport, Pitso, Bophirima Tswana, Kudumane, and Mabopane Recruiters.

The four bus lines transport passengers with in the homeland and to transfer stations on its borders. There they change to other bus lines operating to the cities.

fer station a constant stream of buses in and out ensures a transfer rate of more than 30 000 passengers in the morning and afternoon peaks.

With buses filling and emptying at a rate of more than one a minute, slick organisation is needed. The station functions like clockwork, entirely under Black control.

If a bus is more than five minutes overdue, a controller goes out to look for it. If it has broken down he radios for a mechanic or a tow vehicle or for a replacement bus if the fault is too serious to be repaired on the road.

Because of the importance of transport in the lives of homeland dwellers there is close liaison between the companies and their drivers. This motivates the drivers to strive for greater safety and general competence. They also liaise with the "customers" through local transport committees.

Under the Pitso system, for example, the monthly

meetings are held every local area. The committee members, who are all to the local police report complaints and make suggestions, and the company acts rapidly on them.

Fares

When the company finds itself forced to increase fares, it first distributes a pamphlet setting out in English and Tswana the nature of its increased costs and the reasons for them.

No trouble with passengers had ever been experienced on this score, Pitso's manager, Mr Paul de Lange, said.

Social issues involved in the decentralised living policy led to the following conclusions:

Create jobs

But separate development exists, for better or worse, and one way in which white entrepreneurs can help to ease the immense human problems involved is by establishing labour-intensive industries in the homelands, as close as possible to

To see the vital role transport plays in the lives of these homeland dwellers. The Star went to see the smoothly-operating transfer stations on the homeland borders at their 5.30 to 6 am peak: into the bush to see heavily-laden buses pounding their way along unbelievably rough tracks, kept on schedule by Black and White mobile controllers in radio communication with headquarters; into workshops where Black and White mechanics worked against the clock to keep the fleet moving and roadworthy.

Decree

The Government has decreed, under its policy of separate development that not all the people who work in a city (such as Pretoria) may live in its townships.

Those who have the ethnic characteristics to live in the nearby homeland (in this case Tswanas, whose homeland is Bophuthatswana) must live there — and must commute to work in the city or the border industrial area.

Transport must be provided to make this possible — and it must start running at 4 am so people who live up to 100 km from their jobs can reach them in time.

This, and the correspondingly late return home after work, are not conducive to family life — or even to sufficient sleep for health and efficiency.

Dedication

However, to the people who run this transport system, moral questions concerning the rights and wrongs of decentralised living cannot be allowed to blur the issue.

The point concerning them is that — given a difficult human situation — more than 30 000 breadwinners in the extensive Mabopane area depend on the buses to get to and from work — that is, for their livelihood.

And the dedication of the Bophuthatswana bus personnel to moving more

Tollgate forecasts dividend up 33 pc

(Business) Argus 25/9/76

A DIVIDEND increase of at least 33 per cent to more than 20c (15c) is forecast by Tollgate Holdings for the coming year if the takeover of Golden Arrow Investments goes ahead.

The takeover will cost Tollgate R5,9-million in cash. The group is highly liquid, however, with about R9,6-million in cash funds and the remaining R3,7-million is to be invested in a suitable diversification after the takeover.

Tollgate's taxed earnings rose 49,8 percent to R5,4-million (R3,6-million) in the year to June.

But the dividend is being kept at 15c because an extra R2,6-million will have to come out of profits to meet higher costs of replacing buses.

SUBSIDIARY

The subsidiary Tollgate Property Corporation reports a 77 percent profit rise after tax, though no figures are given in the report.

Shield Insurance, another subsidiary, had a R182 000 taxed loss compared with a R222 000 profit, largely through high claims and short-term insurance losses.

Golden Arrow is raising its dividend to 10,5c from 10c. Earnings are up 28 percent to R1,5-million.

Main money-spinner was Golden Arrow Finance and other financing subsidiaries, which contributed after-tax profits of R956 000, a R387 000 jump.

Tom Hood

CAPE TIMES 27/9/76

No rise in bus fares

CAPE TOWN'S bus company, City Tramways, has no plans to apply for an increase in bus fares, Mr L R Dickson, general manager of the firm, said yesterday.

He was commenting on speculation that the fares might go up to cover higher licence fees for buses scheduled to come into operation next year.

The licence fees will be increased by 100 percent and more but the firm, owned by Tollgate Holdings, has applied to the Administrator of the Cape, Dr L A P A Munnik, for exemption from the increases.

Meanwhile Tollgate Holdings reported that their profits have increased by 49,8 percent to R5 450 000.

