TRANSPORT

PRIVATE — GENERAL

JAN. 77 — NOV. 77

TRANSPORT PRIVATE GENERAL 12/1/77 – 20/11/77 326 ~~248~~

ARGUS 12/1/77

Move for higher city bus fares

COMMUTERS face a possible bus fares hike by City Tramways in the coming months following a year of steep cost increases on all fronts.

The company is expected to forward proposals to the Road Transportation Board soon.

'Besides the diesel fuel increases we have had cost rises on all fronts,' said Mr Neil Hurford, City Tramways public relations officer, today.

'In the past 20 months we have bought 145 new double-decker buses. This is an example of where our so-called enormous profits are going to — we are using them to improve and keep the service viable.'

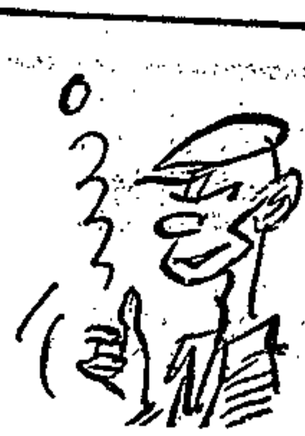
The company's cost increases were:

- A diesel fuel increase of 1,30 cents for operators not receiving their fuel from public pumps where the increase will be four cents.
- Increased rates.
- Increased electricity tariffs.
- Increased water tariffs.
- Licence fees for buses have doubled this year.

Mr Hurford said no formal application had yet been made to the Road Transportation Board, 'as the company was still considering the effects of the cost increases.

He emphasised that City Tramways would make every effort to ensure the increase would not adversely affect Blacks.

'The company has always made recommendations that fares for Blacks be subsidised and we will do it again,' he said.



'Bus to town and arrive bust.'

labour supplies and hired workers (both permanent ... found in one sample of 27 farms for 1964, hired labour constituted around 15 per cent of labour-time (less than in the case of children, 24 per cent, and the wife/wives of household heads, 21,5 per cent). During 1970-74 permanent wage-labourers constituted only 4,3 per cent of the total APL population. But they represented 27 per cent of men over 16 years of age. To this should be added the structurally-incorporated element of casual labour supply (measured as equivalent to 4.4 permanent workers per APL farm in 1974). A fairly high degree of 'illegal occupancy' (442 of 9000 farms were 'vacant' in 1974), evidence of 'squatters' on-site, availability of itinerant labour-gangs, and the proximity of a marginal peasantry allow for the securement of such labour supplies. On average, as shown by available evidence, wages and conditions of labour are worse in APL's than on plantations - many of the workers typically being young, 'landless' or foreign.(36)

From the viewpoint of social reproduction, the evidence of the APL's, as well as of the conditions in which there has been a spread of wage-relations in the TTL's, implies one or both of two tendencies. On the one hand, the historical transformation of the peasant into a rural worker has been a decidedly uneven process, in terms of the effect it has had on basic levels of subsistence. On the other hand, in the case of a number of rural workers, a lower level of subsistence has been enforced. The limited nature of available evidence does not allow for a firm conclusion as to the exact extent to which these two inter-related tendencies have been manifest in the development process.

III CONCLUDING PERSPECTIVES

I should like to divide some concluding perspectives into three parts; the empirical, the theoretical and a note on unresolved contemporary research issues.

A EMPIRICAL

The evidence of long-run wage constancy does not imply that the ratio of wages to domestic (or even domestic and foreign) social means of subsistence in the non-capitalist sector(s), upon which base part of the cost of reproduction of labour depends, has been constant for the period examined. Contemporary

Hansard | col 11 25/1/77

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X Bus fares in Cape Town

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

(1) Whether an independent chartered accountant was appointed by the National Transport Commission during 1976 to inquire into bus fares charged in Cape Town; if so, what is his name;

(2) whether the inquiry has been completed; if not, when is it expected to be completed; if so,

(3) whether he will lay the report upon the Table; if not, (a) what were the findings of the accountant and (b) on what date were they communicated to the Commission.

The MINISTER OF TRANSPORT:

(1) Yes. Theron van der Poel.

(2) Yes.

(3) No, since the report contains particulars of an intimate nature pertaining to the bus company. I am, however, prepared to make the report available to the hon. member on a confidential basis.

(a) and (b) The report is being submitted to the National Transport Commission for consideration. I shall make the findings of the accountant known at a later stage.

Mr. L. G. MURRAY: Mr. Speaker, arising out of the hon. the Minister's reply, may I ask whether he will make that information available to responsible representatives of ratepayers' associations concerned with new applications for increased bus fares?

The MINISTER: Mr. Speaker, I think the findings should be sufficient.

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Putco silent on hijacked drivers' fate

8/3/77 PM

By MATEU NONYANE

THE management of Putco yesterday refused to comment on what action would be taken against eight of their drivers who were allegedly hijacked with a fleet of buses in Soweto at the weekend.

The drivers were allegedly hijacked by a group of mourners at Emdeni Township, Soweto, and forced to drive to Avalon Cemetery, 12 kilometres away, for the funeral of Dr Naboth Ntshuntsha, who died in detention.

The Rand Daily Mail was told the drivers were unable to explain to two Putco officials at Moroka police station why they did not drive the mourners to Jabulani police station, which was on their way to Avalon cemetery, since they were "perfecty aware" the buses had not been paid for.

Mrs J. Gussenhoven, Putco's public relations officer, said what action was taken against the drivers was "purely a domestic matter."

Putco was unable to estimate losses stemming from trips the eight buses and their drivers could not undertake because of the "hijack".

Asked if the company would still hire out buses to families whose relatives died in detention, Mrs Gussenhoven said:

"Buses are usually hired by undertakers. We do not ask who the deceased is."

She refused to comment on whether Putco would stop hiring out buses to families of people who died in detention.

There were angry scenes outside the Avalon cemetery minutes after the burial of Dr Ntshuntsha.

Armed police, including Sergeant N. T. Myburgh of the Protea Police, stopped mourners from boarding the buses back to the home of Dr Ntshuntsha.

The Rev Ranthite wa Namo of the St Matthew's Anglican Church, Emdini South, intervened and averted what could have developed into an ugly scene.

He appealed to the mourners, mostly students, to get out of the buses which were driven later to Moroka police station empty, leaving mourners stranded.

Black bus fares to rise

GREYHOUND Bus Service on the West Rand intends increasing fares for Black commuters from next month mainly because of increased costs. Fares in the area will be increased by one and two cents. Country trips will cost up to 20c more. All the increases have still to be approved.

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Mdantsane row erupts over pirate taxis

16/2/77 DD

EAST LONDON — Mdantsane taxi-owners threatened to hand in their licences to the Road Transportation Board yesterday if they were not given any protection against pirate taximen who took over what is normally used as a taxi rank in the township.

But when they put their grievances to the Road Transportation Board, they did not repeat their threat.

A spokesman for the Mdantsane Taxi Owners' Association, Mr P. T. Mateza, said the route had been "swarmed" by pirate taxis since late last year.

"Since about two weeks ago matters have become more serious and things have got to a stage where we have had to put up with acts of provocation from the pirate taxi operators.

"We have tried to discuss the problems with these men and we asked them to send four representatives to our meeting but 160 of them turned up and threw threats all round," Mr Mateza said.

We listed the number of special requirements for vehicles licenced as taxis and said it cost taximen about R500 in licences and maintenance a year.

"We need protection. It is not that we cannot fight back at these men but we want to go through the proper channels."

Road Transportation Board officials promised they would take up the matter with the police and try and get them to arrange with the Ciskei Government for a taxi rank at Mdantsane.

The official also explained the problems they had with people taken to court for operating pirate taxis.

"It is always difficult to get a conviction against these people and this is where you could help us by coming forward and assisting us," he said.

A meeting was arranged for officials of the Road Transportation Board, the station commander at Mdantsane and officials of the Taxi Owners Association.

A man who operates a pirate taxi in the township told me: "It is not that we are against taximen running their taxis but we also have families to look after.

What took matters to a head was when these taximen were going about in two cars pulling passengers out of our cars. That was the limit.

And the truth is that most of them are running taxis for Africans in the township. When we apply for taxi licences the Road Transportation Board tells us there are enough taxis in the township.

"The truth is that many people who are running taxis are employed by wealthy Indians who have hired licences from Mdantsane residents who got licences from the Road Transportation Board but could not afford to buy vehicles.

"We have the vehicles and there is a fair demand for our services. What do we do?" the man said.

DDR

Pirate taxis warned

EAST LONDON — To protect legitimate taxi owners in Mdantsane, the South African Police will take "drastic" action against owners of pirate taxis.

Reacting to yesterday's story in the Daily Dispatch focusing on the animosity between the two classes of taxi men, the District Commandant of Police, Colonel G. J. Odendaal, said he wished to issue a stern warning to all owners of pirate taxis.

"Everybody operating a taxi is fully conversant with the requirements and it is consequently clear to me that pirate taxi operators are openly flouting the law.

"That they have families to support is no excuse. They must make their living lawfully."

This last reference was in reply to a statement in yesterday's story when a pirate taxi operator claimed he was not against the legitimate taxi owners, "but we also have families to look after."

Col Odendaal appealed to residents of Mdantsane not to make use of pirate taxis because by doing so they were enticing the owners to contravene the law which, Col Odendaal said, carried a heavy penalty. — DDR

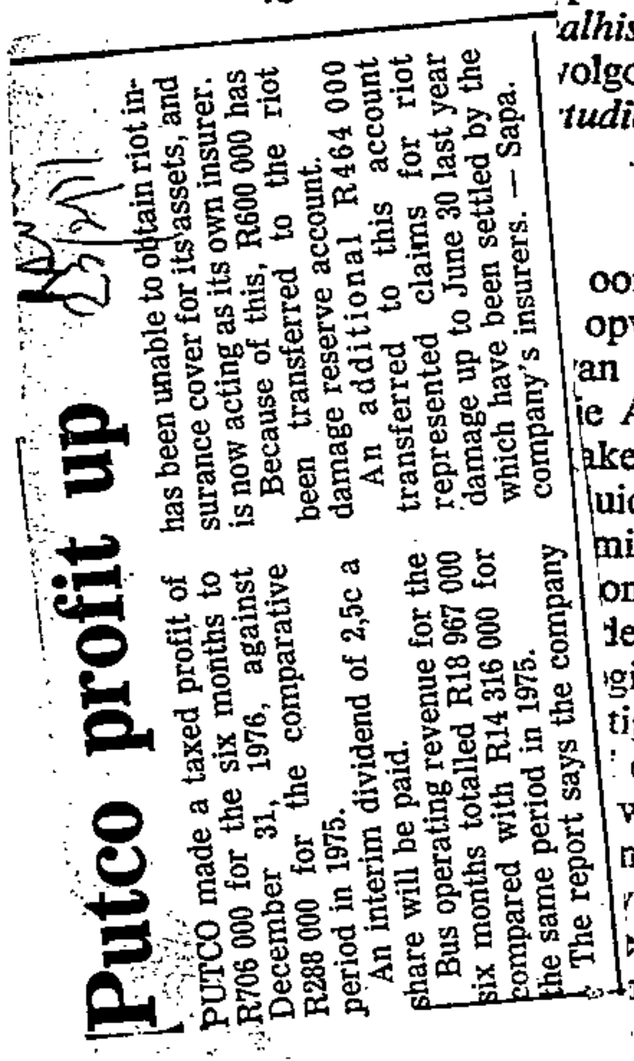
hier, soos die Nederlandse taalkundige J. L. Pauwels aantoon, met 'n oorgeërfde verskynsel te make.

J. A. VERHAGE, „Deftige en gemeensame vorme in die sinsverband van ou Kaapse taal", *Tydskrif vir geesteswetenskappe*, jg. 5, nr. 3, 1965, pp. 307–323.

J. A. VERHAGE, „Die herkoms van die verbinding *as wat* na 'n komparatief en sy verbreiding in Afrikaans", *Tydskrif vir geesteswetenskappe*, jg. 7, nr. 1, 1967, pp. 328–342.

...alhist. opstelle, pp. 162–168.

...volgorde van verbogen verbale vormen in het Neder... *...tudies*, pp. 105–110.


Putco profit up

has been unable to obtain riot insurance cover for its assets, and is now acting as its own insurer. Because of this, R600 000 has been transferred to the riot damage reserve account. An additional R464 000 transferred to this account represented claims for riot damage up to June 30 last year which have been settled by the company's insurers. — Sapa.

PUTCO made a taxed profit of R706 000 for the six months to December 31, 1976, against R288 000 for the comparative period in 1975. An interim dividend of 2,5c a share will be paid. Bus operating revenue for the six months totalled R18 967 000 compared with R14 316 000 for the same period in 1975. The report says the company

9.5 Slotopmerkings

oorsig van die wording van die Afrikaanse taal opvallende kenmerke van die woordeskat, klank- an die sinsbou gewys word. Talle van die fyner ie Afrikaanse taalstruktuur kon uit die aard van ake kom nie; maar uit die verskynsels wat wel uidelik dat Afrikaans nie eensklaps ontstaan het minstens 200 jaar was nodig om die Afrikaanse ontwikkel. In dié ontwikkelingsproses het baie derings op die gebied van die woordeskat, die giese struktuur, en die sinsbou bygedra. Wanneer tig bestudeer, sien ons dat nie die een of ander een spesifieke faktor vir die wording van Afri- was nie, maar dat die Afrikaanse taal die produk n interne faktore. Besonder belangrik was die van 17de-eeuse Nederlands; soos uit die oorsig enmerke" van Afrikaans voortsettings van die n of tendensie in 'n dialek wat in Nederland self teëgewerk is of verdwyn het. Daarnaas het die invloed van die taal vreemdelinge aan die Kaap 'n rol gespeel. Ook hier kan ons net by uitsondering een groep sprekers isoleer en vir die wording van 'n bepaalde taalvorm verantwoordelik hou. Ons kan bv. nie aantoon in hoever die Franse of Duitse immigrante die Afrikaanse sinsbou direk beïnvloed het nie, of in hoever hulle die vereenvoudiging van die vormstelsel veroorsaak het nie.

1. Teorieë oor die ontstaan van Afrikaans

Vroeër is daar wel aan die een of ander beslissende taalinvloed gedink. Dit was die geval voordat 'n taamlik groot hoeveelheid direkte gege-

wens van die Kaapse taal in die Argief in Kaapstad gevind is. Kort na die stigting van die GRA het die belangstelling in die herkoms en ontstaan van Afrikaans by taalgeleerdes begin posvat en aanleiding gegee tot die ponering van verskillende teorieë oor die ontstaan van Afrikaans. Th. Hahn se *Hottentots-teorie* van 1882 was die eerste poging tot 'n verklaring van die karakter van Afrikaans. Hoewel hy vasstel dat Afrikaans „phonetically teutonic" is, d.w.s. sy Germaanse struktuur behou het, is dit volgens hom „psychologically an essential Hottentot idiom". Maar hierdie vae stelling kan hy nie bewys nie. Kort ná hom kry ons die belangstelling van Nederlandse geleerdes soos M. de Vries en J. te Winkel, wat die *Frans-teorie* voorstaan. Volgens dié teorie sou Afrikaans onder die invloed van die Franse Hugenote ontstaan het, maar D. C. Hesseling het die teorie in 1897 al weerlê. In 1885 wys Hugo Schuchardt, die beroemde Duitse geleerde en kenner van Kreoolse tale, op twee belangrike faktore wat by die wording van Afrikaans 'n rol kon gespeel het; hy dink aan die een kant aan Duitse invloed; aan die ander kant was hy die eerste wat in 1891, op grond van sy kennis van Indo-Portugees en Maleis-Portugees, op moontlike kreoliseringsfaktore in Afrikaans die aandag gevestig het. D. C. Hesseling het dié gedagtes in 1897 en 1899 verder gevoer, veral in sy beroemde werk *Het Afrikaansch* (1899) waarin hy sy *Maleis-Portugees-teorie* uiteengesit het. In teenstelling met die vorige teorieë was Hesseling s'n die eerste wat werklik wetenskaplik verantwoord was. Volgens Hesseling moes daar binne die eerste dertig jaar van die volksplanting 'n skielike botsing van tale aan die Kaap plaasgevind het, nl. 'n botsing tussen die 17de-eeuse Nederlands van die vryburgers, soldate en amptenare en die taal van die Oosterse slawe wat Maleis en 'n vorm van gebroke Portugees gepraat het, of 'n vermenging van albei („Maleis-Portugees"). In 1658 en daarna het 'n groot aantal slawe wat gebroke Portugees gepraat het, Kaap toe gekom; dit sou volgens Hesseling 'n skielike kommunikasieprobleem veroorsaak het wat tot 'n vinnige verandering van Nederlands gelei het. Die resultaat was 'n sterk vereenvoudigde taal met 'n reduksie in sy grammatika. Wanneer 'n kultuurtaal in 'n bepaalde kontaksituasie deur 'n botsing met 'n sosiaal laerstaande taal binne 'n kort tydperk 'n drastiese reduksie, struktuurverandering en vereenvoudiging ondergaan, praat 'n mens van kreolisering. Hesseling moet egter self erken dat die tipiese kenmerke van kreolisering in Afrikaans ontbreek, daarom kom hy tot die konklusie dat Afrikaans beskou moet word as Nederlands wat halfpad bly staan het om 'n Kreoolse taal te word.

Ongelukkig het Hesseling destyds nie oor die nodige direkte taalgegewens beskik nie; hy kon sy teorie feitlik net op sosio-historiese gegewens baseer wat bowendien nie volledig en korrek was nie. Daarom was ook sy teorie ontoereikend en eensydig; dit het 'n hipotese gebly wat hy nie kon bewys nie.

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ARGUS 24/2/77

Council call to end bus apartheid

The Argus Municipal Reporter

THE Cape Town City Council agreed today to ask the Government to scrap bus apartheid in the city.

Mr Alf Honikman, chairman of the council's utilities and works committee, said: 'The removal of this point of friction would relieve a great deal of tension and would help to restore happy race relations.'

He said the approach to the Government would be based on economic issues and the question of discrimination.

The council will also ask for all buses in the city to be operated by two-man crews to cut down on crime and vandalism.

Mrs Eulalie Stott, chairman of the housing committee, said if voices of the 'poorer section' had been heard more regularly in places of authority, the 'misery' of peak-hour travel on buses plagued by thugs would have been more widely realised.

PACKAGE DEAL

Dr John Sonnenberg said the aim of the resolution was to suggest a 'package deal' which called for rationalising and modernising the bus operation and avoiding 'wasteful public expenditure' demanded by an apartheid system.

Mr Len Kendal, who introduced the original motion, said: 'A lot of people realise the practicality of removing segregation from the buses.'

Three councillors voted against the motion.

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No opposition to bus fare rises

Staff Reporter

Cape Times 1/3/77

FOR the first time in many years City Tramways have had bus fare increases approved without any opposition.

The new fares, which were approved by the Local Road Transport Board yesterday, will bring steep increases to people who use buses for long journeys.

But fares on most of the routes used by the City's Coloured commuters will remain unchanged and in some cases they will even be reduced.

Mr Sam Gross, the chairman of the Green and Sea Point Ratepayers' and Residents' Association which has vigorously opposed previous increases, said his association had carefully examined the new tariffs and decided not to oppose them.

He said he understood that costs had risen and he felt that most Sea Point commuters would be unaffected by the increases.

Outcry

Mr Neil Hurford, a spokesman for City Tramways, said there had been no opposition to the new increases.

When fares were increased about two years ago there was a public outcry and the company encountered serious passenger resistance. The bus company estimated that it lost a million passengers a month.

The main reason for the new increases, which come into operation next week, is rising costs.

A new wage agreement will cost the firm an extra R1m a year. Part of this agreement is that Black bus drivers and conductors will now receive the same pay as their White counterparts.

The licence fee for the average bus has doubled from R350 a year to R700. This, Mr Hurford estimated, would cost the company R500 000 a year.

White people who use the buses for long journeys will bear the brunt of the new increases. And Whites will also have to pay 20 cents instead of the old minimum fare of 16 cents for journeys to town from Oranjezicht, Green Point, Kloof Nek and Kloof Street.

The long trip from Wynberg to Hout Bay for instance, will cost 40 cents instead of 30 cents and there will be a five cent charge for buses which cross the City centre. This will apply to someone who catches a "through" bus from Claremont to Sea Point.

The fares for most of the routes used by Coloured commuters are unchanged, and Mr Hurford indicated that one of the reasons for this was that the bus-occupancy rate on these routes was high and they were therefore economical.

"We have tried to make sure that some bus passengers don't subsidize the journeys of other bus passengers," he said.

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Equal pay for bus-men

CAPE TOWN. — Black bus drivers and conductors will be paid the same salaries as Whites following increases granted yesterday in Cape Town bus fares by the Road Transportation Board.

The increases will in some cases mean a steep rise in fares on routes used mainly by White passengers, but fares on most routes used mainly by Coloureds will stay the same, and in some cases they will drop. — Sapa.

Bid to increase bus fares explained in letter

ARGUS 2/3/77

IN an unprecedented move, City Tramways yesterday handed passengers on all bus routes a letter explaining why the company felt the need to apply for the adjustment to fares.

The application which has been lodged with the Local Road Transportation Board has not yet been heard.

If it is successful, it will mean some fares will decrease, some will remain unaltered, and others will increase by 5c, 10c or more.

City Tramways is also proposing a new system of fare zones with a basic fare for the first zone and a supplementary charge for each additional zone travelled. It is this system which will result in a decrease in certain fares.

OUTLINE

In the letter to passengers, Group Liaison Officer Mr Neill Hurford outlines the proposed adjustments (with a schedule showing examples of the new fares) and details the reasons behind the application.

These include: increase in the cost of mechanical spares, electricity, municipal rates, rail fares, office equipment and fuel and lubricating oil.

The new wage agreement will cost the company R1,7-million this year and bus licences have doubled or more.

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GOVT TO CONTROL ALL CITY TRAFFIC

9/26/72

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Parliamentary Correspondent

CAPE TOWN — Proposed laws giving the Government far-reaching powers to control the movement of transport and people in South Africa's cities are to be reintroduced in Parliament.

But the Urban Transport Bill, which reached the second-reading stage last year but was not passed due to a shortage of time, has been amended.

The reintroduction and amendment of the Bill was announced yesterday by the Secretary for Transport, Mr. A. B. Eksteen, when he opened a regional congress of the Association of Chambers of commerce in Kimberley.

Mr. Eksteen said a number of "useful" suggestions for improving the Bill had been received from both Government and private sources.

These had been incorporated in a revised Bill which he expected would be submitted to Parliament shortly.

"Personally I think the revised Bill will be more acceptable to local authorities and the public in general," Mr. Eksteen said.

In terms of the Bill, the National Transport Commission will be given new powers to control urban transport.

An urban transport fund will be empowered to subsidise improvements in traffic systems.

It will enable the Minister of Transport to declare metropolitan transport areas.

"I understand that the Bill is the first piece of legislation which prescribes that the solution to urban problems in a specific field should be sought on a metropolitan basis," Mr. Eksteen said.

Already transport studies had been conducted in the metropolitan areas of Johannesburg, Cape Town, Durban, Pretoria and Port Elizabeth where traffic congestion was considered more acute than elsewhere.

Bloemfontein was the next city on the department's list, Mr. Eksteen said.

Staggered working hours would spread the traffic load over a longer period of time in the early morning and late afternoon, would reduce congestion and make

...efficient use or ... capacity of existing street systems.

The Government had already introduced staggered hours for civil servants in Pretoria who now started work 15 minutes earlier each day.

The Department of Transport was starting investigations as a matter of urgency in Johannesburg, Cape Town, Durban and Port Elizabeth to see if staggered working hours could be introduced.

Harvard 7 @ col 612 11/3/77

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Conference Lines: containerization

*5. Mr. C. J. S. WAINWRIGHT asked the Minister of Economic Affairs:

Whether final agreement on containcrization has been reached with the Conference Lines; if not, when is it expected that finality will be reached.

†The MINISTER OF ECONOMIC AFFAIRS:

Agreement has been reached with the South and South East African Conference Lines on the introduction of a containerized shipping service between South Africa and Europe and the container vessels are already being constructed. However, a formal agreement in this connection has not yet been concluded with the Conference Lines. It is regretted that a firm indication as to when finality in connection with such a formal agreement will be reached cannot be given at this stage.

Transport Private 326
General.

Pirate taxi chase in EL

EAST LONDON — A municipal traffic department car chased a pirate taxi through East London at speeds of more than 100 km/h yesterday morning.

It all started when Traffic Officer I. R. Carshagen was on duty at the expressway coming into town from Gonubie.

An overloaded taxi — there were eight passengers in the vehicle — went past Traffic Officer Carshagen who then gave chase.

The driver of the taxi would not stop and increased speed. As the two cars roared through the city, Traffic Officer Carshagen was in radio contact with headquarters in Fleet Street.

Another car, driven by Traffic Officer J. J. van Tonder, left the Fleet Street headquarters when it seemed certain in which direction the pirate taxi was heading.

The two traffic department cars headed off the taxi in Orient Road. The driver of the taxi jumped out of his vehicle and ran into the nearby bush on Signal Hill.

The two traffic officers gave chase and managed to catch the driver.

A summons was issued on the spot to the driver and the traffic officers went back to their routine duties. — DDR

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Black bus service criticised

25/3/77

BLACK public transport services must be streamlined or an explosive situation could develop, the president of the Pretoria Chamber of Commerce, Mr D. W. Rolt, warned in Pretoria last night.

Addressing the chamber's annual meeting, he said the main problem in Pretoria at present was Black transport from the homelands to the Pretoria employment areas.

"Commerce is concerned that avoidable delays en route be eliminated and commuters be conveyed, as far as possible, on an origin to destination basis. Lengthy travelling time between home and employment areas is the main cause of worker dissatisfaction."

Commerce, and the city council of Pretoria, had tried to solve the problem by proposing bus routes to promote origin to destination travel. However, the influence of vested interests — not the welfare of the Black commuter — negated what they tried to achieve, he said.

There was a danger of a boycott of Black public transport because of transport inconveniences which could be eliminated, said Mr Rolt. — Sapa.

Judge visits

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Bill may change travel patterns in cities

21/3/77 DD

HOUSE OF ASSEMBLY — The tough, wide-ranging Urban Transport Bill to cut down traffic congestion in South African cities has been re-introduced into Parliament.

The Bill is a revised version of the one introduced last year, but held over because of other urgent legislation.

It is expected to result in drastically changed patterns of travel to and from South African cities.

The new legislation could result in levies being imposed on cars entering cities, ensure that public transport has preference over other vehicles and introduce new planning regulations to control floor space on new buildings.

The measure provides for the declaration of metropolitan transport areas within which local authorities, in accordance with approved transport plans, will have wide powers over vehicles entering or using the area.

They will be able to impose levies on specified classes of vehicles entering specified portions of the area at certain times, on loading and parking areas, and on land or buildings not used exclusively for private dwelling.

Local authorities will also be able to regulate the size, class or number of vehicles entering any specified area and the times when any class of vehicle may do so, and determine the times when loading or off-loading of goods vehicles may take place.

Parking in buildings during a specified period may be regulated or prohibited.

Failure to comply with these regulations will carry maximum penalties of R500 fine or six months' imprisonment.

Metropolitan Transport Advisory Boards will be established to promote the co-ordination of transport in metropolitan areas, including the staggering of working hours.

The formulation and application of urban transport policies for various areas will be undertaken by the National Transport Commission.

Both the United and Progressive Reform Parties yesterday gave a qualified welcome to the Bill.

The UP's Mr Vause Raw said it was a far-reaching Bill and although the party's transport committee had not discussed it, it was likely that it would accept the broad principle.

The PRP's Mr Rupert Lorimer said it was a major responsibility which was accepted by the State and although there were some areas which needed to be clarified, he welcomed it. — PC-SAPA.

R.D.M. 29/3/77

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By BERNARDI WESSELS
Political correspondent
HOUSE OF ASSEMBLY

MOTORISTS, already reeling under the impact of soaring petrol prices face even higher motoring costs in terms of the new Urban Transport Bill which was tabled yesterday.

The tough, wide-ranging legislation provides for levies to be imposed on cars entering cities; for public transport to be given preference over other vehicles; and introduces planning regulations to control floor space in new buildings.

The Bill, which follows the recommendations of the Driessen Commission of Inquiry into urban transport problems, could result in drastically changed patterns of travel to and from cities.

Mr Vause Raw, UP, reacting to the Bill, said its impact was likely to be considerable, particularly in its effect on the lifelong habits of city dwellers.

Basically, the Bill gives the National Transport Commission power to regulate and control the formulation and application of urban transport in metropolitan areas, as well as power to co-ordinate and supervise "all matters concerning urban transport in the Republic."

The commission can withhold financial grants or discontinue payments to local authorities which frustrate its plans.

It can "ensure that public passenger transport has preference in any urban traffic regulative system in any manner it may think fit."

The Bill provides for financial grants for transport studies, for financial assistance to "any person conducting in any metropolitan transport area a public passenger service" as long as it is not subsidised by the State and for the defraying of expenses by local authorities.

Local authorities are given power to impose levies on specified classes of motor vehicles entering specific areas of cities.

Local authorities will also be able to impose levies on buildings and land, other than private dwellings and State property; to impose levies on the parking of motor vehicles; on parking places; and loading places.

They will also be able to regulate the size, class and number of motor vehicles that may enter areas in cities, or prohibit their entry.

Spokesmen on transport for the United and Progressive Reform parties yesterday gave the Bill a qualified welcome.

Mr Raw said the Bill sought to solve the chicken and egg problem of whether to draw cars off the streets by improving public transport or whether to force motorists off the streets with legislation and then develop public transport.

SA'S GIANT TUGS: WHITE ELEPHANTS OR INSURANCE AGAINST DISASTER?

W/E ARGUS 23/4/79 (326)

By Mervyn Harris

TWO of the world's biggest and most powerful tugs are guarding South Africa's coasts — the longest and busiest for oil tankers — against a major disaster. 'It is a form of insurance without which this country could not afford to live,' say the owners.

The tugs — the SA Wolraad Woltemade and the SA John Ross — have recently come under attack for being expensive 'white elephants' in the compeititive salvage business.

The 'tug-of-war' for business among city salvage companies was renwed last week when the Chinese trawler Feng Hwa 31, ran aground off Milnerton.

The salvage job went to a company reported to have put in a tender several times lower than that of the big tugs. 'It's debatable how long Safmarine can continue to maintain those two vessels,' observed one shipping agent.

However, Captain A. W. Bluett, general manager of Safmarine's marine division, disagrees with critics of the two vessels.

POLLUTION

'We would like the tugs to be money spinners — but our prime function is guarding our own country's interests,' he said.

'We have an agreement with the Department of Transport — the authority responsible for keeping South Africa's coasts clean of pollution — that one of the tugs will always be within striking distance of our coasts.'

Sitting in his office on the Foreshore overlooking the docks, Captain Bluett said that people were looking at the tugs only as commercial propositions rather than as an insurance policy.

'It's like looking upon a fire brigade which stands idle for months as a white elephant. There could suddenly be a spate of fires in a week.

'Imagine what would happen if a fully-laden oil tanker were to run aground at a holiday resort. The tourist and fishing industry could be ruined, as well as the marine and bird life,' said Captain Bluett.

'We would be criticised for not having a salvage vessel. But we now have the fastest and most sophisticated tugs in the world. There is no job too big for us to handle.'

ULTRA-LARGE

The decision to acquire the tugs was taken in 1972 when VLCCs — very large crude carriers — were using the Cape route. Although the reopening two years ago of the Suez Canal removed from the Cape route the flotilla of down-at-heel tramps which produced business for tugs, ultra-large crude carriers still ply this route.

Only last week two French-built tankers of about 540 000 tons rounded the Cape.

'The reason we went in for such powerful tugs was their pulling capacity and the 3 000-kilometres length of our coast,' said Captain Bluett.

The SA Wolraad Woltemade was commissioned last April and the SA John Ross in December. They operate from both Cape Town and Durban.

Although the Woltemade has been quite busy, Captain Bluett acknowledged that the oil business was now in the North Sea where there could be more salvage work.

WAITING

'I am not, however, in favour off one of the tugs sitting around for months in the more active waters waiting for something to happen. It is better that they should be in home ports — although this means they cannot compete for business on a world-wide basis from a distance of 10 000 kilometres.'

Salvage work is of such a nature that it cannot be predicted in advance. And when something does occur, as happened at Milnerton last week, the various companies put in tenders with the ship's agent after inspecting the vessel.

'There is not much salvage work and the competition is so tough that there is a lot of undercutting,' said Mr D. R. Melly, manager of a Cape Town company.

Reports that the salvage industry was 'green with jealousy' — especially over Safmarine's two tugs — were denied by Captain T. J. Cowley, marine superintendent of one of the companies.

KEEN

'The competition is certainly keen, but there is also co-operation. We all have extensive intelligence services and if there are jobs we cannot handle we pass it along to other companies and then just get a commission,' he said.

The kind of tug that goes out on a job will often depend on the size of the vessel that has run aground or needs assistance. As Captain Bluett put it:

'When you need a Mini to do a job you do not hire a Rolls-Royce.'

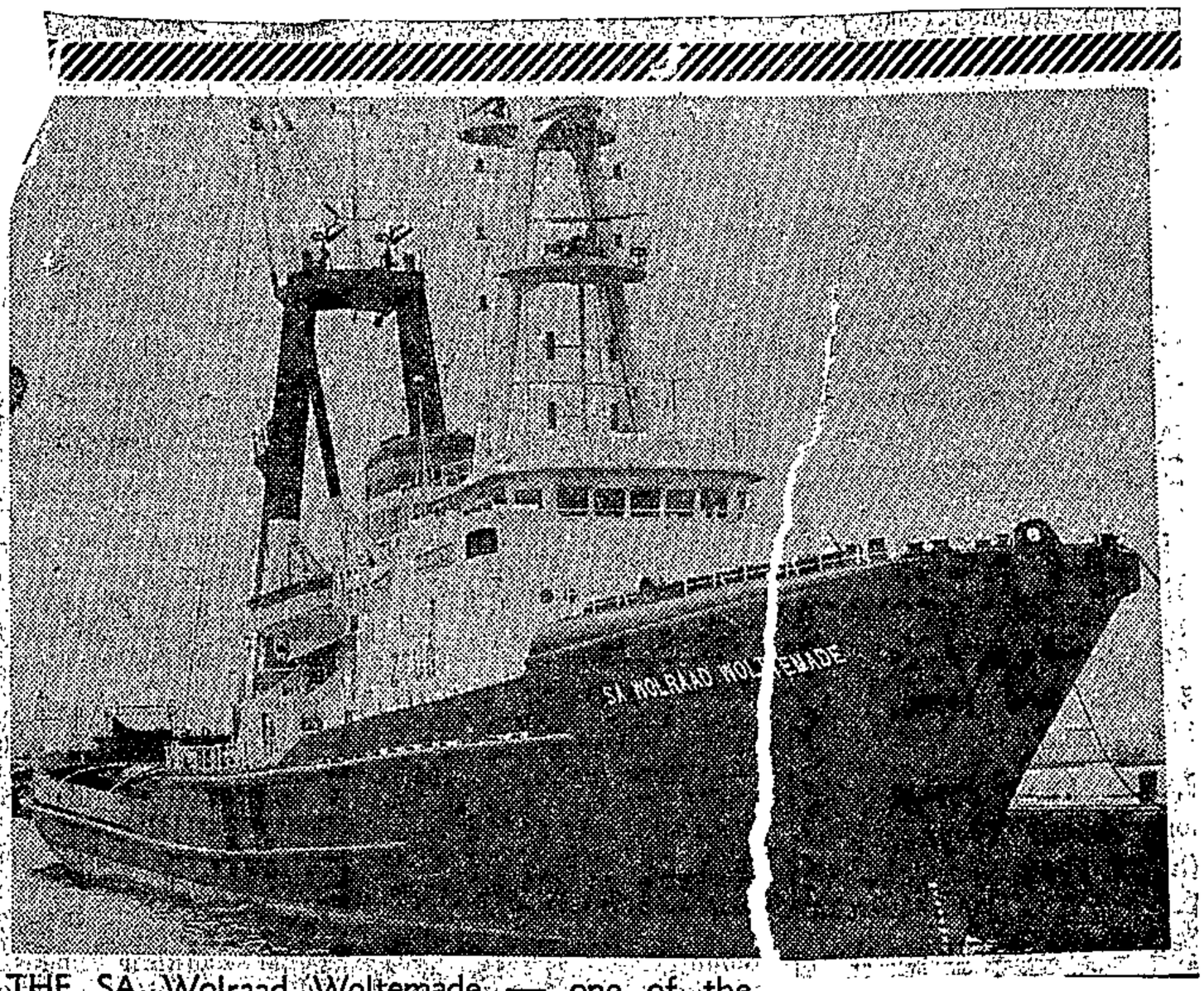
He is not unduly ruffled by competition from the other companies. The Woltemade and Ross sometimes go on jobs where other than commercial factors come into play.

'We will do jobs if they involve a pollution hazard or if life is in jeopardy,' said Captain Bluett.

The SA John Ross raced to the scene when a helicopter ditched off Green Point earlier this month because the crew might have been in danger. As a commercial proposition, it meant little.

But if the R6-m SA John Ross were to go to the rescue of a huge tanker in distress, it could validate its acquisition financially. As a shipping agent said:

'Underwriters will be happy to know that the world's biggest tugs are on hand.'



THE SA Wolraad Woltemade — one of the world's biggest and most powerful tugs — Table Bay harbour.

23104/77
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SA JOHN ROSS — cost R6-million and is one of the most sophisticated vessels of its kind.

Tramways willing to integrate buses

Staff Reporter Cape Times 18/5/77

CITY TRAMWAYS would willingly end all bus apartheid — but the City Council would have to make the first move, the public relations officer for the company, Mr Neil Hurford said yesterday.

He was reacting to the statement in Parliament by the Minister of Transport, Mr S L Muller, who said the Government accepted that bus apartheid would eventually disappear and local authorities would have to apply to the National Transport Commission to change existing legislation in their areas.

"City Tramways must operate as the community dictates. The bus service was fully integrated until 1968 when pressure was brought to bear. However, the City Council will now most probably make representations to have the apartheid on buses removed," Mr Hurford said.

He said City Tramways would wait for the outcome of such a move before taking any steps to change the system.

"We have no hand in the matter. It's up to the council now, but City Tramways will willingly fall in with any decision," he said.

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Hansard 17 Q cols 1188 - 1189 24/5/77

Putco bus company

(101). Mr. H. E. J. VAN RENSBURG asked the Minister of Transport:

(1) Whether the bus company Putco has made representations to his Department for an increase of fares; if so, (a) when were these representations made and (b) by what percentage does Putco wish to increase its fares;

(2) what is the attitude of his Department towards the representations;

(3) how many Black passengers does Putco carry per annum;

(4) whether Putco derives any funds from (a) the State and (b) the private sector; if so, (i) in what form and (ii) what amount in each case;

(5) whether the Government intends taking any steps to prevent fare increases in respect of Black commuters; if so, what steps; if not, why not.

The MINISTER OF TRANSPORT:

(1) No.

(2) Falls away.

(3) Separate figures for Blacks are not kept.

(4) (a) and (b) Yes.

(a) and (b) (i) By means of a subsidy being the difference between what the commuter pays for his fare and the economic fare of the company.

(a) (ii) R5 274 877,19 from the State Revenue Account during the past financial year.

(b) (ii) R4 382 787,93 from the Bantu Transport Services Account during the past financial year.

(5) No, not total prevention.

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326

understand why they require uniform clothing (not necessarily uniforms as such)
since it must be more expensive as [illegible]

CONFLICT OVER BUS APARTHEID

[illegible] to provide educat[illegible]
[illegible]ropriate employment opportuniti[illegible]
[illegible]ousing and social amenities with securi[illegible] [illegible]lture, adequ[illegible]
income.

Methods of Payment: Cash wages, Rations,

There are essentially three types of paym[illegible]
rations, and piece-work incentive payment[illegible] ng units tend
stick to weekly or monthly payments based[illegible] Absentee
notice or excuse leads to deduction of th[illegible] smaller fa[illegible]
units tend to pay a slightly lower cash w[illegible] y or monthly
rations purchased wholesale but reckoned [illegible] at no disadv[illegible]
to the wage-earner. This is a very diff[illegible] a large staf[illegible]
concerned, and which can lead to malpract[illegible] dealing out
done by an employee. In the smaller farm[illegible] himself dis[illegible]
out and there is more control. The few l[illegible] better known[illegible]
and the required rations can be purchased.[illegible] this is di[illegible]
to ascertain and will obviously lead to pr[illegible] rations.
fore cash wages are paid.

Incentive Payments (Piece-work) are appli[illegible] and shoul[illegible]
used more frequently as fewer workers woul[illegible] rtunately
it requires more management on the part of[illegible] pacity of th[illegible]
labourer must be accurately assessed in or[illegible] piece-rate.
accurate work (e.g. levelling tree basins b[illegible] done piece work rush[illegible]
often fouls up the results, and if workers are called back to tidy up this
to break the spirit of incentive. In this case the use of a "boss boy" is
essential, but the experience among the East Cape Xhosa is that they are n[illegible]
used to or do not like a black man in charge of them. With the pruning

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Explaining the requirements necessary for the removal of bus segregation, the Secretary for Transport, Mr A. B. Ek-steen, said bus operators should apply to their local Road Transporation Board in the first instance.

The board would then receive representations from local authorities, passengers and others concerned before deciding whether segregation should be dropped or retained.

APPEAL

If the bus operator disagreed with the findings of the board he could appeal to the National Transport Commission, which had the final say on whether or not to drop bus apartheid.

Mr Herbert Hirsch, Cape Town City Councillor and MPC for Sea Point, said he was not certain how the Administrator could control segregation on buses.

He added that Dr Munnik has probably made his statement in terms of the Separate Amenities Ordinance of 1955 which gave the Administrator the authority to reserve public premises or amenities for members of certain races or groups.

Dr Munnik could not be reached today for comment on his statement.

IN SPITE of a statement by the Administrator of the Cape, Dr L. A. P. A. Munnik, that bus apartheid in Cape Town would continue until a desegregated service had the full support of 'all the public' the City Council and City Tramways are expected to continue to push for mixed buses.

Dr Munnik told the Provincial Council yesterday it was 'sometimes necessary to pay to reduce friction'.

Dr Munnik is thought to have the power, in terms of a 22-year-old provincial ordinance, to keep buses segregated.

The issue of mixed buses was raised in the Provincial Council yesterday by Mr Cyril Brett, leader of the Opposition, who said the subsidy for separate services in Cape Town was unnecessary.

Cape Town's deputy Town Clerk, Mr S. Evans, said today the City Council had made representations to the Government about the question of dropping bus apartheid and had been told that their request had been noted by the Minister of Transport, Mr S. L. Muller.

DISCUSSIONS

Mr Neil Hurford, [illegible] for City Tramways, his company had also discussions with the partment of Transport the subject of d[illegible] bus apartheid and matter was still under sideration.

E[illegible]

Implicit within this was a vision of a new and more modern system of agriculture which would eliminate such elements as squatting and "kaffir farming" which were now seen as obsolete. As the South African Agricultural Journal, for example, argued:

> The new law (the 1913 Act) strikes a death-blow at the 'kaffir farming' which it has been the earnest wish of every progressive landowner to see abolished ... It is safe to say that this Act will considerably affect labour conditions in many parts of the Union. It will mean the clearing off of a large number of natives from European farms, the natives simply being allowed to work in return for a wage. The result will be good, clear straightforward farming, whilst land in non-native areas that is not being farmed by Europeans will simply remain idle (10).

Such a view needs to be linked to the whole policy of closer settlement on the land which gained a fillip by the Land Settlement Act of 1912 which sought to give assistance to would-be settlers as a result of commercial agriculture. This can be really traced to the Milner [illegible] which, while acting in close [illegible]ess saw that the creation of a [illegible]ed the encouragement of settlers o[illegible]nd (II). This, however, nece[illegible]existence of a large number [illegible]acant Crown land and land owne[illegible] like Transvaal Consolidated Lands, had important financial links with the mines (12). These African squatters can be seen as representing an obstacle to closer land settlement for a number of reasons. Firstly, they took up valuable land: in the Transvaal, for example, 180,427 Africans were estimated to live on some 30,840 square miles (13). Secondly, there was the potential for African competition with White settlers in an infant agricultural market: as can be seen from Table 1, for example, there were a considerable

/number .....

Bus apartheid will stay

SEPARATION on Cape Town buses would continue for as long as the Provincial Executive Committee believed it was necessary to prevent friction, Dr L A P A Munnik, the Administrator, said in the Provincial Council yesterday.

He was responding to opposition queries on the annual subsidy of R320 000 paid to City Tramways for the separate services on some routes.

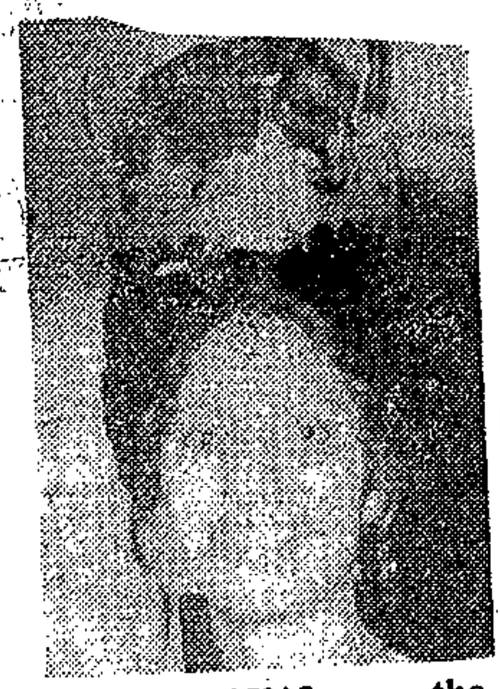
But Dr Munnik said that if he and the Executive Committee felt the public was in favour of the removal of the separation, then it could be considered. He emphasized that he meant the public and not just one or two people.

Till the Executive Committee was sure there would not be friction the province would continue to pay City Tramways the subsidy.

Earlier, Mr Cyril Brett, leader of the opposition, had asked whether the subsidy was still necessary when the group which owned City Tramways was making "Colossal profits".

Dr Munnik said this didn't quite tie up with what the bus company had told him when they had seen him about the increase in licence fees for buses.

No permit the reason for ban



MRS RAGAVAL . . . the bus ban victim

EAST LONDON — The city council had been refused a permit to carry any non-whites on the bus route to Collondale because the route was serviced by the Ciskei Transport Corporation, the Councillor in charge of transport, Mr G. Warner, said yesterday.

Mr Warner was commenting on why Mrs Debra Ragaval, an Indian, was told she could not use a municipal bus to get to her work at a cannery in Collondale.

"We would dearly love to carry Mrs Ragaval on our buses, but if we are caught, the permit we have for that route could be withdrawn which would mean even bigger losses for the city's transport service."

Mr Warner said the city had permits to carry up to 25 non-whites on all routes in the city, except the Collondale route.

"We are busy applying for an open permit on all routes and this will be brought before the Road Transportation Board as soon as we can."

On the statement by the president of the East London Indian Association, Mr A. E. Bob, that, as ratepayers, Indians had as much claim on the buses as anyone else, Mr Warner said he was with Mr Bob all the way.

"I have every sympathy, but we are tied by the laws of the land and until they are changed, there is nothing we can do," Mr Warner said.

Mr Bob came out strongly against the ban on Mrs Ragaval and said he would take the matter up with the Mayor as soon as he returned from his trip to Durban.

The Mayor, Mr J. Yazbek, had told Mrs Ragaval's husband, Alan, that she could use the bus to Collondale as it was important that she get to work.

Mr Bob said:

"As ratepayers, are we to continue to bear the cost of running the bus service at a loss and still tolerate silly bans like this?

"I hope Mr Lipke's conscience allows him to accept a salary to which all ratepayers contribute, regardless of colour, and he should not have to fear prosecution if he has the backing of the city council and thousands of fair-minded whites."

Mr Bob said the system of allowing a certain number of people of other race groups to use municipal transport was ridiculous.

"The buses should be for everyone and I want to remind all concerned of Pik Botha's statement that petty apartheid should be ditched," Mr Bob said.

The manager of the Ciskei Transport Corporation, Mr H. Kaiser, said yesterday that while the CTC bus service to Collondale was not intensive, it was regular. There were six buses in the morning. — DDR.

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Pretoria.
0001.

City Council figh drop aparth

The Argus Municipal R
CAPE TOWN City Council is still wor
of apartheid from the city's buses, in
threat by the Administrator, Dr L.
obstruct their attempts.

Dr Munnik recently told the Provincial Council that bus apartheid would continue in Cape Town until it was clear that the public fully backed desegregated services.

What is not clear is how he would override a decision, if it was made, in favour of desegregation by the Road Transportation Commission. The decision would be made in terms of an Act of Parliament.

But the City Council's newest move — an application to the local Road Transportation Board to lift the restrictions — is unlikely to achieve the aim.

The Secretary for Transport, Mr A.B. Eksteen, said legislation empowering his department to impose or scrap bus apartheid required the bus companies to apply to the Road Transportation Boards.

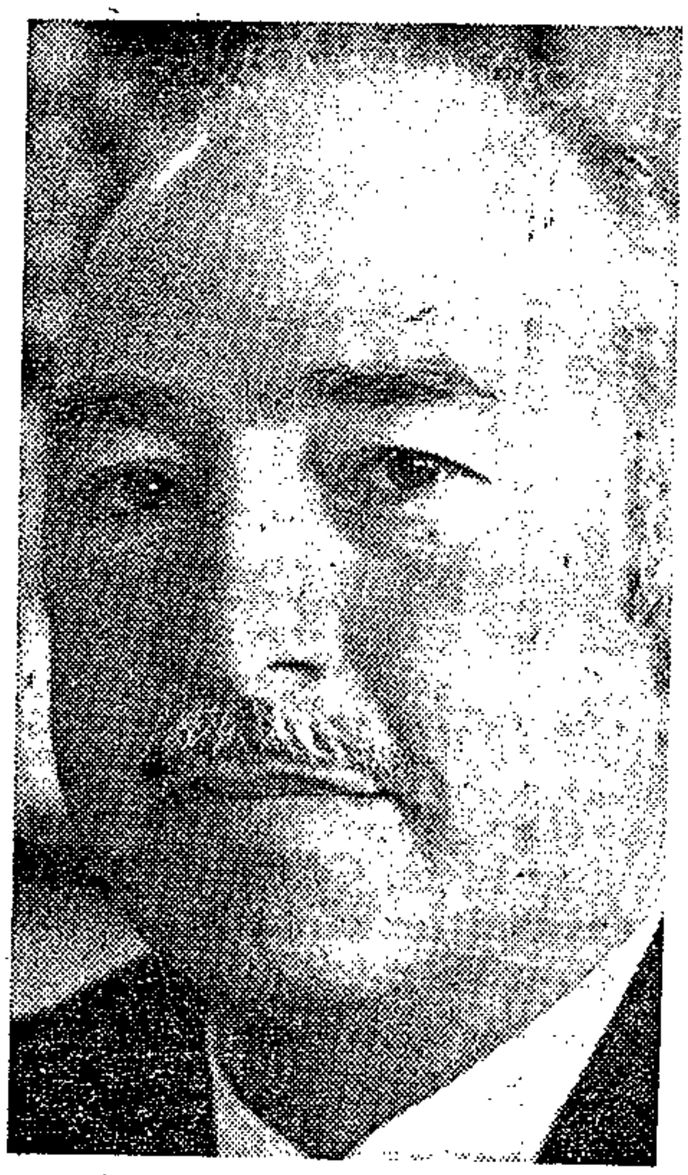
City Tramways, in turn, said they are continuing negotiations with the Department of Transport, and have made no formal application to the board in Cape Town.

Mr Eksteen said local authorities have the right to make representations to the Road Transportation Commission when an application is being heard.

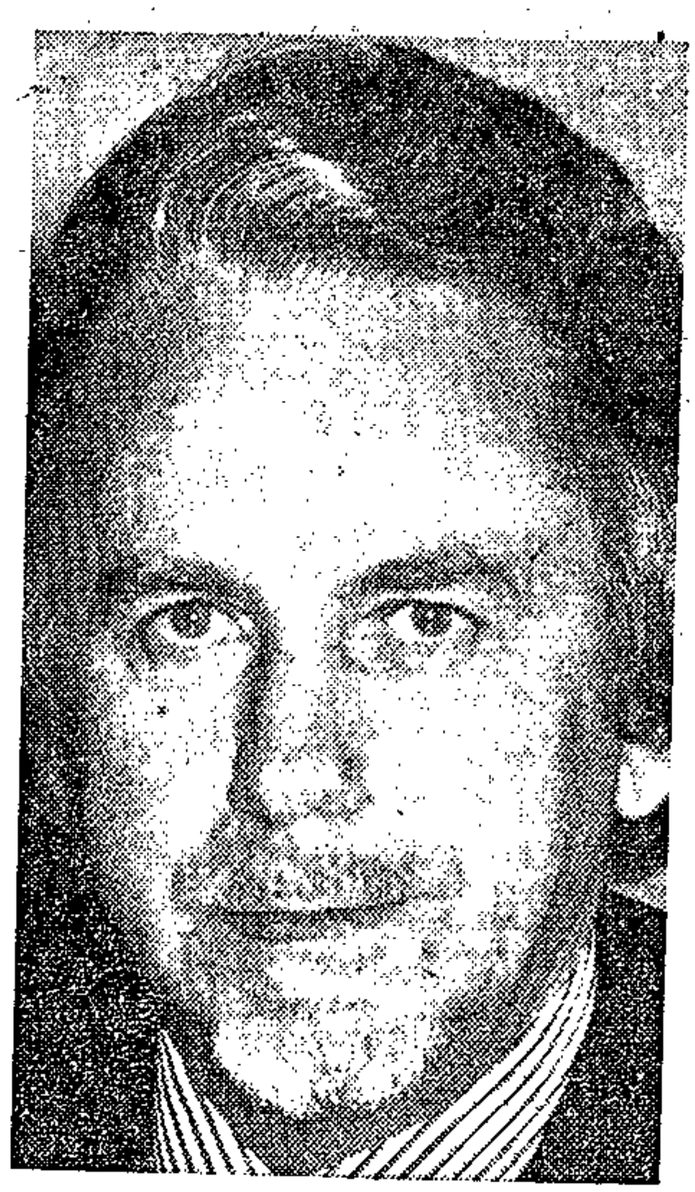
He also said it is unlikely that Dr Munnik — as the head of provincial government in the Cape — would have the power to override a decision made in terms of parliamentary legislation.

From operator

Bus apartheid is imposed or scrapped in ... of the Motor Car ...



DR L. A. P. A. MUNNIK . . . keep separate services.



MR A. B. EKSTEEN . . . operators must apply.

sidising separate services 'as long as we think it is necessary to prevent friction.'

Dr Munnik has not clarified his remarks and is on leave from his office.

Mr Eksteen said today: 'The only man who has locus standi in my eyes is the operator. As far as I am concerned, the application to do away with segregation must come from the operator.'

He was not fully aware of the provisions of relevant provincial ordinances, but it was unlikely that provincial legislation would allow Dr Munnik to over-rule decisions made in terms of parliamentary legislation.

Local boards

The City Council applied to the local Road Transportation Board last week after studying remarks made in the Assembly by the Minister of Transport, Mr S. L. Muller.

Mr Muller said local authorities had only to apply to their local boards. But it seems he was speaking in the context of local authorities which run bus services, as in Johannesburg, Pretoria and Durban.

The chairman of the Road Transportation Board in Cape Town, Mr Bill Miller, is in Oudtshoorn, and will not be back in the city until late this week.

(No. of units)

0

Labour

(No. of men)

0

Assuming wages of R5 per man, fixed cost of R100, calcula
Total Variable Cost, Average Fixed Cost, Marginal Cost.
variable

Draw graphs to show the relationship between these curves

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Twaalf skepe doen honderd se werk

DIE grootste omwenteling in die geskiedenis van Suid-Afrika se skeepsvervoer, begin Vrydag, 1 Julie. Dis B-dag, die dag waarop behouering amptelik begin. Na Europa sal alles voortaan heen en weer in houers verpak en van eindpunt tot eindpunt in- en uitgevoer word.

Om 'n idee te gee van die omweteling is die volgende interessant. Met die twaalf houerskepe wat Suid-Afrika op daardie roete sal bedien — drie grotes en nege kleineres — word honderd konvensionele vragskepe wat Suid-Afrika op die oomblik bedien, vervang.

Behouering is in die res van die wêreld niks nuuts nie. In Suid-Afrika is vrag al seker goed die afgelope agttien maande in houers verpak en vervoer. Maar dis nog geensins die ware Jakob nie, sê mnr. Bertie Groenewald, hoofsuperintendent (hawens) van die SASH en die man wat aan SASH-kant aan die hoof van behouering staan, vandeesweek aan Sake-RAPPORT.

Bedenkinge

Hy het juis vandeesweek vertrek om finaal te gaan kyk dat alles in Kaapstad, Durban en Port Elizabeth reg staan vir Vrydag se oorskakeling.

Vir mense (hier en oorsee) wat bedenkinge gehad het of miskien nog het oor die SASH se vermoë om die nuwe bedeling te hanteer, het mnr. Groenewald 'n woord van gerusstelling. geen steen is onaangeroer gelaat om die SASH vir die nuwe stelsel voor te berei nie. Naas die kapitale koste van 'n paar honderd miljoen rand om hawens vir behouering in te rig, is geen koste ontsien om die hawens se manne deeglike kennis en selfs praktiese ervaring van die hele stelsel te laat opdoen nie.

Trouens, mnr. Groenewald meen dat, die verwagte vroeipyne ten spyt, Suid-Afrika ná die inlooptyd op van die beste stelsels ter wêreld aanspraak sal kan maak.

Boodskap

Sy boodskap is kort en klaar: DIE Spoorweë en Hawens sal hul kant bring. Mense verder af in die lyn, die skeepsrederye en in- en uitvoerders, moet net die nodige begrip insgelyks doen. Dan sal die ding glad verloop. Met so 'n oorskakeling na 'n totaal nuwe stelsel van vrag vervoer, moet 'n mens groeipyne in die oorgangstydperk verwag, sê hy. Maar as elkeen langs die lyn af sy ding doen, hoef niemand onoorkomelike probleme te vrees nie.

Sedert die begin van die planne om na behouering oor te skakel ten einde in pas met die res van die wêreld te kom, het mnr. Groenewald sy strategie fyn uitgewerk. Hy het vir hom eers 'n taakgroep van tien met die hand uitgesoekte manne aangestel as hulle as 't ware tot behouering gebreinspoel, om dit so uit te druk.

Hy sê vir hom was die toegerustheid van sy kernmense byna die belangrikste aspek van die hele oorskakeling. Dis 'n nuwe begrip wat verknogting aan die ou manier van doen, nie sou en kan duld nie. Daarom was sy kerngroep manne wat van die hele ding, nuut of oud, geen wars van geweet het nie.

Sedert die begin van die jaar se verskeie klein groepies sleutelmanne na Europa gestuur om daar self te kyk hoe werk die ou hande met behouering sodat hulle die gevoel van die hele stelsel kon kry. Nog later is manne oorsee getuur om tot ses weke lank daar self in die behoueringsketting te werk en praktiese ervaring op te doen.

By hul terugkeer het hulle weer op hul beurt die ander manne opgelei. Naderhand, hier kort voor B-dag, is die hele proses van behouering toe ses weke lank nageboots. Deur al die stappe is o.a. gegaan om ses groot houerskepe op- en af te laai.

Dieselfde ding sal binnekort weer gedoen word, aangesien die eerste houerskip, wat op 1 Julie verwag is, nou glo eers 24 Julie hier sal wees. (Die eerste groot houerskip sal eers teen Oktober hier aandoen, verneem Sake-RAPPORT). Daar is nog se effe blaaskans om die aanval te verskerp.

Dokumentsie speel in die nuwe stelsel 'n geweldige groot rol. Geen houer word oopgemaak om te kyk wat binne-in is nie. Wanneer hy die uitvoerder verlaat is dit verseël en die seël word eers weer aan die ander end gebreek.

Waar so 'n houer dus verpak word en waar hy afgelaai word — aan die hand van die regte dokumentasie en kompers — speel derhalwe 'n uiters belangrike rol. Geen man hou immers daarvan om 'n houer wat vir België of Hamburg bestem is, ses weke later met 'n gesukkel in Hongkong op te spoor nie.

- Vir die oningeligte net dit. Behouering beteken die uit die mode raak van die bestaande vragskepe. Nuwe skepe wat houers in die ruim en op dek kan dra, is vir die nuwe bedeling gebou. Die grotes kan tot 3 000 en meer houers vat en die middelslag-skepe, waarvan Suid-Afrika klaar 'n klompie het, kan van 1 200 tot 1 500 houers vat.

Houers wissel in grootte, van 20 vt tot 40 vt lank en hoër as manhoogte diep. En behalwe olie en erts kan sulke houers vir feitlik elke denkbare produk gebruik word.

Behouering het vanweë sy ander manier van verpak en vervoer, ook die einde gebring an passasierskepe, wat gewoonlik hul geld gemaak he met die vrag in hul ruim en wat nou verouderd geraak het. Geen skeepsredery kan die see-reuse net vir passasiers aanhou nie.

Derhalwe staan van die bekendste eens weeldehotelle ter see, nou in van Europa se hawens en verweer.

between these curves.

(30%)

p.t.o.

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Cape Times 28/6/77 (326)

SA ports priced out of marine repair market

By GEORGE YOUNG
Shipping Editor

SOUTH AFRICAN ports are pricing themselves out of the marine repair market because of what shipowners now allege are exorbitant dock charges of the Railways administration since new increases affected accounts in April.

While the big dry-docks have in recent years for the first time reflected reasonable profits, the new port tariffs designed to subsidize unprofitable departments of the internal transport organization, are having the effect of driving clients away.

Overseas shipowners on being presented with the accounts for accommodation of vessels in South African ports have reacted vigorously. They are now seeking alternative means of obtaining shore repair labour without entering the ports.

● One tanker recently elected to remain behind Robben Island and hire helicopters at nearly R1 000 an hour to ferry staff to and fro. They are satisfied this was more satisfactory than bringing the ship in to pay light dues, dock dues, tug dues, and all the other steep charges now applicable.

● An owner was astonished to receive an account for his tanker's short repair call to Table Bay which exceeded R150 000 for the tug and cranes services, wharf hire, compressed air, etc.

● Repair complexes in submitting tenders for contracts have to note in their estimates that dock charges are not included. These are fixed and are the prerogative of the Railways. No matter the ship, the Railways demand a fixed tariff, and there is no competitive tendering, so that the repair cost is the only flexible figure.

Increases

The dry-dock tariff was recently increased from 7c to 8,5c for first day hire based on the gross cubic metre capacity of the account. This figure is obtained by multiplying gross tonnage by 2,83.

When the difference in charge is calculated in the case of a ship measuing more than 85 000 tdw the increase

The Railways fail to take cognizance of the fact that South Africa is no longer the sole operator of dry-docks for these ships. Other countries have announced completion of facilities, and a big dock is coming on stream in the Persian Gulf in three months.

Because the administration was apparently not satisfied with the profits secured by the ports previously, measured in tens of million annually, the new tariffs can well have the opposite of the desired effect. They will chase business away.

Three tugs

In Cape Town for some time is the Canadian Pacific tanker Port Hawkesbury. Her lay-by dues in terms of present tariffs promise to be formidable, particularly if she is to be debited with the tug hire necessitated by the latent defect in port design which required three tugs at R230 an hour each to hold the ship to the quay when swell threatened to break her out.

Tug charges in South Africa were formerly respected for their moderation, but no longer. To put a pilot on board half a mile from the dock entrance now costs R80. And another R80 to take him off again.

Shipowners required in hard times to watch their cents, are not enchanted with the inflexible dock charges in South Africa and are surprised by the total lack of inducement to traffic.

Representatives of South African repair firms seeking business in Europe are being reminded in no uncertain way of the enormous increase in recent years in port tariffs.

When tenders for repair contracts are submitted, owners respond promptly, "Your prices may be all right, but what about the dock charges? They are no attraction to anybody".

In the days of the Antarctic whaling fleets the intransigence of the Railways, on the subject of dry-dock dues cost local industry thousands in business lost. Then the tariffs for the catchers were reduced by half, and the dry-docks could not contain them all. They were double-banked in dry-dock, and the business brought millions in foreign currency to the Republic. The situation is being repeated.

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7/7/77

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The applications were vigorously opposed by Putco and South African Railways who argued that if Kombi services were legalised they might lose patronage and have to curtail services. Black bus and train services are heavily subsidised — the former by employer levies and the Government and the latter by higher tariffs for other services.

Service in limbo

The minibus service is in a limbo at present. Many members have third party passenger insurance required by public carriers, and as long as they confine themselves to one return trip daily they are rarely in trouble with Soweto police or traffic officers.

Commuters who use the Kombis speak up strongly in defence of the way they travel. They give the advantages as comfort, safety, reliability and, with the virtual front door-to-factory door service, big time savings.

The drivers point out they are only on the roads in peak hours when transport is strained to the limit and needs to be augmented and that they save petrol by avoiding "empty leg" trips.

was travelling and many others were stopped by taxi drivers and police on the Soweto Highway.

Passengers were unceremoniously offloaded.

"I was incensed. Shopping parcels were tearing and groceries falling out. Many of the people, tired after a long day's work, had to walk home in the dark."

Name a misnomer

The name has been changed because "lift club" was a misnomer. And every Kombi in the organisation will now have to display a "Soweto minibus" sticker to help disprove claims that members have been making more than one return trip a day.

Members applied en masse a year ago to the Local Road Transportation Board for licences which would put them on the right side of the law. But the three-man board, which is bound to act strictly according to the laws and regulations, turned the application down.

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Finally, I am involved in several studies. The first and major one is an examination of the companies and how decisions South African apartheid in a ratl collectir have an i tration, political

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Most late-night workers depend on them

The most shadowy form of public transport for Soweto commuters is provided by pirate, or illegal, taxis.

No one knows exactly how many there are, although the Traffic Department's overload squad guesses there is one pirate taxi for every three with licences.

Pirates use both cars and Kombis. That they are able to charge the same fare as legal taxis, even though passengers are not usually covered by third party insurance, illustrates the pressure on black transport.

Late-night services

They often provide services not offered by legal taxis. Most late-night workers in Hillbrow's hotels, restaurants and clubs depend on pirates for transport home to Soweto. One pirate said night work meant less trouble with police and traffic officers.

"I just want to help my brothers," he said. At R1,30 a person from Hillbrow to Soweto.

Some of the 1 100 taxis licensed to operate only within Soweto pirate outside their designated area and the Traffic Department has found some owners of authorised taxis operating pirate taxis as well.

In one recent case an operator was found to be running six identical Valiants. He had all the necessary documents for three and forged duplicates for the other three.

Members of the Soweto Minibus Service (it changed its name on July 3 from Soweto Lift Club) also ferry commuters to and from the city and also operate illegally — but they are deeply offended when classified as pirates.

Pirates, they say, are those who illegally make a fulltime business out of transporting people, whereas they have fulltime jobs in the city and make only two trips daily — to work in the morning and home in the evening.

They charge their regular passengers about 50c a trip to cover petrol and other expenses.

About 1 000 Kombi owners belong to the organisation. About 600 live in Soweto and the rest in near East Rand townships.

The body was formed in 1974 by Mrs Martha Taylor, an ebullient mother of five and a leading light in the Garment Workers' Union. She has been striving to get legal recognition for members ever since, so far without success.

She was prompted to start the club one Friday evening when the Kombi in whic[illegible] the

CARE
CITY TRANSPORT

Although no accurate figures are available it is estimated that there is one pirate taxi for every three with licences. Another article by MIKE COTTEE in CARE's big debate on city transport.

Pirates of the Soweto road

STAR 7/7/77

MRS MARTHA TAYLOR — a new name for her club and a continuing fight for its legal recognition.

work on the definitive anthology of South African poetry which has been accomplished by Guy Butler in the 1950s. No work has since been done on this and Mr. Haresnape is particularly anxious to represent in his anthology the township and the Black poetry which has grown up in the last fifteen years.

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Name dropped but opposition picks it up

Sunday Times (Business Times) 10/7/77

SHIPPING group Mitchell Cotts is kicking itself over the resurrection of one of the disappearing names in South African shipping, Miller Weedon, by its opposition.

The Miller Weedon group of shipping and freight companies, formerly subsidiaries of Carruthers Spence, was acquired by Mitchell Cotts in 1973.

However, under a group rationalisation carried out last year, some Miller Weedon names were deregistered and the group companies brought under the Mitcott corporate image.

Now, shareholders of Miller Weedon Travel, which had remained independent of Mitchell Cotts, have set up a new company, Miller Weedon Freight. Managing director is Frank Tucker, main shareholder Fred Kemp and general manager Alan Cowell.

And Mitchell Cotts, which has no stake in the new company, is fuming about it.

"We have taken legal advice to see if we can stop the use of the name," says managing director Keith Jenkins.

"We still own the names Miller Weedon & Carruthers, Carruthers Spence, and Miller Weedon Airfreight (South West Africa).

"We are obviously not very happy about the situation. We believe that to outsiders it is misleading."

Miller Weedon Freight's Alan Cowell said his company had also taken legal advice. "We have been told there is nothing they can do about it.

"But we are trying to avoid creating irritation or creating the impression that we have jumped on their bandwagon."

By TONY KOENDERMAN

Miller Weedon Freight plans to concentrate on export business, and has established a fixed tariff for LCL (less than container load) containers regardless of contents. The new tariff is on average 20 per cent cheaper than the conventional system based on commodity rates.

"The tariff is based on the "one line concept" and has been designed to incorporate all extraneous charges from depot to depot," says Mr Cowell.

"The only cost item which cannot be built into a direct through rate is the ad valorem wharfage charged at South African ports."

Thus it includes a whole range of charges which are normally calculated separately, and makes it a simple matter for shippers to quote landed costs. Moreover, there is no minimum charge.

The service is being offered through Enterprise Container Lines.

Bus fares (326) 19/7/77 may go up

Staff Reporter

BLACK bus passengers in the Western Transvaal will soon pay more in fares if an application by Greyhound Bus Lines to increase charges on some routes is granted.

The proposed increases, which the company says are necessitated by higher overheads, range from 2c to 6c.

Greyhound also intends putting up the minimum price of bus rides from 6c to 10c.

The application relates to the routes between Klerkskraal and Krugersdorp, Potchefstroom, Ventersdorp and Derby.

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TRUCK LAWS TIGHTENED FOR SAFETY

Mercury Reporter 22/7/77

PIETERMARITZBURG—Sweeping changes to the Province's road traffic regulations — aimed at safety for passengers carried on goods trucks — will come into effect on January 1.

The changes were announced here yesterday by Mr. Frank Martin, MEC in charge of road traffic.

From January 1, passengers will no longer be able to travel on open goods trucks, which must be enclosed to a height of at least 350mm if seated passengers are carried and to a height of at least 1 250mm for standing passengrs.

Goods trucks must be enclosed with material strong enough to prevent passengers falling off while travelling.

The regulations will not apply to refuse removal, sanitary or fire-fighting services, said Mr. Martin.

As a further safety measure, the speed limit of goods trucks carrying passengers will be reduced to 80km/h.

Additionally any motor vehicle capable of travelling at a speed of more than 60km/h on a level road will not be allowed to use Natal's public roads unless fitted with an efficient speedometer kept in good working order.

First container ship enters port

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ARGUS 25/7/77

The Argus Shipping Reporter

SOUTH AFRICA'S R2 000-million switch-over to containerisation of the shipping trade to Europe officially got under way today with the arrival in Cape Town of the first cellular container vessel, the 24 000-ton Italian-flag Africa.

The Africa, which was designed and built exclusively for the Mediterranean service, can carry 1 322 boxes and will be followed on the run by Safmarine's SA Langeberg.

The first of the bigger North Europe-class box carriers to be seen locally will be the 42 000-ton British-owned Table Bay, which is due to come into port in a few weeks with a full load of 2 450 containers.

Within 90 minutes of the Africa docking in the new Ben Schoeman container basin shore-side operators were at work with the giant gantry cranes discharging the units due for Cape Town.

The vessel, which is the forerunner of the new mode of shipping, is due to sail for Port Elizabeth tomorrow morning and will also call at East London before turning at Durban for the return trip to Europe.

The Italian Lloyd Triestino Line's president, Dr Alfredo Berzanti, and managing director, Mr Michele Lacalamita, have flown out to be present at each of the South African ports as their vessel calls.

MAIDEN VOYAGE

The next of the smaller Mediterranean-class cellular container vessels, which are serving the North European ports until such time as their bigger sisters come into operation, will be the SA Langeberg which is due in Cape Town on its maiden voyage on August 23.

Shipping executives say the new through-transport system of cargo movement will cost importers and exporters less in the long run and is the answer to pilferage and other drawbacks of the break-bulk system.

Taxi dilemma

D.D. 29/7/77

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PRETORIA — Black taxi drivers here are caught in the middle between militant pupils demanding they cover the non-white signs on their taxis, and policemen demanding the signs be displaced.

Several taxi drivers were ticketed yesterday following a police warning that they would take action against drivers contravening a notice requiring the display of the signs.

Taxi drivers at one black city rank expressed their confusion yesterday.

"The children demand that we black out the roof signs, but police and traffic officials say they will catch us if we do," said one.

"It is a choice between my life, the life of my passengers, my car and a ticket," said another.

"I would rather be ticketed or arrested because my car would still be safe. We are not against the police, but what can we do?" he asked. — SAPA.

N. Mercury 11/8/77

BODIES STAY IN WRECK

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Mercury Reporter

LATE last night police were still trying to establish the identities of two people burnt beyond recognition when an unknown light aircraft hit the ground and burst into flames on the banks of the Mtwalume River on the Natal South Coast yesterday.

All identification marks were burnt off the wreckage and the two bodies pinned underneath it were left there overnight.

Removed

They will be removed today as soon as officials from the Division of Civil Aviation arrive from Pretoria to investigate.

No one is sure of the make of the aircraft, where it came from or what its destination was.

No flight plan appears to have been submitted by the pilot and no aircraft had been reported overdue last night.

Colonel Gert van den Berg, district commandant of police at Port Shepstone, who is in charge, said that the identity of the plane and its occupants was a complete mystery.

A CLOSE-UP of part of the wreckage of the mystery plane which still traps two unidentified bodies. Nothing is yet known about the plane which burst into flames on crashing. Its identity markings were destroyed. Its destination and its point of departure were unknown late last night.

Mr. Barry Ramessur, supervisor at the Umzinto Regional Water Service, was an eye-witness.

Here is his story: "I heard a plane coming down the valley from inland and was surprised to see how low it was flying above the river. It did not appear to be in trouble but I knew it was because I knew about the powerlines spanning the river.

"I watched in horror as it flew underneath and then there was a massive blue flash as the wire cut off the top of the tailplane before it snapped in two.

"The aircraft — a blue and white single-engine plane — was still in the air and travelling very fast as it wobbled out of control toward the bridge.

"At the southern end of the bridge, about 300 metres from the power line, it suddenly nosedived and then there was a terrific explosion as it burst into flames.

"I ran to the office and phoned the Umzinto police.

"Then all the staff grabbed fire extinguishers and we ran across the bridge to the burning plane.

"The heat was so intense we couldn't get near it. I think the two occupants were already dead when the plane exploded."

South Coast pilots said last night that they thought the pilot of the crashed plane must have been a stranger since local pilots were aware of the power lines strung across the Mtwalume River.

D. D. 12/8/77 (326)

Dutch No to plane deal

THE HAGUE — The Dutch Government told the Fokker-VFW aircraft company it would not permit the leasing of an F-28 Fellowship short-haul airliner to the South South West African airline, Suid Wes Lugdiens.

The company said it was informed by the Economic Ministry, that for political reasons no licence would be granted for the deal.

"We regret this decision from a commercial point of view but we will abide by it," a spokesman said.

The decision was taken after protests from anti-apartheid groups here that the plane might be used to fly troops on the Suid Wes Lugdiens route from Cape Town to Windhoek. — SAPA-RNS.

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Star 19/8/77

Putco fares up

"Roughly" 600 000 daily Putco commuters will be paying more for their transport from about September this year.

Mr Ian Archibald, an executive of Putco, said the increases had been delayed for as long as possible.

The increases would "vary from area to area, and may even drop in places. The Department of Transport has still to inform us."

Townships affected will be Mamelodi, the inward leg of Bophuthatswana, Alexandra, Thembisa, Vosloorus, Kwa-Thema, Katlehong, Thokoza, townships surrounding Evaton, Soweto and Dobsonville.

Eldorado Park and Nancefield will be affected, as well as Umlazi, Kwa Mashu and other townships surrounding Durban.

Greyhound Bus Lines, operating a single bus on rural bus routes will increase fares from August 8.

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EMBARGO : 24TH AUGUST, 1977 AT 11H00

ADDRESS DELIVERED BY THE SECRETARY FOR COMMERCE AT THE FORMAL OPENING OF THE CONSTOR 1977 EXHIBITION, MILNER PARK, JOHANNESBURG, ON 24TH AUGUST, 1977, AT 11H00

Mr. Richfield, Distinguished guests, Ladies and Gentlemen:

It is a personal pleasure for me to address you today at the formal opening of this fine exhibition which is probably the most representative display of its kind ever to be staged in South Africa.

And, let me say immediately, the organisers and the sponsors of this exhibition have, to my way of thinking, rendered a great service to our country by staging CONSTOR 77 as a means of bringing more pertinently to the notice of our various entrepreneurs

the cost/...

the cost savings which could be achieved by them from the intelligent application of scientific methods of materials handling.

What is more, the timing of this exhibition is particularly appropriate since it is being staged concurrently with the inauguration of the first fully containerised shipping services between Europe and South Africa. I need merely add at this stage that the transport by sea of goods and materials packed in specially constructed containers and shipped in specially constructed vessels is one of the universally recognised methods of more efficient materials handling.

There are a few separate, but nonetheless closely related, matters which this exhibition has brought to my mind, and about which I would like to express certain viewpoints to you today.

The first is the fact that advances in the fields of science and technology are constantly opening up new opportunities for the enrichment of mankind.

Our entrepreneurs in the agricultural, industrial, commercial, mining and services sectors of the economy cannot ignore completely the new instruments of production, transportation and distribution which are continuously emerging from these scientific and technological advances. South Africa is, after all, a country with a well developed economy, and one in which the attainment of higher levels of output and substantially increased sales in export markets as a means of providing more employment opportunities for its people and of removing certain structural weaknesses in its balance of payments, namely our heavy dependence on the proceeds of gold sales and the

inflow of/...

inflow of foreign capital as a means of preserving equilibrium in our external accounts, has now become one of our highest policy priorities.

Our producers, manufacturers, exporters and services undertakings must, therefore, at all times remain adequately efficient and fully competitive if South Africa is to achieve its goal of substantially increased export earnings on a lasting basis.

Dit volg dan ook dat ons produsente, vervaardigers, uitvoerders en dienste-ondernemings dit nie kan bekostig om hulle oë te sluit vir die so noodsaaklike toepassing in hulle spesifieke bedrywighede van nuwe tegnieke, nuwe soorte kapitaalgoedere, nuwe soorte implemente en intermediêre materiale met die behulp waarvan hulle buitelandse konkurrente reeds bewese kostebesparings of ander voordele behaal het nie.

Die slaafse/...

Die slaafse toepassing in Suid-Afrika van hierdie instrumente van wetenskaplike en tegnologiese vooruitgang suiwer omrede soort= gelyke ondernomings in ander lande reeds dearvan gebruik maak, óf omrede van die nuwigheid van die betrokke instrumente, is egter iets wat ons ondernemersgroepe na my beskeie mening liefs behoort te vermy. En dit geld veral ook vir die onoordeelkundige gebruik van hooge kapitaalintensiewe masjinerie, toerusting en implemente in gevalle waar meer konvensionele apparate van hierdie aard miskien ewe goed gebruik kan word sonder om ons uitvoerders se mededingings= vermoë in buitelandse marke merkbaar te skaad.

It is common knowledge that South Africa is a poor country as far as its capital resources are concerned, but that it is rich in labour resources. The indiscriminate and injudicious acquisi= tion by our entrepreneurs of new expensive types of machinery and

equipment/...

equipment which may involve them in substantial additional capital investments, and which would merely serve to reduce the labour component in their operations without necessarily improving their competitive position in the domestic and export markets, must necessarily reduce the available employment opportunities, particu= larly for our black people, and place an additional burden on our already scarce capital resources. This is a practice which, so it seems to me, should rather be avoided by our entrepreneurs if they are to succeed in achieving and maintaining a reasonable balance between the employment of capital and labour in their various operations.

The second matter to which I wish to refer on this occasion, is closely related to the subject just dealt with by me and also to the specific purposes of this exhibition. And that is the

urgency/...

urgent necessity for management in South Africa to become more conscious of the benefits which can be derived from the intelligent and judicious application of more efficient methods of materials handling from the initial stages of primary production through the various processes of beneficiation to the points of distri= bution and consumption of the final products.

New innovations in this particular field have greatly reduced the amount of physical manhandling of materials while new tools for the more efficient handling of all types of materials are constantly being designed and placed at the disposal of progressively minded entrepreneurs.

These tools include such types of equipment as cranes, hoists, conveyors, fork-lift trucks and containers, with the aid of which

management/...

management is able to achieve substantial cost savings as a result of the more productive employment of labour.

Such cost savings, in turn, lead to an enlargement of the marketing opportunities for the goods and services supplied by entrepreneurs which enables them to expand their total output and to create more employment opportunities for labour.

We have to remember that South Africa is still plagued with a serious problem of inflation as well as constant increases in the cost structures of all sectors of the economy which are progressively eroding the competitive ability of our entrepreneurs in the domestic and export markets. It is essential, therefore, that our entrepreneurs should continuously explore possible ways of reducing their costs as a means of neutralising these unfavourable trends in the domestic economy. In fact, this is one of the top

priorities/...

priorities of management which must be vigorously pursued if South Africa is to win the battle against inflation and to maintain its position in the increasingly competitive export markets of the world. And a visit to the various types of equipment on display at this exhibition should, I believe, convince our entrepreneurs of the cost benefits they may derive from the use thereof.

But once again I must plead for the intelligent and judicious application of these various tools of materials handling which would enable the users thereof to maintain a proper balance between the employment of our capital and labour resources.

And that brings me to the third matter with which I wish to deal briefly today, namely, the question of containerisation.

I have already referred to the fact that this Exhibition is being held at a time when the first fully containerised shipping

services/...

services between Europe and South Africa have just been inaugurated - an event which was marked by the arrival some four weeks ago of Lloyd-Triestino's new container vessel "AFRICA" in South African waters, and the docking in Table Bay Harbour yesterday morning of SAFMARINE'S new container vessel the "S.A. LANGEBERG". These two shipping companies are both members of the shipping conference serving the seaborne trade between Europe and South Africa.

I have also indicated that the transport by sea of goods and materials, packed in specially designed containers carried by specially designed ships, represents one of the internationally accepted methods of more efficient materials handling.

It is significant that the sea route between Europe and South Africa is the last major trading route of the World to be

co[illegible]d/...

converted to fully containerised shipping services.

As far back as the seconf half of 1968 the Ministers of Economic Affairs and Transport jointly appointed a Study Group under the Chairmanship of Professor Steenkamp to investigate the application of various systems of unitised sea transport which were then in operation over the main trading routes of the World, and to advise the Government about the desirability or otherwise of the introduction of one of these new techniques of ocean transportation on South Africa's main trading routes with the outside world.

This Study Group came to the conclusion that South Africa could not dissociate itself from the new innovations in sea transport which had already been firmly adopted by shipowners

in most/...

in most of the main trading countries of the World. The Study Group recommended, therefore, that the Government should formally express itself in favour of the adoption of one of these new techniques of sea transport by all the shipping conferences serving South Africa's seaborne trade with the outside world - a recommendation which was subsequently approved and implemented by the Government.

Because of its longstanding contractual arrangements with the Europe-South and South-East Africa Conference Lines which serve the seaborne trade between Europe and South Africa, the Government started an extensive series of discussions with the latter during the early nineteen seventies about the type of new shipping service to be introduced by them. The Conference Lines also had to conduct

investigations/...

investigations over a wide field before final conclusions could be reached by them about the economic viability of any new shipping technique to be introduced between Europe and South Africa; the numbers, sizes and types of new vessels to be built for such a service; the frequency of sailings to and from South Africa which would be needed under such a service; the ports of call in Europe and South Africa to be covered by the new service; and a great diversity of other related matters.

These investigations inevitably proved to be time consuming while extensive negotiations also had to be conducted between the Government, the Perishable Products Export Control Board and the Conference Lines for the conclusion of a new contractual arrangement between them which would cover all the salient features of the new service. And, in addition, our ports had to be properly equipped/...

equipped to enable them to provide the necessary berths and other facilities to accommodate the vessels required for the new service, while container depots had to be erected at the main ports and on the Reef to handle the containers expeditiously on arrival.

I mention these facts merely as an indication of the reasons why it has taken the Europe-South Africa Conference Lines such a relatively long time to introduce the new technique of shipping services chosen by them as the most appropriate one for the conveyance of cargo between Europe and South Africa, and also for our Railway Administration and the container depot operators to finalise the provision of the necessary facilities required by the new type of shipping service.

After the Conference Lines had completed their investigations towards the middle of 1973, they made a number of important

...ions/...

submissions which were accepted by the Government, namely -

(i) a fully containerised service was the most appropriate new technique of sea transportation to be introduced between Europe and South Africa;

(ii) the introduction of the new service would require the construction of 10 large fully containerised vessels (this figure was subsequently reduced to 9) as well as 3 smaller container vessels and 4 Ro-Ro ships;

(iii) this service would for a limited time be supported by the continued operation of a small number of conventional ships;

(iv) the construction of the new ships to be needed for the new service, and the acquisition of an adequate number of con= tainers for the new service, would involve the members of the Conference Lines in an enormous investment of capital

which/...

which could be justified only if the maximum tonnages of cargo available for shipment between Europe and South Africa could be carried by the new service, and if the Lines were allowed to earn an adequate return on this vast capital investment in the new service which necessarily meant that the Lines would have had to raise very substantially their existing levels of freight rates between Europe and South Africa;

(v) however, a large number of the conventional ships employed by the Lines in the trade between Europe and South Africa had already reached the end of their economically viable lifetime and would in any case have had to be scrapped at an early date and replaced by other conventional ships, the construction of which would likewise have involved the

Lines/...

Lines in a large new capital investment which would also have required substantial increases in the then prevailing levels of freight rates charged by the Lines: and

(vi) the constant spiralling of the costs involved in the handling of cargoes shipped in conventional ships, and particularly the steeply rising labour costs involved in the discharge and the loading of conventional ships in European ports as a result of the new wage increases continuously being demanded by trade unions, were bound to reach proportions in the foreseeable future which would force the Lines to apply to the Government for freight increases in excess of those which would be necessitated by the heavy capital expenditure which the Lines would have had to incur on the replacement of their existing conventional shipping

services/...

services by fully containerised shipping services between Europe and South Africa.

There is one important feature of the new containerised shipping service of the Lines which distinguishes it from all other similar services in the world. And that is the fact that the ships and the containers acquired for the new service have been specially designed and equipped to carry both general and perishable cargoes.

Traditionally the two types of cargoes have been transported between South Africa and Europe in different types of conventional ships - except for the part of this traffic which was conveyed in the all purposes mail ships, the last of which will soon be withdrawn from service. There has/...

There has always been an imbalance in the volume of cargo carried by the Lines between Europe and South Africa, with the southbound tonnages exceeding that part of the northbound tonnages which was conveyed in conventional vessels other than bulk carriers - in other words, ships equipped to carry bulk cargoes and particularly our mineral ore exports to Europe.

When preparations were made for the conversion of the Lines' conventional shipping service between Europe and South Africa into a fully containerised service, it became clear that this imbalance between the northbound and the southbound cargo flows would have meant that a large number of empty containers, which would be filled with cargo on the sailings from Europe to South Africa, would have had to be carried empty back to Europe, thus causing a loss of

freight/...

freight earnings to the Lines on the northbound sailings that would have imposed an additional burden in the form of higher freight rates on all users of the new service.

In order to avoid at least a part of this additional cost burden, the Government in consultation with the Perishable Products Export Control Board and the Lines, decided that a large portion of the perishable cargoes shipped from South Africa to Europe in specially equipped reefer vessels should be switched to the new container vessels. These vessels and their containers have now been so constructed and equipped that they can be used for the conveyance of both general and perishable cargoes. This is a distinctive feature of the new containerised shipping service just introduced between Europe and South Africa which offers important cost advantages to all users thereof, the more so since the

specialised/...

specialised reefer ships traditionally used for the conveyance of our perishable product exports to Europe frequently had to sail in ballast on their southbound voyages to South Africa which also caused operating losses to their owners.

Some of these vessels will, however, remain in service for some time to come in order to supplement the facilities offered by the new fully containerised ships.

I believe that, despite the initially sharp impact on freight rates between Europe and South Africa which will necessarily result from the exceptionally heavy capital investment in new ships and containers incurred by the Europe-South Africa Conference Lines, shippers in Europe and South Africa will reap extensive long term cost advantages from the use of the new service. However, these

cost/...

cost advantages will only materialise if the new service is fully and continuously supported by all shippers of cargo between Europe and South Africa, and I would, therefore, plead with them on this occasion to give their loyal support to the new service in which our officially recognised maritime organisation, SAFMARINE, has such an important degree of participation.

I should also point out that the freight rates charged by this particular group of shipowners have been controlled by our Government for a long period of time in accordance with principles which closely resemble those applicable to the operation of our price control measures in South Africa. This particular arrangement has brought substantial benefits over the long term to all users of the Conference services.

It is now/...

It is now a source of great pleasure to me to declare CONSTOR 77 as having been formally opened by me today, and to extend to the organisers and sponsors of this impressive display, and also to all the exhibitors, my best wishes for the success of this fine exhibition.

ISSUED BY THE DEPARTMENT OF INFORMATION AT THE REQUEST OF THE DEPARTMENT OF COMMERCE

UITGEREIK DEUR DIE DEPARTEMENT VAN INLIGTING OP VERSOEK VAN DIE DEPARTEMENT VAN HANDEL

PRETORIA

24 AUGUSTUS 1977

SHIPPING — Wilf Seifert

Bank takes exception to Unicorn's ..claims

THE Bank Line (South Africa), on behalf of their London principals, are strongly objecting to a Unicorn Lines statement claiming that their planned regular direct shipping service linking this country and the West Coast of South America will be "the first."

Bank Line headquarters said in a telex to the Mercury that it was "fortunate that South African shippers to the West Coast of South America know well that we already operate such a service and have done so for more than 20 years.

"During this time we have endeavoured to meet the needs of the trade and to stimulate export development to that coast.

"Recently, additional vessels have been placed on the run to cater for a welcome upsurge in trade. Sailing frequency will be further increased as and when required," according to the telex.

No doubt, the Bank Line have the capability to cover the entire likely trade requirements in this service in the foreseeable future.

And they made clear that they were not opposed to "other lines evaluating the potential of this or any trade in which we are engaged," as the Bank Line had always upheld the principle of the competitive market place.

"But," added the telex, "we do object to incorrect and misleading statements of this kind."

It has been learned authoritatively that Unicorn Lines approached Bank Line about two months ago suggesting the inauguration of a pool service on that run in partnership. But Bank Line were not interested in it.

They turned the proposal down mainly because they had suffered heavy losses running into tens of thousands of rands each month for a number of years and expected a potential partner to bear with them some of the losses. Unicorn were not prepared to do that.

Bank Line have pioneered the trade and continued serving it to help local exporters, in spite of meagre return cargoes from South America.

Understandably, they are not keen to enter such pool arrangement now that the route is showing profits which they alone feel entitled to.

Last week Unicorn Lines announced that pending the outcome of present investigations, they and the British Pacific Steam Navigation Company, in a joint venture, were to introduce "the first" regular direct shipping service to the West Coast of South America.

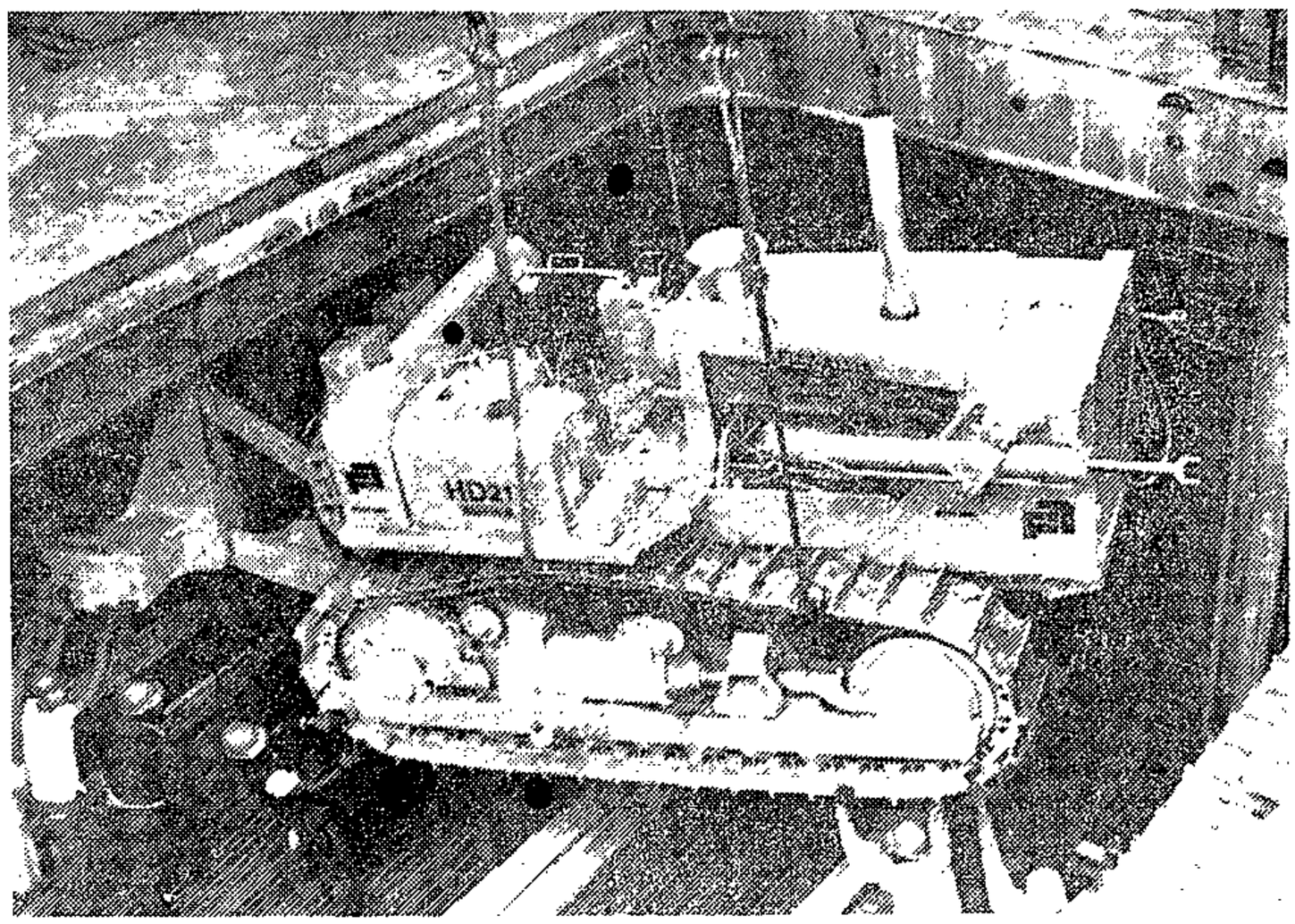
After calling on a number of potential local shippers, a combined team was due to leave for South America yesterday.

On their itinerary are Colombia, Ecuador, Peru, Bolivia and Chile for the "examination of local conditions," according to an official statement issued.

It added that "depending on the findings of the team, the new service will be inaugurated with monthly sailings between South Africa and the main ports of the five South American countries."

In reply to the Bank Line telex a Unicorn spokesman told me that the service would be a new one and the first operating between the two countries involving a South African company.

He added: "It was not intended to cast aspersions on any existing services."



IN A swift two-day heavy-lift operation late last week, the Iranian freighter Arya Rad shipped a number of earth-moving machines at Point C Shed for the Persian Gulf.

Total mass of the export consignment, which consisted of 20 items, was about 1 000 tons. Mr. Keith Blond, manager of Kuehne & Nagel in Durban, said his company was responsible for co-ordination and exporting of the machines, most of which were second-hand. Above, one of two 30-ton Fiat-Allis HD21 front-end loaders is being lowered into Arya Rad's hold.

Largest was a machine weighing 48 tons. Because of the tremendous weights all was handled by the port's strongest shore-based crane, the 80-tonner at that berth.

Micky Palmer.

Sundays are reckoned after Trinity, and not after Pentecost as in the Roman rite.

by the [illegible] superiority of whites had been [illegible] Industrialisation [illegible] increased [illegible] incomes and standards centuries. The Native Land Act appeared to protect the source of labour. The change to black women was

FRENCH INTENSIVE

Max

(326) 20/9/77

6 men escape copter crash

Mercury Correspondent

JOHANNESBURG — Six officials of the Department of Water Affairs and the CSIR watched helplessly as a commercial helicopter rolled on to its side and crashed into Hartebeespoort Dam yesterday only a few meters from where they stood.

The helicopter, a Bell Jet Ranger piloted by Mr. John Pocock toppled into the dam as it was taking off from a barge 400m from the shore shortly before 9 a.m.

The officials stood by helplessly as the R200 000 helicopter exploded as it hit the water almost at their feet.

The rotor blades of the helicopter sheared as they struck the water sending glass fibre fragments screaming through the air.

The helicopter, which was being used to ferry the officials to the barge, crashed sidewards into the dam and then rolled on to its back, flooding the cabin.

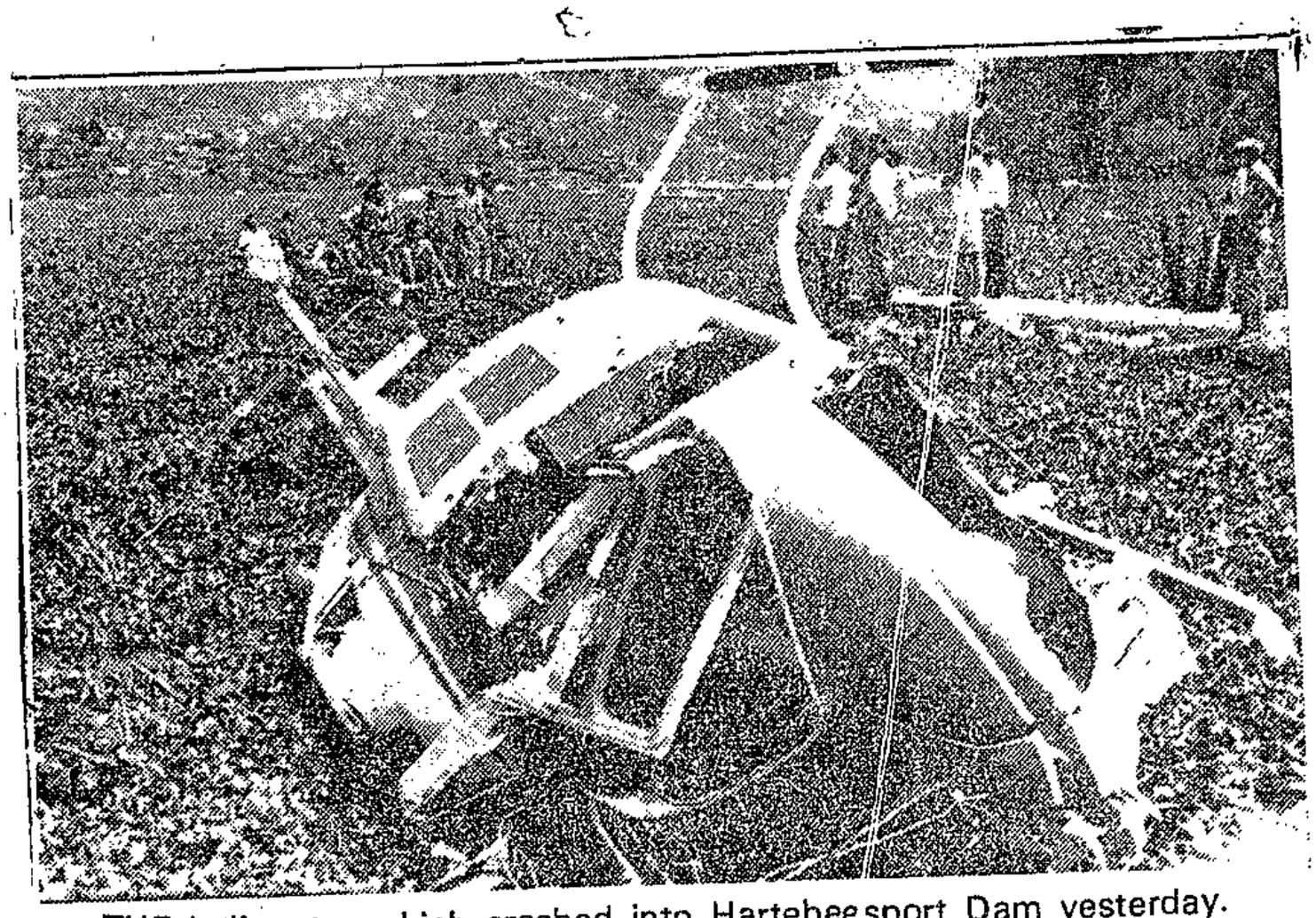
The pilot escaped unhurt.