Widespread unrest flares

30/10/76

Mercury Correspondent

JOHANNESBURG

Students at Moflankeg yesterday stormed a township cinema, ripping up chairs and smashing about 400 window panes, Major General D. J. Kriel, Deputy Commissioner of Police in Charge of Riot Control, said last night.

The students took chairs out of the cinema and smashed them to pieces," General Kriel said. Also at Moflankeg, students at a high school stormed out of an examination hall after being told not to write their exams. "The students

tore up their papers." Later on during the evening of a number of Soweto students threw a fire bomb through the window of a beerhall, setting the building alight. Beer containers went up in the blaze, General Kriel said. "Police were also forced to open fire on students when a number of them stoned a police van. General Kriel could not say if any students were injured.

At Langa in the Cape, police fired on about 1 000 students who began stoning police. "The students ran inside a church where they damaged benches," General Kriel said. It is not known if students were injured.

Also at Langa, students threatened to kill the superintendent of the Langa High School unless he stopped the examinations. They also threatened to blow up the school, the General said. Near Germiston an explosion ripped off the door of a bar lounge next to a police station in Kaitshong township on Thursday night, Sapa reports.

The bar, known as Casablanca, and owned by the East Rand Bantu Administration Board, was apparently full of people when a bomb blew out the door. Patrons scattered but no one appeared to be hurt, and yesterday General Kriel said damage was minimal. Near Mafeking several offices at the Botswana Training College in Mofshia township were damaged early yesterday by petrol bombs. Police were investigating and said no arrests had been made. A student at the college said he did not believe students were responsible as they were all determined to sit their examinations which start on Monday. Meanwhile, it was all

quiet in Dundee's Sibongile Township last night after two men were shot dead by police. Two more were injured and seven arrested when 150 angry and stone-throwing hostel inmates went on the rampage on Thursday night.

The trouble began when the power supply to a hostel failed. A technician who arrived at the Bantu Administration offices to investigate the fault was surrounded by a hostile mob carrying sticks. He called for police help and the crowd moved off after trying to set the offices on fire. They then attacked a

beerhall but were followed by the police who dispersed them. According to General Kriel, the police were forced to fire in self-defence.

Damage was estimated at about R12 000, but Board officials were still counting broken windows and doors yesterday. Only quick action by the police prevented the offices from being razed. The two men wounded by police buckshot were admitted to Dundee Hospital where their condition was described as satisfactory, and the seven men arrested will appear in court on Monday.

ARGUS 3/11/76

176

Areas Act blamed for bus fare cost

THE implementation of the Group Areas Act had led to a tremendous increase in the operating cost of public transport and the devilled public transport in the Peninsula, the managing director of City Tramways, Mr J. Barnard, said last night.

Speaking at a meeting of the Western Province branch of the South African Nursing Association, Mr Barnard said that before the implementation of the Act a bus could make four or five trips in the peak hours in the morning and afternoon.

'When the Coloured people were moved to places like Heideveld and Hanover Park the dis-

tances these commuters had to travel doubled and in some cases increased 10-fold.

The impact was tremendous — fares had to increase because the distance was so much greater and a bus which before this could make four to five trips, could now only do one.

The problems were increased when the legislators attempted to bring industrial areas nearer to residential areas, and places such as Epping Industria and Parow Industria were established, Mr Barnard said.

Buses now had to travel in various directions instead of from one central area to residential areas.

City Tramways was very susceptible to politics because 85 percent of its passengers were Black, Mr Barnard said.

WHITE MAN'S BUS

'The Coloured people were moved to outlying areas and the bus that called in the morning and called again in the afternoon came to represent the White man. They see the White man's bus at the White man's heel.

'We feel that we have been singled out on account that we exist in a society that has chosen a particular way of life,' he said.

However, today commuters in the Mitchell's Plain-Atlantis areas could travel in a bus in which

Mr Barnard said:
Buses now had to travel
in various directions, in-
stead of from one central
area to residential areas.
City Trams was very
susceptible to attacks
because 80 percent of its
passengers were black, Mr
Barnard said.

WHITE MAN'S BUS

The Coloured people
were moved to outlying
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the white man. They see
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the white man at the
we feel that there
been a great deal of
count that we have in
society that has been
particular way of the
said.

However, today, com-
muters in the South-
Plain Atlantic area could
travel in a bus in which
they had half black and
Tramway. They joined
forces with the black com-
muter and formed a com-
pany in which they had
50 percent share.

Mr Barnard said at
municipal public utility
operators in South Africa
were running at a loss.
Privately owned operators
such as City Trams
could run at a profit
because they had the ad-
vantage of bulk buying
and could obtain vehicles
and petrol more cheaply.

A monopoly in public
transport was a necessity,
he said because in order
for it to be a viable en-
dertaking there must be
sufficient volume of com-
muters to fill the buses.
Competing companies run-
ning at the same time
along the same routes
would lead to disaster and
disorder, he said.