"I undid my safety belt in a great hurry and got out of the cabin as quickly as I could because I thought that the helicopter was going to sink," the pilot with 15 years' experience, said afterwards.

He was the only occupant of the helicopter when it crashed.

One person was slightly injured in the accident. He was Mr. Marius de Kock, of the Department of Water Affairs, who was struck above the eye by a piece of flying debris.

The officials were preparing to conduct preliminary tests for a R140 000 programme to eradicate water hyacinth weed from Hartebeespoort Dam. The helicopter was later recovered.



THE helicopter which crashed into Hartebeesport Dam yesterday.

N. Mercury 20/9/77

(326)

Ambulance was SAAF chopper

Defence Correspondent

A SOUTH African air Force helicopter of 19 Squadron was used as an emergency air ambulance for a mercy flight from Durban's Louis Botha Airport to Addington Hospital after a woman had collapsed on an incoming SAA Airbus flight from Johannesburg.

Captain Paul Kruger and Lieutenant Dave Adkinson were on a helicopter training flight near the airport at lunchtime when they heard a message on their radio from the airway's Airbus to the airport control tower.

"The captain of the airbus said he had an emergency on board and asked that an ambulance be called to take a woman passenger to hospital as soon as he landed," Lt. Adkinson said yesterday.

The helicopter pilot, Capt. Kruger, intercepted the call and radioed that the helicopter would be available for a mercy flight if it was needed.

The offer was accepted and the helicopter landed on the apron of the airport next to the Airbus and took her to hospital. She was later discharged.

Mr. P. F. Unterhorst, airport station manager, said the woman, who was accompanied by her four-year-old daughter had received artificial respiration and heart massage treatment from the flight engineer on the airbus and a steward trained in first aid.

She is believed to be a Mrs. Perrott from Johannesburg.

326

Supp. to N. Mercury 27/9/77

THE CONTAINER REVOLUTION

A COMPLETE 'SEA CHANGE'

326

THE CONTAINER has changed the shipping scene in Durban in the short space of a decade as nothing else has done before.

Also the inland movement of cargo methods of distribution, cargo handling, stevedoring, documentation, procedures, tariff applications, ordering and procurement of goods have changed completely.

It has been "back to school" for all involved in the movements of goods in the port.

Goods no longer appear on the container quaysdes. Only containers, full or empty. No longer are there hundreds of stevedores swarming on the ships as soon as they berth, swinging cranes and busy warehouses.

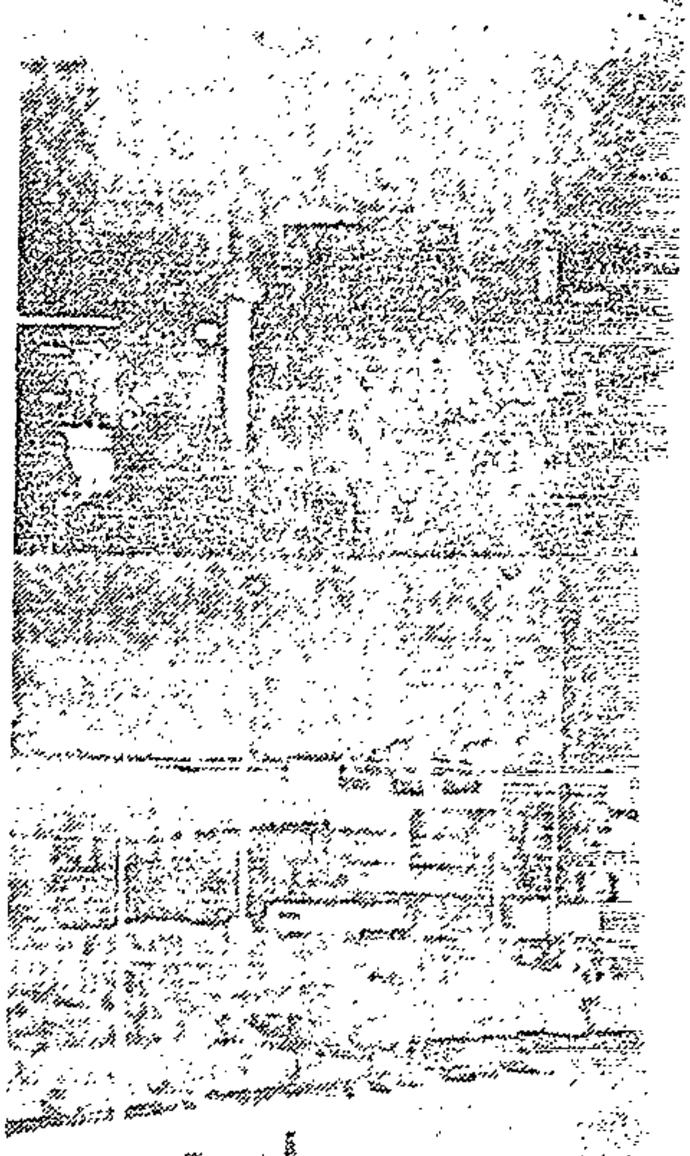
Now time is of the essence.

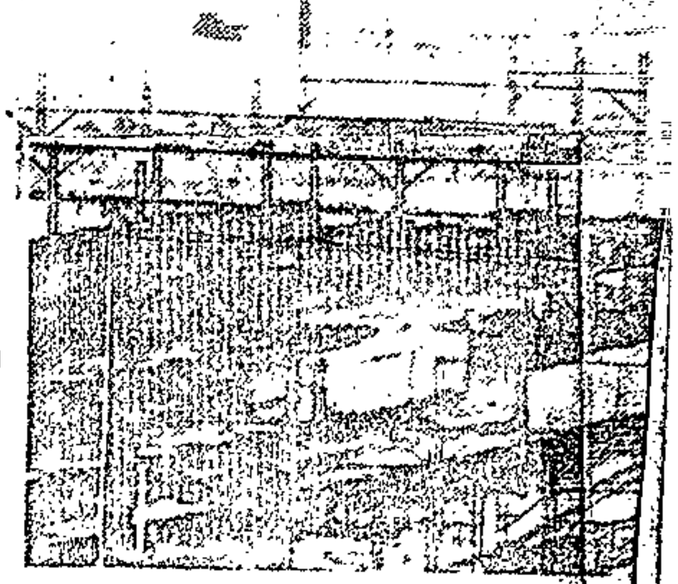
The container ship arrives at dawn and within an hour of berthing, the giant wharf crane is hoisting 18 tons of cargo at a time in a container, and 35 tons if it is a 12 metre container.

In one hour 400 tons can be discharged or loaded, sometimes both operations take place at the same time. In a day about 800 tons can be handled by one crane.

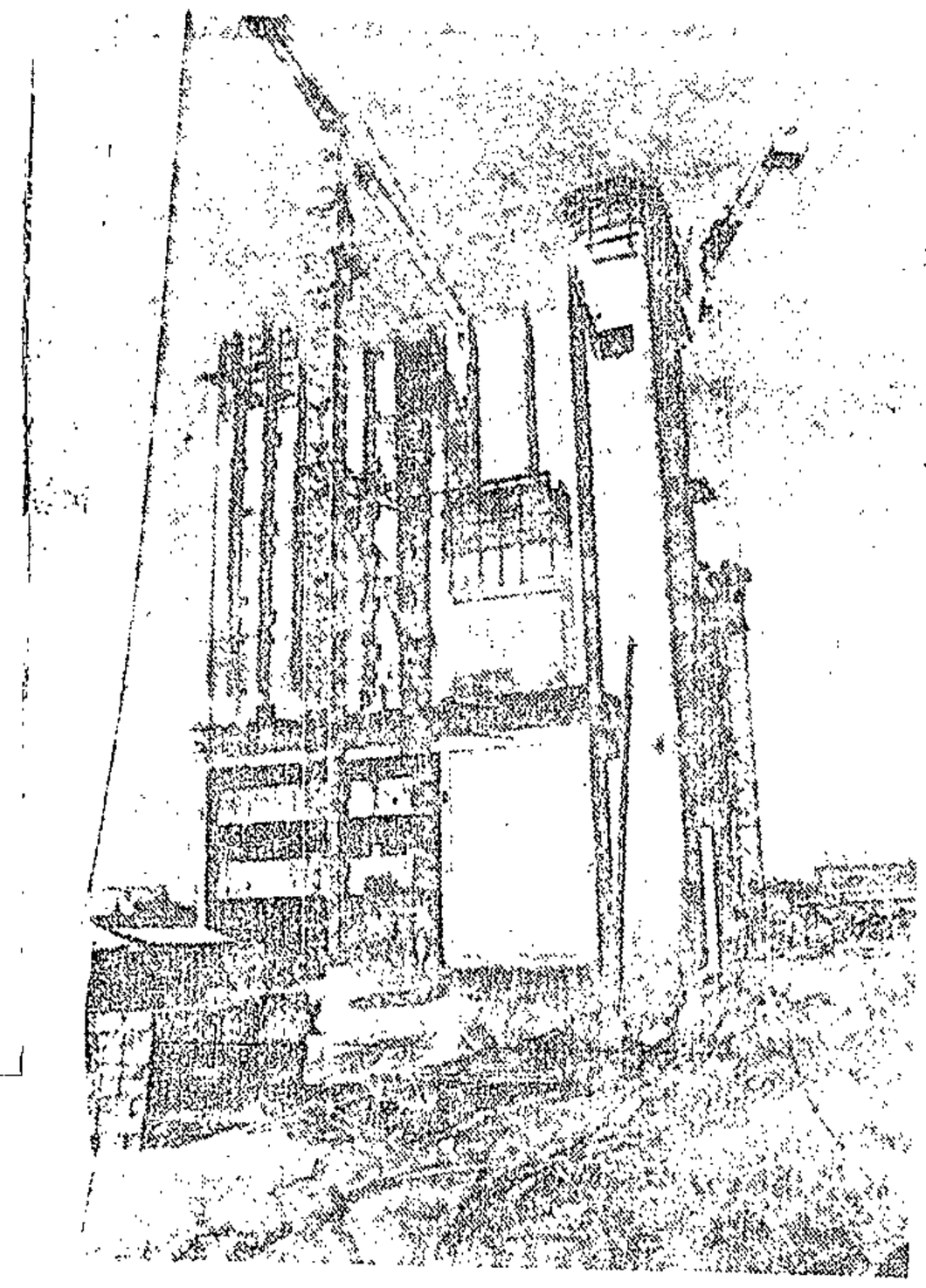
The personal touch has gone. The whole operation is now clinically neat, clean and fast.

Planned to the last second, skeleton trailers move the containers to and from the quayside, away to their temporary waiting station before removal to destinations inland or in the city.





The South African Railways' container base in Durban harbour which has brought about a revolution in cargo handling methods. Similar bases, complete with special equipment, have been created in Port Elizabeth, Cape Town and Johannesburg.



THE SIGNALS and communications centre which is nearing completion in Durban's new station complex. It has been estimated that a further R12 million will be spent on railway facilities near the city to tie in with the new station. The original cost was R300 million.

New ship for Unicorn

DORBYL of Durban, is due to hand over the Berg, a fully cellular container ship, to Unicorn Shipping Lines at the end of this month. Meanwhile, another container ship, the Breede, is rapidly taking shape on Dorbyl's extended slipway at the Bayhead.

These are South Africa's first locally-built ships of this type. They represent a combined order value of about R20 million.

Meanwhile, the company is having discussions with overseas brokers with the aim of obtaining orders to build freight container ships for European lines.

In October, last year, Dorbyl launched the largest ship ever to be built in South Africa, the 8 500 ton Gamtoos.

This ship is a dual purpose, container/breakbulk vessel with a capacity for 258 containers. She was the fourth ship to be built by Dorbyl for Unicorn. A fifth was delivered earlier this year.

Truck Sales

THE S.A. heavy truck/bus market appears to have levelled out at about 30 percent, below the 1976 figures (which were 9 percent down on 1975).

Sales for the first six months of this year in the 10 001 kg/20 000 kg and over category, were 5 625 units compared to 7 940 in 1976 and 8 725 units in 1975.

There is a faint ray of hope in that during the period April to June there has been a slight upward trend but it is too early to assess whether the trend will continue, says Mr. John Moss, executive director of the Intertruck Group.

Pick 'n Pay profits and interim dividend soar

(326)

7/10/77 ET

Own Correspondent

JOHANNESBURG. — Retailers, it is well known, have had a hard time of it these past few months. Not Pick 'n Pay however.

Attributable profits in the six months to August 31, a commendably fast piece of reporting, rose by 29 percent from R1 943 000 to R2 510 000 on a 22 percent rise in turnover. This went up from R122m to R149m and group pre-tax profit, including a R100 000 contribution from an unlisted investment, rose by 35 percent from R3 340 000 to R4 490 000.

A R70 000 appropriation for the new convertible preference shares diluted the impact at the attributable level into a still commendable 29 percent improvement.

Interim increased

The interim dividend has been increased from 20c to 26c.

Pick 'n Pay's chairman, Mr Raymond Ackerman, who likes to be known as the "housewives' friend" but is more aptly described as his shareholders' friend ascribes the profit performance to aggressive marketing. This, he says, improved turnover which, with a reduction in the incidence of theft and savings in overheads, resulted in substantially improved profits.

The Boksburg hypermarket stayed ahead of budget which holds promise for the opening of two new hypermarkets to be opened in the second half of the year.

In an accompanying statement Mr Ackerman, ever the competitor, wastes no time in comparing Pick 'n Pay's performance with those of Greatermans down 50 percent, Truworths down 30 percent and Edgars down 24 percent in the first half.

Mr Ackerman says a tight rein on expenses, which came out well below budget, the reduction in shortages through theft and poor management, the increase in turnover through use of promotions, the launch of Max Factor and the 10 years of discounting campaign were the main contributors to the improved performance.

Hyper beats budget

By employing more accountants management controls were improved. "When times are tough this is the time to innovate," says Mr Ackerman, "and ensure that the customer is given wider ranges and more exciting merchandise and I feel that this has paid off over the past six months.

"The hypermarket has continued to grow extremely strongly in its third year of operation and despite heavy competition has beaten its budget every month. This augurs well for the opening of our Brackenfell hypermarket at the end of October and our Bloemfontein hypermarket a month later."

At 1 625, Pick 'n Pay is discounting more than most shares on the market. Its ability to combat even the most difficult conditions will ensure that it retains its blue-chip rating.

326

9/10/77

PICK 'N PAY BOOK SUPPLIER BOWS TO PRESSURE

END OF THE CHEAP PAPERBACK

Alan Gardiner . . . "It was embarrassing to us . . . to accept a 40 percent profit"

The ultimatum that wrote the final chapter

WITHIN days of discounting books in Durban, Pick 'n Pay had their supplies cut off.

An ultimatum delivered to the supermarket chain's sole suppliers of books, Vaal Book Distributors, said: Stop supplying Pick 'n Pay by Friday or have your own supplies cut off.

It came from the powerful executive of the Overseas Publishers Representative Association after a meeting this week.

They insisted that Vaal Book Distributors obtain an immediate assurance from Pick 'n Pay that they cease discounting books.

By DICK USHER

"If such an assurance is not forthcoming by Friday, October 7 by 12 noon, then the Vaal Book Distributors will stop supplies of books to Pick 'n Pay.

"If Vaal Book Distributors do not take action then the Overseas Publishers Representative Association will recommend immediate punitive measures against Vaal Book Distributors."

Mr Alan Gardiner, regional manager, said the ultimatum left his suppliers with no option but to stop supplying him.

"We are not their only customer and they cannot afford to risk their whole business for us," he said.

Irritated

"But what irritates me is that our local suppliers were perfectly willing to let us have the books and for us to sell them at a discount, but they have been stopped by the interference of representatives of foreign publishers."

Val Books informed Mr Gardiner that "in order to protect our lines of supply we must call upon you to provide the assurance called for by the suppliers . . . failing which we shall have no option but to suspend supplies to your [illegible] clarification

us that we were forced to accept a 40 percent profit on them.

"Although books and magazines are specifically covered by the Retail Price Maintenance Act, we decided to go ahead and discount.

"Our suppliers did not have any objections once we started and in fact they seem rather embarrassed by having to cut off our supplies.

Heavy hand

"It seems as though the heavy hand of the overseas publishers is forcing us to make too much profit," he said.

Pick 'n Pay began their book discounting operation at one branch in Durban last week and, according to Mr Gardiner, sales immediately increased four-fold.

"We did not inform Vaal Books before we started discounting, but once we were able to show them how many books we were selling they were quite happy to keep supplying us.

No choice

"Once the ultimatum was delivered they had no choice but to stop supplying us. Now we will have to consider alternatives," said Mr Gardiner.

our attorneys."

Mr Gardiner said the group would immediately start considering alternative arrangements.

"We have been selling books for some time now, but it was embarrassing to

"They are only wholesalers and depend heavily on the overseas publishers for their supplies. They could not threaten their whole operation by continuing to supply us in the face of the ultimatum."

Blacks bid for white taxi licences

Star 11/10/77

326

The first blacks to drive white taxis in Johannesburg might be on the road by the end of the month.

Mr Edward Hlungwana, Mr Rufus Rakaba and Mr James Chabalala have appointments to be tested for first class taxi drivers' licences.

If they pass the tests they will be employed immediately by a Johannesburg taxi fleet operator, Mr A R Mouton.

TAXIS IDLE

Mr Mouton said he has wanted to employ black drivers for more than a year because, despite high unemployment, he has been unable to find enough reliable, licensed white drivers. Half his fleet of 14 taxis is standing idle for want of drivers.

"An advertisement for white taxi-drivers last week attracted only one reply — and the man didn't have the right papers," he said.

But two small advertisements in The World triggered an almost continuous stream of telephone calls by black applicants.

SATISFIED

Fleet operators in other centres where blacks drive white taxis — it is an established practice in Pretoria, Durban, Cape Town and several Reef towns — have told Mr Mouton of their satisfaction with their staff.

Mr Mouton accused certain Licensing Department officials of obstructing earlier black applicants.

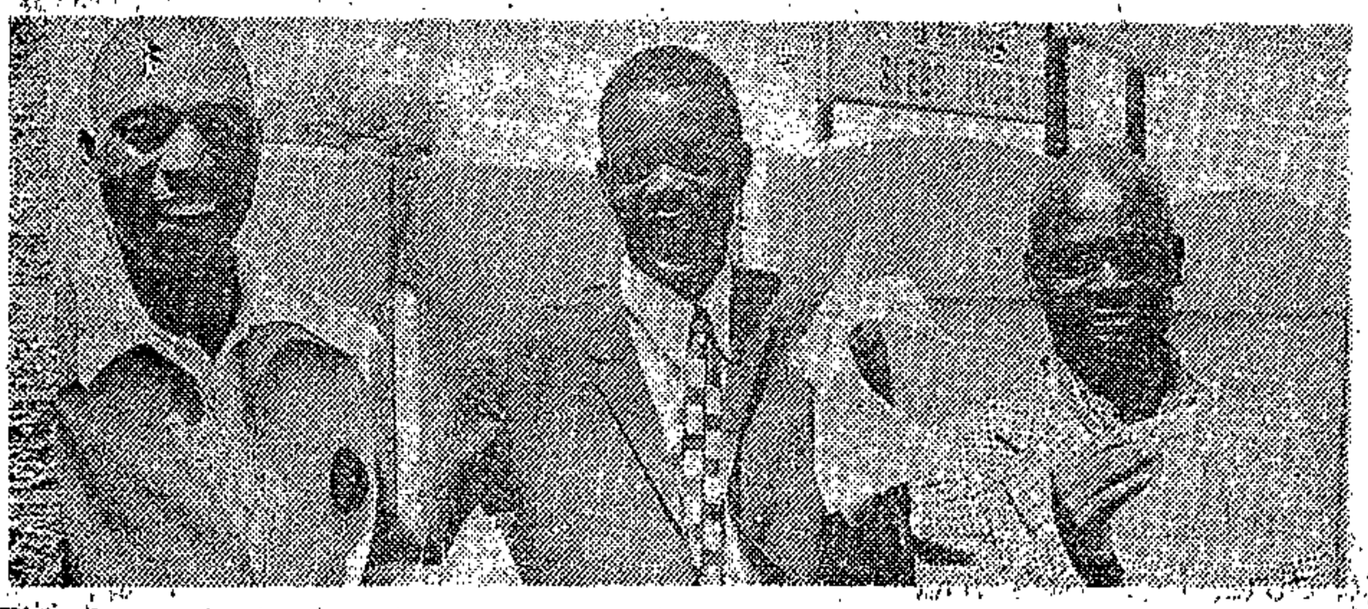
He alleges that the applicants were given wrong application forms, booked for the wrong tests and asked for unnecessary documents.

On Friday a reporter of The Star accompanied Mr Mouton's three latest applicants to the Licensing Department's testing ground offices in Industria.

They were asked by clerks to complete application forms for Public Driving Permits which they already held.

The head of the testing station, Mr G A Rogers, said later that the application forms had been given to the men because of a misunderstanding. He immediately arranged appointments for the first class taxi licence tests.

The acting chief licence officer, Mr R Saunders, said the test for the three blacks would be the same as for white applicants.



The three who hope to be the first blacks to drive white taxis in Johannesburg: Mr James Chabalala, Mr Edward Hlungwana and Mr Rufus Rakaba.

Taxi drivers: colour is up to owners

326

Star 13/10/77

The Secretary of the Department of Transport, Mr A B Eksteen, said today it was entirely at the discretion of first class taxi owners as to whether they employed white or black drivers.

He was commenting on the plans of a Johannesburg taxi fleet operator, Mr A R Mouton, to introduce black drivers in the city. Many white taxi drivers are bitterly opposed to the move.

Mr Eksteen said the Government had not exercised its power to prescribe the race of drivers of public transport, and it wat not likely to do so.

"Why should we?" he asked.

"This is not a new thing. Blacks have been driving white taxis in Cape Town, Durban and Pretoria for years."

Mr Mouton has now arranged more appointments for black applicants to be tested for first class taxi drivers' licences at Johannesburg Licensing Department's testing grounds at Industria.

His allegations that at least one senior official at the grounds resisted moves to test black taxi drivers late last year have been supported by other taxi drivers.

Mr M J Gouws, one taxi driver who is against Mr Mouton's proposal, said yesterday that officials at the grounds had said blacks would get the licences "over their dead bodies."

RELIABLE

Mr O U R Petrussi said today an official told the same thing to a group of about five drivers, and that another driver had told him of a similar conversation on another occasion.

Mr Petrussi said he had had to sell nine of his 10 taxis within the last few months because he was unable to find reliable, white drivers.

The head of the Licensing Department, Mr D R Rengger, said today the official concerned was on leave and unable to answer the allegations.

"It is certainly not the official view of this department," he said.

CLASSICAL ASSOCIATION OF SOUTH

WESTERN CAPE BRANCH

Dear

This letter is to give you a preview of some of the
1978.

The Teacher's Meeting will be held on 15th February
at the Teachers' Centre, 3 Station Road, Mowbray.
sity of Stellenbosch) and Mr. R. Whiteford (. Univer
Cape Town) will speak on Cicero, looking at the h
political background of Rome at the time of Cicero
of the texts prescribed for the matriculation examir

As for the Schools' Meeting, this will be at Bishops
March at 7.30 p.m. Mrs. M. Mezzabotta will give ar
Hercules (30 mins.). In addition, there will be ar
in which the host school challenges two other teams
details of this competition, see the attached sheet.

While the Latin reading competition will be retained
(7.00 p.m. on Wednesday, 26th April at Star of the S
kind of competition is planned for Stds. 6, 7 and 8.
participates in these LUDI ROMANI will be allocated
and may use this time to present one or more items.
awarded for the best item and the best overall pro
will be Springfield Convent, and the date Wednesday

As this is a new venture, a few suggestions might be
these are only suggestions. Please feel free to us

(i) Choral speaking - using selections from ancient
poets (e.g. Ave, Ogden! - a translation of some

(ii) Short dramatisations - perhaps from the Cambrid
Winnie ille Pu

(iii) An illustrated talk on some topic of general

(iv) A dance drama enacting, for example, a Roman

(v) Latin songs (cf. the selection in Latin for T

(vi) You might care to choose a legend or episode
(e.g. Romulus and Remus), or an episode in Pe
and write your own play in simple Latin.

Should you have any queries about these meetings o
the dates please contact either of us. Members o
suggestions and criticisms that would help to impr

John Atkinson (Chairman)
Department of Classics,
U.C.T., Rondebosch.
698531 extn. 449
(home 692429)

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CONTAINERISATION (326)

City Deep suffering

SA Container Depots MD Tony Yuill is
— to say the least — concerned over
Johannesburg's City Deep LCL (mixed
consignments making up a load) facility.
Box traffic for the three months since the
July 1 official opening is only 33%.
That's 350 boxes, of the 1 060 expected.
Late arrival of the first container vessel
— by almost a month — depressed first
returns even more.

Months before SACD had calculated
— as world trade began to slump — that
the inland port would handle as many as
1 350 of the big boxes during its first
operational quarter.

Railways reports that containers hand-
led at the four main port facilities, Cape
Town, Durban, Port Elizabeth and East
London, are "much lower" than expected
for July (12 165) and August (13 073)
with little or no improvement expected
from September's final figures.

Only Durban, working overtime spas-
modically to clear the 843 LCL's landed,
has saved SACD from a poor start in
containerisation. Original estimate for
Durban traffic was 473 LCL's.

"We suspect that shippers abroad need
educating in SA geography. At least 100
boxes unstuffed in Durban had cargoes
that were later sent on by road and rail
to the Reef," says Yuill.

To a Birmingham shipper Benoni and
Boksburg might sound as near Durban
as Johannesburg, but SACD can't afford
to wait for mass enlightenment of
despatch clerks to set in. Volume
generally is down, 1 752 LCL's against
2 166 expected, and there is not much
Yuill and his men can do about it but sit
ugh.

SACD's Cape Town depot, with 322
containers handled against an expected
537, has at times been at a virtual
standstill. Port Elizabeth's 237 handled,
against only 156 expected, has helped to
keep traffic figures respectable.

The consortium (Freight Services,
Aero, Marine, Rennies and Grindrod
Cotts) has already laid out R11,5m of its
R13,5m budget on the four depots
including R600 000 presently being spent
on Liebherr giant container-carrying
gantry cranes for City Deep and Durban.

"Once committed there was little we
could cut back on except forklift trucks
and concreting storage areas," says Yuill.
Some other saving was made by *not* tak-
ing on crews to handle the boxes that
never arrived.

An upswing in local use of containers
(Yuill's figures show that 11 LCL's are
imported for every one exported) seems
the only hope for the flagging private
venture until a general world economic
recovery begins.

SAFMARINE

A new age

(326)

FM 14/10/77

Activities: *National shipping line. Owns and operates cargo liners, bulkers, tankers, tugs, pollution control vessels and aircraft on a worldwide basis. Controlled by IDC through Drommedaris Holdings. British and Commonwealth holds a 36% beneficial interest.*

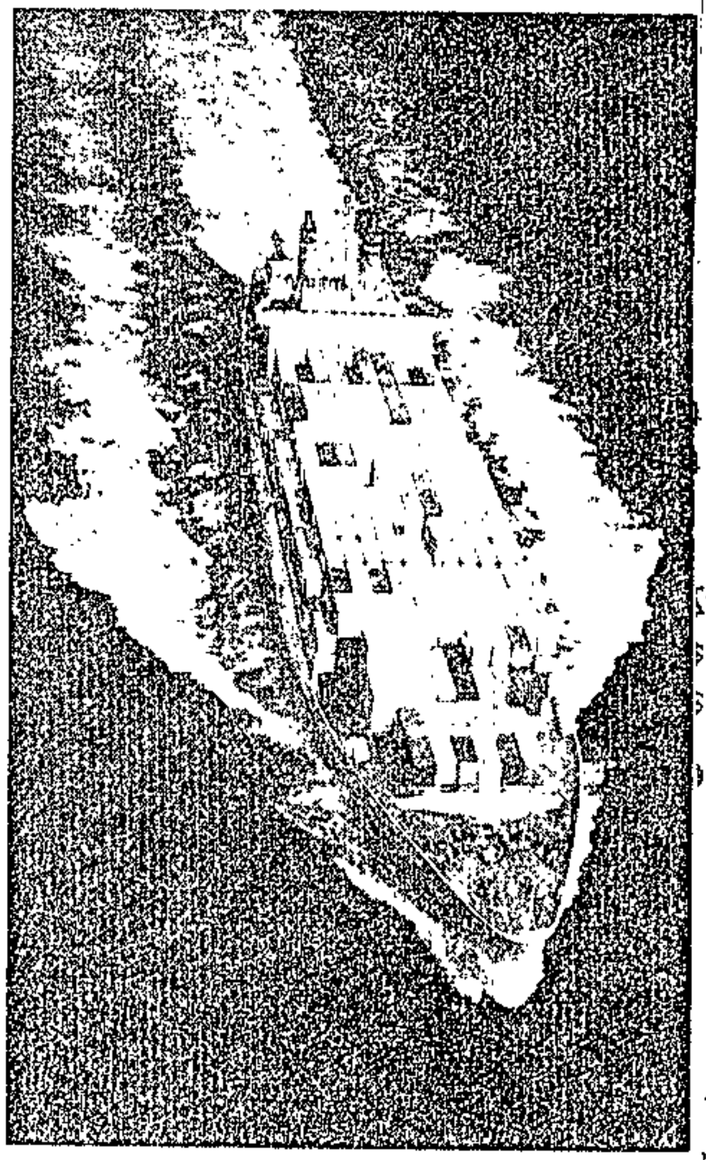
Chairman: *J J Kitshoff; managing director: M Marsh.*

Capital structure: *34,3m ordinaries of 50c. Market capitalisation: R91m.*

Financial: *Year to June 30 1977. Borrowings: long and medium term, R122m. Net cash: R31m. Debt: equity ratio: 171%. Current ratio: 1,2. Net cash flow: R26m. Capital commitments: R340m.*

Share market: *Price: 265c (1976-1977: high, 300c; low, 210c; trading volume last quarter, 132 000 shares). Yields: 29% on earnings; 8,3% on dividend. Cover 3,5. PE ratio 3,4.*

	'74	'75	'76	'77
Return on cap %.....	17,8	22,9	20,7	19,3
Turnover (Rm).....	151	194	190	191
Pre-tax profit (Rm).	18 8	24 3	32 5	33 8
Gross margin % ...	15 1	16,4	22,7	23 9
Earnings (c).....	50	63	61	78
Dividends (c).....	12,9	17,2	20,9	22 0
Net asset value (c) .	125	145	155	218



***SA Langeberg* ... first of the new generation**

Safmarine is in the middle of a massive capital expenditure programme that will take it fully into the container age. For the year ended June, the line employed fixed assets of R73m at depreciated value (new cost R167m). This depreciated value is equal to the new cost of one 2450 container fully cellular ship such as the SA Helderberg due for delivery in December. And there are three others that will be delivered in second half 1978.

On top of the R73m of ships and containers, the balance sheet included R125m of payments for ships and containers under construction. Then there are capital commitments of R325m for the four big cellular ships, two small bulk ships and more containers.

The loans of R121m in the June balance sheet are virtually all against ships under construction. Another R301m of debt will be added over the next 18 months or so to finance the new deliveries.

From these figures, it can be seen that Safmarine's future is tied to the successful introduction of the container age. That in itself will be dependant on the projections of the volume of north and south bound trade being achieved.

At the moment, south bound cargoes have decreased materially as SA's imports have been cut back sharply to right the balance of payments.

The existing business performed well over the past year despite the contracting traffic and the inevitable rate-cutting competition. Profit from the ship operations only dipped marginally from R31,5m to R29,7m. Higher dividends from the unlisted investments allowed total operating profit at R33,8m to slightly exceed the previous year's record of R32m. Lower provisions for deferred tax meant earnings rose faster from 61c to 78c a share. On historical cost, the return on capital employed is 19%. If this kind of return can be achieved on new investment, pre tax profits should double once the container service is operating smoothly. But how long it will take to achieve this new plateau, is difficult to assess. Inevitably the short-term profit outlook must be classified as uncertain, but this should be offset by the longer-term potential.

The dividend record over the past decade has been impressive, increasing every year at a compound rate of 20%. Although the capital requirements of the expansion programme will no doubt dictate a cautious attitude to dividends, the 3,5 cover should at least allow for a maintained dividend on another one for 20 capitalisation issue. On this basis the prospective yield is 8,7%, which gives a comfortable return while awaiting the potential to mature.

Richard Stuart

Should you have any queries
the dates please contact ei
suggestions and criticisms

John Atkinson (Chairman)
Department of Classics,
U.C.T., Rondebosch.
698531 extn. 449
(home 694429)

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1978.

This letter is to give you

Dear

CLASS1

Safmarine goes all out for bulk cargo

Marmion Marsh

SAFMARINE is making a determined attack on the bulk cargo market to ensure that the South African shipping industry benefits from the boom in ore exports.

By TONY KOENDERMAN

The 167 000-ton Sishen, second of the shipping line's very large ore carriers, which came into service this week, is to be joined by a third giant ore carrier to be chartered next year, according to managing director Marmion Marsh.

Meanwhile, the four small bulk vessels are being augmented by two more 25 000-tonners. By the time they are all in service next year, the capacity of the bulk fleet will have more than quadrupled in about two years to some 4-million tons a year.

"We reckon we could run a fleet of 20 to 30 ships," says Mr Marsh. "This is the undeveloped side of the South African trade."

Despite "material overtonnaging" in a difficult and depressed market, Mr Marsh affirms that Safmarine is poised to take advantage of any improvement.

At present, the line carries about 15 per cent of this country's bulk trade.

Both the Sishen (in which Safmarine has a 60 per cent interest and Iscor the rest) and the 155 000-ton Vanguard, which came into service last year, are on 10-year contracts to ship iron ore from Saldanha Bay to Japan. Safmarine has a 50 per cent stake in Vanguard.

Profitability is being strengthened, Mr Marsh says, by success in finding return cargoes so that the vessels don't make the homeward journey empty.

These include bauxite, alumina and salt from Australia. Other in-bound bulk cargoes being carried are sulphur from the United States, and potash from Europe.

The Sishen is also a multipurpose vessel, capable of carrying 600 containers as well.

Safmarine's tonnages of conventional dry cargo have declined for two years running, amounting to 3,4-million tons in the financial year to June 30.

Consequently, turnover showed only a marginal increase to R191-million, representing a decline in real terms.

The import trade has been worst hit, with a decline estimated at 30 per cent, while exports are about level in volume with last year.

But Safmarine has been increasing its market share and has also kept tight control over costs.

Overall, Safmarine handles about 40 per cent of the trade. The biggest share of the nation's foreign trade is with Europe (60 per cent), with the United States and Japan, each accounting for about 15 per cent.

However, Mr Marsh believes the decline in trade volumes has levelled off.

Freight rates, meanwhile, look like going up next year. Reports from The Hague say the SA-Europe shipping conference lines want a 12,5 per cent increase in southbound rates on January 1, and another 6 per cent on April 1.

But Mr Marsh maintains that without containerisation the future would have been even more bleak. Safmarine has just made a study of what the effect would have been had it stuck with conventional break-bulk shipping for increases in its fleet.

"It would have cost about 10 per cent more — and thereafter cost inflation would widen the gap," he said.

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Top talks on tests for black taxi drivers

Star 28/10/77

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The man at the centre of Johannesburg's taxi controversy, Mr A R Mouton, is to discuss with City council officials his claim that blacks have not been fairly treated in tests to drive white taxis.

Mr Mouton will meet the city's chief licence officer, Mr D R Rengger, and a member of the council's management committee, Mr Gerrit Bornman, next Tuesday.

This week, Mr Paul Maake failed a test for a first-class taxi driver's licence by a wide margin.

A second man, Mr Rufus Rakaba, failed too — but his oral test was secretly taped and transcripts are now being prepared.

Mr Maake said that while he was being tested an official commented he seemed to have a better knowlege of Johannesburg than most applicants.

Mr Rakaba siad he had driven for a truck rental firm in Johannesburg for several years and had studied the taxie topographical test for three weeks.

However, Mr Rengger said he was satisfied the men were fairly treated.

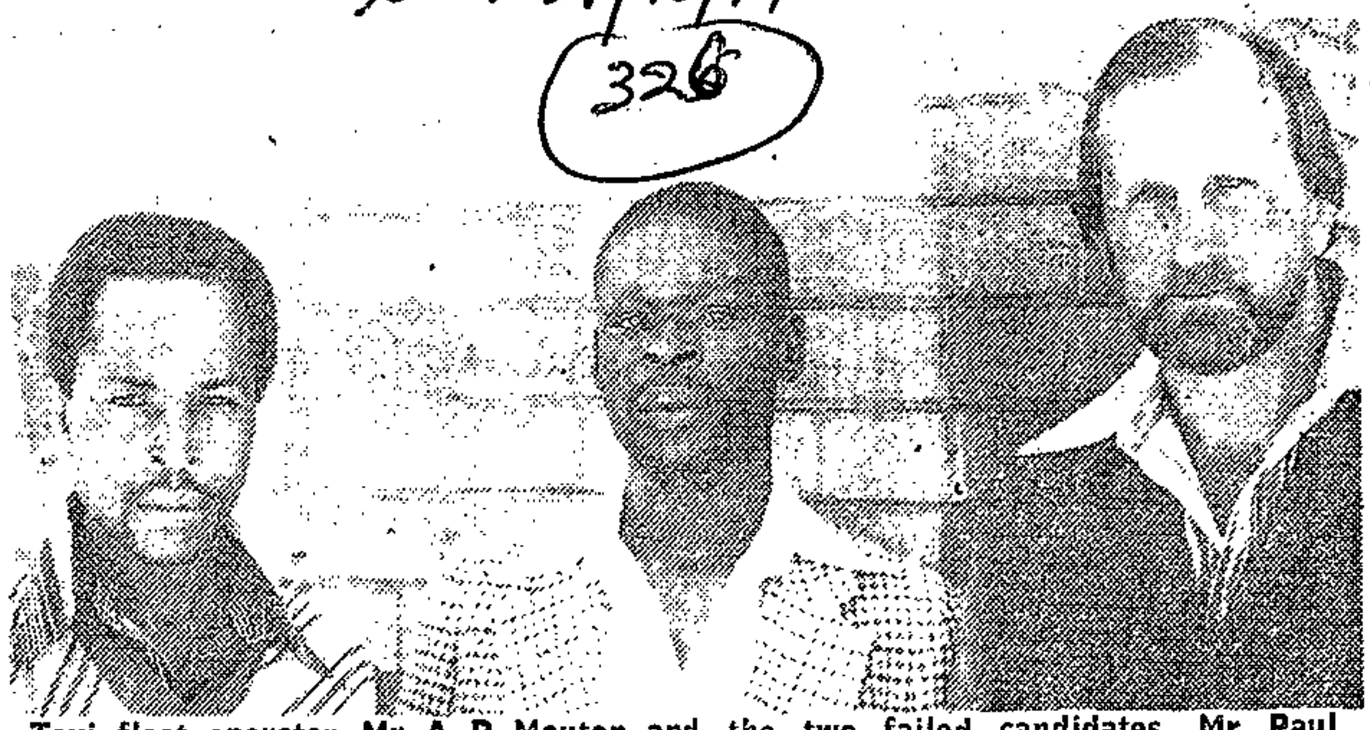
Mr Mouton commented he would welcome the replacement of the present oral tests with written ones — a possibility raised yesterday by Mr Rengger.

In written tests applicants would mark whichever of several answers to each question they believed was correct.

Mr Mouton said he was determined to persever with his plan to employ blacks for his taxi fleet.

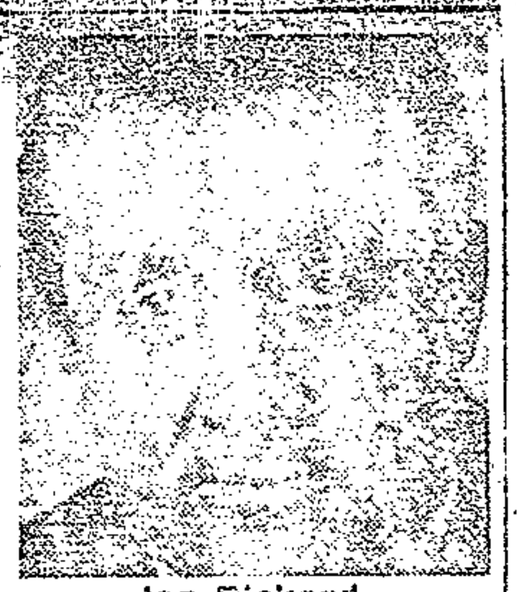
More were applying for the jobs every day.

Allegations by several people that one senior official at the department's testing ground has resisted previous attempts to test blacks for taxi licences are to be looked into when the official returns from leave.



Taxi fleet operator Mr A R Mouton and the two failed candidates, Mr Paul Maake (left) and Mr Rufus Rakabe.

Jan Pickard in R2,5m battle



Jan Pickard

TWO EXECUTIVES of Comair Holdings, the largest commercial aviation company in South Africa, are locked in a legal battle with financier and former rugby Springbok, Jan Pickard.

By Tony Stirling

The executives who allegedly misled Mr Pickard about the financial position of a Comair subsidiary, Commercial Air Services (CAS), this week brought an application in the Rand Supreme Court for delivery of shares in CAS for which they had tendered a cheque of R2,8-million.

The application is being brought by Mr Donald Novick, managing director of Comair Holdings, and Mr Martin Moritz, general manager of the company.

Opposing it are Comair, Sagit Limited and Commercial Air Services.

Mr Novick claims that after protracted negotiations a letter of agreement was signed in January this year by Mr Pickard accepting an offer of R2,45-million for the shares of Commercial Air Services.

According to Mr Novick, a meeting of the directors of Comair which controls the shares of Commercial Air Services, approved Mr Pickard's letter of agreement.

Supported by Mr Moritz, he is seeking an order compelling Comair and Sagit to pass the resolutions necessary for him and Mr Moritz to acquire the shares of Commercial Air Services.

The applicants submitted that the letter of agreement signed by Mr Pickard was binding.

In his affidavit, Mr Pickard, chairman of Picbel, which in turn controls Sagit, and who is on the board of the three respondent companies, alleges that Mr Novick and Mr Moritz misled him about the financial position of Commercial Air Services.

Mr Pickard alleges that Mr Novick had informed him that the net asset value of Commercial Air Services was R3,5-million but that the sale value would be about R1-million less than this figure.

In his affidavit, Mr Pickard said that Mr Novick had also painted a gloomy picture of the company's profits, stating that it could not expect to maintain the R290 000 it had made up to October 1978.

He said it was only on the day after Comair had authorised the letter of agreement that he had been informed by the secretary of Comair, Mr Arthur Johnson, that he had been misled about the position of Commercial Air Services.

Mr Pickard further alleged that in the negotiations he had been informed that the offer was one involving undisclosed American interests, and not the two executives concerned who were doing the deal for a commission or a stake in the company.

As a result of the information received from Mr Johnson an inspection of the books of Commercial Air Services had taken place.

According to documents before the court, this inspection showed that the net asset value was R3,8-million and that the company's profits up to the end of 1978 were R924 000.

Mr Pickard said that he had "reluctantly" agreed to sell on the strength of the gloomy financial information supplied by Mr Novick and Mr Moritz.

Had he known that the two executives were behind the offer, he would have taken the precaution of calling for an independent valuation of the company's assets.

As a result of the information obtained from the company's books, a further meeting of the Comair board had taken place in March at which it was decided, on legal advice, that the letter of agreement signed by Mr Pickard was not binding.

At further meetings that had taken place in the interim Mr Novick and Mr Moritz had been advised that the deal could not go ahead and Mr Novick had been told that he had not made a full disclosure of his interest in the deal.

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Sunday Times 20/11/77 (2)226

Minister in share link

S.L. Muller's investment

By MARTIN CREAMER

THE MINISTER of Transport, Mr Louwrens Muller, has money in a company that controls one of the largest aviation firms in South Africa.

Mr Muller's investment is in Picardi Beleggings Bpk (Picbel) which has a controlling interest in Comair and, until recently, also had a major stake in an airfreight and shipping company, Indo Atlantic.

Mr Muller has admitted to the Financial Mail that his interest in Picbel, through a family company, Robroy (Pty), amounts to five per cent of the Picbel equity.

The sole directors and shareholders of Robroy (Pty) are said to be Mr Muller and his two daughters.

Policy

In a statement to the Financial Mail, the Prime Minister, Mr Vorster said: "If a Minister has substantial shareholdings in a company doing direct business with his department, then it is policy for the Minister concerned to sell such shares.

"The test applied here is whether a Minister can be accused of giving preferential treatment to such a company vis-a-vis its competitors and consequently benefit himself."

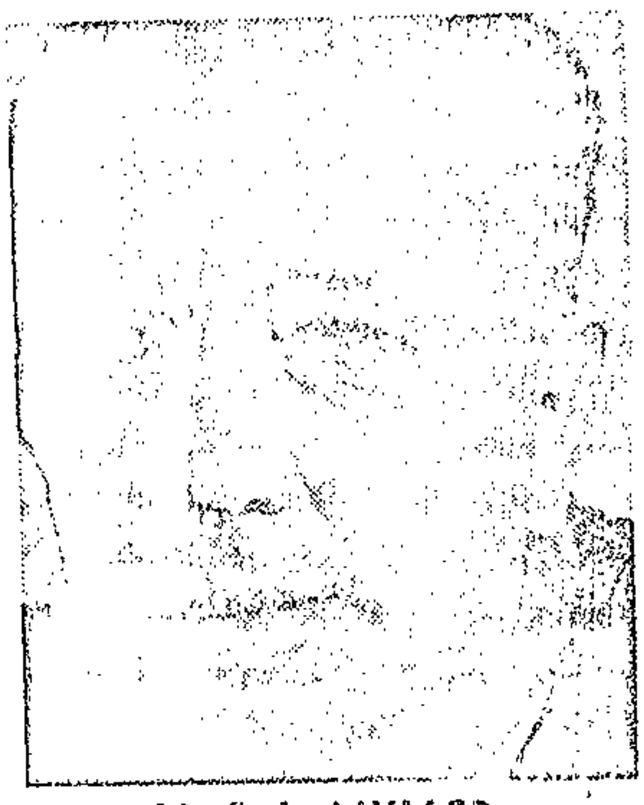
The Sunday Times put a series of questions to Mr Muller through his private secretary on Friday morning.

When we telephoned again on Friday afternoon, a spokesman said the Minister had left for the Cape and could not be contacted.

Award

The Sunday Times has established that Indo Atlantic was awarded the tender to occupy a complex for perishables built by the Department of Transport at Jan Smuts Airport.

The managing director of Air Cargo, Mr Rolf Julicher, whose aviation company freights perishables



Mr S. L. MULLER
family company

from Jan Smuts, told the Sunday Times that his firm's facilities at Jan Smuts are now much smaller than before.

Air Cargo is in direct competition with Indo Atlantic in the perishables field.

"This is solely as a result of Air Cargo not having won the tender for the occupation of the new Department of Transport premises."

He said Air Cargo now had limited facilities at the airport itself and was building its own facilities off the airport premises. Air Cargo had had "unique" privileges in the old premises for many years.

Comair had been granted the right to make certain domestic flights from Jan Smuts.

In the latest annual report, Picbel states that the results of Comair proved to be "exceptionally good" and "the increase in earnings is due to record profits earned by the airfreight division."

Mr Harry Schwarz, the Progressive Federal Party finance spokesman, said he believed all members of Parliament, whether in the Cabinet or not, should be obliged to register their directorships and shareholdings in a public register "so that the public know what they are involved in."

"As far as the Cabinet is concerned, I don't believe that a Minister should be a director of any company whatever," Mr Schwarz said.

Obliged

He included in this the newspaper companies which were engaged in "all sorts of other things" as well as newspaper work.

"As far as investments are concerned, if a man takes a job in the Cabinet, he should be obliged to hand over his investments to a trustee to administer.

"And if there are any investments of a significant nature which can be affected by a decision of Government . . . he should be obliged to dispose of those shareholdings when he accepts Cabinet office.

"The test is not merely that there should be nothing wrong, but it should be clearly seen that there is no potential of anything going wrong," he said.

Satisfied

The public must be quite satisfied that if any man wanted to serve in the Cabinet he should be prepared to make those sacrifices with regard to both his shareholdings and directorships.

"If he is not prepared to do that, then he should not be allowed to serve in a Cabinet."

Mr Schwarz said a shareholding in a company which represented five per cent of the issued share capital—with a market value of more than R150 000—would to the ordinary man be a substantial shareholding.

TRANSPORT

PRIVATE - GENERAL

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S. Journal 6/12/72

Marine offshoot

Finance Reporter

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RENNIE Murray, the insurance offshoot of the giant Rennies group, will have a new operating subsidiary from January 1. The company, P and I Associates, has been formed to handle certain fields of the parent's traditional marine business.

Reason for the split, says Rennie Murray managing director Aubrey Thomas, "is to alleviate the situation where we found ourselves representing diametrically opposed interests." The main divergence of interests, he adds, were where the company had to act both for cargo interests on the one hand, and shipping interests on the other.

S. Jnl. 4/12/77

BAPTISM OF FIRE FOR CONTAINERS

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By Pat Farley

THE BAPTISM of fire for Durban's SAR container terminal comes within two weeks when it handles its largest fully cellular super-container vessel yet.

That's when Overseas Containers Limited's 50 000-ton Table Bay comes alongside to land and load the largest amount of TEUs (20-foot equivalent unit containers) moved on one ship here so far — and the operation is likely to come under the critical microscope of South Africa's importers and exporters.

Fully confident that the terminal is now in phase and ready to handle the assignment is container manager, Reuel Botha, who said this week most "teething problems" had been ironed out.

"We have been in operation for five months now and I must admit we have had more than our share of problems. I wouldn't like to go through those months again," he confided.

Smoothly

"But now we have got things going smoothly and I think it will continue that way."

One of the main upsets in the early stages of the switch to containerisation was the failure of importers to have thir documentation ready for the arrival of their containers, but this was slowly coming right.

Shippers should understand, however that they were still obliged to clear containers within three days or face unnecessary and heavy additional charges for storage of their boxes in private depots.

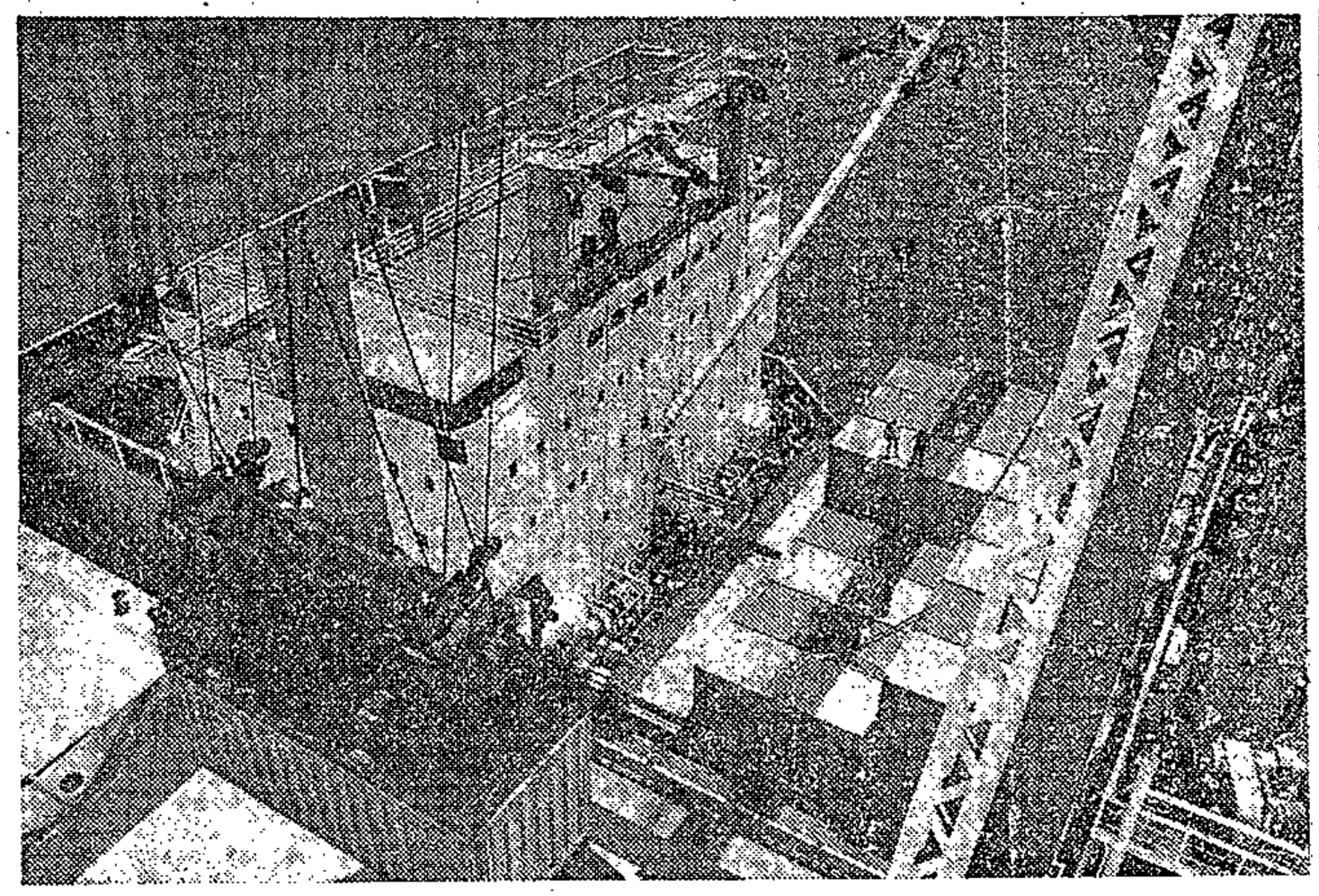
Right now terminal staff are loading or offloading about 18 containers an hour — from dockside to secure in stack address or vice versa in three minutes.

Gearing up over the five months since opening the terminal handled 5 758 containers in July; 6 958 TEUs in August; 6 168 in September; 6 639 in October and more than 6 000 by late November.

The entire South African container system is linked through a master computer in Johannesburg, which keeps track of very one of thousands of boxes from anywhere in the world from ship to importer and back.

There is virtually no commodity that cannot be shipped ina container, from motor vehicle CKDs (completely knocked down parts) and raw steel to fragile chinaware and dangerous chemicals, said Mr Botha.

The costs are at this stage astronomical — the system has cost SAR alone R300-million to date — but the long term saving in time, labour will ultimately benefit the pockets of shippers and even the man in the street, he pointed out.



Three minutes from dockside to stack position on board

Star 12/12/77

Putco fares rise in New Year

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Labour Reporter

Putco, the Reef's biggest bus company, has announced full details of its long-delayed fare increases and has invited comment from the townships.

The increases of 13 percent overall — just over 2c extra for the average trip on the Reef — are expected to come into effect in February.

They vary greatly for different routes.

On the Soweto run, one passenger out of every four faces a 25 percent rise and some even more.

But 285 000 out of the 769 000 passengers carried on this run every week will travel on the existing fare.

And scholars on Soweto routes will continue to pay the old fare of 10c a trip.

Unicorn fights iner with a new serv

UNICORN Lines' fourth international short-sea trade route to be opened up in the past four years gets going this week with the loading in Durban of the 15 000-ton Avax, bound for the west coast of South America.

Unicorn is the shipping division of the Union Corporation group.

The new six-weekly service, which will be sailing to Chile, Bolivia, Peru, Ecuador and Colombia, highlights the way in which this vigorous young shipping line has grappled with the stagnation of the coastal shipping trade.

The 1,6-million tons of coastal traffic that Unicorn carries yearly has been virtually unchanged for five years, according to deputy managing director Mike Mathews.

But the foreign trades, boosted by growth in exports, have more than doubled in the same period to some 600 000 tons of cargo a year.

Unicorn, which is 60 per cent owned by African Coasters Holdings, a subsidiary of Union Corporation, and 40 per cent by Safmarine, the national flag-carrier, was formed 10 years ago in a merger between the old-established Thesens Lines, Smith's Coasters and African Coasters.

Unicorn's predecessors first ventured into international trades in 1955 when they started sailing to the east coast of Africa — essentially to Mozambique with cargoes also for inland destinations such as Malawi and Zambia.

In 1960 the first service to the Indian Ocean islands started, and eight years ago Unicorn found itself sailing to West Africa.

But the most dramatic growth has been since 1973 when Unicorn inaugurated its service to the East Coast of South America, followed in rapid succession by services to Israel, Iran and the Persian Gulf.

In 1974 Unicorn bought out Durban Lines from the Mosenthal Group, amalgamated the Durban Lines ships into its fleet and thus strengthened its operations in the Mozambique area.

Today, Unicorn has a capital investment of R60-million and enjoys an annual turnover of some R50-million. The company operates a fleet of 25 owned and chartered ships.

By Tony Koenderman

Profits are not disclosed, but they are, says Mr Mathews, a "reasonable and fair return on our investment, though not enormous." Profitability is closely monitored by the Price Controller, and is probably held pretty close to the 15 per cent return on capital which the Price Controller considers reasonable in other industries.

In most cases, foreign trades have been developed in co-operation with shipping lines of the countries served. Thus Unicorn operates jointly with Havraise of France to the Indian Ocean islands, with Sealand to the South American east coast, with Zim Lines to Israel, with Mercury Lines to Iran, and with Pacific Steam Navigation to the west coast of South America.

While the Mozambique service is one of the fastest growing, with seven sailings a month, the West African service is in decline, and Unicorn no longer goes to Angola.

Rapid growth in trade with Malawi has persuaded Unicorn to start a container service through Nacala which will reduce the lead time from Johannesburg to Blantyre from the 8 to 12 weeks which formerly prevailed to no more than 14 days.

"We should be taking 200 containers a month to Malawi by early next year," Mr Mathews said.

Unicorn hopes to attract cargo from the air and road traffic to Malawi because its new service is cheaper than airfreight while being faster and safer than road. Bad roads, bad weather and increasing terrorist activity on the Botswana-Zambia road are proving problems to road transportation.

Unicorn prides itself on keeping abreast of current trends and needs. It rescued break-bulk shipping from its threatened decline by introducing pallets in 1965, and then pioneered containerisation in South Africa in 1971

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— six years before containers were introduced on the European trade.

"We could not have stayed in business carrying all our cargo break-bulk," said Mr Mathews.

Unicorn handled 24 000 full container movements in 1976, 34 000 this year, and expects to handle 50 000 next year — on the coastal trade alone. Even when the overseas container service is in full operation, some 40 per cent of all containers handled in Durban will be on the coastal trade.

Other shipping lines have not always been so successful in coping with change. Both Rennies' Green R line and Rennies Coasters have withdrawn from the coastal service in recent years.

Mike Mathews . . . foreign trade doubled

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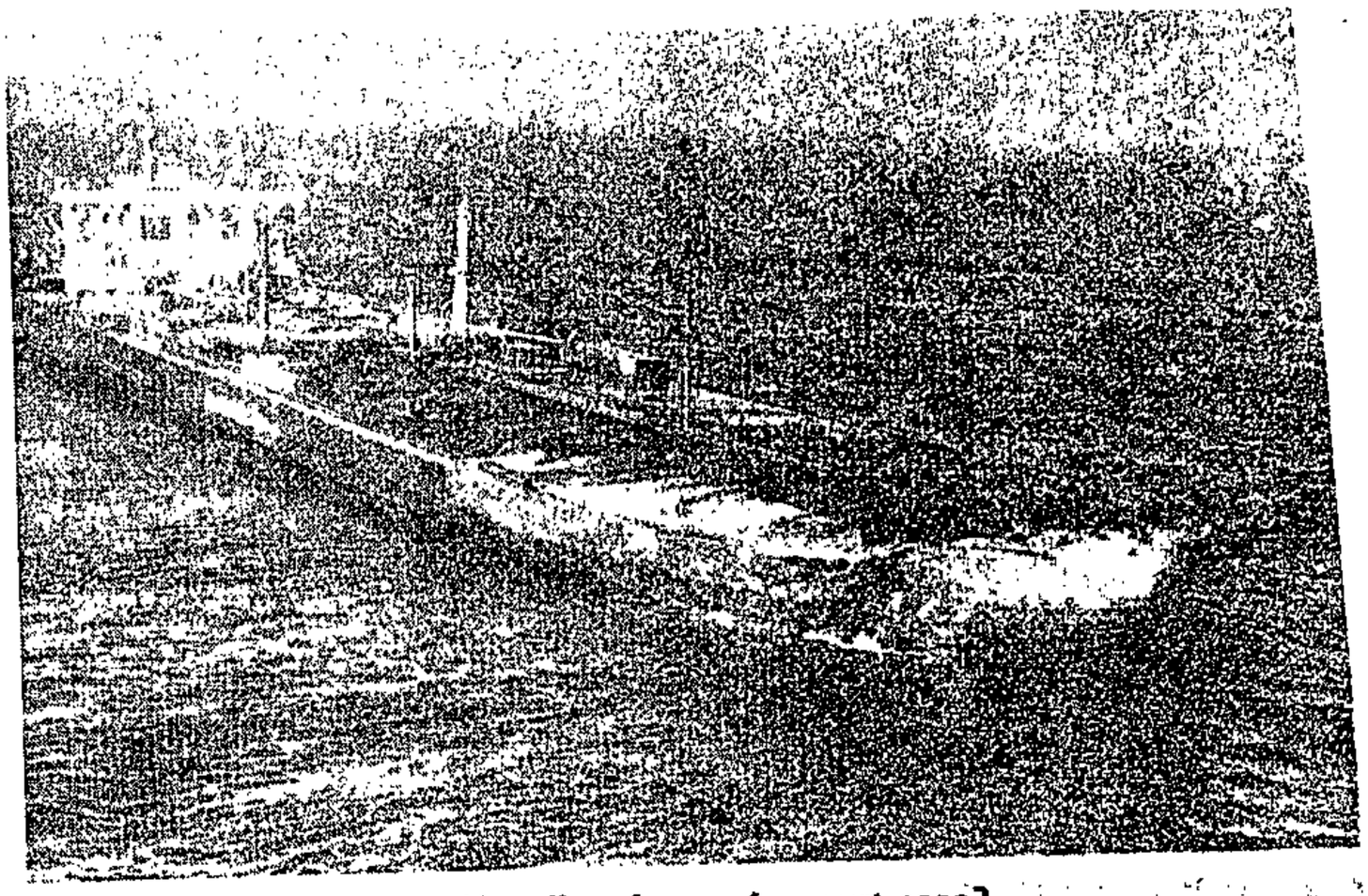


The *Venoil* . . . focus of a court-case?

A person cannot, for example, be presumed to have abandoned a sunken ship even if he hasn't taken steps to raise it for a few years. He may hope that some technological advance in the future may give him the means to raise it.

One thing is certain. With the legal issues as complex as they are, Venoil Inc vice-president John Kerr is not exaggerating when he says that it will take a couple of years to sort out any salvage claims.

F.M. 23/12/77 (326)

SUPERTANKERS

Salvage supercomplex

Oil may smooth troubled waters in some senses — but it certainly stirs them up in others. Witness the reported conflict over the salvage rights to the *Venoil* after the massive supertanker collision off Cape St Francis last Friday.

Sunday newspaper readers were regaled with a dramatic tale of how three men — two pilots from a private firm called Court Helicopters and an executive of Soekor (government's oil exploration corporation) — made a dramatic landing on the blazing tanker on Friday evening. Then, as dusk fell, a Soekor tug — the *Baltenthor* — succeeded in attaching tow lines to the crippled tanker as she drifted helplessly off the coast. The *Venoil*, we were told, had been "grabbed."

Later, we were told, the "crew" aboard the *Venoil* was reinforced when Soekor and Court flew in a larger team of men — including lawyers. Again, a dangerous helicopter landing had to be made, this time at night.

We were told of the refusal of these men to allow the Safmarine tug *Wolraad Woltemade* to take up the tow. And we were informed that Court had salvage rights to the ship and its cargo.

The stakes are obviously high. The ship and its oil cargo are valued at around R40m. Salvage fees — according to one expert on shipping law — can sometimes go as high as 75% of the value.

Is the picture drawn by the Sunday Press accurate? Not really. For a start, readers were given the impression that the Soekor tug and the Court people were working together.

In fact, so Piet van Zijl, Soekor's general manager, tells the *FM*, the *Baltenthor* was already contracted by Safmarine to provide assistance in the salvage operation. This has important implications for the splitting up of compensation between the various parties involved in the rescue — Safmarine, Court, and possibly Soekor.

SA's Merchant Shipping Act provides that salvage shall be paid to any person — other than a government-appointed salvage officer or his authorised representative — for services rendered in saving any ship abandoned or in distress.

The SA Act is based on a British statute of the same name. Since the British law in this field is the basis for international law, the same principles are likely to be applied in any country in which court actions arising out of salvage operations take place.

Settlement of salvage disputes frequently hinges on the interpretations put on the words "services rendered" and "abandoned or in distress."

Services are not defined. On this score B R Bamford, author of *The Law of Shipping in SA*, argues that a claimaint for salvage must prove six essentials, namely that:

- The property saved was in danger;
- The services were in fact rendered by those claiming — and not their agents;
- The services were voluntary;
- The services rendered led to the saving of the property;
- Compensation is contingent on the saving of the property;
- The property saved was subject to salvage.

In this case it could be argued that the *Venoil* was in danger because it could not have reached port safely without being towed. The first criterion therefore appears to be satisfied.

So do the second and third criteria. Court personnel did actually participate in the salvage, and their involvement was voluntary.

On the fourth point, however, Bamford maintains that "salvage may be recovered where the salvor brings the property nearer to safety, and salvage is thereafter continued by a third party — even if the first salvor himself had to be assisted."

This could prove to be a real bone of contention. Could the helicopter people have salvaged the ship without the help of the Soekor tug? Probably not. And since the tug was under contract to Safmarine already — according to Van Zijl — and not working with Court, there could be a dispute over who gets credit for the initial tow — Court or Safmarine.

As far as the fifth criterion is concerned, the *Venoil* was saved, and to the extent that Court voluntarily assisted in this, it satisfies this criterion.

Finally, since the vessel was abandoned by its crew it would appear at first glance that it was subject to salvage.

Yet even this may be a bone of contention. Bamford states: "Salvage may be distinguished from the finding of abandoned goods . . . by the fact that the owner has not abandoned his property."

Karweiers onder een dak

DIT lyk of daar uiteindelik in Suid-Afrika 'n liggaam gestig gaan word wat verteenwoordigend van die land se private karweiersbedryf sal wees. Dié vereniging sal bekend wees as die Nasionale Vereniging van Private Karweiers en die stigtingvergadering word more in Randburg gehou.

Oor die laaste paar jaar was daar dikwels pogings om so 'n vereniging te stig. Maar al hierdie pogings was vrugteloos.

Dit is bekend dat die Departement van Vervoer begerig is dat die padvervoerbedryf van die land meer gekoördineerd raak sover dit die openbare karweiers betref.

Daar is dan ook oor die afgelope ses maande aansienlik vordering gemaak. Dit is gedoen deur die bestaande drie verenigings, nl. die Suid-Afrikaanse Vereniging vir Professionele Vervoerondernemings, die Suid-Afrikaanse Vereniging vir Meubelvervoerders en Pakhuiseienaars en die Motortransport-Eienaarsvereniging.

Hierdie drie verenigings vorm die kern van die Federasie van Vervoerverenigings en is ten volle verteenwoordigend van die openbare karweiers.

Die openbare karweier hanteer egter net sowat 32 persent van alle padvervoerbedrywighede, terwyl die res in die hande van private operateurs is wat in padvervoer is omdat dit deel van hulp normale bedrywighede is.

Danksy die werk van 'n baie bedrywige loodskomitee is daar nou uiteindelik die stadium bereik waar die nasionale vereniging gestig gaan word. Die vergadering word moremiddag om 15h30 in die United Bouvereniging-kantore nr. 4, Hendrik Verwoerdrylaan 168, gehou. (Tel. 48-4141.)

Die plan is om ook die klein karweier met net twee of drie voertuie te betrek.

250 000 paid more on the bus today

More than 250 000 Reef commuters today paid between 2c and 10c more for journeys on Putco buses.

Today was D-day for the implementation of an average 13-percent rise in bus fares for Putco services in Springs, Boksburg, Edenvale, Alexandra and Soweto. Fare increases in Pretoria will come into effect from February 6.

About seven out of ten Soweto passengers were affected by the average 5c rise in fares. Although fares went up on most routes, some fares remained unchanged.

Soweto pupils' fares stayed the same but those of Alexandra pupils were doubled from five to ten cents. A spokesman for Putco said that in Alexandra, a five-day season ticket was being introduced, which meant an effective rise of one cent per journey.

The spokesman said the increases resulted from an average 22-percent rise in running costs since the last fare increases were introduced in June 1, 1976.

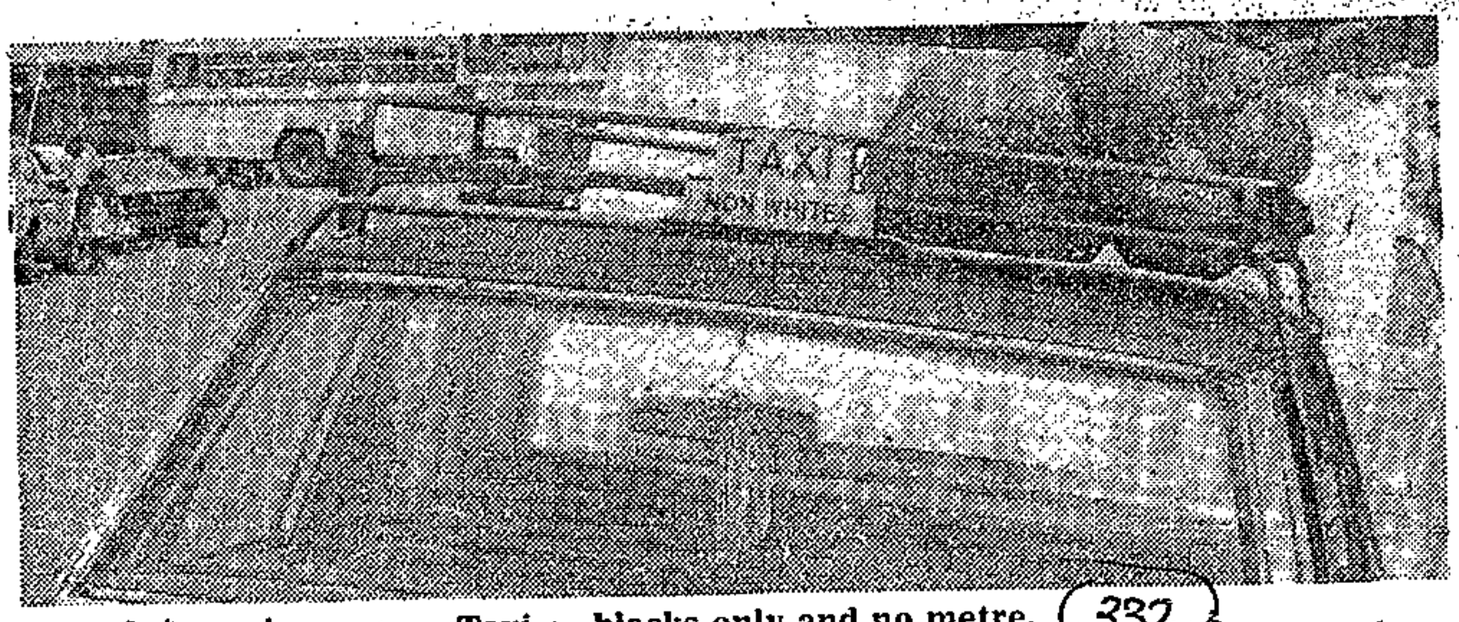
REACTION

She said Putco had so far received no adverse reaction to the implementation of the increases.

Meanwhile, bus fares in the Vaal Triangle will be increased by two cents with effect from Mar[illegible]

[illegible] said [illegible] of [illegible] who escaped.

[illegible] section of road, was one [illegible] came across a flooded [illegible] Eastern Transvaal when [illegible] was driving back to the [illegible] Mr Johnny Horn, who [illegible] Schoeman, burst [illegible] flooded after a dam on a farm belonging to the Minister of Agriculture, Mr



Taxi — blacks only and no metre.

DD 8/2/78

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Troubles with taxis

The Leslie Xinwa column

Taking a taxi is quite an easy thing for some people but when one has to deal with taxis that have no meters it becomes a different story.

I found myself being the target of a strong attack outside a Johannesburg hotel last Saturday because the hotel's doorman and his friend saw me alighting from a white-driven taxi.

"Why should you do that, brother?" the doorman's friend asked.

I knew what he was complaining about because I had overheard their conversation and the term "stupid" had been bandied about freely but I decided to play ignorant.

The taxi had driven off and the doorman joined in.

"Why do you use a white taxi when our black brothers are struggling to get customers?" he asked. "You know very well that most of the people who come to this hotel are white and they hardly use black taxis.

"One of the few chances our black brothers have of getting a few cents is given to whites by a black," he added.

I agreed with him but did not tell him that. But there was something he did not know. Before I left the hotel for the Wanderers Cricket Ground I had asked another doorman to get me a taxi with a meter.

He brought me a second-class taxi which was as good as any of the so-called first-class taxis but did not have a meter and I turned it back. Not that I care much for class in taxis but one thing I care much for is that the taxi I take on a special trip should have a meter to protect me against exploitation.

I told him of an instance when I asked for a taxi to take me to Soweto (from the same hotel).

On reaching Soweto the taximan whose car did not have a meter told me the trip would cost me R12.

After paying I pretended as if I was not sure whether the house we had arrived at was the one I wanted and said I wanted to check.

All I wanted to do was tell my host this man had overcharged me but as soon as I went in, he took my suitcase out and drove off.

My host told me it normaly cost between R4 and R5 by taxi from Johannesburg to his home.

After this I thought I would never use a taxi without a meter in Johannesburg and I have stuck to that.

My explanation did not satisfy the two men who argued I should have demanded of the other doorman that he brought me a black-driven taxi. We just did not agree.

I felt like telling them that many black taxi-drivers who drive taxis that have no meters were inclined to get a few rands more than the normal charges.

The previous day I had asked a taximan in East London to take me to the airport from Caxton Street. As he drove towards Fleet Street I asked how much the trip would cost and he said: "Normal fare to the airport." "How much?" I asked. "R8," he said. "Then we stop here and I can pay you what it costs to bring me here," I told me.

He did not stop and after a lengthy argument and an assurance that taxis with meters never charge more than R4 to the airport for the short time I was likely to take there he agreed to accept R4 and duly gave me 20 cents "for a cool drink" when we came back.

It was not the first time I had had such a problem in East London. This had happened so often that I make a point of using taxis of people I know only because I can always argue my case with them when I feel they are overcharging.

But get me into a taxi that has no meter in a town I am not used to — never!

COST SHOCK IN 'LIFE' MOTOR FEE

Mercury Reporter

MOTOR carriers certificates which used to cost R2, R6 and R8 a year for taxis, lorries and buses respectively will, from July 1, cost R100 a certificate but with no further annual renewals.

Operators particularly Durban taxi owners who have only just become aware of the new regulation are worried how they are going to find the additional hundreds and, in some cases, thousands of rands.

The new fees were published in Road Transport Regulations on December 30.

"But one doesn't read every Government Gazette and we might not have learnt about it until we received certificate renewal advices," said Mrs. Kay Watson, chairman of the Durban and District Taxi Owners' Association.

"This is going to hit the owner-drivers very hard. Some only gross R12 a day. Where are they going to find R100 on top of all other recent increases?"

Last year rank fees in the central area jumped from R20 to R66 and the City Police now charge R3 for sealing and checking meters — formerly a free service.

With company fees R110 a year — a private company had to be formed for transfer of rank and motor carriers certificates — and compulsory licences, it cost the owner-driver R425 before the taxi's wheels started turning.

"Many smaller owners are barely making a living now. They simply won't have enough to pay the extra in June."

For one Durban taxi fleet it would mean a jump from R64 to R3 200.

"There is no way in which costs like these can be absorbed. We will have to apply for an increase in fares," she said.

Taxis would still require certificates of roadworthiness every six months. The current one would be presented when applying for the new disc each year, for which there would be no charge once the R100 had been paid.

"That's like paying for the next 50 years," said Mrs. Watson.

Safmarine profits down R3,8m

Cape Times 28/2 198 (332)

By Paul Dold
Financial Editor

SAFMARINE'S pre-tax profits fell R3,8m to R12m in the past six months reflecting the sharply lower imports and the industrial dispute at Southampton.

Taxed profits were R8m as against an adjusted R10,5m. The tax basis has been changed with an additional provision being made. The board says:

"A re-assessment has been made to determine the most suitable method for providing deferred tax within the group. In view of material timing differences in our large investment programme it is now considered more prudent to change our basis of accounting from the liability to the deferral method which matches taxation with profit more accurately.

"Additional amounts have therefore been provided during the years of construction to compensate for such timing differences which arise in the years of commissioning."

The interim report shows that current taxation for the latest six months and the previous period was R0,2m. The deferred tax on the old basis was R2,1m (R3,7m). The additional sum now provided is R1,7m (R1,4m) giving a total of R4m (R5,3m).

Earnings per share were 23c (31c) as against 65c for the 12 months ended June 1977.

Foreign exchange exposure has been adequately covered and there is no need to make further provisions as currency risks.

Looking at the past half-year ended December, the chairman, Mr J Kitshoff, says the recession in international shipping has deepened and on South Africa's main trade routes the southbound (import) volume is materially down.

"This reduction while improving the balance of payments on current account has, however, a serious effect on your corporation's revenue potential as imports are better rated than exports.

"It is not possible to forecast when an upturn in the economy may be expected as this will depend very largely on the growth rates achievable by our main trading partners.

"The new container service is being introduced at an unfavourable point in the business cycle and has been badly affected by an industrial dispute at Southampton which is the planned UK loading port. In all the circumstances the new system has performed well and in many respects better than anticipated, but profits are lower than planned.

"Safmarine's other investments have all done well and in the circumstances the reduction in the profits after tax from a corrected R10,5m to R8m is considered a good achievement."

Safmarine has done very well for its shareholders in recent years showing solid growth and while there will be disappointment at the interim results there are hopeful signs.

The South African economy appears to have turned the corner and there are signs of rising imports once again. The next batch of trade figures should show whether the recent spurt in imports is developing into a trend. If so Safmarine stands to benefit.

SEA FREIGHT (332)

Blue waters FM 3/3/78

Although the SA/Europe Conference Lines' next general review of freight rates is not due until September, it now seems certain that SA shippers and receivers will see their cost of trading increase well in advance of that date.

Senior Conference sources confirmed this week that their accountants were studying the effects of the depreciation of the dollar — the official Conference currency — against major European currencies. Their preliminary findings indicated that imposition of a currency adjustment factor or surcharge on existing freight rates appeared unavoidable.

The sources said 50%-60% of Conference lines' operating expenses were incurred in currencies appreciating against the dollar, imposing heavy strain on profit and loss accounts. And although the erosion of their earnings was partly counter-balanced by the fact that currencies like the franc and the lira were sliding down with the dollar, the net adverse effect on aggregate operating expenses was "substantial."

The extent to which liner operators can recover currency exchange losses will depend on what the market can bear.

Strike problems

As evidenced by Safmarine's interim this week, which shows a R3,8m drop in taxed profits at the half-way mark, Conference members' SA-Europe operations are under heavy pressure.

The Southampton dock strike, which has been going on since October, has been costing Conference $1m a month because cargoes have had to be re-routed through European ports. Hopefully, that is now something of the past.

Deflationary policies in SA and a 43-month-old recession have resulted in a 40% decline in south-bound cargo trades, the most lucrative leg of the SA/Europe service whose rates are 50% higher than the north-bound run.

With less than one-third of Conference's container fleet commissioned, there is already talk of an over-capacity problem. Four ships are operational, another two will be brought into the service between now and May. There is a strong possibility that a number of the 12 fully cellular ships being built for the service will either have to be laid up or, at best, diverted to other trades.

Many of liner operators' economic viabilities of a few years ago have gone awry. For example, it was estimated that the service would be handling 140 000 containers a year in the initial stages. The actual rate may be closer to 80 000 a year under present conditions.

Senior Conference sources say profitability of the service will be negligible for the next two or three years.

Shippers and receivers do not appear to be getting the full benefits of unutilised cargo handling, say shipowners. Traders using full container loads in and out of Hamburg are currently shipping at 20% of the cost of conventional break-bulk handling methods.

Because of punitive SAR&H port dues and charges, levied on an *ad valorem* basis, the cost advantage of FCL cargo shipping is a mere four-fifths of break-bulk handling. As a result the job of selling the container service to users is all the more difficult.

Finally, there is the question of some Conference members' containership debts. At least five of the new buildings commissioned are in countries — Germany, Belgium, Holland — with appreciating currencies. One informed Conference estimate is that the slide of the dollar has added $5m to the cost of the ships since September last year.

If their debts are scheduled without exchange cover, their problems are only just beginning.

For Safmarine shareholders there is the comforting knowledge that its container fleet is getting cheaper, being built in France and Italy.

Star 7/3/78

332

White seeks permit to taxi blacks

A Johannesburg taxi fleet operator, Mr A R Mouton, today sought permission from the local Road Transportation Board for seven of his cars to carry blacks, coloureds and Asians at night.

Mr Mouton, who was recently confronted with violence and threats when he introduced black drivers for white taxis, told the board Johannesburg's white taxis carried blacks, coloureds and Asians illegally every day.

His application, similar to one granted last December to a Johannesburg taxi driver, Mr M J Botha, was opposed by Roses taxis, Putco and South African Railways.

Mr Mouton asked the board what a taxi driver was supposed to do when two mixed couples walked out of a five-star hotel and asked to be taken to a multiracial club.

He said the driver could refuse the fare altogether, refuse to take the blacks, ask the blacks for their passports or take them illegally.

"My Government created our international hotels and homelands, not I, and it is extremely embarrassing to ask to see people's passports," he said.

He had no wish to serve Soweto with his taxis, but his black drivers would be in a position to take a black foreigner there, should the occasion arise.

There was no restriction against white taxis carrying black Government officials.

The chairman of Roses, Mr J D Mynhardt, said he assumed the granting of such a concession would be directly contrary to the Government policy of separate development and separate transport facilities.

It would be carte blanche for white taxis to operate in Soweto and could lead to companies like Putco and Greyhound applying for fully integrated services.

Putco argued that existing transport facilities for blacks were adequate.

The board will write to Mr Mouton to let him know its decision.

Star
13/3/78

Taxi man can carry (332) blacks

A Johannesburg taxi fleet operator, Mr A R Mouton, has been granted permission by the Local Road Transportation Board to carry blacks, coloureds and Asians at night in seven of his cars.

He was notified at the weekend that the board had approved his application, which was opposed by Roses Taxis, Putco and the SAR.

The board has told Mr Mouton his cars cannot operate in Soweto.

Mr Mouton told the board last week that mixed couples often wanted to travel by taxi in Johannesburg and that was embarrassing to ask to see the blacks' passports.

Black taxi drivers in Benoni feel they have been unjustly treated by the local municipal authorities. First, they claim they were expelled from their taxi rank and then moved to an inferior one, and then they were "harassed" by traffic police. TONY DAVIS reports.

Taxi drivers say they get 2nd class treatment

A black taxi association in Benoni is fighting with municipal authorities for the return of a taxi rank from which they were evicted almost three years ago.

The Benoni Joint Taxi Association, which represents about 150 drivers and cars, was moved from its Harpur Avenue rank outside the railway station in 1975 to make way for a new express bus service.

The service was never started, however, and taxi drivers found themselves in a new rank which was far from satisfactory.

Long walk

The new rank was located in Louton Street, on a busy thoroughfare behind the railway station yards.

Taxi passengers face a long walk over an unsheltered railway bridge to the rank. And there, says association chairman, Mr Noel Mlakoti, the drivers sometimes have to return 1½ km to the railway station to collect passengers' heavy luggage.

"This is a great inconvenience to passengers as well as adding fuel costs to our drivers," Mr Mlakoti complains.

Traffic fines

The Louton taxi rank is far from ideal for reasons other than its site. The street is a busy road, especially at peak business hours, and drivers have faced "harassment" by traffic police, Mr Mlakoti claims.

From last September to mid-March this year, association drivers paid over R2 000 in traffic fines at the Benoni magistrate's court.

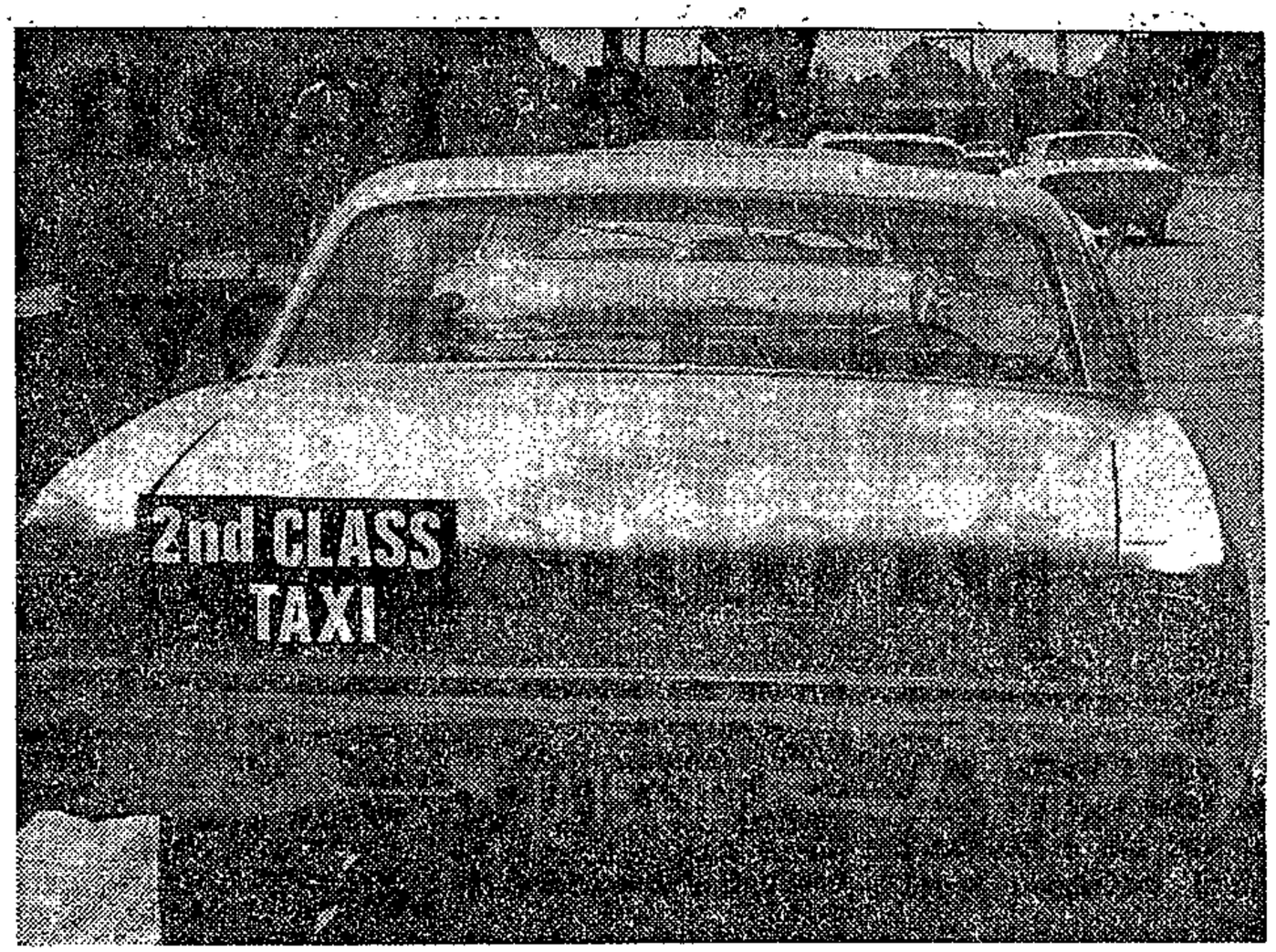
With no alternative other than driving the length of Louton Street to turn around, taxis must make a U-turn over solid white lines, which can lead to further fines.

Two weeks ago, fines of more than R1 000 held by 20 Benoni Taxi Association members were withdrawn in the magistrate's court after legal aid was obtained.

The Benoni Town Council says it has not been "unresponsive" to the complaints of the taxi association.

Mr Johan Lemmer, chairman of the Benoni council's management committee, has revealed the council intends to construct a new taxi rank along Harpur Avenue, near the city centre. The scheduled completion date for the rank is June 30 this year.

The taxi association began its struggle to regain its old rank shortly after its relocation in July, 1975, when it drew up a memorandum of protest.



The Benoni Joint Taxi Association's Louton Street rank — solid white lines, a narrow thoroughfare and more than a kilometre from the entrance to the railway station.

Deprived

"We have arbitrarily been deprived of a facility which we have enjoyed for over 30 years," it read.

The association finally arranged a meeting with the Benoni management committee in October, 1976, to discuss their problems.

Mr Mkakoti said demands were presented to the committee for several alternate taxi rank sites. It was also pointed out that relations with the traffic department were poor.

The committee wrote back to the taxi association in April 1977, stating that a project to renovate the old market on Harpur Avenue as a taxi rank was being investigated.

Association demands for a rank at a site adjacent to the Benoni railway station was referred to the railways.

A spokesman for SAR said this week the area in which the association had expressed interest was railway property. The issue was a matter for the town council and the taxi group to resolve.

The proposed new rank at the market in Harpur Avenue does not please the association, Mr Mlakoti says.

"It is not that close to downtown and it will inconvenience our passengers. And we will be just as far from the railway station as we were before.

"We can't afford to keep paying these fines — it will ruin us. Why can't we have our old rank returned to us?"

Bus fare increase for Cape Flats

Industrial Reporter

SUBSIDIZED bus fares have been increased on many routes in the Peninsula.

A spokesman for City Tramways said the new fares came into effect yesterday with the extension of the clip card ticket system. Most of the subsidized fares were increased because the Department of Transport indicated that the transport levy collected from industrial and commercial concerns could not cover subsidies of black and coloured fares at the present level.

The clip card system, introduced about a year ago, was yesterday extended to the Cape Flats and the Retreat area. The spokesman said there would be further fare increases as it was extended to other areas. In some cases however, fares were lower.

A passenger travelling from the Cape Flats to Mowbray would now have to pay R1,50 for a 10-trip card, or 15c a trip compared with 11c previously.

Unsubsidized fares remain unchanged.

The spokesman pointed out that domestic and other workers not employed by industrial or commercial firms were entitled to the subsidy.

15. Aantal afhank ... is anders vir wie werker

4 5 6

(a) Name (eerste alleenlik)

(b) Verwantskap a

(c) Ouderdom

(d) Geslag

(e) Woonplek

(f) Skooljare voltooi

(g) Nou op skool?

(h) Skool (naam, soort, distrik en afstand van plaas)

(i) Werk wat vir boer gedoen word (b.v. gedurende skool vakansies)

(j) Jaarlikse tydperk gewerk (dae of weke)

(k) Jaarlikse betaling: kontant

ander

RENNIES (332) FM 7/4/78

Recuperation period ahead

Activities: *Conglomerate with interests in shipping, transport, hotels, tourism, liquor, manufacturing and wholesaling. A 51% subsidiary of Jardine, Matheson of Hong Kong.*

Chairman and chief executive: *C W Fidian-Green.*

Capital structure: *22,3m ordinaries of 50c. 800 000 5,5% prefs of R2. 219 000 5% red prefs of R2. Market capitalisation: R20,5m.*

Financial: *Year to December 31 1977. Borrowings: long and medium term, R32,2m; net short term, R10m. Debt:equity ratio: 112%. Current ratio: 1,2. Group cash flow: R8,9m. Capital commitments: R6,2m*.*

**Includes R4,3m for leaseback repurchases 1983/84.*

Share market: *Price: 92c (1976-77: high, 155c; low, 83c; trading volume last quarter, 352 000 shares). Yields: 24% on earnings: 10,9% on dividend. Cover: 2,2. PE ratio: 4,1.*

	'74	'75	'76	'77
Return on cap %.....	24,5	30,9	*19,4	16,8
Turnover (Rm).....	76,5	108,3	136,8	150,0
Pre-tax profit (Rm)..	9,6	11,8	12,3	10,4
Gross margin %.....	15,5	14,2	12,2	10,0
Earnings (c).....	40,9	45,6	30,2	22,3
Dividends (c).....	18,4	20,0	20,0	10,0
Net asset value (c)..	118	139	174	172

**18 months annualised.*

Jan Smuts Holiday Inn . . . not for sale

The market rating of Rennies, now 92c yielding 10,9%, is reflecting the financial risk inherent in the group's financial structure. The market is saying that not only has Rennies reached the limit of its debt capacity but in fact that it is over-geared.

The debt:equity ratio is now 112%, up from 92% last year, before accounting for the capital value of equipment leases and property buy-back commitments. Including leases the gearing is around 130%. What has got the balance sheet into the current mess is the disastrous performance of the manufacturing division and the continued liberal dividend distributions.

Below the line write-offs of nearly R6m (half from the manufacturing division) over the last two accounting periods added to the dividend payouts has meant that there have been no retained earnings to swell shareholders funds. Meanwhile the debt has accumulated and cash flow will be strained to handle the heavy debt repayment schedule.

The top priority now is to reduce debt. Besides this being the prudent route to follow, Rennies, being a foreign controlled company, is committed to attaining certain maximum borrowing ratios by 1980. The terms of this formula have never been disclosed.

Management's objective is to attain a 90% debt:equity ratio (110% if leases are included) by the end of this year. If cash is netted against short-term borrowings, these internal objectives alter to 80% and 100% respectively. Normal cash flow, considering on-going capital expenditure, will probably be inadequate and other avenues are being explored.

The sale of Holiday Inns, forming as it does a vital leg of the group, is not one of the avenues being considered. Rather, the sale and leaseback (plus buy-back?) of R10m of Cape Holiday Inn properties seems the most likely course. But while this will go a long way to satisfying Reserve Bank requirements, it will not fundamentally alter the gearing.

All it does is move the gearing off balance sheet and the interest savings are replaced by fixed property leasing costs in the income statement. These will be hidden as property leasing charges are not required to be disclosed. But the effect is the same.

At the current level of profitability, fixed capital charges absorb an uncomfortable amount of gross earnings. Ignoring below-the-line write-offs and invisible property leasing costs, interest and leasing absorbed R7,8m or 43% of gross (pre-leasing) profit. This position was aggravated by operational losses of over R2m depressing the gross profit figure. But even if these subsidiaries had broken even, the fixed charge would have been near 40% of gross profit.

Although such financial gearing could work marvels on the profit figures in the event of an economic recovery, it is too high in the current and foreseeable economic environment.

The capital repayment schedule shows that R6m must be found in each of the

INCOME SOURCES

	1976 Turnover	1976 Pre-tax profit	1977 Turnover	1977 Pre-tax profit
	Rm		Rm	
Shipping	26 018	4 208	32 430	4 219
Holiday Inns	35 047	7 106	38 393	6 338
Manufacturing	23 622	1 174	21 554	(274)
Liquor	20 047	808	25 940	1 022
Security, Travel & Transport	18 394	897	19 192	1 325
Wholesaling	12 120	412	12 514	477
	135 848	14 605	150 023	13 107
Less cost of finance and head office		2 258		2 739
		12 347		10 368

next three years. To ments, it looks as if t to re-cut to increas According to the dire flow for 1978 and u draft show "an a safety in financing c ments of borrowings source of short term discovered. Associate R5m to Rennies at th

The remedial actio the manufacturing di long way to eliminat has a gross rather th overall earnings pic could recover sharpl improvement from t steps. Just eliminating form earnings from but this probably ov the gross interest char ably higher this year.

Chairman Charle that 1977 is a year he behind him. Sharehol sentiment. Their div from 20c to 10c whether a dividend paid at all. Rebuildi could take two or long as it takes to r ratios, the dividend s at 10c. And a decisi deferred until inten into hard facts.

Amin's new Commonwealth

NAIROBI. — President Idi Amin of Uganda said yesterday he was withdrawing his country's athletic team from the forthcoming Commonwealth Games in Canada after receiving reports Israel might take part in the event.

According to Radio Uganda President Amin directed the withdrawal of the Uganda team pending confirmation of the reports.

Israel is not a member of the Commonwealth and the radio did not indicate where the reports originated.

"President Amin will not have Ugandan men and women athletes compete alongside Israeli athletes in view of Israel's aggression against the Arab States and the occupation of Arab territories," the radio said.

Several days ago President Amin expressed his anger at Canada's decision that he would be unwelcome at the games. — UPI.

332

The Cape Times, Saturday, May 20, 1978

City bus apartheid grant might stay

AS FAR as the Provincial Administration is concerned bus apartheid is still rigidly enforced in Cape Town, and the R320 000 grant to City Tramways seems likely to be continued.

Yesterday the Director of Local Government, Mr Piet de Wet, said that as far as he was concerned segregation on buses continued and that was why the same grant which has been paid to City Tramways to enable them to run a segregated service since 1969, has been included in full in the draft estimates of revenue and expenditure for the Cape.

Last year City Tramways began following a desegregation programme, and by January this year the only segregated services were on the Wynberg-Sea Point and Bellville-Milnerton routes during peak hours.

The Cape Times asked Mr De Wet why the full amount of the subsidy was included on the draft list of expenditure when it was well known that City Tramways was following a desegregation policy.

"That's not the point. The bus company still does what it agreed to. There is still segregation on the buses," said Mr De Wet.

Mr Rupert Lorimer, the Opposition spokesman on transport in Parliament, yesterday said he did not agree with Mr De Wet.

"That is the point," said Mr Lorimer.

"The subsidy has to be looked at, because it is perfectly apparent that an integrated service is more economical," he said.

Six months ago the Secretary for Transport, Mr A B Eksteen, said the way was open for Cape Town's bus service to become fully mulitracial, but any request from white citizens to retain separate facilities would have to be considered.

Mr Neil Hurford, PRO for the bus company, said yesterday that even if the full grant of R320 000 was voted by the Provincial Council, it did not follow that this amount would be given to City Tramways.

"When this matter comes up for discussion later this year it will be up to the Administrator to decide how much of the money which has been voted by council will in fact be given to our company for the continuation of segregated services," said Mr Hurford.

Illicit beer boom in Kenyan village

RDM 25/5/78

(334)

Own Correspondent

NAIROBI. — Beer is booming on the black market in Busia, the little Kenyan border town just down the road from Uganda.