Fewer cars enter City business area

16/11/76

FOR the first time this decade there are clear indications that the number of private cars entering the central business district of Cape Town is decreasing.

The reason is believed to be the rising cost of motoring and recently increased fees at City municipal parking lots.

The Traffic Manager, Mr John O'Connor, says the drop in commuter traffic

may be about five percent. He bases this on a sample traffic count taken last month. It is corroborated to some extent by a slight fall-off in the use of municipal car parks.

Mr O'Connor said although the decrease was small it should be seen against the steady 10 percent increase in car registrations each year.

He said traffic volumes over the past 10 years had swelled by an average of six percent a year.

The sample study was made on October 12 and Mr

O'Connor said it was undertaken to evaluate the effect of a possible speed limit to save petrol.

Counts were taken at three points of entry into the City and figures were compared with corresponding figures for last year. They were done over a 12-hour period from 7am to 7pm.

One-hour "peak" studies at the three points showed very little change from last year, but, if anything, there was a very slight decrease in peak hour volumes.

The reason for the change is not clear but it could be that more people are sharing cars in "lift club" arrangements.

324

Audio/visuals

Is it essential to show any audio/visuals such as a film or videotape?

Venue

Traffic holdup costs R60m

JOHANNESBURG — Traffic congestion in Johannesburg cost commerce and industry at least R60 million a year, Mr J. Driessen, former secretary for transport and now Government adviser on urban transport, said yesterday.

Reacting to the 4c a litre petrol price increase, Mr Driessen said an efficient, workable urban transport system was now more vital than ever.

"Unfortunately, South Africans do not seem to realise how crucial it is," Mr Driessen said.

He said a memorandum drawn up by the South African Institute of Civil Engineers had shown that time lost by commercial vehicles due to traffic congestion in Johannesburg alone cost commerce and industry R40 million a year.

"The way transport costs have rocketed since 1971, it is a very conservative estimate to say that cost has risen to at least R60 million a year today."

Mr Driessen said the cheapest and quickest way to alleviate the situation, at least partially, would be to stagger working hours.

"In the long term of course, there is no substitute for a well worked out urban transport system to allow the motorist to leave his car at home." — DDC.

venue for your presentation been decided?

Will you be playing at home or out and is the meeting room suitable for you?

Is it suitable as a meeting room for your audience and as a room for your subject?

Is it the right size for the number of people expected?

Will everyone be able to see? Is there a dais or platform? Is there enough room for the positioning of one or more projection screens?

Will everyone be able to hear? Do you need to use a microphone? Is there a public address system installed? Will there be distracting noises and can the room be silenced during your presentation?

Can the room be darkened easily? Are there sufficient power supplies for projected visuals or sound?

What equipment will you have at your disposal? Will there be an experienced projectionist available?

Are there any suitable visuals or aids (e.g. films, videotapes, slides, etc.) already available?

(c) What facilities are there for obtaining or making others you may need?

Budget

Has a budget already been prepared? If so, how much money has been allowed for:

Govt told to think again on petrol ban

RDM 12/1/77

By HELEN FLEETWOOD

THE Government should reconsider its ban on the sale of petrol over weekends, the Automobile Association said yesterday.

The AA said that while the weekend ban had helped to save fuel, it had resulted in wasted man-hours and reduced productivity.

The early closing of petrol stations on Fridays had led to motorists filling up before the weekend thus aggravating traffic congestion and causing fuel wastage.

The increase in the price of petrol, coupled with the general economic squeeze, would result in a reduction in consumption.

It might also be found that with the further savings resulting from the lower rural speed limit of 90 km/h, the overall savings which the Government regards as essential could be achieved without restricting the sale of petrol, the AA said.

However, other motor bodies disagreed with the AA.

The chairman of the South African Motor Traders Association Mr A. Bergman said yesterday that petrol attendants already worked up to 54 hours a week.

If the hours were again increased they would have to be paid overtime under the motor industrial agreement. This would again result in higher expenditure for the garages concerned.

He said reduced speed

limits were not the answer to saving either.

"Improved city driving conditions and a steady traffic flow would be of great benefit. There are very few cars which travel at a consistent speed.

"The percentage of cars which travel on open roads is negligible compared to those in cities and towns. Up to 50 per cent more petrol is used with the stop-start driving in cities.

EFFECT

"If the Government concentrated on this it would have far more effect on the national conservation than actual speed limits or petrol selling hours," said Mr Bergman.

A spokesman for the Motor Industries Federation said yesterday: "We are directly involved and are at the Government's call in view of the fuel saving required. One has to take into account the interests of the country.

"There is no doubt the shorter petrol selling hours have contributed to saving fuel and the import bill," said the spokesman.