Thirsty Ugandan soldiers come over the border to buy stocks in Kenya at about R1 a bottle. In Uganda, beer, when obtainable, is priced at about R3 a bottle.

The black market sprang up when the local district commissioner, Mr David Mulama, refused to renew beer licences at bars near the border.

Women predominate in the beer black market because their men are still involved in the business of coffee smuggling from Uganda.

The beer is delivered, according to a local man, by children who push handcarts laden with crates over the border under cover of darkness, while their elders keep a watch for the police.

Meanwhile, in a bid to solve the continuing deadlock over Tanzania's closure of the Kenya border, Kenya has handed over to Tanzania three valuable ships on Lake Victoria which have been lying idle for three years.

They are the passenger vessel "Victoria", the rail wagon ferry "Umoga", and a freight vessel, "The Nyangumi."

29/5/78

332

~~1,269~~

~~2,30~~

Star BUSINESS

Putco orders 382 buses worth R11m from Leyland SA

Leyland SA has won the largest bus order to be placed in SA — a contract to supply Putco with 382 buses worth R11 m.

Add to this orders for a further 248 buses valued at R6 m to be supplied to some of the coutry's biggest fleet owners including Pretoria Transport Department and Cape Town's City Tramways, and the Leyland bus order book reaches R17 m.

The Putco order is for Leyland's Victory Mark II models with specially designed suspension and longer wheelbase suitable for rural and urban transport. Delivery begins in September at a rate of 20 to 24 units a month.

The dimension of these orders underlines the strength of Leyland's truck and bus division at a time when the company seeks to solve the problems on its passenger car side. It is well known that Leyland is looking for a manufacturing partner — and that negotiations are on the go with Sigma.

23/6/78 N.M 332

Taxis and buses in fare battle

Carolyn Howie

I SPENT two hours yesterday watching pirate taxis and private bus operators taking passengers from the Durban Transport Management Board on some of its non-White routes.

The investigation followed the claim last week by the department's general manager, Mr. Marshall Cuthbert, that they were losing between R250 000 and R500 000 in revenue because of these practices.

Bearing out Mr. Cuthbert's claim that the present economic climate had led to an increase in pirating I was told that the taxi fare from Warwick Road Market to Somtseu Road had gone down from 20c to 10c.

At the flatland alighting stop I saw five buses arrive in as many minutes but also taxis letting down their six passengers apiece.

Lights

At the market where a DTMB stop is close to the lights a private operator's bus stopped for the red light and took on passengers from the stop.

Opposite DTMB head office three taxis waited and as the Alice Street lights changed they pulled across the road and picked up passengers from that stop.

Another scorned the slower Cannongate-Berea Road route which all buses are supposed to take, took the freeway and re-entered Berea Road at the Ridge Road glide-off to get ahead of its rival.

I was told they are cutting their 10c fare to 7c to get business from Tollgate to Warwick Avenue which at present costs 14c on DTMB buses going to Queen Street.

Clermont is well served by DTMB buses. The charge is 29c cash to Durban but only 18c by clipcard. Private buses charge 20c and taxis 60c but regulars can pay at the end of the week and get a 10c reduction.

At Clermont bus rank 17 taxis lined the street of which only seven were licensed taxis.

At Krantzkloof hostels a taxi went from stop to stop hooting to attract prospective passengers.

At the terminus a driver, who was an ex-DTMB employee, in a badly damaged taxi, called out to those waiting.

In Hill Street, Pinetown, a private operator was parked at his sign which said Klaarwater station but was picking up Durban passengers opposite the DTMB stop.

Aided by a radio-controlled van, an Indian official was shepherding passengers to his private bus and his tout was shouting: "Don't go Corporation 29c, come here 20c."

Black bid for bus takeover

Black Unity Express Bus Service, a company set up in Pretoria to "fight for justice on the road," has applied to the Road Transportation Board for a permit to operate 200 buses.

And it has asked the board to stop Putco from providing transport services in black areas.

Mr Joseph Gomba (53), chairman of Unity Express, said yesterday that in terms of the law blacks and whites had to run businesses among their own people.

"Putco is a white-owned company. We feel it should be removed from operating in our areas because we want to provide these services ourselves," he added.

His company, he said, had been promised financial backing by the African Bank of South Africa and Barclays, and was negotiating for the purchase of 600 more passenger buses and 100 cars for use as taxis.

His applications to the Road Transportation Board had been opposed by Putco (Public Utility Transport Corporation) in the past, he said.

How to deal with public transport

STAR 7/7/78

332

It is about time we stopped expecting public transport to be profitable. We don't expect it of libraries or public parks. RICHARD J BROWN, head of the Department of Civil Engineering at the University of the Witwatersrand, writes for The Star's CARE campaign.

Commuting to the city must be considered as essential to the economic structure of the city as the transport of either raw materials to the factories or finished goods to the shops.

The fact that the means of transport for the journey to (or from) work are used only during a small portion of the day and remain idle for much of the rest of the day is no argument against spending money on public transport. Similar periods of idleness occur in other services but they are accepted.

Public transport used for taking people to work should be judged as part of the total economic process rather than as purely a supplier of transport units to passengers. In other words, public transport must be viewed as an essential part of the infrastructure from which all citizens, industry and commerce benefit and should, therefore, contribute.

In order to satisfy ratepayers and taxpayers, it is essential that the public transport be run on modern management principles. The first necessity is the setting up of one body which will be responsible for all three basic functions of good management: planning, organising and operating.

The present set-up in Johannesburg and, in fact, generally, is chaotic. The planning function and operations function are carried out by entirely different bodies (planning by the city engineer and operation by the various public transport undertakings), while the organisation function essentially goes by default.

Care has to be taken when one body specialises only in planning, for so often the staff of this body assumes that its role is planning rather than assisting in the decision making of senior management.

Left to its own discretion, such a body frequently proceeds to set up goals and plans according to its own conception and premises rather than those of the public. It ends up by producing elaborate reports to substantiate its own existence — an apt description of [illegible] urb[illegible] — [illegible]

transport be seen as an essential part of the urban fabric to which all contribute? It is not a free transport system that is being suggested but one in which the fixed costs are met by all ratepayers and the operating costs by the passengers.

To obtain the necessary managerial skills for the undertaking, there are two methods of approach:

(a) subsidies can be paid to a private organisation.

(b) an entirely new public authority can be created.

In the first place, an essential part of the agreement is that public subsidies end up being paid as dividends to shareholders out of fictitious profits. This is not a fair way of spending public funds. And, more importantly, such a body would probably have no control over other important aspects of urban policy which would affect commuting.

I prefer "b," with the proviso that the new body be separate and would cut across existing administrative and geographic boundaries. It must be able to offer a salary which was not constrained by existing local or central government salary scales, and it must be run on business lines.

In the meantime, existing public transport undertakings (buses and trains) could do a great deal more in terms of marketing their product. This would have to include professionally designed marketing cam[illegible]

[illegible] plan[illegible] date.

What is required is a passenger transport authority which will have full executive and management control over all public or private transport in the metropolitan area. The arguments against such a body generally revolve around public service inefficiency. These are not always true, and where this does exist it can easily be eliminated.

With the very low residential densities in this country, especially in the white areas, it is not possible to supply a transport system that will pay if we consider only the benefits to direct users.

We do not pay an economic price for borrowing a book from the library or for use of the parks. So why should not public

[illegible]

- The creation of especially designed bus routes — eg open the M1 from the north to buses only, between 7 am and 9 am.
- The provision of a travelling environment more competitive with the car — that is less emphasis on packing as many people into a given space as possible,
- Greatly improved terminal facilities — why not one transport interchange for central Johannesburg where trains and buses can be directly interfaced for maximum coordination of services?

What must be avoided is the continually rising fare structure which will work against these and any other measures introduced to improve public transport in particular and the quality of urban life in general.

STAR 19/7/78

City fares to stay

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Taxis carrying passengers between Soweto and Johannesburg will not increase their prices, although many taximen running township routes have decided to raise fares by as much as 25 percent.

Mr Jimmy Sojane, chairman of the United Taxi Owners Association, said yesterday a decision against a price rise was taken after members of various associations which carry passengers between Johannesburg and Soweto met on Monday.

"It was decided that it was not opportune at the moment because any price rise would affect everyone," Mr Sojane said.

CONTAINERISATION

Spare boxes

It is now over a year since the introduction of containerisation in SA on July 1 1977. And it has been a tough year, indeed, with a "drop in imports from the projected level of the order of 30%," according to Safmarine's MD Marmion Marsh. In turn, according to SA Railways harbour and pipeline chief superintendent, Bertie Groenewald, container traffic is down 43% on shipping companies' estimates.

However, with exports "performing well" and only about half of the planned container fleet in operation at this stage, "a reasonable level of utilisation is being achieved," says Marsh.

(South Africa Europe Container Services, Saecs, the conference lines' consortium formed for the purpose of pooling cargo, plans eventually to commission 16 ships. Currently it has five larger ships in operation, or about 50% of planned capacity.)

Even so, Marsh accepts that although a reduction in capacity will be an expensive business, if trade continues depressed, "we will have to reduce the fleet once all the equipment has been phased in." He adds, "it's too early to say what will happen. The level of trade depends on economic and political factors. We may, however, have to charter out some of our ships." And that, given a world surplus of bottoms, could prove difficult — and uneconomic.

In comes Meridian

Overcapacity has also resulted in fierce competition for the available cargo. Until recently, Enterprise Container Lines operated as a non conference shipping line with its own set of rates. The gap left by its demise has now been filled by Meridian Line, which will offer a fortnightly service to Europe.

So it's likely that last year's price cutting will continue, at least as long as imports remain low.

A different, but disturbing, aspect of containerisation's first year is that, while the depressed conditions have ostensibly helped the new service to get over its teething troubles, not everyone is happy about the way things have gone.

SA Shipping & Forwarding Agents Association president Cecil Kaplan, while taking pains to point out that he is not opposed to containerisation, claims that the way it has been introduced is prejudicial to the activities and future of international forwarding agents. By using conference's subsidised through services, exporters and importers are able to eliminate the agents. "Neither is the service beneficial to the users in terms of cost and quality of service," he adds.

He is also dissatisfied with the periodic delays at depots and terminals, which increase costs to users. It is inevitable, he claims, that this situation will continue until government authorises the provision of more than one facility. This would provide urgently needed flexibility and competition.

"The shipping companies do not fully agree with these views," says Marsh.

Safmarine se wins tuimel

RAPPORT 13/8/78

332

DIE wêreldwye slapte in die skeepvaart het Safmarine die afgelope jaar tot 30 Junie sleg getref. Ondanks 'n stewige verhoging in sy omset het die wins voor belasting met meer as 24 persent gedaal. Vir die eerste keer in jare kondig Safmarine geen kapitalisasie-uitgifte aan nie en gaan sy dividend sterk sny.

Volgens 'n ongeouditeerde winsverslag wat vandag bekend gemaak word, het Safmarine se wins voor belasting met 24,3 persent van R33,8 miljoen tot R25,6 miljoen gedaal. Ná belasting het dit met 17 persent van R22,2 miljoen tot R18,4 miljoen of van 65c tot 54c per aandeel gedaal.

Die dividend gaan van 22c tot 17c verminder word, maar sal steeds sowat 3,1 keer deur die wins ná belasting gedek word. Die maatskappy sê ook dat daar verwag word dat hierdie dividend in die lopende jaar gehandhaaf sal word.

Die direksie meen dat die laer dividend, wat in ooreenstemming is met die huidige verwagte posisie vorentoe, op hierdie vlak sal bly totdat die belangrikste sake wat die groep bedien, tot meer normale vlakke terugkeer.

Die swakker wins word toegeskryf aan die instelling van die groep se groot behoueringsprogram wat op 'n ongunstige tydstip plaasvind. Daar word bygevoeg dat Safmarine se ander bedrywighede teen bevredigende resultate voortgesit word.

Dit blyk ook dat Safmarine voortgegaan het om sy aandeel van die mark uit te bou deurdat sy omset met 13,6 persent van R191 miljoen tot R217 miljoen gestyg het.

RO-RO'S BEGIN ROL NA S.A.

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Deur ALPHONS DU TOIT

RAPPORT 3/9/78

DIE eerste Ro-Ro-vragskeepdiens wat Suid-Afrika met Brittanje, Europa en die hawens van die Middellandse See en die Midde-Ooste sal verbind, tree aanstaande maand in werking.

Die voorsitter van die SFC-groep, mnr. Jack Ellis, het aan Sake-Rapport gesê dat die nuwe diens 'n gesamentlike onderneming is van SFC Container Lines en die Arghiris-redery wat in 1948 in Beirut gestig is.

„Dit sal aanvanklik 'n drieweeklikse diens wees, maar om in die vraag te voorsien, sal dit later tweeweekliks wees," sê mnr. Ellis. „'n Direkte diens tussen Suid-Afrika en die Ooskus van die VSA en Kanada sal ook later ingestel word. Die Arghiris-redery beskik reeds oor agt Ro-Ro-vragskepe en 'n verdere ses is in aanbou."

Volgens mnr. Ellis beskik die Ro-Ro-skepe oor die meeste voordele van gewone houervragskepe, maar is ook in staat om vrag te aanvaar wat nie deur 'n houerskip hanteer kan word nie.

Wat veral van belang is, is dat die nuwe redery voornemens is om vraggelde te verminder. Daar word beoog om die tariewe wat deur die lede van die Konferensie-redery gevra word, met ongeveer 10 persent te verminder.

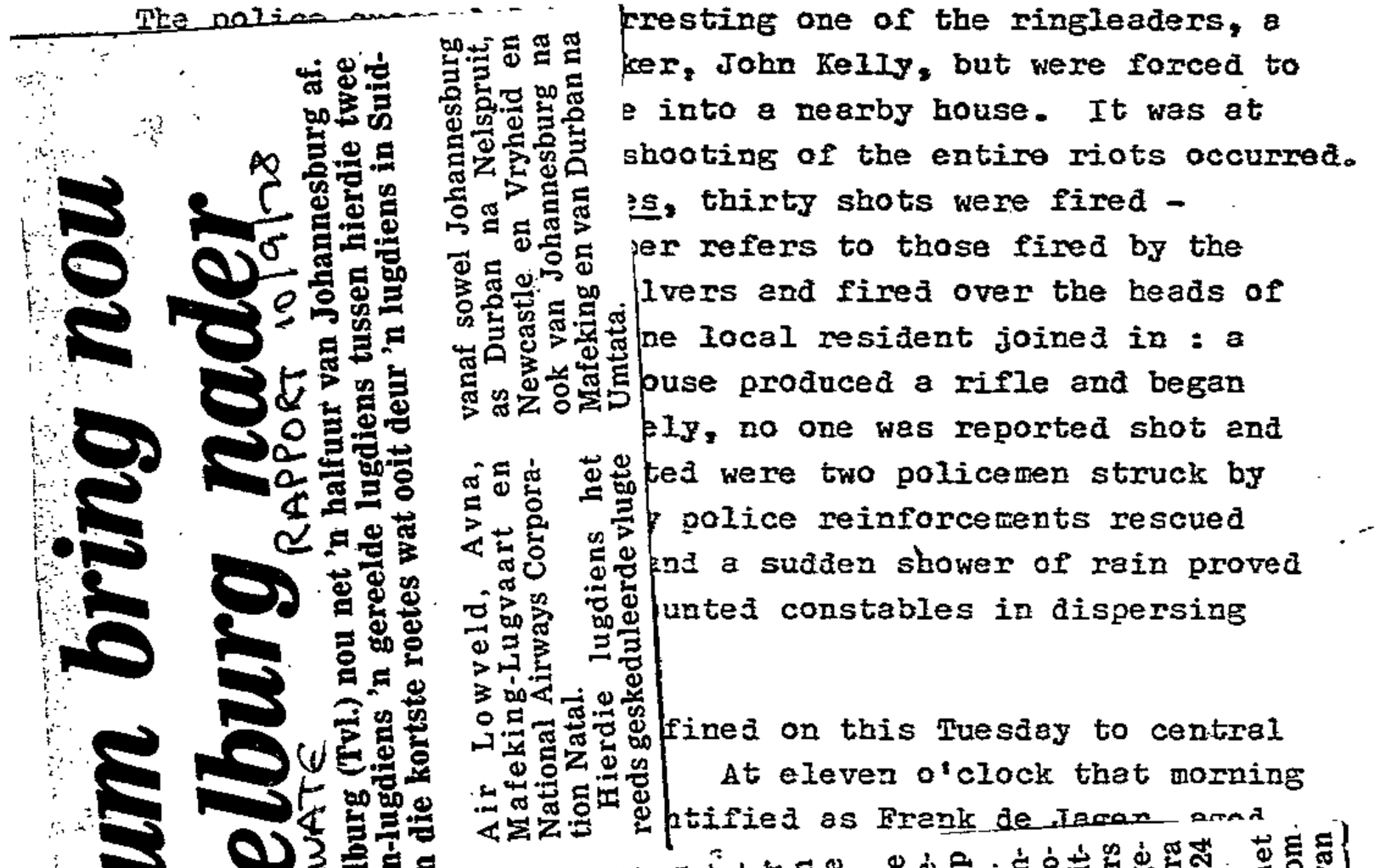
„Dit sal 'n aansienlike besparing van buitelandse valuta tot gevolg hê," sê mnr. Ellis. „Dit is veral Suid-Afrika se groeiende uitvoermark wat hierby sal baat. Dit sal uitvoerders in staat stel om hul produkte teen laer pryse in oorsese lande aan te bied."

Die oogmerk van die SFC/Arghiris-onderneming is om 'n vinnige, doeltreffende n sterk mededingende diens aan te bied. Sleepwaens word gebruik om die vrag aan boord te kry en om weer by die bestemming af te laai. Die sleepwaens reis egter nie saam met die skip nie.

Die vrag word van die sleepwaens deur middel van vurkhysers of hyskrane afgelaai en in die ruim van die skip geberg. Dit word internasionaal as „roll on, roll off" bekend, vandaar die verkorting Ro-Ro-vragskepe.

stiff fighting ensued. 'The din was tremendous. All the low coloured women in the district - who are greater furies than their menfolk are brutes, joined in the scrimmage.'

The police [illegible] arresting one of the ringleaders, a [illegible]ker, John Kelly, but were forced to [illegible]e into a nearby house. It was at [illegible] shooting of the entire riots occurred. [illegible]s, thirty shots were fired - [illegible]er refers to those fired by the [illegible]lvers and fired over the heads of [illegible]ne local resident joined in : a [illegible]ouse produced a rifle and began [illegible]ely, no one was reported shot and [illegible]ted were two policemen struck by [illegible] police reinforcements rescued [illegible]nd a sudden shower of rain proved [illegible]unted constables in dispersing



Magnum bring nou
Middelburg RAPPORT 10/9/78
TRANSPORT - PRIVATE
VIR sakemanne is Middelburg (Tvl.) nou net 'n halfuur van Johannesburg af.
Vandeesweek het Magnum-lugdiens 'n gereelde lugdiens tussen hierdie twee plekke ingestel — een van die kortste roetes wat ooit deur 'n lugdiens in Suid-Afrika ingestel is.
Voortaan is daar twee retoervlugte op Maandae, Woensdae en Vrydae tussen die Randse Lughawe en Middelburg. Die eerste vlug vertrek om 06h30 vanaf die Randse Lughawe en kom om 07h00 op Middelburg aan. 'n Kwartier daarna vertrek die vlug weer terug na Johannesburg om om 07h45 op die Randse Lughawe aan te kom.
In die middag vertrek die vlug om 16h30 en die retoervlug kom om 17h45 op die Randse Lughawe aan.
'n Piper Chieftain-vliegtuig met twee turbo-aangedrewe motore en sitplek vir nege passasiers word op hierdie roete gebruik. Die reisgeld bedra R12 vir 'n enkelreis en R24 vir 'n retoerreis.
Magnum-Lugdiens het onlangs tot stand gekom deur die samesmelting van Air Lowveld, Avna, Mafeking-Lugvaart en National Airways Corporation Natal.
Hierdie lugdiens het reeds geskeduleerde vlugte vanaf sowel Johannesburg as Durban na Nelspruit, Newcastle en Vryheid en ook van Johannesburg na Mafeking en van Durban na Umtata.

fined on this Tuesday to central

At eleven o'clock that morning

[illegible]ntified as Frank de Jager, aged

[illegible] Dolph Petersen came into the shop. There was a crowd outside shouting and screaming. Dolph Petersen asked me for bread and I served him. I asked him to pay. He refused, and then all the crowd entered my shop and they all asked for different articles of food at once. Paul Marong then struck me

with his fist/...

with his fist on the right side of my head and knocked me down. I fell at the back of my counter. I got up and ran through the yard. I stayed in the yard about 15 minutes and when I heard the crowd had gone, I went back into my shop and missed a lot of things. When the crowd left, several stones were thrown and one window broken.

Mahomet Ishmael reckoned that the value of the goods taken was between £4 and £5 with another 5/- to repair the broken window. Other shopkeepers got off considerably worse - or else exaggerated their losses: B.Abdullah of 85 Kipling Street put his losses as high as £90.(38)

- 9 -

Wednesday, August 8

The heavy rain that fell on the evening of the 7th certainly helped to cool down the violence. 'But at an early hour,' so the Argus reported on the afternoon of the 8th, 'a huge number of genuine-looking coloured hooligans gathered on the Parade.' The police in their white helmets were out in force. Messenger boys hung around, playing marbles to pass the time. And the usual traderswere to be seen, standing in knots, anxiously discussing with one another whether or not to put up their stalls. 'About 10 o'clock a wagon drove up with a cargo of rusty bedsteads and fly-blown pictures, while on a board lay exposed for sale a number of polo sticks and balls, ping-pong sets and corkscrews.' But 'in general the scene was totally different from the usual one.' Many Jewish dealers and auctioneers, it was noted, had heeded the advice of Mr Goldblatt, one of the leaders of their community, and stayed at home.

As the number of loafers increased, it seemed to the Argus reporter that 'there was a decided undercurrent of mischief about' that needed only 'a strong hand to guide it.' But nothing serious happened. Just before on o'clock 'a regular drove of ragged, ribald hooligans rushed down Darling Street, but they did nothing save trampling on pedestrians' feet and bumping people off the pavement.' The only person to be arrest

that day/...

SHIPPING

(332)

Rates harder

FM 22/9/78

Shippers chartering space in vessels to and from SA have had to pay substantially higher freight rates in recent months, despite the unremitted world-wide shipping glut. How long will the hiccup in rates last?

"There is a hardening in charter rates," confirms Safmarine MD Marmie Marsh. Adds one shipbroker: "We have seen a resistance from owners and an increase in rates." Most rates are around $1/t up on July levels. One broker reckons he sold space to the US Gulf at $16/t last week, while a month ago the charterer would have paid only about $14/t. And charter rates to Japan have firmed by $2,50-$3/t.

Afromar's Terry Wright points out, however, that the rise should be kept in perspective, since the increase is from a very low base.

Brokers doubt that the freight rate mini-boom will be sustained. Though coal, maize, sugar, steel and ferro-alloy exports from SA are in full swing, the fundamental slackness in world trade which has contributed to the depressed rates of the past four years continues. The reasons for the present surge appear largely technical and seasonal.

Trade is normally brisk in the third quarter when demand in the northern hemisphere climbs ahead of the winter slowdown. Moreover, rates in the Far East are currently attractive, so that many ships steaming from the Persian Gulf (from where SA draws much of its tonnage) are heading east rather than south.

Says Galbraith Wrightson's Alan McBryde: "It's a temporary phase which will adjust itself automatically." Peninsular Shipping director Shaun Maynard reckons owners may also be using temporary bottlenecks to talk up rates, as they did last May. "Shipowners have been caned so hard for the past few years that they snap up any ray of hope," he observes. "I can't see any economic factors or major market conditions to explain the upturn." And rates are unlikely to stay up "without something dramatic happening."

HEAVY ROAD TRANSPORT

Friend or foe?

Two weeks ago on the Golden Highway near Lenasia a road tanker, carrying acid, and four cars collided; two people were killed and 23 injured. The victims will be entered in the grim statistical tables that show that each year on SA's roads 6 400 people die and 70 000 are injured.

Several recent bad accidents involving tankers and articulated rigs have led to public anxiety over heavy road haulage.

The apprehension of motorists is understandable. These juggernauts (a word the haulage trade doesn't like) are awesome, fast — and more are on the way.

Professional Hauliers' Association executive director Jack Webster claims that, with manufacturers' technical and safety specifications high, the human factor is overwhelmingly to blame for trucking tragedies.

"Apart from overloading, maintenance is without doubt the biggest contributor to heavy vehicle accidents where the vehicle factor (as against the human factor) is involved," he told the Durban Chamber of Commerce symposium on heavy vehicle accidents this month.

To drive heavy vehicles needs a special type of man, points out Tongaat transport manager Nick Poreé. He must be psychologically suitable as well as intelligent and fit. He goes as far as advocating quasi-professional recognition for exceptionally skilled drivers.

Nine months after the Road Transport Act opened up more business to hauliers, previously hamstrung by permit regulations (for goods carried and areas covered) and a Railways' grip on long-distance transport, there are indications that SA is on the verge of the transport trauma Europe experienced in the Sixties. More goods are already moving by road in more vehicles which tend to be bigger.

An added boost to the truck industry is on the cards from Railways, where plans are being made to get back into the haulage business independently of rail operations. The January 1 Road Transport Act is likely to cost Railways R20m-R30m in revenue lost to private hauliers this year.

Railways, which had 51% of the traffic in 1974, has lost, or rather ceded, 6% of the haulage market to private enterprise – despite more tonnage being carried. What is more significant is that hauliers, freed from the permit-ridden constraints of the 1930 Motor Carrier Transportation Act, are creaming off the high-tariff/low volume cargoes while Railways is still obliged to carry the less rewarding low-tariff/high-volume traffic.

That situation doesn't look like lasting much longer. Railways' potential impact on road traffic could come as a shock. It already has more than 14 000 vehicles on the road, made up of 2 200 powered units (including 670 buses) and 11 800 trailers and specialised units such as fuel and beer tankers, tippers and loaders of up to 230 t.

This equipment is used almost solely as a feeder for its rail links. When Railways expands into pure road haulage, between points without even the meanest of goods yards, yet more heavy traffic will be channelled on to the roads.

Can SA's road system cope with more and bigger trucks? Like the US, it has the space. But vital lessons can be learned from Europe where the juggernaut explosion over the past decade caused continent-wide protests.

Hamlets, literally shaken to their foundations, were barricaded to keep the rumbling monsters out, while cities banned the new breed of 30 t and heavier vehicles during heavy traffic periods and occasionally completely. The ability of provincial roads to stand up to the battering was called into question — as it is here.

Other protests came from labour and safety organisations over rigs running continuously for three or four days except for refuelling while their two-man crews ate and slept on the move.

Maximum utilisation of the costly vehicles means European drivers routinely cross a dozen frontiers on routes from Oslo to Lisbon, Glasgow to Ankara or even further. They are highly paid, and speak a sort of Common Market *patois* good enough to get them through any customs post.

Transport Secretary A B Ecksteen says the National Road Safety Council is sending provincial authorities new guidelines for learner-drivers of heavy vehicles, their instructors, and examiners. He adds: "Theoretical and practical tests could start next year."

Safety suggestions from organisations and the public, says Ecksteen, are continually considered by the NRSC and restrictions on the movements of heavy vehicles are already available or in force.

He adds: "Transport plans are in the course of preparation in five of the major metropolitan areas and, undoubtedly, when problems are experienced with heavy vehicles, use will be made of the provisions to help alleviate problems. Finalisation of the first transport plan, that of Johannesburg, is expected towards the end of this year."

It is a new way of life that we will eventually have to get used to. A little foresight now could cut some of the motoring frustration, and a lot of the tragedy, out of transportation as the juggernauts move in.

SAFMARINE (332) FM 6/10/78

Floating lower

Activities: *National shipping line. Owns and operates cargo liners, bulkers, tankers, tugs and pollution control vessels world-wide. Controlled by IDC through Dromedaris Holdings. British & Commonwealth holds a 36% interest.*

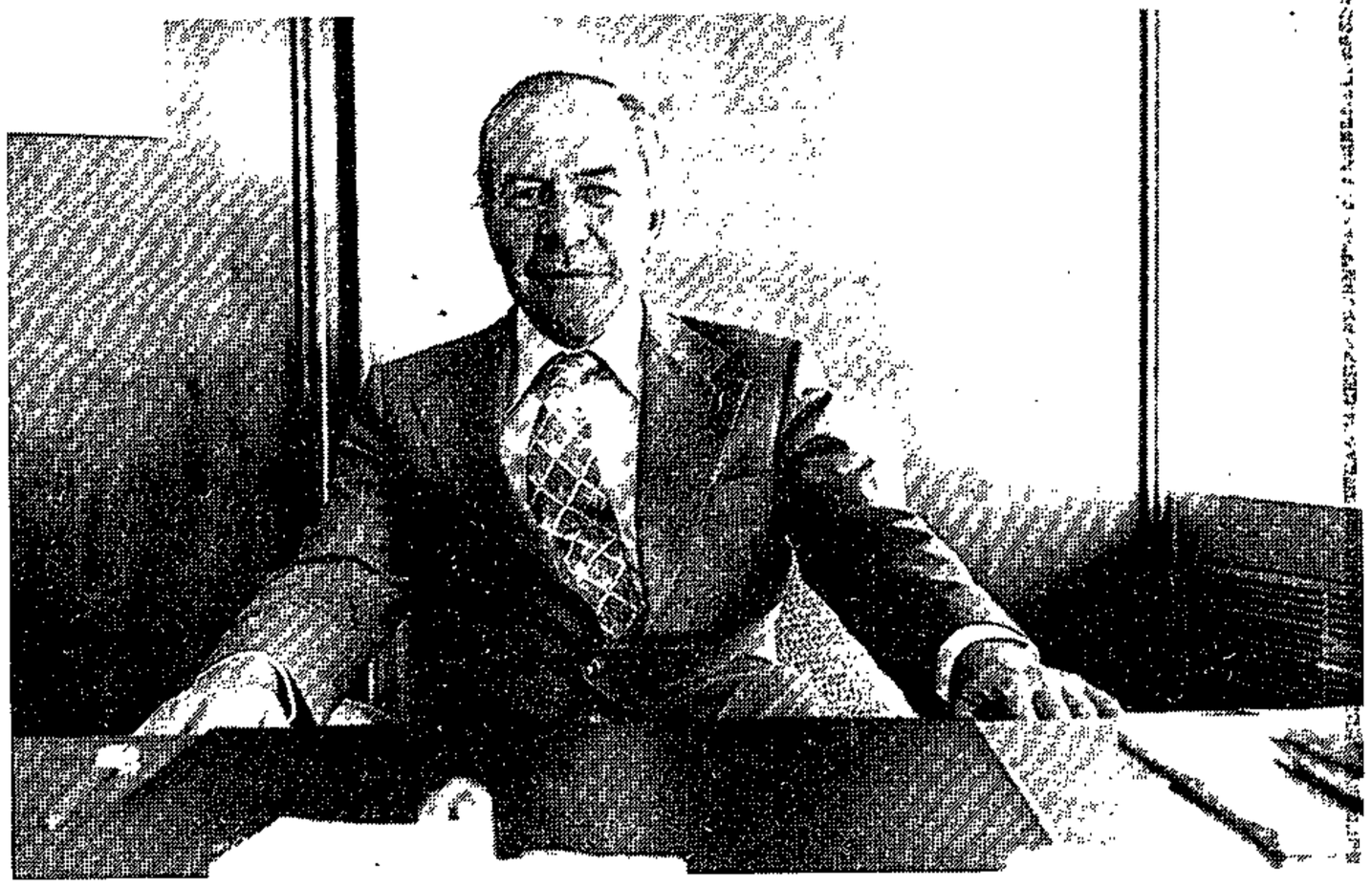
Chairman: *J J Kitshoff; managing director: M de Wilton Marsh.*

Capital structure: *34,3m ordinaries of 50c. Market capitalisation: R68,6m.*

Financial: *Year to June 30 1978. Borrowings: long and medium term, R282,6m. Net cash: R21,3m. Debt:equity ratio: 375%. Current ratio: 1,0. Net cash flow: R24,1m. Capital commitments: R156,1m.*

Share market: *Price: 200c (1977-78: high, 286c; low, 190c; trading volume last quarter, 47 000 shares). Yields: 23,7% on earnings; 8,5% on dividend. Cover: 2,8. PE ratio: 4,2.*

	'75	'76	'77	'78
Return on cap %	22,0	19,6	19,0	10,0
Turnover (Rm)	194,2	190,1	191,1	219,2
Tons carried (000 t)	3 864	3 500	3 364	4 169
Gross profit (Rm)	28,4	36,2	37,4	33,5
Gross margin %	14,6	19,0	19,5	15,2
Earnings (c)	68,3	57,8	78,3	47,4
Dividends (c)	18,1	22,0	22,0	17,0
Net asset value (c)	159	162	201	219



Safmarine's Marsh . . . expensive new ships

Delivery of five new ships stretched the balance sheet and income statement. Total net borrowings rose to R261,4m (1977: R92,7m) and the debt:equity ratio to 375% (185%). The interest and leasing bill increased to R20,6m (R14m) of which R8m (R8,3m) was capitalised. Interest and leasing cover by pre-lease gross profits fell from 3,4 to 2,1. Net cash flow, including deferred tax provisions, fell from R34,4m to R30,9m, meaning that net borrowings now equal 8,4 (2,7) years' cash flow.

Another five ships are due for delivery this year and R35m (R9,1m) of long-term loans must be repaid this year. These have been excluded from current liabilities, but even so Safmarine has net current liabilities of R1,2m compared with net current assets of R9,4m at June 30 1977.

While capital commitments are down from R324,7m to R156,1m, they are still five times cash flow. They will funded by additional borrowings of R140,6m and cash flow.

Though Safmarine seems to need additional permanent capital, MD Marmion Marsh says a debt:equity ratio of 3:1 is "acceptable" in shipping. He looks forward to the day, eight years hence, when all the present loans are repaid and the equity base remains unexpanded. In the meantime, Safmarine may convert some debt into prefs. But they would have to be redeemable prefs "as we don't want too much permanent capital."

It would be hard for Safmarine to find cheaper funds than its present loan capital. The average interest rate, including interest capitalised, is only 6,3%. Return on capital, down from 19% to 10%, exceeds the interest rate paid, so gearing is still positive and return on equity is a creditable 21,6% (38,8%) after tax. But it would not require much of a pre-interest profit downturn to reverse this.

The published profit figure contains R2m of profits on the sale of ships and containers, which we have deducted in our calculations. In addition, taxed profits were given a R962 000 boost by a change in deferred tax accounting and, for the fourth consecutive year, R4m of "abnormal repairs" have been provided for, not out of profits, but below the line. Profits were also aided by the decline of the rand and the dollar against other currencies.

Profits were squeezed most by teething problems in the European container service, low freight rates and under-utilisation of expensive new shipping capacity. Marsh reports "hopeful signs" in volumes and rates. With exports still high and more profitable import traffic picking up, tonnages carried and turnover could be in for a good rise this year. The question now is whether the cost of the new ships and the additional interest burden will more than offset the rise.

Chances seem high that they will and that profits next year will be lower. If Safmarine's cash flow is strong enough to repay borrowings on due date, overheads, which constitute 70% of costs today, should decline steeply while the ships are generating income. Profits would then be very highly geared to even a slight recovery.

But there is more doubt to this scenario than the current yield of 8,5% would suggest and the share could go lower.

David Carte

DATES TO REMEMBER

Last day to register for dividends:
Friday October 13: African Cables 33c; Bakers 14c; Gypsum 20c; Lydenburg Plat 6,8c; New Central Wits 17c; Panafic 3c; Prima Ind 15c; Rand London 10c; Reunert & Lenz 18,5c; Rustenburg Plat 8c; Sam Steele 1,75c; Steel & Barnett 5c; Volkskas Prop 1,85c; Wankie ●5,95c.

Meetings
Monday October 9: Selected Mining.
Thursday October 12: Broadacres (S); G F Props; Metro Cash (S); Montays (Cape); Tavistock; Turf Hold (S).
Friday October 13: Chemical Hold; New Wits; Protea Hold.

All meetings are in Johannesburg unless otherwise stated. S=Special meeting. ●=Net after non-residents shareholders tax.

(332)

13/10/78

RBM

Bus fares shock for coloureds ahead

By GRAHAM BROWN
Municipal Reporter

PUTCO bus fares for coloured weekly season ticket holders in Johannesburg will jump by 25% on Monday unless last-minute efforts by the Johannesburg City Council to prevent it are successful.

The fare is due to jump from R2 to R2,50; the second phase of an increase approved by the Road Transportation Board in February. On March 1 the fare rose from R1,50 to R2.

The city council's management committee, at the request of the coloured management committee, is currently negotiating with the Department of Transport in an effort to keep the fare down, but an increase is probably unavoidable.

The council this week called on employers of coloureds in Johannesburg to meet the increase by adding 50c to their wages every week.

It also slated employers who did not register their coloured workers with the Department of Transport to avoid paying a weekly transport services levy of 20c a week for each employee. This money is spent by the Department on improving bus services and subsidising fares.

A council spokesman said yesterday that if all employers registered their coloured workers, the bus fare increase might not have been necessary.

He estimated that about a quarter of the firms employing the 48 000 coloured wage-earners in Johannesburg did not register them with the Department of Transport.

Sun. Times Bus. 22/10/78

(332)

Putco looks at homeland plant scheme

By IAN MUIL

PUTCO, the largest passenger bus operator in southern Africa, is carrying out a feasibility study into the establishment of a R3,5-million bus body factory in the Brits border area.

The company is loathe, however, to talk about plans for the new factory, which will be financed with a low-interest Industrial Development Corporation loan.

"This is a feasibility study and nothing is definite yet. When it is we will tell shareholders in the normal manner — through the Johannesburg Stock Exchange when we report our interim or annual results," Putco's group financial controller Denvil Beaton told me.

But it can be revealed that the company is negotiating with the authorities for the normal border industry incentives which attracted Putco's interest in the first place.

Putco has been looking at its bus body building facilities for some time and announced in the annual report for the June 30, 1978 year that "adequate body building capacity to cope with the group's overhaul and new body requirements continue to be a cause of concern."

Body overhauls are an expensive on-going operation within the group and absorbed R716 727 in the 1978 financial year. The current financial year is likely to see over R1-million ploughed into bus overhauls.

The company is facing what could be a prosperous year. Apart from bus fare increase negotiations, which are apparently to start in the new year, the recent acquisition of African Bus Service Pretoria (Pty) should give considerable boost to earnings for the 1979 financial year.

Although the Government-initiated takeover cost R6 003 755 according to Putco's 1978 financial accounts, the latest report from British Electric Traction Company of the UK shows that the sale of its subsidiary African Bus was for R13,8-million.

The R7-million difference was probably accrued dividends, although Putco's Mr Beaton is at a loss to explain it.

"I don't know how they did their accounts," he told me.

But British Electric's accounts highlight African Bus's profitability. Putco now has a monopoly on bus traffic in the Pretoria area and profitability is likely to increase.

Putco directors themselves foreshadowed richer times ahead when they recently increased dividends from 5c a share to 6,5c. This is covered more than adequately 17 times by earnings which give the group a 13 per cent return on investment based on current cost accounting principles.

The low dividend payout has resulted in investor neglect, for the share has some attractive ratings on the market.

It has one of the lowest price earnings ratios at 1,3. So the share earns in one year what the investor pays for it.

Having adopted leasing as a long-term alternative to buying its buses, the group is not going to have to retain the proportion of earnings it has in the past and a significant increase in dividends is expected over the next few years.

Loan levy alone will result in a payout to shareholders of almost 53c a share, giving a 50 per cent dividend.

The company's conservatism is a result of its sensitivity to criticism of its bus fare structure and the attractive target Putco buses represent whenever township blacks vent their frustrations with rocks and petrol bombs.

SHIPPING (332)

Rocking the boat?

FM 27/10/78

Although government has no plans to legislate against non-Conference shipping companies charging "uneconomic" rates for freight on cargo liner routes, strong pressure is being exerted on SA shippers and receivers to withdraw support from "interlopers."

The sudden crash of Contara Lines, a small Greek-SA operation (Anglo Vaal) with chartered ships, is being exploited by Conference shipowners whose freight canvassers are warning shippers and receivers of the dire consequences of using "outsiders."

SA importers using Contara ships were told last week that vessels loaded at Hamburg and Rotterdam would be discharged immediately at these ports and shippers were told to agree in advance to pay port charges and discharge expenses. In addition, they were instructed to confirm in writing that they would not bring any claim or action against vessels, their owners, insurers, etc.

Finally, European shippers were "requested" to compensate owners with a flat $50 000 — each contributing "in accordance with any manner they consider fair."

Two Contara ships *Garoufalia* and *Prodos C* were loading in Hamburg for SA when the blow fell. It is not known what alternative arrangements will be made by the German shippers to complete shipments, or whether SA importers will be expected to bear part of the additional costs.

The lucrative SA/Europe cargo trades continue to attract strong outsider competition. By cutting rates 10%-20% they have secured about 15% of the market, most of it in the high-rated bracket.

Outsiders operating on a regular basis in SA-Europe trades are:

- Consortium Lines, Spanish-owned employing own and chartered vessels of the break-bulk type, but also equipped to take containers;
- The long-established Greek owner, Hellenic Lines, which still operates a regular service with mixed configuration ships (boxes and break-bulk);
- Newcomer, Meridian African European Lines, which has stepped into the vacancy left by the defunct ECL, controlled by Skjelbreds of Oslo; and
- CTM, owned by the Portuguese government (which also controls CNN, a member of the Conference lines) and has been put out of action in the SA-Europe trades for a few months by a seamen's strike but is expected to return to the service shortly.

Remaining outsiders are Swazi Marine, in dire financial trouble, and Mediterranean Lines.

So far Conference liner operators on SA-Europe trades have not faced the world's toughest rate-cutters, the USSR merchant lines. But one such line, Besta Lines, operating out of Maputo, has effectively routed all opposition in East African trades by chopping rates up to 30%, thus harming the conventional freighter business of some Conference lines members.

Conference lines' objection to outsider operations is that they cream off high-rated south-bound cargo traffic, while on the north-bound run are content to "pick up anything" to cover voyage costs.

Conference shipowners say that this method of operation harms cash flow and puts owners under continuous pressure to lift rates in line with agreed formulae of returns on capital employed. This, they say, is not fair to the country's importers and exporters who support Conference.

a refusal to re-employ an African. In o
However, where the African workers involv
industrial council agreement, or an arbit
agreement which was still in force, the m
tion Act provided would be preferred to s
Bantu Labour Board had reported on the di
thereafter to refer it to the Wage Board.
the conciliation machinery applicable to
the determination had been in operation f

In 1973 there were 47 labour disputes wit
3 846 African workers. These were usual
A further 115 disputes, where work stoppa
strikes occurred and these involved 22 74
strikes in which 67 338 Africans took par

It would not be unfair to infer that ' ernative system o
imposed upon Africans by the State wa dequate and that whe
to stress it cracked. African workers schewed it, employers
marked reluctance to use it in a meaningful way, and even the
it without vitality.

THE BANTU LABOUR RELATIONS REGULATION ACT (NO. 70 OF 1973)

During the 1973 labour unrest the Government moved quickly tc
system and published a draft Bill embodying its aims in this regard. Its proposals, in the words of the Minister of Labour "... evoked wide interest, and comment as well as proposals for its improvement were received from most of the major employers' organisations, from trade unions, individual employers and other bodies".[24] As a result the authorities altered the original Bill and later introduced the Bantu Labour Relations Regulation Amendment Bill.[25]

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DONDERDAG, 9 NOVEMBER 1978.

Skeepsagente gaan saamsmelt

AERO MARINE-VERSKEPING en Freight Services Ships Agency, twee van die grootste skeepsagentmaatskappye in Suid-Afrika, gaan van 1 Januarie aanstaande jaar saamsmelt.

Die besturende direkteur van Freight Services Holdings, mnr. Neville Organ, sê die samesmelting volg op samesprekings met die bestuurshoofde van die vernaamste klante van die twee maatskappye. Die nuwe maatskappy sal bekend staan as Freightmarine-verskeping.

Met die samesmelting van die twee bedryfsmaatskappye het die Freight Services-groep die konsolidasie van die take bedrywighede voortgesit wat gevolg het op die samesmelting in Oktober 1975 van die Amic-beheerde Freight Services-maatskappye en die Safmarine-beheerde Aero Marine- en Manica-groep.

'n Afsonderlike bemarkingsmaatskappy, met die naam Freight Services Ships Agency Marketing is in die lewe geroep om voortgesette bemarkingsbedrywighede ten behartig vir die insiskantore deur Freight Services Ships bedien word.

Mnr. T. A. Chilcott, die voorsitter van Aero Marine, is as voorsitter van Freightmarine-verskeping aangestel. Mnr. C. D. Andre word ondervoorsitter en besturende direkteur, asook voorsitter van die bemarkingsmaatskappy.

The new machinery retained the three-tier system, which had operated for twenty years, with certain important differences.

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23. Ibid.
24. Hansard 17 column 8390, 6 June 1973.
25. Some of the comment elicited by these Bills is recorded in: Muriel Horrell and Dudley Horner. A Survey of Race Relations in South Africa, 1973. Johannesburg, S.A.I.R.R., 1974 pp.276-281 and 286-291.

~~311~~ 14/11/76 N.M 332

Pirate taxi gangs may start 'war'

Mercury Bureau

PIETERMARITZBURG — Warfare could erupt in Pietermaritzburg between rival gangs competing for the lucrative pirate taxi market.

Local African taxi drivers are already being forced out of business by the ruthless gangs.

However, two gangs clashed on the Edendale road yesterday morning while members of the South African Police patrolled the notorious upper Church Street area in a bid to curb the pirate operators.

Several police vehicles were seen parked at strategic positions, while others patrolled the area, from as early as 4.30 a.m.

They were awaiting the arrival of the first trains bringing workers to the city.

Known pirate operators were obviously aware of the police presence and kept a low profile. However, at least two loaded pirate taxis were seen travelling down Longmarket Street, undetected by police.

At 5.15 a.m. the police vehicles moved off and pirate taxis again appeared on the scene.

Senior police officials contacted yesterday claimed they were unaware of the "raid."

It was later learned that several skirmishes occurred between rival pirate operators on the Edendale Road.

Knobkierries were used in attacks on drivers, who were forced to hand over their passengers.

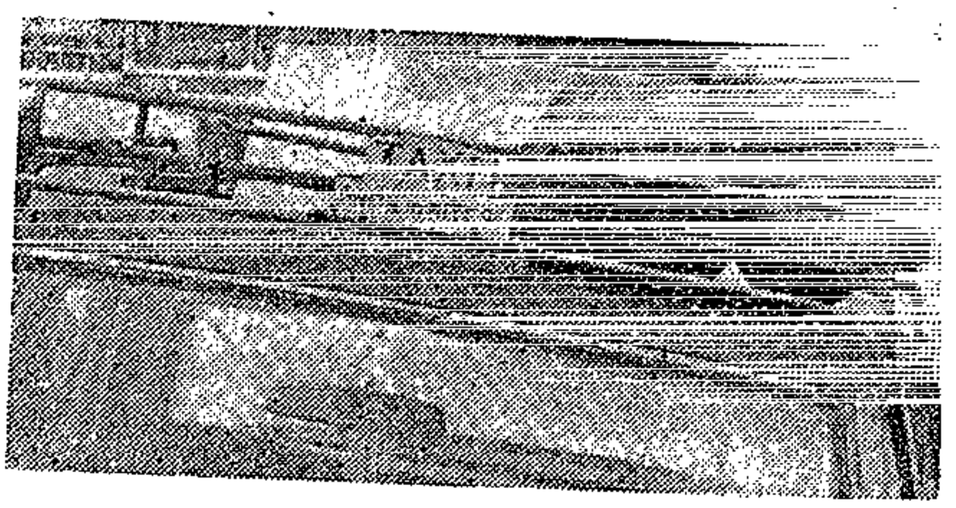
Last month police confirmed a Mercury report that legal taxi owners were being harassed by pirate operators.

The owners' fear of the gangs had reached the stage that drivers no longer attempted to escape their pursuers.

Sticks have been used in attacks on drivers and passengers. Windscreens have been smashed and there have been several stabbings.

THE BUS IS CHALLENGED IN AFRICA'S

Taxi control is a problem

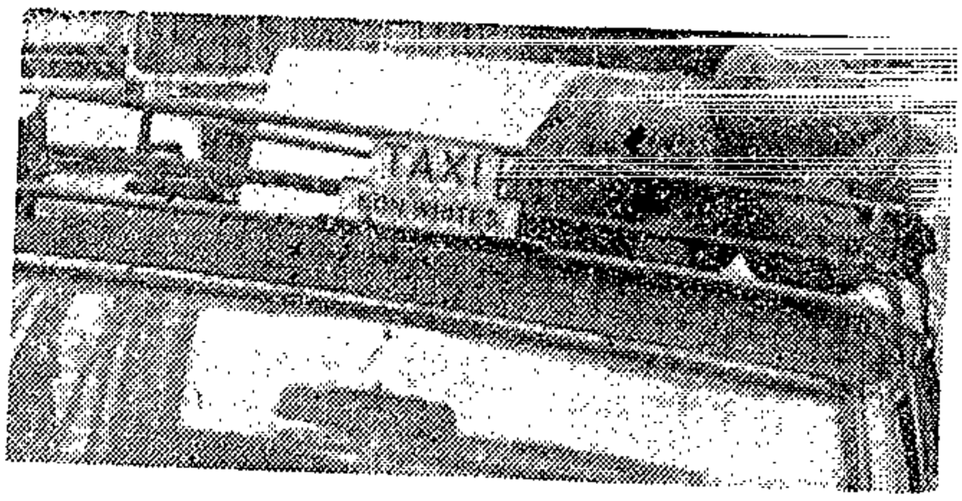


Throughout the continent of Africa, the traditional form of mass transport in more developed countries is being challenged.

Rather than the slow and cumbersome bus, which is the ideal form of transport when there are no trains in large cities and their suburbs, the people have opted for smaller, faster and frequently more dangerous vehicles such as cars and mini-buses.

The famous "mammy wagon" in Ghana was the first sign of Africa's transport revolution. But, as Peter Kenny and John Worrall explain, it has now extended throughout the continent.

The transport revolution has caused problems for governments and local authorities. Overloading, bad driving and vehicles that are not roadworthy have caused danger on the roads.



Bus companies, often owned by governments, face major challenges because the owners of these taxis are able to undercut them and provide a more convenient service.

But the mammy wagons, the matatus, the taxis and the "pirates" (as they are generally known in Transkei, Ciskei and the Eastern Cape) have become part of the African way of life, as Wellington Sangotsha explains. They frequently feature in African literature and the arts. Indeed, the African transport revolution has come to stay.

Peter Kenny: East London

The streets and roads of Africa are littered with taxis, a foreign visitor to Zambia once remarked.

From the chaotic streets of Kinshasa to the tranquil hills of Transkei there is normally a taxi lurking somewhere ready to shuttle a full car load of passengers.

African taxi drivers like their New York counterparts have the reputation for being fast-living rough diamonds. South African taxi drivers are no exception to this.

But it is among the black community in South Africa that the taxi plays a dominant role in the life styles of the people.

For blacks in South Africa — as in many other African countries — the taxi is a key means of transport.

On the other hand few whites in South Africa — except some in the large cities — use taxis.

The taxi is the quickest, most comfortable means of transport to distant townships. And if they are full — which they usually are they are reasonably cheap. The quicker dispensation offered by taxis means less time in long bus queues where the threat of tsotsis is constantly looming.

The cost of a ride from East London to Mdantsane is 50c in a five-passenger taxi, while a bus ride is 21c. For a little more a passenger can be dropped right outside his door.

The official statistics on the number of taxis in East London are for some obscure reason "confidential" according to the Road Transportation Board. But the person in the street only needs to cross it or use his eyes to see that taxis are in abundance in the Border and Transkei.

There are two types of taxis operating — registered taxis and the ever present pirates.

Pirate taxis probably outnumber legal taxis and there is an on-going war between the pirates and the registered taxis with the traffic authorities involved both as participants and mediators.

The success of pirate taxis stems from undercutting legal tariffs and they jampack their cars often flouting traffic regulations.

In the Ciskei or Transkei almost every owner of a bakkie or van is at some stage or other a pirate taxi operator. If one offers people a lift in a bakkie in this part of the world they invariably offer to pay at the end of the journey.

East London's chief traffic officer, Mr J. N. H. Bosch, described pirate taxis as a "nightmare". "We have no problems with the registered taxi drivers who enforce strict regulations among themselves," he said. They had to pay R7 twice a year to get a certificate of fitness for their vehicles.

The Mdantsane Taxi Owners' Association has at least 160 members.

Mr Bosch pointed out while pirate taxis might be cheaper to use than registered taxis they were neither licensed nor were they insured. If they had an accident, as they frequently do, the passengers had no recourse to claims as they did if they crashed in a registered taxi.

Pirate taxis have a notorious reputation for dangerous driving, paying little heed to the traffic regulations. Their cars are frequently unroadworthy, said Mr Bosch. The perennial problem facing traffic authorities in Africa is how to pin down pirate taxi drivers.

The cold war between legal and pirate taxis owners in the Border area erupts periodically into violent feuds. It was so bad last year at least one man was killed and another badly hacked with a knife.

This followed attempts by legal taxi drivers to curb the activities of pirates whose numbers between East London and Mdantsane reached alarming proportions. The legal taxi drivers threatened to hand back their licences as they could not cope with the stiff competition from their unlicensed counterparts.

The situation has probably eased a bit now that registered taxis can use mini-bus type vehicles to ferry passengers providing they do not carry more than eight.

Taxi drivers like Mr Washington Mhlele of Mdantsane are still facing hard times. He said the unemployment in East London was hitting the taxi trade. In fact Mr Mhlele became a taxi driver when he lost his job as a wool sorter last year because of illness. If he could get his job back tomorrow he would give up his taxi business. At the moment it is a stop gap.

Attempts to stamp out pirates in Africa have met little success and no matter what ploys the authorities try the taxi — legal or pirate' — will continue to grow as a means of transport, reaching areas where buses cannot go.

The people want them

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Wellington Sangotsha: Mdantsane

Pirate taxis have become a common sight in the Ciskei and Transkei.

The people prefer to be conveyed by taxis and most people who live in the giant Mdantsane and Zwelitsha, the Ciskei homeland capital, are regularly using both licensed and pirate taxis.

A librarian, Mr L. Tutu, said the reason why people were using taxis or the "pirates" was because they were more reliable than buses.

The buses were cheap but in terms of time they were very expensive.

Last week, it had taken him one-and-a-half hours to travel from Mdantsane to King William's Town. If he had taken a pirate taxi to King it would have taken him much less time.

Most people who travel to their homes in Transkei and other parts of the Ciskei use taxis. They do not care whether they have to pay more. A trip to Umtata costs R10 per person. To travel to King from Mdantsane by a pirate taxi costs R1, while by bus it costs 58 cents per single journey.

People say they prefer taxis because they are comfortable. Buses have plastic seats and often they have to stand. To travel to King the buses go via Ndevane, Cliff, Zwelitsha and then King William's Town. This is a long route which the pirates and taxis do not use.

The pirate taxis also frequently run to destinations where the buses do not go. The result is that the Gompo Transport Corporation has lost thousands of rands.

Recently it was announced that the taxis which run between East London and Mdantsane had to possess two licences. The taxi drivers have to pay a licence fee to the Ciskei Transportation Board and they also have to pay a licence fee to the Road Transportation Board in the city.

The payment of two licences by the taxi owners has met with strong opposition. They say there is no need for them to pay double.

The pirate drivers who operate in the township pay no money for their licences because they are not registered.

The authorities are trying to clamp down on pirate taxi operations, but their efforts have met with little success. The pirates are being checked by Ciskei traffic officers but they have not stopped operating.

The bus feeder system in Mdantsane has also been adversly affected by the pirate taxis which are quicker and more regular.

Clearly, the taxis are here to stay because the people want them.

ANSPORT REVOLUTION

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In Kenya it's the matatu

John Worrall: Nairobi

They have names like "Learjet", "Concorde", "Appollo II" and "Soyuz", and they are Kenya's alternative mode of travel to the bus.

The generic name is "matatu" (three pennies), but the days when threepence was charged for a ride is long past.

Mushrooming in thousands on the Kenya roads, these little buses are strongly challenging the traditional bus services all over Kenya.

The matatu is merely a closed in body, with seats down each side, fixed to a light truck chassis. It has in the past year or so revolutionised the transport habits of Kenyans; Kenyans going to work, moving round the rural areas, coming from the country to town and back.

Motorists call them a "menace to the roads", commuters regard them as a blessing because they are faster and often cheaper than the lumbering old bus.

Their drivers tear along with daredevil courage, chasing buses, screaming to a halt in front of them to steal passengers, horns blaring as they go. Out jumps the conductor, shouts out where the matatu is going, herds passengers inside. Standing room only is usual: overloading is dangerously endemic.

Some matatus are in very poor condition, but many manage to get through the vehicle checks. Others get pulled in regularly by the police. Smashes occur all the time. People get injured and killed. Others are brand new, nicely cushioned and play stereo music. Some are individually owned, others by small companies which may own a dozen. Having a matatu or a string of matatus is a profitable business. The matatu has become a way of life in Kenya.

The Government, after some hesitation, has sanctioned their use. One argument is that they give employment to Kenyans, and good earnings. An estimate is that 5 000 or more are employed as drivers and conductors.

Their competition with the bus services is fearsome, and some buses have disappeared altogether, specially in the country where long hauls, and heavy maintenance charges and fuel costs make the bus an uneconomic proposition.

The main bus operators, the Kenya Bus Service, has gone out of business in Nakuru, lost a lot of business in Mombasa, and the 300 buses in Nairobi are suffering. It is estimated the Kenya Bus Service is losing R12 000 000 a year to the matatus. There are 1 800 matatus in Nairobi and its suburbs and about the same in other parts of Kenya.

Daily takings of matatus with an average of three shillings Kenyan (about 36 South African cents) a day paid by passengers, is estimated at about R36 300, in Nairobi alone. Arabs, Africans, Indians are in the business.

The matatu sprang from the pirate taxi about 15 years ago. They were once condemned by the authorities, were forced to observe strict traffic laws.

But in 1973, with an upsurge of popularity, the laws were relaxed. But the abuse of these privileges was so widespread and led to so many accidents, that the laws have been tightened up recently so that matatus have to display a licence showing their insurance cover and the number of people they are allowed to carry, on pain of a R600 fine. Matatus must now provide adequate insurance cover for their passengers and Third Party risks.

Another area where the law is tightening up concerns income tax: many operators have got away with murder; but today it is not so easy and the Income Tax authorities find them a fruitful source, if they can catch them.

It is obvious that the old bus is on the way out in Kenya, but many Kenyans still prefer to travel by bus because they are — marginally — safer and rural commuters can find more room for luggage on the roof.

Matatus can be found now in other African countries. In the hot Sudan they have openwork bodies, ironwork sides with attractive coloured designs. They are creeping into Tanzania, and of course the old "mammy wagon" of Ghana is an institution but this vehicle is much larger than the East African matatu.

In Kenya the matatu has increased in numbers since the opening of the four commercial vehicle assembly plants in Nairobi and Mombasa, which produce the ideal chassis for this curious vehicle.

Now the Japanese are entering the matatu market with small mini-buses, which are much safer and far more comfortable than the traditional matatu.

FREIGHT RATES

Getting up steam

Shippers are hopping mad at the 15% hike in freight rates between Europe and SA, announced earlier this month by the conference lines. No wonder local SA-Europe Conference chairman Neil Sempill was touring the country this week to tell the press and organised business conference's side of the story.

According to Sempill, rates are being kept down by fierce competition from non-conference shipping lines, which are taking about 12 000 containers a year from conference members. Conference operators, he says, are getting "nowhere near" the 12% return on capital they are allowed. The sharp fall in the dollar has given another turn to the screw, and Sempill reckons that, had the full impact of currency movements been taken into account, rates would have been hiked by around 20%.

Businessmen point out, however, that no less than 43% of the conference's expenses are incurred in rand and dollars, and are thus not affected by currency movements.

Another gripe as far as northbound traffic is concerned, is that the 15% increase applies only to the roughly 20% of cargo not carried under long term contracts, ie mostly manufactured goods. "We are subsidising the others," complains one shipper, "and we are the ones who need encouragement."

Sempill says this is a one sided view. "A lot of manufactured goods are the subject of special discussions with shippers, who are offered realistic rates for their products," he says.

Shippers are also cross that the increase has been implemented without consultation between the lines and their customers.

The SA Shipping Board, on which the private sector is represented, met last Friday — almost a week after the increases had been announced. This was the Board's first meeting in several months. Moreover, the conference made no attempt to talk to the Shippers' Council, a wholly private sector body which includes a number of big traders. By contrast, the European Shippers' Council was apparently informed in advance of the lines' intentions, and approved of them.

Retorts Sempill: "The conference gives highest priority to its contractual arrangement with government in terms of the Ocean Freight Agreement. The customary representations and full disclosures were made on the lines' costs, and agreement was reached with the government.

"As far as the conference is concerned, the Shippers Council has had a low profile. But we are pleased to hear that an effective body has come into being with whom we can communicate."

The latest freight rates row has certainly given new momentum to shippers to pool their lobbying resources in the Shippers' Council. "The Council can be a counter-balance to the conference," says one exporter. "At the moment the people who pay the bills are disorganised and weak."

The SA-Europe Conference has already been asked to discuss future tariff hikes with shippers, and other conferences (against whom the same complaints are levelled) will be approached to do likewise.

CAPE TIMES 5/12/78 (332)

Shipping depression may grow worse

By GEORGE YOUNG, Shipping Editor

THE LINES of empty wharves in the port today are testimony to the parlous state worldwide of commercial trades. And it is cold comfort for the industry when bankers suggest that the situation could grow worse before it improves. The periodic suggestions that business is looking up are like bright spells in a cold winter.

Consistently with the empty wharves in what are recognized as efficient ports, are the columns of ships waiting for service in ports which are perennially inefficient and creating enormous financial hassles for the owners of sometimes unpaid-for ships waiting in the queue.

West Africa and the Persian Gulf are problem areas for shipping now. The protracted delays there have led to the demise of some concerns which miscalculated on earning potential of their ships. There is little revenue from ships at anchor.

Caught out nearly every time are the banks who have in recent years been induced to participate in mammoth shipping ventures, sometimes to their cost.

A guide to bankers has now come from a Greek shipping financier, Mr Costas Grammenos, entitled Bank Finance for Ship Purchase, in which he gives bankers the tip to learn something about shipping before becoming involved by employing a loan officer who understands the detail of bunker prices as well as the broad sweep of economy theory.

Banks warned

The banks are warned further against relying on the judgment of big shipping concerns but must learn to discern the shipping situation themselves. There have been some monumental miscalculations by shipping empires, some of which are still reaping the whirlwind.

There have been numerous researches, sometimes at great cost, into developments of the commercial shipping world. But not all of these have proved accurate.

There are reported to be 40 billion dollars shipping debts, most dating back to the short-lived shipping booms when month-long activity in the tanker or bulk trades led many owners to falsely believe that their time had come. Bankers are baby sitting the financial problems of a host of tanker fleets. While at present their business has shown some sign of improvement, the effects may be short term.

Stockpiling

The current stockpiling of oil as a hedge against any sharp price increase, coupled with what looks like being another severe European and American winter, have sent the tanker rates for the spot market well up.

They have advanced from World Scale 20 (100 equals $4) to WS 60 in a month. Owners have been quick to fire up the furnaces of idle tankers in European layby ports. By March the market could well be back in square one, particularly if there is a price increase because the tendency then will be to reduce imports. Some consumers may find cheaper sources nearer at hand since it appears that not every producer will agree to lift prices as demanded by some of the Arabs.

The present improvement in the tanker market brings joy to the heart of the speculative owner who can secure a much better return on individual voyages than his more conservative contemporaries who plug for long-term contracts at what are lower rates.

Men like Sir YK Pao of Hong Kong are not at all persuaded toward short-term commitments; he has a fleet of about 150 ships fully employed.

Greek operator Colocotronis had a remarkable Indian summer of success with speculative operations when Suez was closed. He advanced from ownership of a coaster or two in 1967, to an armada of more than 70 ships in 1976. But by then the speculative market was dead, the seven years of economic famine had started, and Colocotronis went broke.

The banks had to sort out the problems, hence the need for bankers to know something about shipping.

It is never wise to pretend to be wise in shipping. The lesson of history has shown too many long-established operators becoming victims of circumstances created by inaccurate prognostications by their "experts".

Deep depression

Safest stance now is to recognize that the commercial shipping world is deep in depression, perhaps the worst in living memory. And it is likely to get worse, particularly for western shipping because the emergence of the Far East commercial fleet, composed often of ships bought from established western lines, is to run at rock bottom rates. They are building container ships, too, and these will be for charter to independent carriers.

Whatever the embarrassment to Conference lines from the independent operators on the Cape route now, how much more serious would it be if cheaply run Chinese ships accepted long-term charters from the managements of non-Conference carriers and then set out to capture another chunk of the box trade?

Independents already move 12 000 containers a year on the Cape trade. In the face of higher Conference rates the potential for the chartered Chinese container ship coming on the run is all the greater.

Chinese interests have three dozen container ships on the slips for delivery in the next 18 months; they will join an already heavily over-tonnaged reservoir of highly sophisticated container carriers seeking employment.

The empty wharves in the port will continue to be conspicuous for the next few weeks. Fruit quays will get customers in February but the general cargo ships will be in and out quickly: For they carry little cargo these days.

people who are legendary breast feeders.

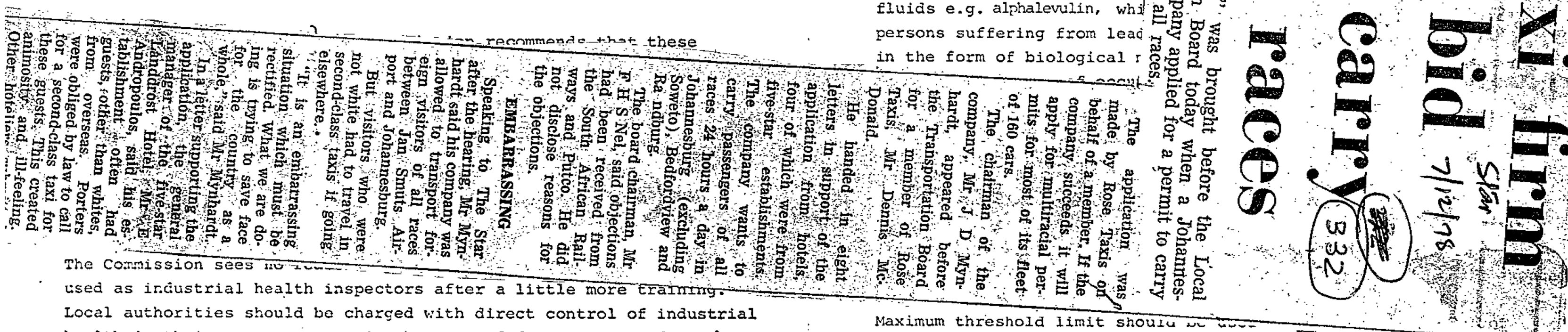
	No. of children	Mortality rate at 6 weeks
UN, all treated as outpatients	603	0
MN, managed as outpatients	150	51%
MN, hospitalised	142	14%

A comparison of 63 MN children who were treated as outpatients and survived and 65 children who were hospitalised until they were growing and smiling, also favoured initial hospitalisation for MN. The outpatient group grew more slowly, although they were more mildly affected and one in four deteriorated despite regular attendance at the nutrition clinic. One in six of the hospitalised children also deteriorated after discharge, but except in one child this was always associated with default.

It has been suggested that children with milder degrees of MN may be satisfactorily managed in a city if they live close to a health service and can attend frequently. However of 52 such children only 21 returned as requested. Of these nine did well with intensive exhortation, advice, milk and bus fare as indicated. One other did not gain for two months, and then began to grow parallel to the average, ten deteriorated so seriously within two weeks that they required urgent hospitalisation, and one child was brought

South African Railways and Harbours - has its own health system and looks after its own industrial health affairs. But the Department of Health should have overall control.

Department of Water Affairs - is responsible for the supply of water and should exercise direct control over industrial health problems pertaining to such a supply.



Taxi firm in bid to carry all races

A "test case" was brought before the Local Transportation Board today when a Johannesburg taxi company applied for a permit to carry passengers of all races.

The application was made by Rose Taxis on behalf of a member. If the company succeeds, it will apply for multiracial permits for most of its fleet of 160 cars.

The chairman of the company, Mr J D Mynhardt, appeared before the Transportation Board for a member of Rose Taxis, Mr Dennis Mc. Donald.

He handed in eight letters in support of the application from hotels, four of which were from five-star establishments.

The company wants to carry passengers of all races 24 hours a day in Johannesburg (excluding Soweto), Bedfordview and Randburg.

The board chairman, Mr F H S Nel, said objections had been received from the South African Railways and Putco. He did not disclose reasons for the objections.

EMBARRASSING

Speaking to The Star after the hearing, Mr Mynhardt said his company was allowed to transport foreign visitors of all races between Jan Smuts Airport and Johannesburg.

But visitors who were not white had to travel in second-class taxis if going elsewhere.

"It is an embarrassing situation which must be rectified. What we are doing is trying to save face for the country as a whole," said Mr Mynhardt.

In a letter supporting the application, the general manager of the five-star Landdrost Hotel, Mr E Andropoulos, said his establishment often had guests, other than whites, from overseas. Porters were obliged by law to call for a second-class taxi for these guests. This created animosity and ill-feeling. Other hotelier[illegible]

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The Commission sees no reason why these [illegible] recommends that these [illegible] used as industrial health inspectors after a little more training. Local authorities should be charged with direct control of industrial health in their areas, except in the case of factories, surface 'mines' or works.

Chapter XX. Functions of the Department of Health as a Unified Industrial Health Administration.

It is essential that a unified industrial health inspectorate be established. This inspectorate should be able to exercise overall controll over all types of industries.

The Health Services Administration of Los Angeles may be taken as an example of an efficient industrial health inspectorate. They inspect factories, consult managements, train staff, make recommendations with respect to industrial health, but have no power to enforce regulations. The inspectorate acts in the interests of three million workers. Working on the same proportions, the Department of Health should appoint six industrial hygienists.

The Commission recommended that a unified health inspectorate be formed as an Industrial Health Inspectorate Branch within the Department of Health.

The Department of Health should be responsible for the determination

of standards and threshold limit values to be observed by industries. Industrial workers are subjec[illegible] caused by exposure to excess[illegible] ces over periods exceeding [illegible] are also caused by faulty h[illegible] individuals differ greatly [illegible] the presence of industrial [illegible] fluids e.g. alphalevulin, whi[illegible] persons suffering from lead [illegible] in the form of biological [illegible]

Maximum threshold limit should be used as fine dividing lines between health hazards and not as fine dividing lines.

In biological monitoring, the maximum threshold limit values represent the maximum permissible quantity of hazardous substance (or metabolite produced by it) in blood or body fluids. When the threshold limit value is reached, the worker must be withdrawn from work and given the necessary medical treatment.

The determination of maximum threshold values are based on information obtained from experience in industry, limited experimentation in industry and extensive experimentation on animals. They can be determined only by experienced scientists, under the direction of medical practitioners. Whenever the maximum threshold limit values are reached, corrective measures should be taken with discretion.

The object of industrial hygiene is to keep these concentrations (of hazardous substances) as far below these values as possible.

In South Africa, there is no schedule of maximum threshold limit values for hazardous substances used in various industries.

Much has been done to lower the concentration of dust in mines, but no system for determining dust concentration, the type of particles

Stormy economic times ahead for shipowners

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By GEORGE YOUNG, Shipping Editor

THERE is no doubt that the increase in price of oil fuel must seriously affect the economics of ocean transport, the largest consumers of liquid fuel.

Unless the level of freights can be raised (in the bulk commodities, where there is keen competition from an over-supply of carriers, this is difficult) more ships are likely to take leave of Western ownership.

Britain has already sold 87 bulk carriers this year, many to Far East owners who have sent them back into the trades where they can secure profits from low rates. There have been only a dozen new carriers on the British flag this year.

The average age of ships sold by western owners this year is scarcely 12 years, half the normal life of a freighter. It is significant that a total of 165 ships have been sold by British owners alone.

Older ships are being sold for demolition. Shipbreakers have never had so many vessels from which to choose. Strangely enough, prices of scrap have not declined in the flood of available tonnage and Far East yards are buying briskly.

The British, Norwegian, Swedish and German fleets have shrunk steeply this year. The announcement of an oil price increase has led to numerous other ships being placed on the second hand market.

German owners

German owners, Hansa, of Bremen, have this week announced the availability for sale of their 12 900 ton ships Hohenfels, Falkenfels, Crostafels and Kybfels at R2,2m each. They are just a little more the 10 years old.

German shipping has suffered severely from the rising value of the mark, and it is significant that maintaining the tug Oceanic on station in Cape Town, with accounts in SA rands, is probably more economical than keeping the same tug in Hamburg.

The plight of tankers is expected to worsen from now on. The Western oil farms have been tanked up to capacity and the rates of charters in the Persian Gulf, after a two months spurt, are already receding to scarcely profitable levels. Tankers have been in a queue at Kharg Island awaiting cargoes, and the abundance of empty tankers in the Gulf means that shippers can whistle up what tankers they want and often at their own price.

As unpalatable as it sounds, there are astute shipowners in Europe strongly of the opinion that the recession along the sea lanes has not yet reached its ebb, and with the prospect of more costly bunkers, a combination of factors must militate strongly against profitable operation of Western lines.

For the British, and foreign companies trading to Britain, port labour problems appear ominous from next month.

(332) Cape Times 23/12/78 332

s fare increase until next June

make long-term predictions in this regard. The cost of fuel was only one of the many factors contributing to the cost of providing bus services.

"All we can say at this stage is that until at least June, despite the fuel increase, which is much higher than we anticipated, City Tramways hopes to avoid having to pass on increased operating costs to its passengers in Cape Town in the absence of other unexpected operating cost increases."

Mr Barnard pointed out that the subsidised clipcard system, contributed to by employers and the State and operated by the company for non-white passengers provided a means of achieving substantial cost savings.

He said in some cases the extra cost of petrol may well be more than the cost of a clipcard and encourage travellers to use buses.

It was impossible to state at this stage that similar decisions might be possible in respect of other bus companies within the Cape Tramways Group, of which City Tramways a subsidiary.

"With so many different companies involved, especially in the Boland, southern and eastern Cape, all operating under widely different conditions, one can only say that each company will have to be assessed on its merits," Mr Barnard said.

Seperate wage agreements for each company was a factor that had to be taken into account. Some of these agreements were due for re-negotiation while others were currently being reviewed.

"Together with the increases in fuel prices which represent a total of R750·000 at list prices when taken on a group-wide basis, it may be that applications for fare increases at some companies may become unavoidable before June," Mr Barnard said.

No City bu

Staff Reporter

THE MANAGING director of City Tramways Limited, Mr Johann Barnard, said this week that the company would absorb fuel price increases till at least June next year.

In a statement Mr Barnard said: "At list prices the increases represent a total addition to the City Tramways fuel bill of nearly R450 000 per annum.

"City Tramways has decided to absorb the increases for as long as possible, especially in view of the fact of the impact any sudden increases in fares would have on those who depend on public transport to get to and from work."

He said it was not possible to

TRANSPORT PRIVATE GENERAL

FROM 4-1-79

TO ~~31/12/79~~

~~30-10-79~~

~~31-10-79~~

30-12-79

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(382) NM 27/9/79

Ezakheni fares

FROM PAGE 1

ters raised at this meeting."

But at Hammarsdale, where Black commuters have also been boycotting the buses in protest against a fare increase, the manager of Mpumalanga Transport Mr. Peter van Zyl, said yesterday his company did not intend reducing the price of journeys.

He said buses were filling up and he was "not really worried" about the action of Ezakheni Transport.

"They ahve a different ituation in Ladysmith. Though our fares went up commuters actually gained because the Government increased the subsidy," he said.

In Durban Mr. C. T. Bailey, operating executive for Putco, said his company's application for increased fares would not be changed "at this stage".

He added: "But we are certainly watching the situation."

Ezakheni bus fares to be reduced

27/9/79 (332)

Mercury Reporter

LADYSMITH — Ezakheni Transport fares are to be reduced today to the rates in force before September 10 when Black commuters began boycotting the buses.

The decision to revert to the old fares was announced yesterday by the managing director of the Corporation for Economic Development, Dr. J. Adendorff, at a public meeting called to discuss the bus boycott.

But after Dr. Adendorff's announcement KwaZulu Legislative Assembly member Mr. S. Sithebe told the meeting: "The people have the willpower to walk to work and I don't know if anyone can persuade them to start using the buses again."

Other Black speakers echoed Mr. Sithebe's doubts about Black reaction to the reduced fares.

However it was subsequently agreed that a multiracial "negotiating committee" be set up to go into the grievances of Ladysmith's township commuters.

Dr Adendorff had stipulated that the reduced fares were contingent upon the election of a "negotiating representative body to go into mat-

TURN TO PAGE 2

27/9/79

Council urged to probe bus fares

Municipal Reporter

THE Cape Town City Council should end its 'ridiculous feud with the City Tramways,' but should investigate bus fares to see if the new increase the company is to ask for is fair, Mr Frank van der Velde suggested at the council's monthly meeting today.

He said the council should also set up an urban transport subcommittee to investigate ways of easing the burden for people forced to live far from the city centre.

He and other councillors pointed out that Cape Town had been unable to attract a traffic engineer since the last one resigned, because salaries were lower than those paid by other authorities.

BUS LANES

Mr van der Velde said Port Elizabeth had two traffic engineers and Johannesburg about 14.

The council was considering a report from the city traffic manager, Mr Patrick Melly, which urged an investigation to decide whether special bus lanes were necessary. The report said that the council had insufficient staff to do the investigation. It was agreed that the Metropolitan Transport Advisory Board should be asked to employ consultants to carry out this investigation or allow the council to do so.

JAARVERSLAG

1978

SENTRUM VIR INTERGROEPSTUDIES

(Geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited
(Beperk deur Garansie))

Posadres:
p/a Die Universiteit van Kaapstad
Rondebosch
Republiek van Suid-Afrika
7700

Kantooradres:
Leslie Social Sciences Building
University Avenue
Groote Schuur Campus

Telefoon: 65-4145; 69-8531 Uitb. 766

INLEIDING

Gedurende die eerste nege jaar van sy bestaan het die Sentrum vir Intergroepstudies gereeld 'n jaarverslag oor sy werksaamhede gepubliseer. Om die Sentrum se 10de verjaarsdag op 1 April 1978 te vier is die jaarverslag in 1977 vervang deur 'n Oorsig oor die Eerste Tien Jaar.

DIE OORSPRONG EN DOELSTELLINGS VAN DIE SENTRUM

Die Sentrum word grootliks gefinansier deur die Abe Bailey-Trust wat ingevolge die testament van Sir Abe Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) - 'n maatskappy beperk deur garansie en sonder 'n aandele-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

JAARVERSLAG

Transport changes in the pipeline

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EAST LONDON — Massive transport developments are in the pipeline for East London and its environs in terms of the Urban Transport Bill.

The Bill, with its origins in the Driessen Report which uncovered alarming facts about urban transport, enabled the government to take active steps on a national basis to find solutions to the urban transport problems.

As part of this programme, the Provincial Administration has proposed the establishment of a metropolitan transport area here with East London as its "core city".

The City Council has accepted the recommendation in principle and the chief city engineer has been authorised to draw up a preliminary scheme incorporating the full financial and staffing implications to the council.

Neighbouring local authorities and transport companies are to be invited by the engineer's department for informal dicussions on a technical level.

The engineers will then report back to council before any arrangements are made for a formal meeting involving the Department of Transport and the Provincial Administration.

This will lead to the establishment of a Metropolitan Transport Advisory Board. Provincial Administration will work as the intermediary between the board and the National Transport Commission.

The Chief City Engineer, Mr G. B. Keppie, said yesterday his informal discussions would involve the area of study, aspects of the study and the sharing of work-load and costs between the participants.

Mr Keppie said the Urban Transport Act made provision for an urban transport fund which would subsidise the projects.

When the Act was piloted through Parliament, it was said the fund would make grants to an Administrator or local authority for defraying a specified part of the cost involved in conducting or preparing a transport study, as well as grants to defray the cost of land or equipment required for improvement of passenger service facilities according to an approved road plan.

Mr Keppie said the overall idea of the whole plan was to provide better public transport facilities to discourage use of private vehicles to save petrol.

According to the City Council's agenda the informal talks will take place between the Ciskei Government, Beacon Bay Municipality, Kaffrarian Divisional Council, Gompo Transport, Gonubie Municipality and the Roads Department.

Mr Keppie could not confirm this yesterday because the invitations had not been sent out yet. — DDR

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Fares cut, but people still walk

Own Correspondent

DURBAN — Ezekheni Transport buses continued to run empty today as black commuters ignored yesterday's pledge by the chairman of the Corporation for Economic Development, Dr S Adendorff, to drop bus fares to previous levels.

The fare reduction came as the Ladysmith boycott approached the end of its third week.

The manager of Ezekheni Transport, Mr D McCourt, confirmed that tickets would be sold at the old level.

"We had our buses running in Ezekheni yesterday afternoon and this morning, but nobody used them and nobody bought coupons.

"We are geared to put our fleet of 29 buses on the road as soon as commuters show signs of interest in us again," he said.

The unexpected climb down by the company followed a four-hour meeting yesterday in which all parties were represented.

In his statement Dr Adendorff said he was "not sure if the reduction was legal or not," but he was prepared to promise a return to old levels from today.

"I make this pledge on one condition: that the interested parties form a representative body to work out an equitable solution to the problem," he said.

Briefing Blacks for bus increases

NM. 26/9/79

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Mercury Reporter

BLACK commuters are "being prepared" for the coming bus fare increases in Durban in an attempt to avoid similar boycotts to those in Ladysmith, Hammarsdale and Marburg.

"But obviously we can't guarantee anything," Mr. Ken Hobson, general manager of the Durban Chamber of Commerce, said yesterday.

It was felt, however, that the impending fares hike and the reasons had been well publicised.

The chamber had also asked employers to explain the situation to their staff in the hope that they could offset any "adverse reaction".

Increased fares on the Durban Transport Management Board's Black bus service comes into effect on Octobe 14. Putco fares are also expected to be increased later this year.

Asked if employers in Durban were considering increasing wages because of the bus fares hike, Mr. Hobson said it was the view of the Chamber of Commerce that wages be related to what the worker produced.

"If an employer took into account every increase he would have to push up wages every week but we do advocate that an employer take into account the overall rising costs when adjusting wages," said Mr. Hobson.

Alternative

He felt the majority of employers in Durban paid their workers more than the minimum requirements set down by the Government.

Mr. Sam Kikine, general secretary for the South African Allied Workers' Union, which represents more than 10 000 Blacks in Natal, felt many workers would have to look for alternative transport because of increased bus fares.

Ever increasing prices — "paraffin is now 42c a bottle in Kwa Mashu" — made it difficult for Black workers to live.

Mr. Kikine said he knew of about 100 Black workers who were being paid only R7 a week.

Mr. A. Eksteen, Secretary for the Department of Transport, said Government subsidies for Black commuters were increased according to bus fare increases.

The subsidies range between 25 and 80 percent.

Subsidy

"As an example a worker who has to travel

50km will pay R2,50 a week on bus fares while the Government subsidy is R7,50.

"On a 20km trip a worker pays R2 and the subsidy is R2."

The R12 million for transport subsidies which was included in Finance Minister Owen Horwood's recent R511 million handout was also earmarked for Blacks.

The R12 million, which is over and above the R50 million already available to offset fare increases caused by the rising fuel price, will not accommodate Whites at this stage.

"Twelve million rands is very little but it is welcome," said Mr. Eksteen.

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Fears over bus boycott

DURBAN. — The general bus boycott staged by thousands of black commuters entered its third week yesterday amid fears that further massive protests might erupt throughout Natal as other transport companies planned to increase their fares in the near future.

Police reported yesterday that commuters from the Elandskop and Swartkop areas coming into Maritzburg had started boycotting the Sizanani Mazulu Transport Co buses to protest against a 5c increase on all fares to be implemented this Wednesday.

This was denied, however, by the manager of the company, Mr E N Butler, who said they had carried their normal passenger quota yesterday morning.

A police spokesman said about 1 600 workers were involved in this latest boycott.

In Ladysmith, where the boycotts originally began, black workers decided unanimously at a meeting held in the Ezakheni township yesterday to continue the boycott, which has cost the transport company more than R120 000 in lost fares.

The manager of Ezakheni Transport Co, Mr I McCourt, said yesterday that only nine of his 51 buses were operating and not a single seat had been occupied.

A police spokesman said taxis had lowered their fares to just under that of the bus fare and were doing a "roaring trade".

In the Hammarsdale area, Mpumalanba residents from units three and four of the township were continuing the week-old boycott, but workers from unts one and two were using the buses.

The boycotters are mainly workers travelling to Pinetown and Hammarsdale, and are using trains and taxis to get to work.

The Mpumalanga Transport Co is also running a skeleton service to these areas, and this has caused the boycotters to start a passive antagonism campaign.

Most transport companies have announced fare increases to be in operation soon, and fears have been expressed that the boycotts, already involving close on 15 000 commuters, will spread further.

Putco have also announced that they plan to increase their fares within the next few months. — Sapa.

MP's bid to break Ladysmith boycott deadlock

25/9/79

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Mercury Reporter

LADYSMITH — Mr. Tino Volker, MP for Klip River, is to call a public meeting in Ladysmith Town Hall tomorrow in a bid to break the bus boycott deadlock here.

The boycott of Ezakheni Transport buses which began after a fare hike has entered its third week.

Invitations

Mr. Volker has invited to the meeting, members of industry and commerce, full representation from Black liaison committees of all employers who have registered liaison committees, Ezakheni Transport and the Ezakheni Township Council and Steadville Community Council.

The White Ladysmith Town Council which employs about 700 Blacks will be represented.

Invitations have also been issued to the KwaZulu Regional Authority and to Mr. P. R. T. Nel, chairman of the Drakensberg Administration Board, and Department of Labour officials.

No prosecutions

It is reported from Pietermaritzburg that the Drakensburg Administration Board is to refrain from prosecuting Ladysmith employers who house workers on business premises during the boycott.

Mr. Nel said the decision not to prosecute employers was an emergency measure that was subject to no complaints being received from local health authorities.

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Boycott may spread

THE general bus boycott staged by thousands of black commuters entered its third week yesterday amid fears that further massive protests might erupt throughout Natal as other transport companies plan to increase their fares soon.

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In Ladysmith, where the boycott originally began, black workers decided unanimously at a weekend meeting in Ezakheni township to continue the boycott which has cost the transport company more than R120 000 in lost fares.

The manager of Ezakheni Transport Co, Mr I Court, said yesterday that only nine of his 51 buses were operating and not a single seat had been occupied.

"There is still no prospect of a fare reduction, and we will just continue operating a skeleton service," he said.

A police officer said taxis there had lowered their normal fares to just under that of the bus company and were doing a "roaring trade".

"There is a lot of overloading and pirate taxiing going on, but we are not interfering, as we believe this is a matter to be resolved between the commuters and the transport companies."

In the Hammarsdale area, Mpumalanga residents from units three and four of the township were continuing the week-old boycott, but workers from units one and two were using the buses.

The boycotters are mainly workers travelling to Pinetown and Hammarsdale, and are using trains and taxis to get to work.

NM 25/9/79

(332)

Black bus fare hike details

Municipal Reporter

DETAILS of fare increases on the Durban Transport Management Board's Black bus service, which come into effect on October 14, were announced yesterday.

The increases are intended to meet R2 600 000 additional fuel bill caused by a 24c-a-litre rise in the cost of diesel fuel since December.

Yesterday the Board's general manager, Mr. Marshall Cuthbert, said every effort had been taken to save fuel by eliminating uneconomical trips and by improving driving.

There was no alternative but to pass on the bulk of the additional fuel bill to passengers as was done recently on the White service, he said.

The new fares made it still more economical to use weekly or monthly tickets instead of paying cash.

Weekly tickets go up between 20c and R1,50 depending on the distance and the number of days covered by the ticket and monthly tickets increase by between 90c and R5,70.

For example, a 44-journey ticket for Stage 3 goes up from R7,90 to R8,80, to Stage 6 it goes up from R12,30 to R14,95 and to Stage 9 from R13,20 to R15,85.

Cash fare increases range from 2c to 7c between stages 1 and 9. A Stage 15 journey would cost 11c more.

Bus fares meeting stopped by rain

By MATHATHA TSEDU

THE anti-bus fare increase meeting scheduled for the Seshego Stadium yesterday did not take place.

An hour after the meeting was due to start, with only a handful of people at the stadium, heavy rains started falling which lasted for more than five hours.

None of the organisers of the meeting could be contacted. The new fares come into effect today.

Meanwhile the two students who were seriously injured last Thursday evening when Seshego students attacked buses are still in hospital.

Mr Jerry Tshichidzo and Mr Elijah Pilusa were stabbed when Mohlakaneng students attacked Kwenamoloto students after Kwenamoloto had beaten them 1—0 in a schools league game.

Damage estimated at R5 300 was caused to Lebowa Transport buses and buildings of Kwenamoloto Training College. Seven people were detained for questioning by police, according to Captain P. Mojela of the Seshego Police.

c) Ander lede:

4

Mnr K. Bosman
Professor A. Cupido
Mnr N. Daniels
Mnr Achmat Davids
Professor R.J. Davies
Professor J.J. Degenaar
Mnr René de Villiers
Dr I.D. du Plessis
Professor J.J.F. Durand
Professor J.B. du Toit
Mnr A. Flederman
Professor R.F. Fuggle
Mnr G.J. Gerwel
Eerw. D. Guma
Professor A. Paul Hare
Dr Gertrud Heydorn
Mnr F.A. Jacobs
Mnr H.M. Jimba

Eerw. M.T.L. Moletsane
Professor A.D. Muller
Sheik A. Najaar
Mnr Victor Norton
Professor N.J.J. Olivier
Mnr L. Phillips
Professor H.P. Pollak
Mnr W.J. September
Mnr Franklin Sonn
Mnr P.M. Sonn
Regter J.H. Steyn
Mnr R. Tobias
Professor R.E. van der Ross
Professor J.H. van Rooyen
Mev. S. Walters
Professor F.A.H. Wilson

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Friends (Quakers) en van die American Friends Service Committee deurgebring. Hy het 'n aantal konferensies in verskillende dele van die land bygewoon, baie vergaderings toegespreek en senior beamptes van die Carnegie Corporation, van Community Relations Services van die Departement van Justisie van die Amerikaanse regering, van die American Friends Service Committee en hollegas verbonde aan verskeie universiteite besoek.

Gedurende Augustus en September het die Direkteur Engeland, Nederland, Switzerland, Swede, Israel en Zambië besoek. Hy het voorgaanstaande joernaliste, Suid-Afrikaanse diplomate, senior amptenare van die Suid-Afrika-Stigting en verskeie regerings betrokke by Suid-Afrikaanse belange ontmoet. Hy het besprekings gevoer met stigtings, trusts en opvoedkundige verenigings. As gevolg van sy besoek aan Nederland het hy 'n toelae vir die konstruktiewe Program ontvang van die Algemeen Diakonaal Bureau van die Gereformeerde Kerken in Holland.

Police warn on taxi war

By WILLIE MAHLOANE

SOWETO divisional head of the CID, Brigadier Carel Coetzee, has warned that the police are out to stamp out the looming full-scale taxi war.

Brig Coetzee sounded the warning following the shooting of Mr Peter Mweli, chairman of the breakaway Noord Street Taxi Association. He was shot at the weekend by a gunman in a black track suit.

He was rushed to Baragwanath Hospital. The gunman followed but was stopped by the security guards at the hospital gates. There were fears that the shooting could spark off what could be a full-scale taxi war.

Brig Coetzee, said: "We cannot allow such things to go on in a civilised society. The police are going to take strong action to stop the shootings."

He did not know what could have sparked the shootings but expected that it could be a war between the registered taxis and the pirates.

Brig Coetzee also announced that eight people were killed in acts of violence in Soweto at the weekend. Sharp instruments were used in the killings.

Other crimes reported included 26 muggings, nine rapes, four attempted rapes, nine car thefts and four housebreakings.

Mr Laurence Motsapi, of Meadowlands Hostel was robbed of his projector and films by six gun-wielding men. The value

(332) 1017177

SUNDAY TRIBUNE, SEPTEMBER 16, 1979 ~~159~~ 332

After a week of walking the L

By MAUREEN GRIFFIN

IF contingents of riot police patrolling townships of boycotting blacks spells peace, then the situation in Ladysmith is, as everybody insists, peaceful.

What is certain is that a stalemate has been reached in the week-long bus boycott that has plagued Ladysmith since fare increases came into effect last Monday.

While thousands of commuters continue resolutely to trudge over 40 kilometres to work and back every day rather than pay the increased fares, the transport company continues to run empty buses rather than reduce fares.

Ominous

And as emergency talks continue between officials of Ezakheni Transport, police, black leaders and local leaders of commerce and industry, ominous news filters through of expected bus strikes in Pietermaritzburg and Newcastle.

Says Mr Elliot Mngadi, Mayor of Ezakheni, the township outside Ladysmith whose 9 500 workers are among those who won't ride the buses: "The boycott is well-organised and proceeding peacefully. We're happy that police are not intimidating our people."

Riot trucks and patrolling police have become a common sight in the townships since the boycott began, but Colonel Anton Muller, District Commandant at Ladysmith says, "We just protect the people and the buses against possible stone-throwing and other violence.

"We do not prevent pirate taxis and other vehicles from transporting people to work. They can do so as long as they wish."

Footsore

And to maintain the uneasy peace, school children, who at the start of the week marched along the township's streets to meet their footsore parents from work, have been requested not to repeat this action.

"We have stopped the children from doing this as it might be mistaken for a repetition of Soweto," says Mayor Mngadi.

STOP THE BUS, WE WILL WALK...!

dysmith workers are as determine

93 ever

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

1 fresh green medium size cabbage
onions
carrots

Cut the centre from the c
form a bowl. Wash well.
and pineapple. Cube toma
leaves of the cabbage lea
pineapple, tomatoes, slic
in a bowl adding any jui
salt and black pepper to
into the cabbage "bowl".
bowl of mayonnaise for th
roses, cut across the top
iced water until the red

GERMAN POTATO SALAD

boiled potatoes
cooked bacon
mayonnaise

Cube the potatoes while s
with the potatoes, onion
salt and pepper. Use hot

EGG SALAD

May Bennett, Ridgeworth

hard boiled eggs
salanaise
salt and pepper
paprika and pereley

Cut eggs in half and lay on a flat salad platter; cut side down. Pour over salanaise.

---oOo---

CHICKEN AND CUCUMBER SALAD

S. Drury, East London

1 cup cooked chicken, diced
4 T finely chopped walnuts
French dressing/mayonnaise
lettuce
1 cup cucumber, peeled and diced
1 cup cooked green peas

Marinade chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refridgerate until ready for use.

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---oOo---

SPRING GREEN SALAD

May Bennett, Ridgeworth

and onions, bring to

---oOo---

APPLE TUNA TOSS SALAD

1 medium head lettuce, torn in bite-size pieces (4 cups)
2 cups diced apple
1 11 oz can (1 1/3 cups) mandarin orange sections, drained
1 6 1/2 or 7 oz can tuna, drained and broken in large chunks
1/3 cup coarsely chopped walnuts
1/2 cup mayonnaise or salad dressing
2 t soya sauce
1 t lemon juice

In a large salad bowl, combine lettuce, apple, orange sections, tuna and nuts; toss together. Combine mayonnaise, soya sauce and lemon juice; mix well. To serve, add dressing to salad; toss gently. Makes 4 - 6 servings.

---oOo---

14/1/79
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Carry on walking

Mercury Reporter

LADYSMITH — People would continue to boycott the Ezakheni Transport buses until the fares were reduced, warned Mr. E. Mngadi, the Mayor of Ezakheni, and Mr. A. K. Dube, a councillor, here yesterday.

They also slammed low wages paid to many Black factory workers and said that the truth of the matter was that most workers were not able to afford the big hike in fares, the second increase this year.

They claimed that women workers earned as little as R8 a week at factories. Out of this they were now faced with the prospect of paying at least R2,80 a week for bus fares. On some routes the fares were much higher.

This left these Black workers with next to nothing for food and living expenses.

Indications were that a local political faction was exerting pressure and using intimidating methods to scare off most potential users of the service, Mr. Tino Volker, MP for Klipriver, claimed here yesterday.

The almost complete boycott of the buses continued for the fourth day with the position remaining more or less static yesterday

Mr. Volker, who has become personally involved in discussions and negotiations with various parties, said that he was hoping that by some

Mayor says bus fares must be reduced

time next week the position would improve.

He said that from information available to him at least 90 percent of the commuters had been offered an increased allowance or a salary or wage increase to compensate for the hike in fares.

It was true that the tariffs had been increased considerably but apart from the subsidy which was being paid the transport company was still likely to lose about R200 000 for the year ending March 31, 1980.

Application had been made for an increased subsidy to overcome the need for a further tariff increase next year.

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oycott spreads

283 3LN Post 16/9/79

THOUSANDS SAY NO TO FARE HIKES

3LN

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SUNDAY POST Correspondent

IF MASSES of riot police in the townships spell peace, then the situation in Ladysmith is, as everybody insists, peaceful.

While thousands of commuters in the Natal town continue resolutely to trudge over 40 km to work and back every day rather than pay the increased fares, the transport company continues to run empty buses rather than reduce fares.

And as emergency talks continue

officials of Ezakheni Transport, police, black leaders and local leaders of commerce and industry, news filters through of expected bus strikes in Pietermaritzburg and Newcastle.

Says Mr Elliot Mngadi, Mayor of Ezakheni, the township outside Ladysmith whose 9 500 workers are among those who won't ride the buses, "the boycott is well-organised and proceeding peacefully".

Riot trucks and patrolling police have become a common sight in the townships since the boycott began, but Colonel Anton Muller, District Commandant at Ladysmith, says: "We just protect the people and the buses.

We do not prevent private taxis and other vehicles from transporting people to work."

Hundreds of women who earn R19 and R20 a week working for Consolidated Frame Cotton Corporation Limited dare not attempt to walk home after work as they'll never be able to walk back in time for the next day's work.

So they didn't go home this week. Through bitterly cold nights they slept in the open on plastic coverings outside the factory gates, covered in blankets, sharing one toilet between them and doing without running water even for washing themselves.

Another company, Dunlop, which closed down production on Tuesday, paid its workers on Friday and promised to re-employ them tomorrow with the added offer of sleeping space for those who need it.

To maintain the uneasy peace, schoolchildren who at the start of the week marched along the township's streets to meet their footsore parents coming home from work have been requested not to repeat this action.

Mr Mngadi said Ezakheni's workers had decided to boycott the buses after he had pleaded in vain with the management of Ezakheni Transport not to increase fares by 70c, 80c and 95c a week.

"We were told that the expense of running the line had escalated to a point where fares had to be raised, and that the transportation board in Pretoria had approved the increases.

"We pointed out that of our 9 500 people who work in town close to 400 earn only R8 a week. If a six-day ticket, for instance, costs R3,40, these people will not have enough left to live on and pay rent.

"When our pleas fell on deaf ears we called a public meeting in the community hall. Our people all decided to walk to work. They will not ride the buses until the fares go back to the old price," said Mr Mngadi.

p/a Die Universiteit van Kaapstad

NM

14/9/79

Don't let's be lulled

THE FACT that the bus boycott at Ladysmith has been conducted so far in an orderly fashion should not lull anybody into the belief that there is nothing to worry about. Surely we have learned by now that there is no more sensitive and potentially-explosive area of the labour scene than the transportation of Black workers.

Yet incredibly there is still no coherent policy for dealing with the upsetting consequences which increasing bus fares have on communities who are captives of a policy that has thrust them into townships many miles from their work. We continue to move from crisis to crisis, using stop-gap measures to smother the anger and frustration.

In the present Ladysmith protest it is evident that the bus company, which is owned by the Economic Development Corporation and involved with the KwaZulu Development Corporation, has a valid reason for raising its fares. With the dramatic increase in the fuel price it can no longer operate economically on the present tariffs.

However that does not alter the fact that the Black commuters cannot afford to part with the extra money. Mostly they live on shoe-string budgets, and an additional 70 or more cents a week for transport means that much less food on the table.

Some employers have acted commendably by assisting their workers. Others have been compelled to close their businesses temporarily. The bus company is losing money, and the workers are getting sore feet and more fed up by the day. What a chaotic scene!

Perhaps the Government will step in with an additional subsidy to defuse matters, but that will provide no long-term solution. It might do better to forego some of the tax wealth it derives from each litre of fuel sold and lower the fuel price to transport companies.

But surely the real answer to the problem lies in Black workers being paid minimum wages which will enable them to meet additional transport costs from their own pockets. Until that happens each new fare increase will pose a potential security risk.

CHICKEN AND CUCUMBER SALAD — S. Drury, East London

1 cup cooked chicken, diced
4 T finely chopped walnuts
French dressing/mayonnaise
lettuce
1 cup cucumber, peeled and diced
1 cup cooked green peas

Marinade chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refridgerate until ready for use.

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---oOo---

SPRING GREEN SALAD — May Bennett, Ridgeworth

1 medium size lettuce
2 onions
parsley
1 cucumber
mint (fresh)
scallions

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

---oOo---

CURRIED GREEN BEAN SALAD — Mrs Futter, East London

2 lbs sliced green beans
2 chopped onions
1 d salt, level
2 cups water

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:
1 1/2 cups sugar
1 d curry powder
1 heaped T flour
1/2 bottle vinegar

Mix the curry powder, flour with a little water. Mix well, so that no lumps form, and then add the sugar and vinegar, boil up and stir all the time, then add the cooked beans and onions, bring to boil again. Bottle.

---oOo---

APPLE TUNA TOSS SALAD

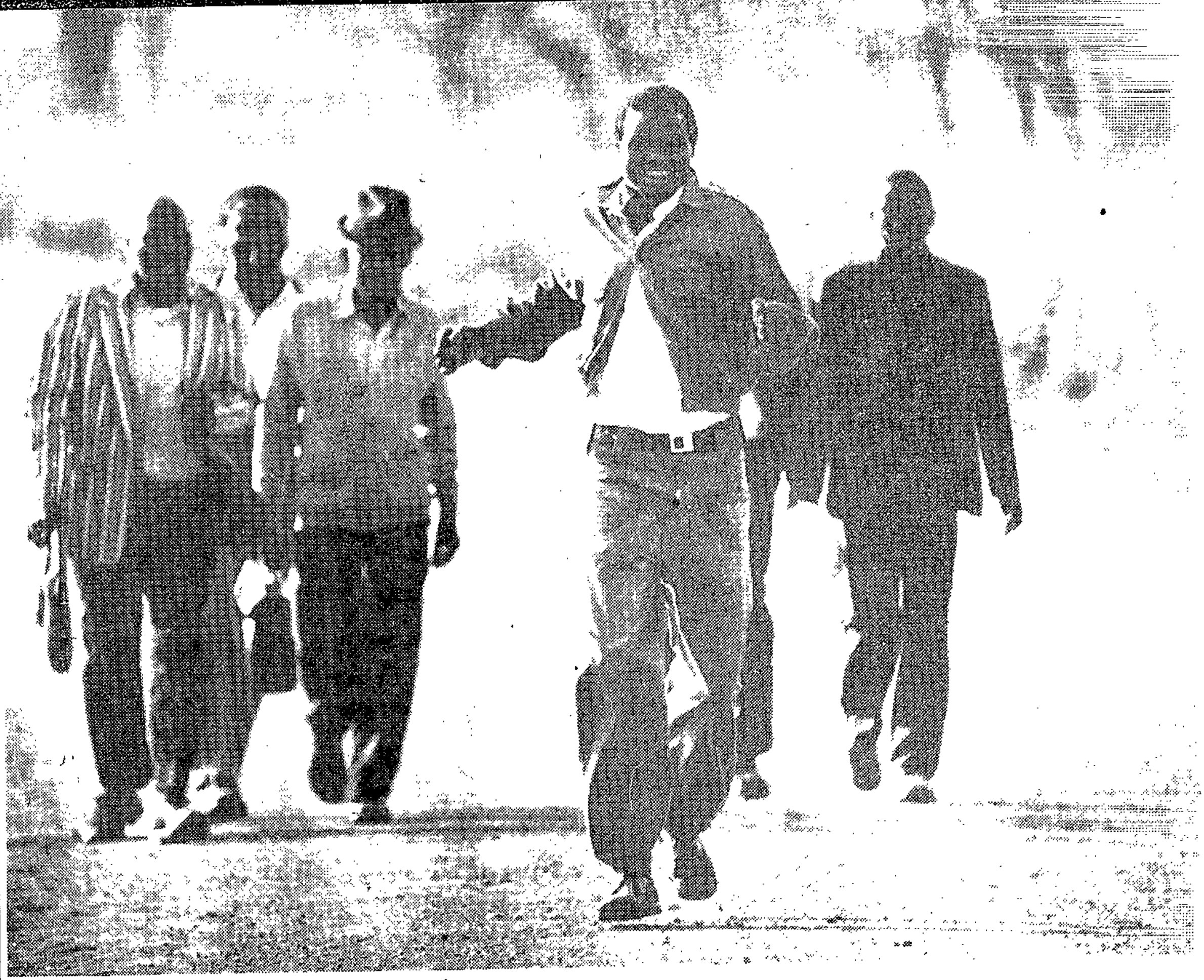
1 medium head lettuce, torn in bite-size pieces (4 cups)
2 cups diced apple
1 11 oz can (1 1/3 cups) mandarin orange sections, drained
1 6 1/2 or 7 oz can tuna, drained and broken in large chunks
1/3 cup coarsely chopped walnuts
1/2 cup mayonnaise or salad dressing
2 t soya sauce
1 t lemon juice

In a large salad bowl, combine lettuce, apple, orange sections, tuna and nuts; toss together. Combine mayonnaise, soya sauce and lemon juice; mix well. To serve, add dressing to salad; toss gently. Makes 4 - 6 servings.

---oOo---

NM 12/9/79 (332)

Footsore commuters keep bus boycott going



ONE man jogs but the others settle for a steadier pace.

Mercury Reporter

LADYSMITH — The bus boycott here entered its second day yesterday. Ezakheni Transport buses once again ran on schedule "without passengers", a large tyre factory announced it was closing down production until the boycott was over and thousands of footsore commuters trudged wearily to work in town.

Reports of intimidation were more frequent but the source of this intimidation is vague and hard to pinpoint.

Blacks who wished to use the bus service have allegedly been told in no uncertain terms not to do so or "you will be killed, if not now, sometime later at your home".

However commuters appear to be reluctant to report these threats to the police.

Mr. Clive Hooper, managing director of Dunlop S.A. Ltd., said in Durban yesterday that it had been decided to close down production at the Ladysmith factory until the boycott was over.

"We had a fair absenteeism on Monday but the problem escalated that night. We seem to be one of the few factories in Ladysmith working night shifts and Black employees did not want to walk to work at night.

"We can't run the factory for only 12 hours a

The big

12/09/79

552

process so the Ladysmith factory is closed at the moment."

Mr. I. Deshayes McCourt, manager of Ezakheni Transport, said that yesterday there seemed to be even fewer passengers than on Monday when the boycott was nearly total.

"We are waiting for developments and will not reduce the fares. The police have been looking after us very well," he said.

One Black man, who did not wish to be identified, said that he walked 26km from Ezakheni to Ladysmith and it took him about three hours. "We are having this protest to get the fares reduced."

There is talk of keeping up the boycott for at least a week if not longer.

One complaint is that the few Indian-owned bus services running to Black residential areas have not increased their fares this year but that Ezakheni Transport, which is owned by the Bantu Investment Corporation, had had two fare hikes within six months.

walk

. . . but buses for the Chief

African Affairs Correspondent

EIGHT busloads of schoolchildren cheered Chief Gatsha Buthelezi's arrival at Louis Botha Airport yesterday when he returned from a three-week tour of the United States.

There at the invitation of the Association for Public Justice, the Chief delivered a number of speeches — including one to the disinvestment task force of the National Council of the Churches of Christ.

He also spoke on radio shows and on television in various parts of the country.

Chief Buthelezi said yesterday he wanted to record his protest against the "mischievous" misinterpretation of his speech to the third international Christian political conference by certain South African newspapers.

They had interpreted his speech as a policy statement which had implied a rejection of majority rule.

"It is common cause that my policy on representation in South Africa is contained in the majority rule speech I delivered in Soweto in March 1976.

"That is where all of us are going whether we like it or not. The problem we face is how to get there. This is a problem of the mechanics of getting there, and this is what I tried to deal with in my speech."

During an address in New York on constructive involvement in the liberation struggle, two exiles had tried to misrepresent him to his audience.

"Mr. David Marolen and Duma Ndlovu, a former journalist on Post, tried to disrupt the dialogue I had with my audience at the Phelps-Stokes Foundation.

"They attempted to misinterpret my position. Many prominent Americans present were dismayed by Duma Ndlovu's crudeness in going about this."

Chief Buthelezi said the former British Foreign Secretary, Dr. David Owen, would meet him, his Cabinet and members of Inkatha's executive committee at Ulundi on Sunday.

‚Goue' toekoms vir Tollgate

DIE oorname van Golden Arrow in Oktober 1976 het reeds 'n gunstige uitwerking op die resultate van Tollgate getoon. Oor die langer termyn word verdere aansienlike voordele in die vooruitsig gestel, veral wat diversifikasievoordele betref.

Tollgate het vir die 6 maande tot 31 Desember 1976 'n toename van 37 persent in sy wins ná belasting getoon tot 'n vlak van R3 193 000. Hiervan is R868 000 regstreeks aan winste afkomstig van Golden Arrow te danke, wat effektief van 1 Julie 1976 af oorgeneem is.

Hoewel 3 059 992 nuwe aandele in Tollgate uitgereik is as gedeeltelike betaling vir Golden Arrow-aandele (30 aandele in Tollgate tesame met R67 in kontant is vir elke 100 Golden Arrow aandele aangebied) het die wins per aandeel in 'n vinniger tempo van 40 persent gestyg, teenoor die ooreenstemmende 6 maande in die vorige boekjaar.

Hierdie verskynsel spruit uit die feit dat Golden Arrow voorheen 3201 640 aandele of 39,4 persent in Tollgate gehou het. Aangesien Golden Arrow nou 'n volfiliaal van Tollgate is, word hierdie aandele beskou as gemagtig maar onuitgereik en word dit dus nie in aggeneem by wins- en dividendverdeling nie.

Aandeelhouers in Tollgate geniet dus wel deeglik die meevaller wat spruit uit die oorname. As verder in gedagte gehou word dat hierdie goeie winsprestasie van Tollgate volg op 'n styging van 49,8 persent in die vorige jaar se wins, is dit duidelik dat die groep steeds op 'n gesonde grondslag sake doen. Die belangrike afhanklikheid van die groep van passasiersvervoer, wat in die 1976-boekjaar 68 persent van die groepwins gelewer het, is deur die oorname aansienlik verminder.

Die toevoeging van Golden Arrow se uiters winsgewende bedrywighede op die gebied van nywerheids- en handelsverhuring sowel as huurkoopfinansiering sal in die toekoms vir die groep belangrike diversifikasievoordele inhou. Behalwe passasiervervoer was die wins in 1976 hoofsaaklik afkomstig van eiendomsbedrywighede (9 persent) en finansiële bedrywighede (14 persent).

Weens die uiters moeilike toestande in die korttermyn-versekeringsbedryf kon Shield in 1976 nie daarin slaag om 'n bydrae tot die groepswins te lewer nie. Intussen is tariewe aangepas en dit tesame met die huidige program van konsolidasie van sy lewensversekeringsbedrywighede, beloof om in die toekoms nog van Shield een van die sterre in die groep te maak.

Dit is wel bekend dat passasiersvervoer en veral die lewering van stedelike busvervoerdienste nie juis 'n lewende bedrywigheid is nie. Met die oog hierop het die bestuur van Tollgate werklik puik presteer deur sy wins jaar ná jaar op te stoot. Die wins per aandeel het toegeneem van 21,6c in 1972 tot 66,6c in 1976 — 'n jaarlikse gemiddelde groeikoers van 32,5 persent.

Dividende het veel stadiger toegeneem en wel vanaf 9,6c tot 15,0c per aandeel, wat nogtans dui op 'n jaarlikse gemiddelde toename van 11,8 persent.

Hierdie konserwatiewe dividendbeleid is genoodsaak ten einde voorsiening te maak vir genoegsame eie fondse vir die vervanging van vervoertoerusting waar ongekende prysstygings in die laaste aantal jare ervaar is.

As die uitvoering van hierdie beleid egter gesien word as 'n eenmalige optrede om 'n aanvaarbare vlak van terugploeging te verseker, kan aangeneem word dat die dividendgroei in die toekoms sal tred hou met die winsgroei. Tollgate het juis met die oorname van Golden Arrow 'n dividend van 20c vir die finansiële jaar tot 30 Junie 1977 in die vooruitsig gestel. Die tussentydse dividend is reeds verhoog van 8,5c tot 10c per aandeel.

Die bewese vermoë van Tollgate se bestuur om veral deur noulettende beheer oor bedryfsuitgawes in 'n moeilike bedryf gunstige resultate te behaal tesame met die breër grondslag wat deur die oorname van Golden Arrow geskep is, beloof vir die groep 'n rooskleurige toekoms.

Tollgate beskik tans oor 'n hoë mate van likwiditeit en in die 1976-boekjaar het kontantfondse R15,5 miljoen beloop. Ná toelating vir kontantvergoeding aan Golden Arrow-aandeelhouers sowel as vir die aflossing van sekere korttermynlenings, beskik die groep steeds oor kontantmiddele ten bedrae van R5 miljoen.

Onder huidige ekonomiese omstandighede verteenwoordig hierdie kontantbates 'n sterk middel ter onderhandeling van oornames. Teen sy huidige prys van 165c lewer die aandeel 'n opbrengs van 12,1 persent op die dividend van 20c wat vir die 1977-boekjaar in die vooruitsig gestel is.

Teen hierdie prys is Tollgate een van die beste beleggingsgeleenthede wat tans op die Johannesburgse Effektebeurs gebied word.

SAKE-RAPPORT 19.6.77 (326)

Old fares on Friday

C.T. 5/9/79

332

Chief Reporter

FROM midnight tomorrow bus fares in the Cape Peninsula must, in terms of an order of the Supreme Court granted last week, revert to the levels at which they were before July 6 — the date from which substantial increases in the City Tramways Company's tariff came into operation.

The court order had been applied for by Mr Rommel Roberts, a community worker of Observatory, after his successful application to the Supreme Court to have the increases granted to City Tramways by the Local Road Transportation declared invalid.

The court's decision that its earlier order be given immediate effect was in spite of the fact that City Tramways have appealed to the Appellate Division in Bloemfontein against the earlier judgment.

In his second application Mr Roberts said it may be six months before the City Tramways appeal was heard in Bloemfontein and that in the meantime commuters would have to pay the higher fares fixed by the LRTB's decision in July, which had now been declared invalid.

In the event of the appeal being dismissed, bus-passengers would have no means of recovering the excess amounts payable by them in the meantime.

City Tramways, which claims that without the fare increases it was granted in July it would operate at a loss of more than R2 million a year, has not yet made it known whether it intends going ahead with its appeal to the Appellate Division or dropping the appeal and making a fresh application for fare increases to the LRTB.

C.T. 11/9/80 (332)

Private taxis oppose 60 percent rise

By JANE ARBOUS

FOUR PENINSULA taxi companies yesterday applied for a 60 percent fare increase at a hearing before the Local Road Transportation Board.

The board's decision is expected to be released later this week.

If the application is granted, taxi fares will increase from 50 cents a kilometre to 80 cents, and the flag-fall tariff of 30 cents will rise to 80 cents.

The companies also asked that the 10 cents waiting fee for every two minutes, be charged for every one minute and 20 seconds.

The application, termed "excessive" by 11 opposing independant taxi owners, was brought by Marine Car Holdings, Cedar Taxis, Central Taxi Services, and J J Taxi Services.

Mr L I Shoolman, appearing for the companies, said the last increase had been in 1975. Since then, the companies had been faced with a massive rise in operating costs.

In a counter proposal, the independant taxi owners, members of Owner Drivers Radio Taxis, objected to the proposed increase, saying it could result in the reduction of the number of passengers. They applied for a smaller increase of 70 cents.

Mr Shoolman said the increase would apply within 35km of the City. The costs, which included petrol, salaries and vehicle depreciation, amounted to 47,5 cents a kilometre. This did not include the cost of labour incurred after damage to a taxi.

People who hired taxis, were not regular bus and train commuters and were prepared to pay the taxi fare, he said. The test which the board had to apply, was whether the application was reasonable and whether the taxis could operate at a profit. Most taxis were running at a loss, he said.

Mr D T Burnett, appearing for the independent taxi owners, said an increase was warranted, but the present application was "excessive". The proposed increase could be counter-productive.

Mr Burnett said his alternative was adequate and profitable.

The Board was chaired by Mr F Nel, assisted by Mr H van Huysteen and Mr W Scheales. Mr Shoolman, instructed by Arthur E Abrahams and Gross, appeared for the four taxi companies. Mr Burnett, instructed by C and A Friedlander, appeared for the independent taxi owners.

Fares: Appeal withdrawn

CT. 7/9/79
332

Chief Reporter

THE CITY TRAMWAYS COMPANY announced yesterday — the eve of reversion of bus fares throughout the Cape Peninsula to their pre-July 6 levels — that it had withdrawn its appeal against the recent judgment of the Cape Supreme Court nullifying the increases granted to it by the Local Road Transportation Board.

However, it was learnt at the same time that the LRTB has now lodged an appeal against the judgment.

The managing director of City Tramways, Mr Johan Barnard, said in announcing the company's decision to withdraw its appeal, that it had made a fresh application to the LRTB for a fares increase.

"The increases applied for are essentially the same as those that have been set aside," he added. "The application has been lodged in the normal manner and will in due course be processed according to the procedures laid down in the relevant legislation."

On August 21 the Supreme Court granted an urgent application by Mr Rommel Roberts, a community worker of Observatory, for an order declaring the LRTB's decision invalid on grounds that its hearing of the City Tramways application was premature in that the period allowed for objections had not elapsed by the date on which the application was heard.

The court also found that the official notice of the application published by the LRTB did not comply with the requirements of the Road Transportation Act.

City Tramways immediately lodged an appeal against the judgment with the Appellate Division in Bloemfontein, and this had the effect of suspending the execution of the court order. Mr Roberts succeeded, in a second urgent application, in having an order issued that the earlier order nullifying the increases be given immediate effect in spite of the bus company's appeal.

This second order of the court came into operation at midnight last night.

Bus travellers wanting specific information on the fares chargeable on various routes from today should telephone City Tramways, ☎ 22 7367.

● Clipcards, the charge for which remained unchanged when the new fare tariff came into operation on July 6, are not affected by the reversion of cash fares to the pre-July 6 levels.

Cheaper bus fares today

Staff Reporter

BUS COMMUTERS were to pay the new reduced fares this morning in accordance with a Supreme Court ruling which said the City Tramways had to reduce its tariffs by midnight last night.

Bus fares reverted to the old prices before City Tramways increased the tariffs, by an average of 36 percent, on July 6.

Three clipcard fares, also increased in July, were decreased today on the Nyanga-Heideveld station route, the Nyanga-Guguletu circular route which decreased from R1,50 to 80 cents and the mountain route between Tamboerskloof and Bakoven which dropped from R2 to R1,50.

Cash fares from Hanover Park to Cape Town, which increased by 100 percent, from 40 cents to 80 cents, reverted to 40 cents.

The cash fares from Manenberg, Bonteheuwel, Heideveld and Bridgetown to Cape Town were also cut by 100 percent. Commuters in this area will now only pay 20 cents instead of 40 cents.

The figures quoted above all relate to the cost of a single trip either way.

A spokesman for City Tramways yesterday said the company ran buses over 200 routes and that fares on all these routes would revert to what they were before the July 6 increases.

MRS Lorraine Neethling: Fare dropped by 35 cents . . . happily surprised.

MISS Amanda Everts: Read about the price drop but still surprised.

MRS June Coetzee: Drop from 65 to 30 cents makes her very happy.

MISS Jacqueline Good: Surprised and happy . . . 25 cents less today.

MRS Kowie de Jager: Clipcards an unpleasant experience.

MRS Francis Wilson: Paid 20 cents instead of 35 . . . pleasant surprise.

Argus 7/9/79 332

Bus fares drop raises smiles in city

NOT even a freezing, blustery south-easter dimmed the smiles of Cape Town bus commuters today as cash fares took a plunge with the temperatures.

A snap survey by The Argus in the city showed that a number of commuters had converted to the clipcard system.

Many still paid cash, however, and for them it was a day of happiness.

'I read about the fares drop,' said Mrs Francis Wilson of Sea Point, 'but I brought along the extra, just in case.'

Jacqueline Good of Table View, who got 25c change from her normal fare of 55 cents was full of sparkling smiles.

'I didn't know what was going on,' she said, 'until I got the money back. It was a lovely surprise.'

The Vrizjee trio of Mrs June Coetzee, Miss Amanda Everts and Mrs Lorraine Neethling, said they thought the drop in fares would only come later this month and were 'pleasantly surprised.'

But for Mrs Kowie de Jager, it was not a pleasant day. Arguments over clipcards, and the purchase of a clipcard which would cost her more than the cash fare to return to her Goodwood home, started her day off badly.

'I wish they'd get their information sorted out,' she said.

● **Bus fare appeal noted. — Page 6.**

● **New application for higher fares. — Page 11.**

Bus fares appeal noted

Argus 1/9/79
332

THE Local Road Transportation Board has noted an appeal against the decision in the Cape Supreme Court declaring the City Tramways fares increase null and void, Mr A B Eksteen, chairman of the National Transport Commission, confirmed today.

However, it is not certain whether it will get to the Appellate Division. Like City Tramways, it may withdraw its appeal.

'It is being discussed with the Deputy-State Attorney at the moment,' said Mr Eksteen. 'I don't know whether it will be pursued.'

He added that the difficulties over the advertisement, which was one of the grounds Mr Justice Freidman applied for declaring the fares null and void, would be resolved within the next two weeks.'

He refused to elaborate but this could mean either redrafting the regulations governing this sector, or a new form of advertising busfare increase applications in Government Gazettes.

At present the Road Transport Act, which governs this area, does not specify the form of application or advertisement, but leaves it to the National Transport Commission to draft suitable regulations governing these aspects.

However, the Act does refer to objectors and their rights, and it was in terms of this that Mr Justice Friedman made his finding.

Mr Eksteen said that there were no further developments which could be made public for subsidising white bus users.

This is under consideration by the Minister of Transport, Mr Chris Heunis, after appeals were made to the department to extend subsidies to white as well as other race groups, now funded by the commission's industrial employers' fund.

● New application to raise bus fares — Page 11

City bus fares return to old level on Friday

Argus 5/9/79 332

AT a minute past midnight on Friday morning, City Tramays bus fares return to their pre-July 6 level, as a result of Supreme Court Order granted to Mr Rommel Roberts last week.

The users of clipcards will be largely unaffected by the fare reductions, as these did not increase with the July 6 price hike with the exception of three routes.

Schoolchildren's clipcards will revert to the pre-July 6 level — which means that a special clipcard for children in uniform over 13 for R3,00 will be dropped. However, special school bus prices will drop from 20 cents for under 13s to 15 cents, and 40 cents for others to 25 cents.

10 TRIPS

Clipcards for under 13s for an unlimited distance on any bus for R1,60 for 10 trips (five in and five out) will continue, although it will benefit only those children unable to use school buses.

The three clipcards which will drop in price will be those for Nyanga - Heideveld station, the Nyanga - Guguletu circular ride, and the mountain area clipcard. The first two drop from R1,50 to 80 cents, and the last from R2 to R1,50.

CHANGES

However, there will be a considerable number of changes in cash fares.

As Tramways are unwilling to hand out information on their old fares structure yet, the best is to seek a fare schedule from them yourself.

Some of those that were most affected in July's hike were:

How you will be affected

From	To	New fare	Old fare
Mowbray	Cape Town	25	20
Bakhoven	Cape Town	45	30
Sea Pt/Mouille Pt	Cape Town	35	20
Kensington/Factreton	Cape Town	45	30
Claremont	Cape Town	40	25
Mountainside	Cape Town	30	20
Killarney	Cape Town	45	30
Cambridge Hotel	Cape Town	45	25
Hanover Park	Cape Town	80	40
Hanover Park	Mowbray	30	20
Manenberg/ Bonteheuwel/ Heideveld/ Bridgetown	Mowbray	40	20
Netreg	Elsies River	40	25
Matroosfontein	Elsies River	35	25
Overdale	Elsies River	45	35
Nyanga (via Guguletu)	Claremont	50	25
Nyanga (via Guguletu)	Heideveld Sta	45	25
Nyanga (via Guguletu, Heideveld, Epping)	Mutual	50	25
Nyanga (via Guguletu)	Elsies River	35	16

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

1 fresh green medium size cabbage
onions
carrots
tomatoes
fresh pineapple
radishes

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

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GERMAN POTATO SALAD

Ethne Beard, Port Elizabeth

boiled potatoes
cooked bacon
mayonnaise
chopped onion
salt and pepper

Cube the potatoes while still hot. Chop up the bacon, mix with the potatoes, onion and mayonnaise. Season with a little salt and pepper. Use hot or cold.

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1 c
4 T
French dressing/mayonnaise
lettuce

Marinade chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refridgerate until ready for use.

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---oOo---

SPRING GREEN SALAD

May Bennett, Ridgeworth

1 medium size lettuce
2 onions
parsley
1 cucumber
mint (fresh)
scallions

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

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CURRIED GREEN BEAN SALAD

Mrs Futter, East London

2 lbs sliced green beans
2 chopped onions
1 d salt, level
2 cups water

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:
1 1/2 cups sugar
1 d curry powder
1 heaped T flour
1/2 bottle vinegar

Mix the curry powder, flour with a little water. Mix well, so that no lumps form, and then add the sugar and vinegar, boil up and stir all the time, then add the cooked beans and onions, bring to boil again. Bottle.

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Extra police as new bus boycott ban looms

Mercury Reporters

LADYSMITH — After a weekend respite the boycott of Ezakheni Transport buses is expected to continue again today.

And in Pietermaritzburg extra police will be on duty in the Hammarsdale area where commuters are expected to boycott bus services as higher fares are introduced today.

Here yesterday there was no sign that any workers would take to the buses again.

Indication

Mr. I. D. McCourt, manager of Ezakheni Transport, said there had been no sale of weekly tickets which seemed to indicate the boycott would continue.

"We usually sell on Fridays but this weekend four buses were converted to be able to sell tickets in case commuters suddenly decided to buy. There has been absolutely no response."

He said that one of these buses was in Ezakheni Township to aid commuters and the others on other routes. Buses would run on schedule even if empty.

A meeting had been held with the township council on Friday but there had been no further developments.

---cOo---

arsely chopped walnuts
yonnaise or salad

auce
juice

, orange sections,
aise, soya sauce
ssing to salad;

---oOo---

Thousands join in bus boycotts

NM 18/7/29 (252)

Mercury Reporters

BUS boycotts boiled over into widely separated parts of Natal yesterday, with thousands walking to work rather than pay higher fares.

By last night the week-long boycott of Ezakheni Transport buses in the Ladysmith areas showed no signs of weakening.

Hundreds of employees at a factory in Marburg on the lower South Coast stopped work in protest against higher fares and demanded a subsidy from their employers.

Thousands of commuters at Hammarsdale boycotted the KwaZulu Development Corporation's buses yesterday. In protest against fares which had risen by in some cases as little as 2c, about 80 percent of the area's work force took to the road.

Emergency meeting

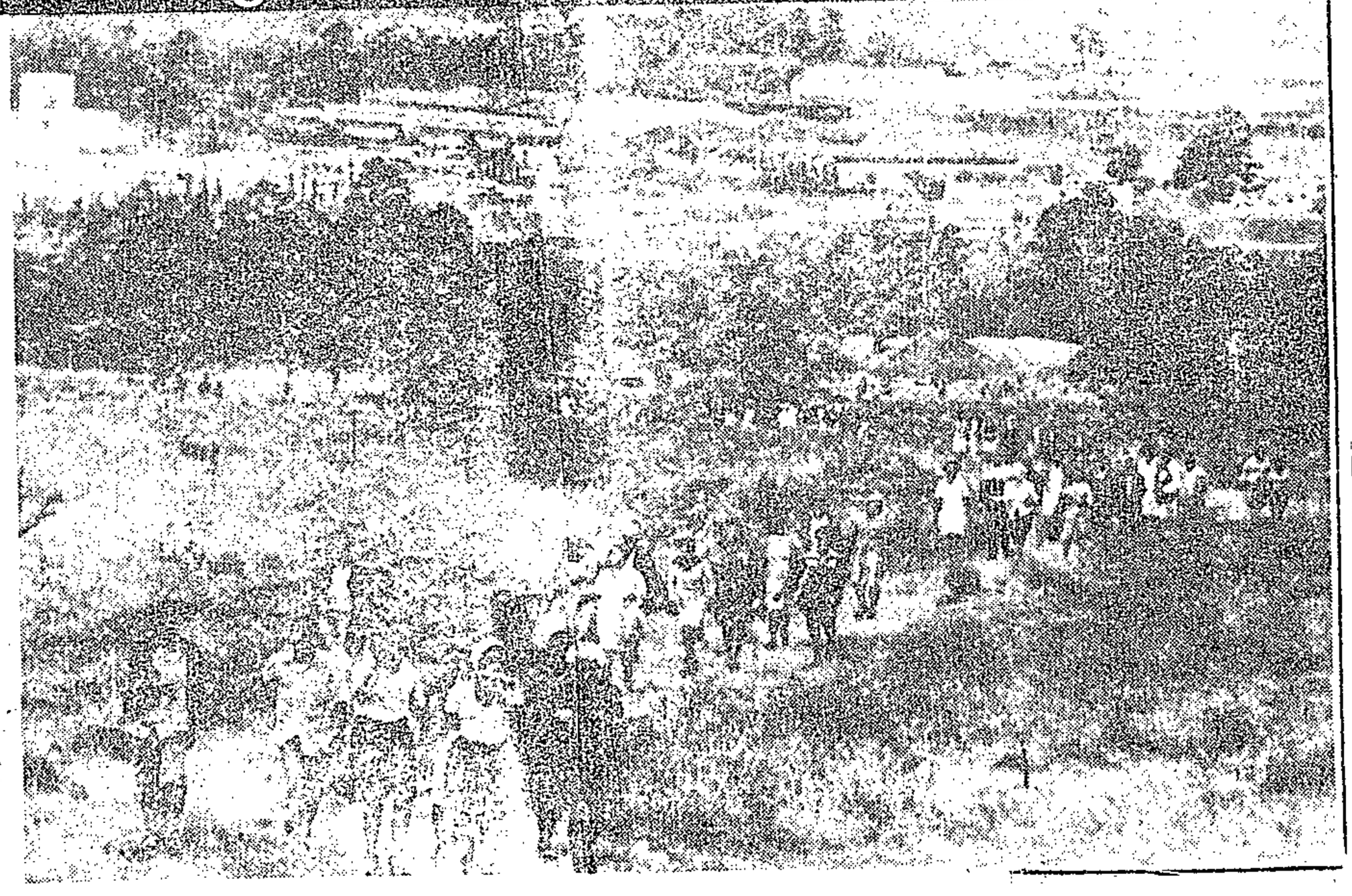
The crisis in Ladysmith has prompted Mr. Tino Volker, MP for Klip River, to call an emergency meeting this morning. He will chair a session between representatives of industry and commerce and spokesmen for the transport company and the Ezakheni Township Council.

Mr. Volker said he had also invited the Mayor of Ezakheni and spokesmen of the liaison committees at the biggest factories in Ladysmith.

An official for the KwaZulu Transport Company, a KDC subsidiary, said the Hammarsdale boycott was partial. "There is resistance to the increased fares but nothing on the scale of the Ladysmith boycott."

Police kept a low profile, but their vehicles could be seen in the Mpumulanga

Walking home and sitting it out . . .



Bus firm profits up by 264 pc

ASSOCIATED Bus Holdings Ltd, owners of the Mitchell's Plain and Atlantis bus services, yesterday announced a 264 percent increase in profits and a dividend of eight cents — a 60 percent increase over last year — in their annual report.

In their annual report which will be tabled on November 15 at the Athlone Civic Centre, the directors said revenue from operations increased by about 240 percent.

60 PERCENT INCREASE

This contributed R37 711 to after-tax profits, which is a 60 percent increase over last year's R22 890.

Fifty percent of the company is owned by Tollgate Holdings Ltd, owners of City Tramways, and 50 percent by 800 coloured businessmen.

The chairman is Mr E E Grubb, who is managing director of Tollgate Holdings.

The directors said in their report that the company had invested in 65 new buses, and according to a Press release accompanying the report, 70 more have been ordered.

18/09/29 332

township and cruising through a section of the border industrial area, which lies between Durban and Pietermaritzburg.

Many Africans used the buses, but those from areas nearest Hammarsdale walked.

Pinetown factories were not affected although a bus company employee said only five of the company's normal run of 30 commuter buses were filled yesterday morning.

Police were standing by in Marburg, but the strikers at Marburg Manufacturing Co. were peaceful. Yesterday morning the management appealed to the workers to return to work but they refused. They told the Mercury that they would not go back until the company subsidised their fares.

Some said they earned between R6 and R7 a week. Employees with longer service were paid R10. They claimed they would have nothing after paying for weekly bus tickets.

Those who lived at Gamalakhe township were paying R1,50 for a weekly ticket which would now cost R2,25. A weekly ticket from Izingolweni via Paddock would now cost R2,40.

Mr. L. Aaron, the manager of the factory, said the workers had nothing against his firm but were bitter about the bus fares.

AFRICANS leave Hammarsdale's textile industries ... walk home — a short cut through the veld and, below, ... strikers at Marburg Manufacturing Company who held a sit-down strike ... protest against the increased bus fares.

Bus company profits up 264 percent

CT. 28/9/83

By GORDON KLING

A COMPANY responsible for bus transport to Mitchells Plain and Atlantis yesterday reported a 264 percent leap in after-tax profits in the past financial year.

But the management of Associated Bus Holdings, 50-50 owned by Tollgate Holdings and some 800 coloured investors, maintained fares would be even higher if the company was not based on the profit motive.

A director, Mr Johan Barnard, yesterday attributed the spectacular profit rise to the "very economic type of service" run by the company. "It is axiomatic," he said, "that the longer the haul the less the profit, and we run relatively short distances."

Mr Barnard, who is also a director of Tollgate Holdings — owners of City Tramways — said fares had been increased by about 16 percent during the year, but the profit figures did not reflect the huge June 8 increase in the price of petrol.

The group's annual report provides a good indication of population growth in the dormitory townships. It shows that the Mitchells Plain Bus Services subsidiary carried 4.7m passengers compared with 1.5m in the previous year, while the Atlantis Bus Services showed an upsurge in passengers from 231 404 to 624 205.

Mr Barnard noted that Tollgate's dividend income from the operation was only about R29 000, but it also charged a management fee. He maintained both groups would operate less efficiently if they were not based on the free enterprise profit motive without which commuters would effectively have to pay still higher fares.

NM

hursday, September 20, 1979

(332)

New bus fares will cripple some garment workers

Daily bread, milk and 30c

Mercury Reporter

A BLACK clothing industry worker in Port Shepstone earning the minimum wage allowed by the Government will just be able to afford a loaf of bread and a litre of milk a day when the new 50 percent bus fare increase is introduced next month.

A Mercury investigation revealed yesterday the minimum wage for a general worker in the clothing industry in the area was R7,70 a week.

Of that figure workers will pay R3,35 a week for bus fares from October 1.

Workers are presently paying R2,25 for a weekly ticket after a R4,30 Government subsidy. They will pay an extra R1,10 when bus fares increase by about 50 percent next month.

Mr. I. Aaron, manager of Marburg Manufacturers, a clothing factory in the area, yesterday refused to say what he was paying workers, some of whom were dispersed by police using tear-gas after a strike earlier this week.

"There is a Government Wage Act. There is a minimum wage and if I don't stick to it I will be prosecuted," said Mr. Aaron.

Asked what he was paying workers he said: "You must discuss that with the Labour Department."

He hit out at the 50 percent bus fare increase saying it was "ridiculous."

He subsidised his workers' travel costs but would not say by how much.

From the amendment to the 1957 Wage Act, published in Government Gazette dated July 8, 1977, it was discovered a male marker-in in the clothing industry earned a minimum R10,20 a week during the first six months.

The minimum wage for a machinist, presser, chopper-out, trimmer, finisher, and fitter-up was R8,90 a week and for a general worker it was R7,70 a week.

Subtracting the new weekly bus fare from the general worker's wage (including the Government subsidy but excluding any employer's subsidy) a man would be left with R4,45 a week.

Going by the cheapest supermarket prices for a loaf of bread and a litre of milk, a worker could just afford these commodities daily with less than 30c change.

Mr. Aubrey Thompson, the Mayor of Port Shepstone, was "shocked" at the position and feared it was creating social unrest in the area.

Wages

"They pay the same as we do for bread and sugar. Nobody in their right mind can expect them to live on a wage like that. Anyone who does should take a long, hard look at themselves," said Mr. Thompson

The bus boycott at Hammarsdale quietened down yesterday and many of the buses were running full, according to a police spokesman.

Mr. P. D. van Zyl, manager of the bus company, Mpumalanga Transport, considered it as normal passenger resistance to increased fares after the boycott.

STUFFED CABBAGE SALAD — May Bennett, Ridgeworth

1 fresh green medium size cabbage
onions
carrots
tomatoes
fresh pineapple
radishes

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

---oOo---

GERMAN POTATO SALAD — Ethne Beard, Port Elizabeth

boiled potatoes
cooked bacon
mayonnaise
chopped onion
salt and pepper

hot. Chop up the bacon, mix
ayonnaise. Season with a little
old.

)o---

May Bennett, Ridgeworth

salt and pepper
paprika and parsley

lat salad platter; cut side

)---

S. Drury, East London

cup cucumber, peeled and diced
cup cooked green peas

and peas with French dressing.
Cover with greaseproof paper
use.

. salad oil and 2 T lemon juice.

---oOo---

Heunis transport plan

NM 20/9/15

Political Correspondent (332)

PRETORIA — South Africa would have to consider introducing an overall transport policy, Mr. Chris Heunis, Minister of Transport, said yesterday.

"We must look at the whole transport system in light of the energy crisis and the constitutional developments about us," he told the congress.

Replying to pleas for improvements, particularly for commuting Black workers, he said: "It is no good having ideals without the money to carry them out."

He was referring to the establishment of Black townships which had moved many workers far from their jobs.

SPRING GREEN SALAD — May Bennett, Ridgeworth

1 medium size lettuce
2 onions
parsley
1 cucumber
mint (fresh)
scallions

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

---oOo---

CURRIED GREEN BEAN SALAD — Mrs Futter, East London

2 lbs sliced green beans
2 chopped onions
1 d salt, level
2 cups water

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:
1 1/2 cups sugar
1 d curry powder
1 heaped T flour
1/2 bottle vinegar

Mix the curry powder, flour with a little water. Mix well, so that no lumps form, and then add the sugar and vinegar, boil up and stir all the time, then add the cooked beans and onions, bring to boil again. Bottle.

---oOo---

APPLE TUNA TOSS SALAD

1 medium head lettuce, torn in bite-size pieces (4 cups)
2 cups diced apple
1 11 oz can (1 1/3 cups) mandarin orange sections, drained
1 6 1/2 or 7 oz can tuna, drained and broken in large chunks
1/3 cup coarsely chopped walnuts
1/2 cup mayonnaise or salad dressing
2 t soya sauce
1 t lemon juice

In a large salad bowl, combine lettuce, apple, orange sections, tuna and nuts; toss together. Combine mayonnaise, soya sauce and lemon juice; mix well. To serve, add dressing to salad; toss gently. Makes 4 - 6 servings.

---oOo---

NM 20/9/79 (332)

ONION

Peel
add
till
and

R157m boost for Black commuters

MASSIVE improvements, costing at least R157 million, to overcrowded Black commuter services in Durban and outlying districts are under way or being planned, the Minister of Transport Mr. Chris Heunis, said yesterday.

Apart from the new Durban-Berea Road scheme, various projects to increase the carrying capacity in the Durban area were planned, such as six lanes between Durban and Berea Road Station and four lines between Durban and Umgeni.

Asked to clarify the planned improvements, Mr. Dick Belcher, acting system manager of the SAR in Durban, said last night that improvements had to do with the centralised train control of the new Durban Station and Berea Road.

"A nerve centre at Durban Station will have all control of trains as far as Cato Ridge on the main line, to Stanger on the North Coast line and to Kelso on the South Coast lines.

Ease congestion

"Within the next three years this vast network should be completed and will ease congestion to these three densely-populated areas," Mr. Belcher said.

Our Johannesburg correspondent reports that Mr. Heunis yesterday told the National Party's Transvaal congress in Pretoria that more than R300 million will be allocated to ease overcrowded Black commuter services in the main metropolitan areas.

He was replying to delegates who had questioned him about improving the transport system.

Large-scale improvements were being carried out already and more were planned in Cape Town, Pretoria [illegible] as well as Durban, he said.

Large-scale expansion and lengthening of platforms in the Johannesburg area had already made it possible to increase the number of coaches on trains from 12 to 14 on the Soweto line.

Further expansion was planned between Springs and Randfontein and a link line was proposed between Kaserne West and George Goch.

New services between Mabopane and Belle Ombre had advanced to the stage where 12 passenger trains could be run every day by the end of next year.

This scheme alone would cost R102 million.

The Mitchell's Plain and Nyanga project in Cape Town had also progressed and the first passenger trains from Mitchell's Plain would start operating in the second half of next year.

Attention was being given to commuter services between Ezikhaweni and Richards Bay, Mdadeni and Leslie, Braakwater and Osizwani, Umgeni-Ntuzuma and Durban, Phoenix and Durban, Vosloorus and Boksburg, Sobokeng and Vereeniging, the Ennerdale area and Johannesburg, Eden-park/Palmridge and Johannesburg and Thaba Nchu and Bloemfontein.

● See also Page 23

l young
brown bread crum
herbs

Cut the foul throug
melted butter. Spr
chopped parsley on
till 1/2 done, then
till well done. Se

MUTTON, ROAST SHOULD

shoulder of mutton
dripping

Put the joint to a b

Boycott breakers fear intimidation

DURBAN. — Workers trying to board buses in the Hammarsdale area near Durban yesterday were allegedly intimidated, according to police patrolling the area.

Workers started boycotting the buses 10 days ago when fares went up to 82c for a casual passenger from Hammarsdale to Pinetown.

A police spokesman said workers in certain sections of the Mpumalanga township outside Hammarsdale queued up at bus stops yesterday, but were afraid to board the buses.

"When the police arrived and told them to get on to the buses if they wanted to, they all boarded," Brigadier H A Viljoen, divisional commissioner of the Natal Inland Police, said.

"The buses to Pinetown, New Germany, Cato Ridge and Hammarsdale are mainly running full. But we cannot say if passenger capacity is back to normal yet."

In the Ezakheni township outside Ladysmith a bus window was smashed by a stone in an isolated incident last night.

It is also the first instance of violence in the 10-day boycott there, which has cost the Ezakheni Transport company an estimated R90 000 in lost fares.

The manager of the company, Mr I McCourt, said that only nine of his fleet of 51 buses were in operation because of the boycott.

Following talks with business representatives yesterday, the Ezakheni Town Council announced it would hold a residents' meeting at the weekend to decide whether to continue the boycott.

Meanwhile, the 300 workers in Marburg — who went on strike in protest against a 50% bus fare increase coming into operation next month — who were dispersed by police using tear gas yesterday, have all returned to work.

Mr L Aaron, the manager of Marburg Manufacturing Company, said the full work force of 950 men and women had returned to work and the strikers had been "re-engaged on our terms".

He said the company had not yet decided whether to further increase their employees' transport costs.

The workers had demanded an increase in wages to accommodate the bus fare increase.

They are already heavily subsidised by the Government who pay R4,30 of a R6,55 weekly ticket.

In October they will have to pay an additional R1,10.

332

Coupons test for the boycotters

DURBAN. — The two-week old bus boycott in Natal, which has cost transport companies thousands of rand in lost fares, will enter a crucial stage next week as officials anxiously wait to see if weekly coupons will be renewed.

Transport officials believe commuters who bought weekly rail coupons in support of the bus boycotts may change back to bus transport when their coupons expire today.

This is unlikely to affect the Ladysmith boycott where black commuters have boycotted the Ezakheni Transport Co buses, costing the company more than R100 000.

However in the Mpumgulanga township outside Hammarsdale, where the boycott has been about 70% effective, police say they will be able to assess the extent of the boycott only by the amount of weekly coupons bought next week.

A spokesman for the Mpumalanga Township residents said that although the boycott has not been total, they have the complete support of the "bona fide" labourers who provide a large section of the Hammarsdale, Cato Ridge, New Germany and Pinetown work forces.

"This is the section that really matters — for obvious economic reasons," one resident said.

Putco applies for Durban fare rise

DURBAN. — The black bus service Putco applied to the Road Transportation Board in Durban yesterday for an increase in the rate per km from 2c to 2,5c.

This was announced in Johannesburg yesterday by Mr Colin Bailey, operations executive for Putco.

The proposed increase would apply to Putco passengers in the Durban metropolitan area, he said.

"In actual terms, the proposed increase means that a worker's R2 ticket will increase to R2,50 per week," Mr Bailey said.

Should the increase be approved by the local Road Transportation Board, it did not necessarily mean the passenger would bear the full cost of the increase.

"The Department of Transport may be in a position to assist in the way of a subsidy on the worker's ticket," said Mr Bailey.

Putco could not give specific increase figures "until we have worked out if there is to be a formal relief or not."

Mr Bailey said the massive price increase in diesel fuel was the sole reason for an application for a fare increase.

"The additional fuel cost to Putco since the increase in June is about R158 000 a month," he said.

Mr Bailey pointed out that it would take about two to three months before one could consider implementing the new fares, assuming the local board approved their application.

Putco had applied for the weekly ticket for internal services within Umlazi and Kwamashu to be increased from R1 to R1,30. — Sapa.

Boycott nears crunch

THE two-week-old bus boycott in Natal, which has cost transport companies thousands of rands in lost fares, will enter the crucial stage next week as officials anxiously wait to see if weekly coupons will be renewed.

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SA PRESS ASSOCIATION

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A spokesman for the residents there said that although the boycott had not been total, they had the complete support of the "bona fide" labourers who provide a large section of the Hammarsdale, Cato Ridge, New Germany and Pinetown work forces.

"This is the section that really matters — for obvious economic reasons," a resident who asked not to be named said. "We feel the Government can subsidise our transport.

"We are also upset at the profit motive behind the increases. Bus drivers and conductors do not get high wages, so where does all the money go?

"People have tried to detract from our actions saying we do not have support. But how do they answe the fact that thousands of us walk," he said.

Special board to decide bus fares

A SPECIAL Local Road Transportation Board to hear City Tramways's latest fare increase application has been appointed by the Minister of Transport, Mr Chris Heunis.

The board consists of the former LRTB chairman, Mr W G Miller (chairman), Mr H J P Schutte, a retired State attorney, and the former Mayor of Cape Town, Mr R M Friedlander. It will hear the application and any objections.

No date has yet been set for the hearing, although it is believed Tramways's application was gazetted today.

INVESTIGATIONS

Yesterday, Mr Heunis backed investigations into companies applying for fare increases because of the many complaints.

Mr Johan Barnard, a director of Tollgate Holdings, owners of City Tramways, today welcomed the Minister's announcement.

Mr Rommel Roberts, whose Supreme Court application resulted in bus fare rises of up to 100 percent being returned to their pre-July levels, also welcomed the announcement.

AUDITORS

Mr Barnard said Tramways had been investigated in public by a National Transport Commission in 1975 and again by a Parliament-appointed team of auditors in 1976.

'I understand the department is also contemplating investigating all operators, and that includes municipal operators as well,' he said.

Mr Roberts said: 'We await the full report of the investigation into City Tramways and their associate companies which we trust will be subject to public scrutiny and cross-examination at the hearing of the fares increase application.'

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Housewives bus demand to be met

By GEORGE MAYEKISO

THE Vereeniging branch of the Housewives League has made representations to the Vaal Transport Corporation about domestic workers' bus fares and schedules.

The league's delegation claimed that most of the domestic employees work on a weekly basis from Monday to Friday and use weekly tickets between Sharpeville and Three Rivers but there is only one bus in the afternoons at 3.30 pm.

They said that the weekly ticket holders who knock off after 3.30 pm are forced to pay an extra 14 cents on their return journey home because they have to change buses at the Vereeniging station to get a bus to Sharpeville.

The delegation therefore asked transport manager Mr O Oden of the Vaal Transport Corporation to introduce a 5.30 pm bus between Three Rivers and Sharpeville.

A straight route between these two places is 26c and weekly ticket holders pay R2. Because there is no late afternoon bus many are forced to pay 70c more a week in addition to the R2.

Mr Oden said that the housewives are wrong in saying that there is only one bus in the afternoon. There are others but not at 5.30 pm.

TABLE II

	WHITE		ASIAN		COLOURED		BLACK	
	Male	Female	Male	Female	Male	Female	Male	Female
Rheumatic Heart Diseases (390-398)	115 1.2%	121 1.5%	28 2.5%	15 1.9%	120 3.9%	139 4.4%	49 2.1%	56 2.9%
Hypertensive Diseases (400-404)	212 2.2%	389 4.9%	115 10.1%	127 15.8%	190 6.1%	276 8.8%	273 11.4%	212 11.0%
Ischaemic Heart Diseases (410-414)	5737	3118	537	246	845	566 .0%		
Cerebrovascular Diseases (430-438)						78 .7%		
Total Circulatory Diseases (390-458)						10 00%		
Motor Vehicle Accidents (E810-E819)						71 7%		
Suicide (E950-E959, E979) *	485 24.6%	104 15.4%	42 12.6%	13 12.5%	84 3.9%	18 2.8%	76 4.1%	11 3.4%
Homicide (E960-E969)	59 3.0%	41 6.1%	41 12.3%	2 1.9%	680 31.3%	167 25.6%	806 43.1%	89 27.5%
Total Accidents, Poisoning and Violence (E800-E999)	1973 100%	677 100%	333 100%	104 100%	2175 100%	652 100%	1868 100%	324 100%

* E979 "Suicide and self inflicted poisoning by motor vehicle exhaust gas" is a code used in South Africa which does not appear in I.C.D. (8th revision). See Ref. 13.

TAXIS Sun 21/9/75 (332)

War at the Carlton

Black taxi drivers operating at Johannesburg's plush five-star Carlton Hotel are bitter. They maintain that the recent "ban" on their operating in the hotel's driveway is racially motivated.

The area in dispute is now reserved for a white-owned rival company, Rose Travel and Enterprises, and the hotel's management explains that the agreement took effect on September 1. It excluded Golden City Taxis, which employs the 12 black cabbies, who had previously serviced the hotel's taxi ranks.

One black cab cabbie tells the *FM* that it is only a matter of time before they lose their jobs: "We are just not making enough." He claims that during one five-hour stretch at the rank he took in only R2.

A well-placed senior hotel employee, however, says the black cabbies blew their chances a long time ago. "First," he says, "most of their taxis were dilapidated." As a result, when the hotel management considered Rose for the job Golden City lost out because "their taxis could not match the hotel's status."

On top of this, adds the employee, there were complaints from hotel guests.

The black cabbies insist otherwise, adding that some whites avoid them at the rank even though they might be first in the queue.

Bus fare hikes — hard realities

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SUNDAY POST
Correspondent

A BLACK mother of two who earns R7 a week as a garment marker in Marburg, will have to support herself and her family on 80c a week from next month.

Mrs Florence Gumede now has only R2,55 a week to live on after she has put aside busfare, rent and money for paraffin.

When her weekly busfare increases by R1,75 on October 1, she will have 80c a week left.

Mrs Gumede and her two children live in a one-room shack in the Gamalakhe township near Port Shepstone.

She leaves home at 6.30 every day to work at Marburg manufacturers.

Her greatest worry since the busfare increase was announced is not where she will find the extra money — she's so poor that an extra R1,75 a week is just another hardship in a chronically hard world — but whether other blacks in the township will allow her to go on riding the bus to work.

"If they fight with me I will have to walk. But I must go to work," she says simply.

Meanwhile, workers who have boycotted the Ladysmith bus services since fares went up two weeks ago were to have held a mass rally in the Ezakheni township this weekend to determine the effectiveness of their actions.

Officials believe that next week will be crucial in assessing the extent of the boycotts.

Mr Peter Mwell, chairman of the Noord Street Taxi Association. He told SUNDAY POST yesterday that he is lucky to be alive after a gunman had shot at him at close range.

guards argue at the gate with the gunman in a white Valiant car.

Mr Mwell said the man who drove him to hospital said when the security guards refused the gunman entry, he turned back and drove off.

Mr Mwell attributes his shooting to the "friction" his association has with the Diepkloof/Meadowlands Taxi Association. He denied that it could stem from "friction" with unlicensed taxis, though some sources say it is so.

'Attack to spark off taxi war

• From Page 1

Mr Mwell is chairman of the group that broke away three months back from the Meadowlands/Diepkloof Taxi Association because of "friction."

Mr Mwell said he had a meeting with the executive members of his association on Tuesday night. Held at the association's offices opposite Dube railway station, the meeting ended at about 10 pm.

"We were discussing business matters in general and it was all quiet outside when suddenly we heard some funny noise," said Mr Mwell. On investigation, it was found that one of Mr Mwell's car tyres had been deflated.

"Apparently this was a scheme that I should be found alone while changing wheels when all the other members had gone. This would have been easy for him or them to kill me," said Mr Mwell. But one of his members remained behind to assist him he said.

On arrival at his home, he was trying to park his car in the yard when a stranger, who later appeared to be the gunman, accosted him. Wearing a balaclava and a black tracksuit, the gunman got close to his window and fired four shots at close range, said Mr Mwell.

He said three bullet wounded his right upperarm and the fourth entered the side of his body. "I screamed and blew the hooter for help," said Mr Mwell. When the sleeping neighbourhood got up, the gunman had fled.

Mr Mwell said he was then rushed to Baragwanath Hospital. The man who had brought him to hospital was on his way out when he heard security

kampus, waar ons gedurende die laaste vyf jaar gehuisves was, ontgroei. Daarom is ek besonder dankbaar vir die ekstra ruimte wat ons nuwe kantoor in die Leslie Social Sciences Building op die Groote Schuur Campus aanbied.

Ek wil weereens die Carnegie Corporation en die Algemeen Diakonaal Bureau van die Gereformeerde Kerken van Nederland bedank vir hulle gulle ondersteuning van die Konstruktiewe Program wat ons in staat gestel het om meer personeel aan te stel en om publikasies en werkgroepe te finansier. Ek wil ook graag weereens die ondersteuning deur plaaslike skenkers, firmas en trusts noem, kort nadat die Program gestig is. Hulle hulp het dit moontlik gemaak om etlike publikasies gratis te versprei onder almal wat in die bevordering van 'n oop samelewing belangstel.

Ten slotte is dit met innige genoeë dat ek my verpligtings teenoor die ere-navorsingsbeamptes van die Sentrum vir hulle bydraes tot die navorsingsprogram, boekstaaf en teenoor die personeel vir die wyse waarop hulle hulle pligte gedurende die jaar uitgevoer het.

Hendrik W. van der Merwe
Direkteur

Desember 1978

Full-scale taxi war looming

SUNDAY POST Reporter

THE SHOOTING of well-known Mr Peter Mweli, chairman of the breakaway Noord Street Taxi Association, by a gunman in a black tracksuit has sparked off what could be a full-scale taxi war, SUNDAY POST was told yesterday.

When "lucky-to-be-alive" Mr Mweli was rushed to Baragwanath Hospital, the gunman later followed but was stopped by security guards at the hospital gates.

The matter has been reported to the Orlando police and the Brixton-based Murder and Robbery Squad. But sources close to the faction groups fear that this could lead to several people either dead or wounded if the police did not take immediate action.

A source disclosed yesterday that although it seemed calm since the shooting of Mr Mweli on Tuesday night, there was "dangerous" planning behind the scenes."

To Page 2

P.T.O.

Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) - 'n maatskappy beperk deur garansie en sonder 'n aandele-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

New moves by ratepayers in bus-fares issue

Chief Reporter

THE NATIONAL Transport Commission has informed a Cape Town firm of attorneys that in view of the judgment given in the Supreme Court, Cape Town, this week concerning the recently increased bus fares in the Peninsula, the commission is *functus officio*.

In other words the NTC has no duty in the matter, it has stated, and that its appointment has come to an end.

On Tuesday, the attorneys, Arthur E Abrahams and Gross, acting for the Green and Sea Point Ratepayers' and Residents' Association, sent an urgent telegram to the chairman of the NTC, Mr A B Eksteen, in Pretoria.

This drew Mr Eksteen's attention to the judgment just handed down in which the Local Road Transportation Board's bus fare decision of July 13 was declared null and void, and the telegram called on him to suspend immediately the increases granted by the LRTB to the City Tramways Company.

The Supreme Court order was on an urgent application brought by Mr Rommel Roberts, a community worker of Observatory.

The City Tramways Company immediately lodged an appeal against the judgment and Mr Roberts made a second urgent application to the Supreme Court for an order that the judgment on Tuesday be carried into immediate execution, in spite of the pending appeal.

The court's decision on this application is still awaited.

The telegraphic reply from the National Transport Commission to Arthur E Abrahams and Gross was received on Thursday, while the application was being heard in the Supreme Court, and this was read out in court by Mr L R Dison, SC, representing Mr

NAVORSING

Gedurende die verslagjaar het die navorsing van die Sentrum die volgende behels:

A. Mobiliteit en Politieke Verandering in Suid-Afrika

Hierdie projek is 'n paar jaar gelede aangepak. 'n Ondersoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n Aantal tydelike navorsings-

c) Ander lede:

Mnr K. Bosman — Mnr H.W. Middelmann

Friends (Quakers) en van die American Friends Service Committee deurgebring. Hy het 'n aantal konferensies in verskillende dele van [illegible]land bygewoon, baie vergader-
[illegible]tes van die Carnegie
[illegible]ions Services van die
[illegible] Amerikaanse regering,
[illegible] Committee en kollegas
[illegible]site besoek.

[illegible]het die Direkteur Engeland,
Israel en Zambië besoek.
[illegible]te, Suid-Afrikaanse dip-
[illegible]e Suid-Afrika-Stigting
[illegible]by Suid-Afrikaanse belange
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As gevolg van sy besoek
[illegible]ir die Konstruktiewe Pro-
[illegible]iakonaal Bureau van die
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[illegible]low van die Konstruktiewe
[illegible]nsies, wat universiteite
[illegible]en met verskeie handels-
kontak opgebou.

[illegible]r die volgende konferensies

[illegible]hale Uitvoerende Komitee-
[illegible]e Suid-Afrikaanse Insti-
tuut vir Rasseverhoudinge, Kaapstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

Negende Wêreldkongres van Sosiologie, Uppsala, Swede. Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

Taxi-owners to take drastic steps against unruly drivers

(332) 24/8/79 Post

By LEN KALANE

STRICT, disciplinary measures will in future be taken against "unruly" taxi drivers operating along Soweto routes.

This resolution was reached by about 200 Soweto taxi-owners who gathered at the Eyethu Cinema to discuss the "rude" behaviour of some taxi-drivers after complaints had been received from commuters.

The meeting was told that "young" drivers were rude to passengers and more often treated them without respect. They were also criticised for using foul language to commuters and in most cases robbed them of their change.

The meeting also raised the question of the manner in which most taxi drivers were driving their cars in the townships. They were always speeding, obstructed most of the other traffic along the way and stopped at any point.

Taxi-owners said this reflected a bad image on their associations as well as their business. They appealed to drivers to refrain from this kind of behaviour. Drastic steps will now be taken against a driver found to be violating the rules.

DISCOURAGE

"It is not a driver who will suffer in the long run, but our business. We discourage this sort of behaviour from drivers and will severely deal with them if we find that they are still practising it," said a taxi-owner.

The Ma-Afrika Taxi Ltd appealed to commuters that, if any complaint arose against a specific driver, numbers of the car, name and address of the owners — often seen on the side doors — should be noted and the driver reported.

"This kind of procedure will ensure that good relationship is maintained between a driver and a commuter," one official said.

navorsings-Fellows het aansienlik tot die Sentrum se program bygedra: dr Sheila T. van der Horst, afgetrede mede-professor van Ekonomie, U.K., en professor J.L. Boshoff, gewese Rektor van die Universiteit van die Noorde.

LIDMAATSKAP

Soos voorheen gemeld, is die Sentrum vir Intergroepstudies geregistreer as 'n maatskappy. In die Memorandum en Statute van Vennootskap word voorsiening gemaak vir die benoeming van eenhonderd lede. Tans is daar 57 lede en hulle sluit die volgende in:

a) Drie stigterslede:

Mnr J.G. Benfield
Mnr H.L. Kennedy
Mnr P.G.T. Watson

b) Sewentien persone wat gedurende die afgelope 10 jaar lede van die Beheerraad was (* dui stigters-lede aan):

Professor E.V. Axelson
Professor J.F. Beekman
Professor J.F. Brock
Mnr C.S. Corder*
Professor W.H.B. Dean
Dr J.P. Duminy*
Professor G.F.R. Ellis
Biskop A.W. Habelgaarn
Mnr E.V.E. Howes*
Professor M.F.Kaplan
Ds. W.A. Landman
Mnr G.K. Lindsay
Sir Richard Luyt
Professor S.J. Saunders
Professor H.W. van der Merwe
Mede-professor D.J. Welsh
Professor Monica Wilson

Planned bus boycott finds full support

By MATHATHA TSEDU

A CALL has been made to residents of Seshego township, Pietersburg, to boycott the Lebowa Transport buses because of the steep increase in fares announced last Monday.

And in a random survey yesterday Seshego residents came out in full support for the boycott call, made by the Seshego Village Committee (SVC).

The SVC has called on people to use the "Save-more" service provided by a black-owned company, Hamba Buya Bus Service. This company runs a service between Seshego and Pietersburg, but stops on the outskirts of the location near Zone 1.

Besides the distance to be covered on foot, the fare is considerably lower, at 10 cents per single trip to Pietersburg while the new Lebowa Transport fare, to be effective next week Monday, will be 25 cents.

Mr Isaac Mamabolo, a messenger in a Pietersburg bank, expressed support for the boycott call and said it would "force the Lebowa Transport to reduce the fare".

Mr Sy Boshomane of the Bovenga Press said people should unite and boycott the "BIC-owned buses. Harris (owner of Hamba Buye) is a black man and he would have sympathy for us because he understands the black man's position".

Mr A Gwangwa, an assistant in a garage, said Lebowa Transport should have notified people before introducing the rises. "Their buses must be boycotted until they reduce their fares. We are struggling to get enough money for basic essentials. So how can we afford to pay more? Their move will result in blacks fuelling whites," he said.

"Where do they think I will get all the buses from and if the Lebowa Transport gives in, what will they do? Leave me again and go to them? I think they are thinking stupidly. I am not going to go out of my way to cater for people who did not care about my welfare and who only come to me when they are in trouble," said Mr Harris.

The manager of Lebowa Transport, Mr W T Windgate, said it would be bad if the Seshego passengers decided to boycott the buses. "I am of the opinion that the people of Lebowa are mature and would not do anything like that because they would have problems getting to work."

RAPPORT 22/11/79 (332)

SACD se nuwe spoorsylyn vir sy houerdepot by City Deep in Johannesburg het sy reeks dienste aan sowel uitvoerders as invoerders aansienlik verbreed en bespoedig. Hier word koper van 'n trein afgelaai om in houers vir versending oorsee verpak te word.

Eise skerp af ná behouering

VRAG-VERSEKERINGSEISE in die Konferensie se SAECS-houerdiens het 'n betekenisvolle afname getoon in die twee jaar dat die diens tussen Suid-Afrika en Europa ingestel is.

Die Konferensie sê daar was nie net 'n algehele vermindering in die getal vragversekeringseise nie, maar ook in die totale bedrag wat geëis is.

Vandag vorm eise slegs 'n breukdeel van wat hulle in voorbehoueringsdae was — so laag as 10 persent van wat hulle was.

Nog meer betekenisvol is die bevinding dat dit bewerkstellig is in weerwil van die feit dat die Konferensierederye vrywillig aanspreeklikheid aanvaar het vir die binnelandse vervoergedeelte van houersbewegings benewens hul tradisionele aanspreeklikheid vir die seegedeelte.

Vrag beskadig of verloor gedurende seevervoer verteenwoordig slegs 'n klein gedeelte van houersversekeringseise. In die geval van die algemene droëvrag is die seegedeelte van die deurvervoerstelsel opvallend vry van eise. Statistiek toon inderdaad dat verreweg die grootste getal eise betrekking het op vervoer per land.

Die meerderheid vragverliese kom voor wanneer vrag nie meer in houers is nie. In dié verband word minder as houervragitems eers onderhewig aan beskadiging en kleindiefstal wanneer hulle uit die houer geneem is. Die sleutel tot welslae lê dus daarin om vrag so ver en so lank moontlik in houers te laat beweeg.

Die Konferensie se verklaring lui verder dat verskepers self baie kan doen om vragverliese nog verder te verminder. In besonder moet daar steeds gelet word op die standaarde vir verpakking, en dit sou redelik wees om te sê dat 'n verskeper sy goedere moet verpak om die swakste toestande op die hele beweging te kan trotseer.

Net so behoort verskepers van minder as houervragitems seker te maak dat hul pakkette behoorlik en volledig gemerk is. Dit is ewe belangrik om vrag binne verpakkings in alle houers stewig te verpak.

Plaaslike vragversekeraars vind bevestigende tendense in hul eie syfers. Hulle is veral in die posisie om oor die voordele van Konferensie-verskeping te praat wanneer vergelykings gemaak word met eise wat ingestel word as ander operateurs se dienste gebruik word.

JAARVERSLAG

1978

SENTRUM VIR INTERGROEPSTUDIES

(Geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited
(Beperk deur Garansie))

Posadres:
p/a Die Universiteit van Kaapstad
Rondebosch
Republiek van Suid-Afrika
7700

Kantooradres:
Leslie Social Sciences Building
University Avenue
Groote Schuur Campus

Telefoon: 65-4145; 69-8531 Uitb. 766

INLEIDING

rende die eerste nege jaar van sy bestaan het die
rum vir Intergroepstudies gemeld te ingesien

Fares decision 'null and void'

Chief Reporter C Times 22/8/79 332

IN A JUDGMENT handed down in the Supreme Court, Cape Town, yesterday the decision of the Local Road Transportation Board on July 3 in granting in full an application by the City Tramways Company to increase bus fares throughout the Cape Peninsula was declared null and void, and was set aside.

City Tramways immediately filed notice of an appeal against the judgment, given by Mr Justice Friedman with the concurrence of the Acting Judge President, Mr Justice Watermeyer.

In terms of the judgment the Local Road Transportation Board and City Tramways, who opposed the application, are ordered to pay the costs of the applicant, Mr Rommel Roberts, a community worker of Observatory.

The judges found that Mr Roberts had succeeded in the first two grounds of his urgent application and that it was therefore not necessary for them to consider the remaining grounds. The first two grounds were that:

● The hearing on July 3 by the Local Road Transportation Board of City Tramways' application, notices relating to which had appeared in the government gazette on June 22 and again on June 29, was premature in that the period allowed for objections had not elapsed on that date; and

● The notice of the application by City Tramways to increase its fare tariffs, as published by the LRTB, did not comply with the requirements of the Road Transportation Act, and the board therefore had no power to grant the application.

In his written judgment Mr Justice Friedman said:

"When the board gives a decision on an application made to it, it is exercising a statutory power entrusted to it in terms of the act. However the legislature envisaged that before the board considers an application it should take certain steps in order to afford interested persons an opportunity of making representations to it.

"These steps are laid down in the act, read with the regulations."

If, objectively speaking, these prescribed steps were not taken, the judge said, the purported exercise by the board of its statutory power was invalid.

One of the steps the board was required to take was to afford interested persons 10 days within which to object to an application:

"This the board failed to do.

"The decision taken by the board on July 3 is accordingly invalid.

"The hearing took place on July 3, that is on the day following expiry of the 10-day period allowed for representations by the notice published in the government gazette on June 22. The public received no notification of this hearing; it appears that the only person to be notified was the second respondent (City Tramways), who was advised telephonically.

"The board's decision was followed by considerable publicity; in fact it is said there was an 'outcry'. There is nothing before the court to suggest that interested persons who saw the notice in the gazette of June 29 and who might have been intending to lodge objections, did not refrain from doing so when they realized the board had already reached a decision.

"It is impossible to say that such persons were not prejudiced.

"By holding the hearing when it did the board deprived potential objectors of the opportunity of exercising the rights afforded them by the act.

"It follows therefore that the action of the board was calculated to prejudice such potential objectors.

"Any person who has been adversely affected by this premature decision of the board has *locus standi* to apply to this court to set aside the board's decision. Applicant (Mr Roberts) as a user of the buses has been so affected in the sense that he is obliged to pay higher bus fares.

"He is therefore entitled to approach this court for appropriate relief.

"For these reasons the first ground on which applicant seeks to review the board's decision is well taken and such decision may be set aside at his instance."

Referring to the the second ground on which Mr Roberts based his application Mr Justice Friedman said the Road Transportation Act required full particulars of an application to be published in the Government Gazette.

He had come to the conclusion in this case that the particulars published in the gazette in relation to the City Tramways application did not constitute full particulars of what had been applied for.

"The effect of the defect in the notice is the same as the effect of the premature hearing. As one of the prerequisites of the exercise by the board of its statutory power has not been complied with, the board was not entitled to exercise such power, and its decision is accordingly invalid.

"It was contended on behalf of respondents that applicant was not prejudiced by the notice, as he did not read it. For the reasons set out above on the first ground, actual prejudice need not be proved; all that is required is potential

"Although applicant admits in his affidavit that he does not read the gazette and did not see the advertisement, that does not end the matter. Persons reading what appeared in the gazette might have been dissuaded from becoming objectors because of the absence of full particulars of the application.

"This is to my mind sufficient for the purposes of establishing potential prejudice. As far as the applicant himself is concerned, the prejudice he suffers is that he is obliged to pay the increased fares which have been brought into operation as a result of the decision taken by the board in respect of this application.

"This is sufficient to give him *locus standi* to bring this application.

"For these reasons the application must succeed on the second ground as well."

Mr L R Dison,SC, assisted by Mr J G Foxcroft and instructed by Fuller Moore and Son Inc, appeared for Mr Roberts in the urgent application. Mr H C Nel,SC, assisted by Mr G D van Schalkwyk and instructed by the Deputy State Attorney, appeared for the Local Road Transportation Board and Mr H Snitcher,QC, assisted by Mr S Selikowitz and instructed by R Asherson and Asherson, appeared for the City Tramways Company.

Bus-fare outcome: 'Victory' needed

Staff Reporter

"THE people needed a victory" was the reaction of Mr Rommel Roberts after the news of his successful application in the Supreme Court against the increase in bus fares.

Speaking to the Cape Times last night, Mr Roberts, a community worker, expressed his thanks to all those people who had supported his action.

He said he had taken legal action after his contact with the poorer sections of the community and students, "who had felt the pinch considerably".

The recent increase in fares had been "terribly unjustified", he said. Initially, he felt there was a good chance of succeeding in the application and decided to go ahead with it. Whatever the outcome, it was a good way of focussing attention on the issue, he said.

Mr Roberts called for a full investigation into the City Tramways operation by a public body comprising various sections of the commuting public, and appointed by the government.

Mennonite Central Committee se Kon
Rol van Geskiedkundige Vredeske
Botswana. Verhandeling voorgel
Churches in Promoting Justice in
(Oktober).

14

Konferensie van die Afrikaanse Calvinistiese beweging,
Potchefstroom (Oktober).

LIDMAATSKAP

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VALID Finding for bus company set aside

Argus 21/8/79

339

THE increase in bus fares granted by the Local Road Transportation Board to City Tramways Limited in July was today declared invalid and set aside by order of the Supreme Court, Cape Town.

Mr Justice Friedman, with the acting Judge President Mr Justice Watermeyer concurring, found in favour of the urgent application by community worker, Mr Rommel Roberts for an order that the board's decision on July 3 be 'reviewed, corrected, or set aside.'

He ordered that the board and City Tramways pay Mr Roberts's costs, including the costs of two counsel.

Important

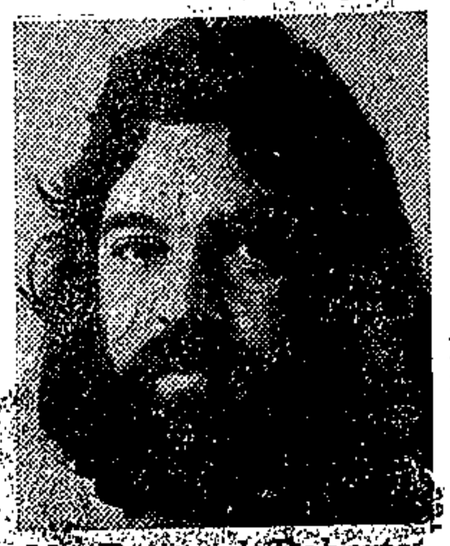
Mr Justice Friedman said in a 16-page judgment delivered today that questions raised by the application were of 'considerable public importance affecting as they do all users of bus services' provided by City Tramways.

The increased tariffs granted by the Local Road Transportation Board affect 734 buses operated by City Tramways in the Cape Peninsula and Western Cape.

'The decision of the board had the effect of increasing substantially many of the passenger fares on the routes covered by these buses,' the judge said.

He found that the board hearing held on July 3 was premature 'in the sense

(Continued on Page 3, col 1)



Mr Rommel Roberts

die Direkteur die volgende kon

c) Ander

City Tramways lodges appeal

CITY Tramways has lodged an appeal against the judgment handed down in the Supreme Court today setting aside the bus fares increase decision by the Local Road Transportation Board on July 3.

This will in effect ensure that the fares will stay in force until the appeal is heard.

Within an hour of the judgment ordering the fares null and void as applied for by Mr Rommel Roberts, City Tramways' attorneys, R Asherson and Asherson, started the proceedings for the filing of an appeal, a long procedure which could take months.

AN OPTION

The legal option now open to Mr Roberts is to make an urgent application to have the judgment by Mr Justice Friedman, with the Acting Judge President of the Cape, Mr Justice Watermeyer, concurring, put into immediate effect.

This may take place within the next 24 hours.

If this application is opposed, a date would have to be set for argument in court, and another judgment given which, if the court found in his favour, would then order the fares to return to their pre-July level.

September het die Direkteur Engeland, Swede, Israel en Zambië besoek. ...ernaliste, Suid-Afrikaanse dip- ...van die Suid-Afrika-Stigting ...trokke by Suid-Afrikaanse belange ...ings gevoer met stigtings, trusts ...ings. As gevolg van sy besoek ...oelae vir die Konstruktiewe Pro- ...emeen Diakonaal Bureau van die Holland.

...ere-Fellow van die Konstruktiewe ...l instansies, wat universiteite ...sluit, en met verskeie handels- Natal, kontak opgebou.

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Professor A. Cupido	Eerw. M.T.L. Moletsane
Mnr N. Daniels	Professor A.D. Muller
Mnr Achmat Davids	Sheik A. Najaar
Professor R.J. Davies	Mnr Victor Norton
Professor J.J. Degenaar	Professor N.J.J. Olivier
Mnr René de Villiers	Mnr L. Phillips
Dr I.D. du Plessis	Professor H.P. Pollak
Professor J.J.F. Durand	Mnr W.J. September
Professor J.B. du Toit	Mnr Franklin Sonn
Mnr A. Flederman	Mnr P.M. Sonn
Professor R.F. Fuggle	Regter J.H. Steyn
Mnr G.J. Gerwel	Mnr R. Tobias
Eerw. D. Guma	Professor R.E. van der Ross
Professor A. Paul Hare	Professor J.H. van Rooyen
Dr Gertrud Heydorn	Mev. S. Walters
Mnr F.A. Jacobs	Professor F.A.H. Wilson
Mnr H.M. Jimba	

d) Twee Ere-Fellows:

Professor J.L. Boshoff
Dr Sheila T. van der Horst

Lede word na die Algemene Jaarvergadering van die Maatskappy uitgenooi en kies elke drie jaar 'n verteenwoordiger op die Beheerraad. 'n Verkiesing is in 1978 gehou en die huidige ampsdraer is Biskop A.W. Habelgaarn. Terwyl geen verpligtinge aan lede opgelê word nie, word hulle geraadpleeg in verband met sake wat die Sentrum se program raak.

NAVORSING

Gedurende die verslagjaar het die navorsing van die Sentrum die volgende behels:

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Gedurende Augustus en … Nederland, Switzerland … Hy het vooraanstaande … lomate, senior amptena… en verskeie regerings … ontmoet. Hy het bespr… en opvoedkundige veren… aan Nederland het hy 'n … gram ontvang van die A… Gereformeerde Kerken i…

Professor J.L. Boshoff … Program, het met 'n aan… in Natal en Transvaal … en industriële firmas …

(b) Konferensies

Gedurende 1978 het die … bygewoon:

Jaarlikse Konferensi… en Raadsvergadering … tuut vir Rasseverhoudinge, Kaapstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

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Bus fares up again

Indaba Reporter

GRAHAMSTOWN — A second hike in bus fares in two months has been made by Grahamstown Municipality.

The five cent charge for children from the market to Makana's Kop was eliminated in June when a charge of eight cents for all tickets sold was introduced on the market run, although the special five cent charge for the school bus was retained.

At a community council meeting councillors were informed by letter that the municipality was again proposing to increase charges from 13c to 15c for the round trip, with season tickets up to R1,30 from R1,10.

The market run would cost 10c not 8c with the season tickets up to 90c from 70c.

Mr B. B. Zondani urged that the present routes be reconsidered. He said they were not satisfactory. The number of buses were inadequate.

16/8/79 332 DM

Ciskei bus fare hike attacked

EAST LONDON — The latest Ciskeian bus fare increases were strongly condemned at an executive meeting of the Border Chamber of Industries here yesterday.

Mr John Rich, vice-president of the BCI and manager of the Agbro agricultural chemical factory at Berlin, said he estimated the increases would cost Berlin industrialists R20 000 a year "and we will have to pay that out of our back pockets.

"I have had enough of bus companies and intend to write a strongly worded letter to the manager of the bus company with a copy going to the Decentralisation Board," Mr Rich said

The latest increases are staggered depending on distances with the average percentage increase around 40 per cent.

Mr Rich said the fare from Mdantsane to Berlin had been increased 137 per cent — "and that's ridiculous."

He added that unlike other areas, commuters and industrialists in Berlin had not been forewarned of the latest increases and that had created a lot of ill-feeling in Berlin. "My employees are very unhappy," he said and added:

"As far as the Berlin area is concerned the whole way in which the increases were introduced was totally mismanaged."

About 300 passengers commute to Berlin daily from Mdantsane and the small township of Ilita near Berlin.

Mr Rich acknowledged most of his employees came from Ilita and neighbouring townships where, he said, fares had gone up 92 per cent.

The president of the BCI, Mr Max Phillips, said he had been briefed before the latest increases were announced and he appreciated the bus company had had no alternative but to increase their fares.

Replying to Mr Rich's criticism, the group manager of the bus company which serves Berlin, Mr Hans Keiser, said one of the problems his company had encountered on the Berlin services was the fact the old fare structure was calculated on a very low base.

He added: "Even after the latest increases, approved by the Transportation Board on its economic merits, the fares charged on these services are still among the lowest in the country.

"Prior to implementing the new fares, representations were made to the appropriate authorities to absorb most of the increase by way of additional subsidies, but this was not successful.

"Before implementing the new tariffs the Berlin routes operated at a substantial loss and the bus company simply does not have the funds to subsidise routes which cannot at least pay for the costs of operation."

Reacting to Mr Rich's criticism of "mismanagement" and lack of forewarning, Mr Keiser said: "Extensive publicity preceded implementing the new fares by way of press and radio reports, leaflets and personal letters to employers which, according to our list, included Messrs Agbro (Pty)."

—BUSINESS EDITOR

van Suid-Afrika (Augustus).

c) Ander lede:

Mnr K. Bosman — Mnr H.W. Middelmann
Professor A. Cupido — Eerw. M.T.L. Moletsane
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Professor J.L. Boshoff
Dr Sheila T. van der Horst

Lede word na die Algemene Jaarvergadering van die Maatskappy uitgenooi en kies elke drie jaar 'n verteenwoordiger op die Beheerraad. 'n Verkiesing is in 1978 gehou en die huidige ampsdraer is Biskop A.W. Habelgaarn. Terwyl geen verpligtinge aan lede opgelê word nie, word hulle geraadpleeg in verband met sake wat die Sentrum se program raak.

NAVORSING

Gedurende die verslagjaar het die navorsing van die Sentrum die volgende behels:

A. Mobiliteit en Politieke Verandering in Suid-Afrika

Hierdie projek is 'n paar jaar gelede aangepak. 'n Ondersoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n Aantal tydelike navorsings-

BUS FIRMS ANNOUNCE FARE HIKES

THE VAAL TRANSPORT Corporation, the largest passenger operator in the Vaal Triangle will increase its fares for all the routes by six cents for casual tickets and by three cents for weekly tickets as from August 27.

This was announced by Mr H Oden, the transport manager of the company yesterday. He said that circulars will be distributed this week notifying the commuters of the new fares for all the routes.

The company is increasing its fares for the second time this year. "We have been forced to increase the fares because of the recent rise in petrol and the costs of operating the routes, as we have to build or buy new buses," he said.

Mr Oden also announced that the company will introduce weekly tickets for students, but the fares will not be increased.

He said the company has introduced a direct service between Sharpeville and Boipatong for students, and hopes to introduce other services during the year.

He said the Sasolburg commuters will pay an increased fare of three cents for single trip.

The increased fares were approved by the Road Transportation Board and by the Vaal and Evaton councils.

Meanwhile, the Lebowa Transport Corporation, which operates 200 buses throughout the homeland will announce new increases in bus fares today, according to the area manager, Mr H Brooks.

Mr Ben Harris, of Hambabuya Bus Service, said he was still awaiting the Transportation Board's decision on his application for an increase due to the fuel hike in May this year.

In Pretoria the Rand Transportation Board has given the go-ahead to increase bus fares.

The Community Council has been officially informed and there are no objections to the proposed increase.

A council spokesman said the target date for the new fares was September 1. "But this will depend on the printing of the new coupons, tickets and bus time-tables," he said.

The increased bus fares will coincide with a complete change of route sta-

ges. There will now be only three stages — each one about one km-long.

A book of 20 coupons will cost R6,80 for one stage, R8,50 for two stages and R10,20 for three stages. Monthly tickets will be R11, R15,40 and R18,8.

JAARVERSLAG 1978

Die Sentrum word grootliks gefinansier deur die Abe Bailey-Trust wat ingevolge die testament van Sir Abe Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) - 'n maatskappy beperk deur garansie en sonder 'n aandele-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

Mennonite Central Committee se Konferensie oor: 'Die Rol van Geskiedkundige Vredeskerke', Gaborone, Botswana. Verhandeling voorgelê oor: 'The Role of Churches in Promoting Justice in Southern Africa' (Oktober).

Konferensie van die Afrikaanse Calvinistiese Beweging, Potchefstroom (Oktober).

(c) Deelname aan Welsyns- Professionele en Openbare Organisasies

Die Direkteur het aktief gebly in die Suid-Afrikaanse Instituut vir Rasse-Verhoudinge as 'n lid van die Weskaap-Distrikskomitee, die Nasionale Uitvoerende Komitee en van die Raad.

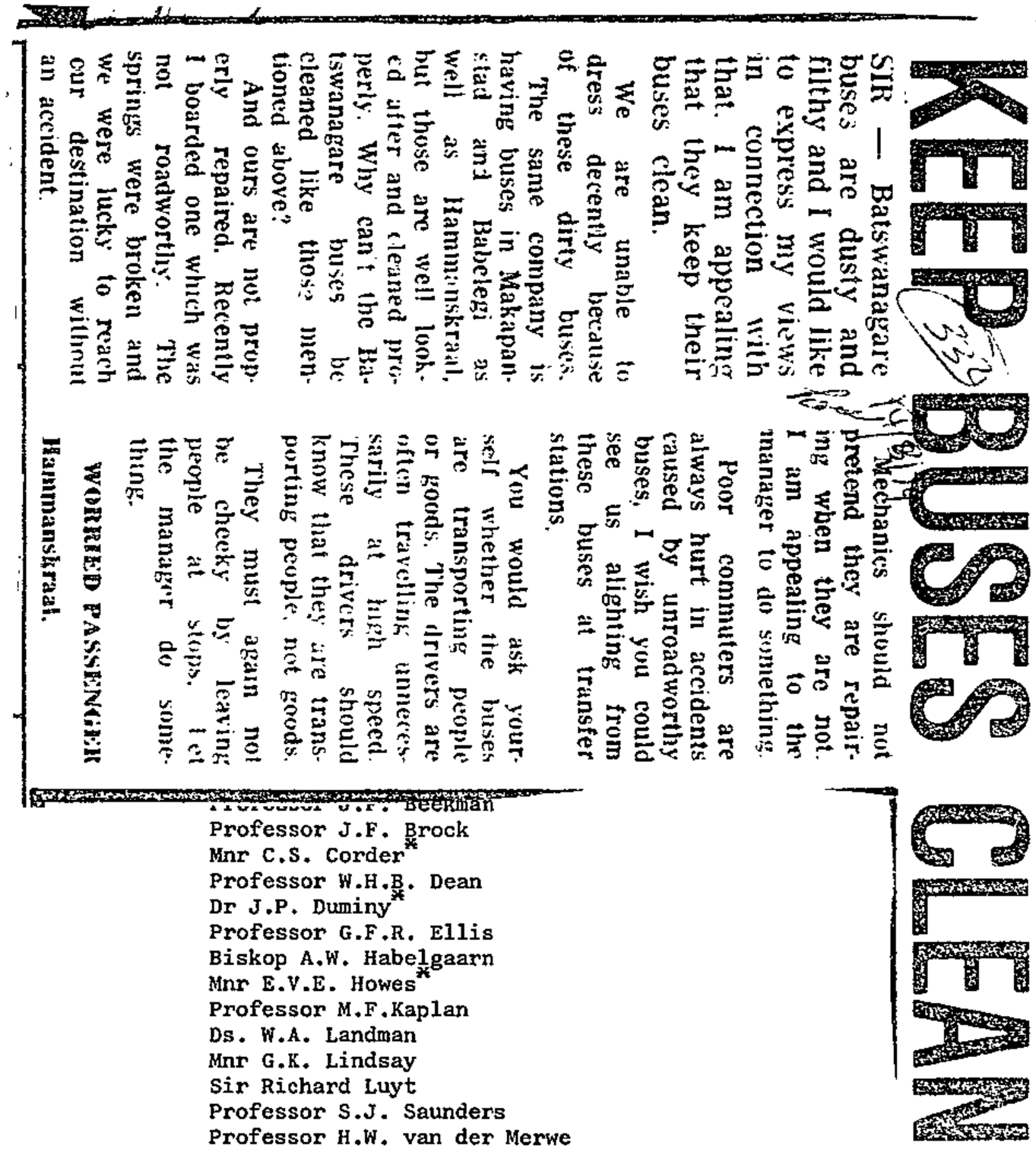
Hy is Voorsitter van die Quaker Service Fund in die Kaap, die diensafdeling van die Godsdienstige Vriendekring (Quakers), wat gemeenskapsontwikkeling op die platteland en in die stadsgebiede bevorder.

Die Direkteur is gekies as lid van die Raad van die Vereniging vir Sosiologie in Suidelike Afrika. Hy is ook 'n lid van die Suid-Afrikaanse Sosiologiese Vereniging en van die Internasionale Sosiologiese Vereniging. Hy is aangestel as die Suid-Afrikaanse afgevaardigde in die Raad van die Internasionale Sosiologiese Vereniging vir die tydperk 1978-1982.

WAARDERING EN DANK

Ek is altyd dankbaar vir die geleentheid wat die jaarverslag bied om my waardering te betuig aan lede van die Akademiese Advieskomitee en die Beheerraad vir hulle leiding, aanmoediging en belang in die aangeleenthede van die Sentrum.

Die Universiteit van Kaapstad het benewens 'n bydrae tot die bedryfskoste van die Sentrum, ook vir die Sentrum sedert sy stigting in kantoorruimte voorsien. Met die uitbreiding van personeel het ons die huisie op die laer


KEEP BUSES CLEAN

SIR — Batswanagare Mechanics should not buses are dusty and pretend they are repairfilthy and I would like ing when they are not. to express my views I am appealing to the in connection with manager to do something that. I am appealing Poor commuters are that they keep their always hurt in accidents buses clean. caused by unroadworthy

We are unable to buses, I wish you could dress decently because see us alighting from of these dirty buses. these buses at transfer

The same company is stations. having buses in Makapanstad and Babelegi as You would ask yourwell as Hammanskraal, self whether the buses but those are well look- are transporting people ed after and cleaned pro- or goods. The drivers are perly. Why can't the Ba- often travelling unnecestswanagare buses be sarily at high speed. cleaned like those men- These drivers should tioned above?

And ours are not prop- They must again not erly repaired. Recently be cheeky by leaving I boarded one which was people at stops, let not roadworthy. The the manager do somesprings were broken and thing. we were lucky to reach our destination without an accident.

WORRIED PASSENGER

Hammanskraal.

Professor J.F. Beerman
Professor J.F. Brock
Mnr C.S. Corder*
Professor W.H.B. Dean
Dr J.P. Duminy*
Professor G.F.R. Ellis
Biskop A.W. Habelgaarn
Mnr E.V.E. Howes*
Professor M.F.Kaplan
Ds. W.A. Landman
Mnr G.K. Lindsay
Sir Richard Luyt
Professor S.J. Saunders
Professor H.W. van der Merwe
Mede-professor D.J. Welsh
Professor Monica Wilson

JAARVERSLAG

1978

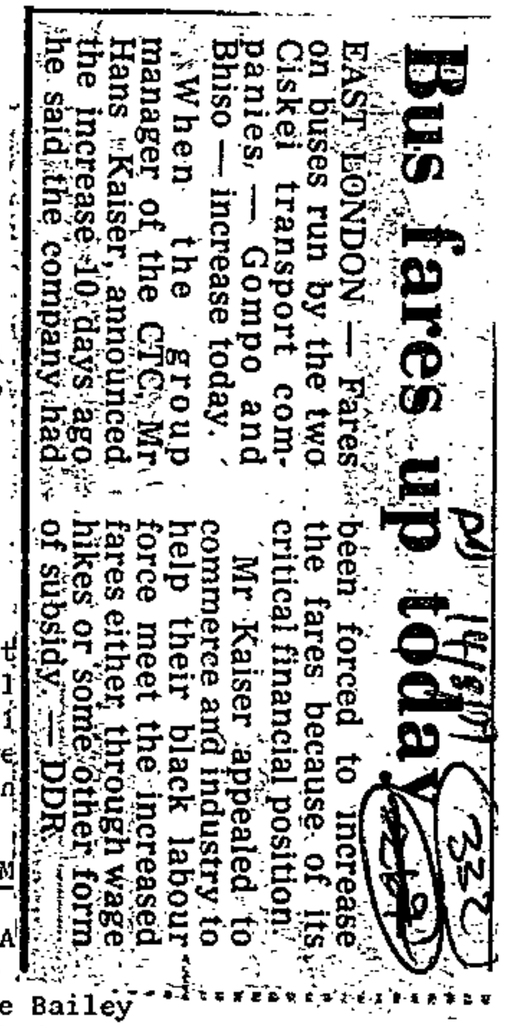
SENTRUM VIR INTERGROEPSTUDIES

(Geregistreer as The Abe Bailey Institute of
Inter-Racial Studies Limited
(Beperk deur Garansie))

Posadres:
p/a Die Universiteit van Kaapstad
Rondebosch
Republiek van Suid-Afrika
7700

Kantooradres:
Leslie Social Sciences Building
University Avenue
Groote Schuur Campus

Telefoon: 65-4145; 69-8531 Uitb. 766



Bus fares up today

EAST LONDON — Fares on buses run by the two Ciskei transport companies — Gompo and Bhiso — increase today.

When the group manager of the CTC, Mr Hans Kaiser, announced the increase 10 days ago, he said the company had been forced to increase the fares because of its critical financial position.

Mr Kaiser appealed to commerce and industry to help their black labour force meet the increased fares either through wage hikes or some other form of subsidy. — DDR

INLEIDING

Gedurende die eerste nege jaar van sy bestaan het
Sentrum vir Intergroepstudies gereeld 'n jaarversl
sy werksaamhede gepubliseer. Om die Sentrum se 1
verjaarsdag op 1 April 1978 te vier is die jaarve
in 1977 vervang deur 'n Oorsig oor die Eerste Tien

DIE OORSPRONG EN DOELSTELLINGS VAN DIE SENTRUM

Die Sentrum word grootliks gefinansier deur die A
Bailey-Trust wat ingevolge die testament van Sir
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Bus fare hearing: Application today

C. Times 14/8/79 (332)

Chief Reporter

THE HEARING by the National Transport Commission of appeals against the recently-approved increases in bus fares in the Cape Peninsula was postponed yesterday pending the outcome of an urgent application against the granting of the increases, to be heard in the Supreme Court today.

The applicant in the court action is a Peninsula community worker, Mr Rommel Roberts, originally also one of the appellants in the appeals before the NTC.

When two separately-filed appeals against the bus-fare increases, said to amount to about R6,5 million a year, came before the NTC yesterday, Mr H Snitcher, QC, for the City Tramways Company, said the commission might be wasting its time by going ahead with the appeals at this stage.

This was because judgment in the court action could have the effect of nullifying the decision of the Local Road Transportation Board on July 3 in granting City Tramways' application for increased tariffs. There would then be nothing to appeal against.

Mr D M Williamson, SC, appearing for two of the appellants, Mrs Hazel Gogela and and Miss Roshan Railoun, agreed with Mr Snitcher that the hearing of the appeals should be postponed. However, Mr S L Gross, representing the Green and Sea Point Ratepayers' and Residents' Association and three others, said he was opposed to a postponement as this would be unfair to the bus-travelling public, to whom the appeals were a matter of urgency.

After an adjournment, the chairman of the NTC's board of appeal, Mr H C van Zyl, said it had been agreed to postpone the hearing of the appeals and that if the urgent application to the Supreme Court failed the appeals now before the NTC would be heard on the earliest possible date.

Mr Gross then called on the NTC to suspend in the meantime the bus fare increases now in force — which he said amounted to an estimated R6,5 million a year — pending finality.

Mr Snitcher opposed this application, saying that the costs of City Tramways, which was providing an important public service, had risen "enormously" and that in the past month the company's fuel and wage bill alone had risen by R14 000 a day.

Mr Snitcher, assisted by Mr S Selikowitz, was instructed by R Asherson and Asherson, and Mr Williamson was instructed by Fuller, Moore and Son. Mr Gross is a partner in the firm of attorneys Arthur E Abrahams and Gross.

Negende Wêreldkongres van Sosiologie, Uppsala, Swede.
Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

Friends (Quakers) Committee deurgereis verskillende dele ings toegespreek Corporation, vs Departement van van die American verbonde aan vers

Gedurende Augustu Nederland, Switze Hy het vooraansta lomate, senior am en verskeie reger ontmoet. Hy het en opvoedkundige aan Nederland he gram ontvang van Gereformeerde Ke

Professor J.L. B Program, het met

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c) Ander lede:

Mnr K. Bosman
Professor A. Cupido
Mnr N. Daniels
Mnr Achmat Davids
Professor R.J. Davies
Professor J.J. Degenaar
Mnr René de Villiers
Dr I.D. du Plessis
Professor J.J.F. Durand
Professor J.B. du Toit
Mnr A. Flederman
Professor R.F. Fuggle
Mnr G.J. Gerwel
Eerw. D. Guma
Professor A. Paul Hare
Dr Gertrud Heydorn
Mnr F.A. Jacobs
Mnr H.M. Jimba

d) Twee Ere-Fellows:

Mnr H.W. Middelmann
Eerw. M.T.I
Professor A
Sheik A. Na
Mnr Victor
Professor N
Mnr L. Phil
Professor H.
Mnr W.J. Sea
Mnr Franklin
Mnr P.M. Son
Regter J.H.
Mnr R. Tobia
Professor R.E
Professor J.H
Mev. S. Walte
Professor F.A.H. Wilson

A. Mobiliteit en Politieke Verandering in Suid-Afrika

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navorsings-Fellows het aansienlik tot die Sentrum se program bygedra: dr Sheila T. van der Horst, afgetrede mede-professor van Ekonomie, U.K., en professor J.L. Boshoff, gewese Rektor van die Universiteit van die Noorde.

LIDMAATSKAP

Soos voorheen gemeld, is die Sentrum vir Intergroepstudies geregistreer as 'n maatskappy. In die Memorandum en Statute van Vennootskap word voorsiening gemaak vir die benoeming van eenhonderd lede. Tans is daar 57 lede en hulle sluit die volgende in:

a) Drie stigterslede:

Mnr J.G. Benfield
Mnr H.L. Kennedy
Mnr P.G.T. Watson

b) Sewentien persone wat gedurende die afgelope 10 jaar lede van die Beheerraad was (* dui stigterslede aan):

Professor E.V. Axelson
Professor J.F. Beekman
Professor J.F. Brock
Mnr C.S. Corder*
Professor W.H.B. Dean
Dr J.P. Duminy*
Professor G.F.R. Ellis
Biskop A.W. Habelgaarn
Mnr E.V.E. Howes*
Professor M.F.Kaplan
Ds. W.A. Landman
Mnr G.K. Lindsay
Sir Richard Luyt
Professor S.J. Saunders
Professor H.W. van der Merwe
Mede-professor D.J. Welsh
Professor Monica Wilson

Another plea on bus fares rise

ANOTHER plea to suspend the City Tramways' bus fare increases is to be considered by the National Transport Commission due to the delay in the results of the hearings in the Supreme Court and before the commission.

Today, following the decision by the commission to adjourn an appeal pending the Supreme Court action which will be heard tomorrow, Mr Sam Gross, for the Green and Sea Point Ratepayers' Association, again pleaded for the fare increases to be suspended.

IN WRITING

After the hearing, the chairman, Mr H C van Zyl, Commissioner for Road Transportation, said he would give the result in writing later. He could not say when.

Mr Gross said it was important that the fares be suspended because if the appeals were upheld, 'how could the public be refunded?'

Mr D M Williamson, SC, for two other appellants, associated himself with Mr Gross's plea.

Mr H Snitcher, QC, for City Tramways, opposed the plea saying Tramways' costs had increased since July 1. The loss before the increases, was R14 000 a day, he said.

Mr Williamson also asked that the report on which the bus fare increases was granted be made available as soon as possible. It was necessary for both the Supreme Court action and the appeal to the commission.

He said it was not in the Supreme Court records, and if he had to wait for the appeal to be heard before the commission before getting access to it, he would have to ask for a postponement.

The chairman said he would make the report available.

Die Universiteit van Kaapstad ontvang jaarliks 'n bydrae tot die bedryfskoste van die Sentrum, ook vir die Sentrum sedert sy stigting in kantoorruimte voorsien. Met die uitbreiding van personeel het ons die huisie op die laer

Mennonite Central Committee se Konferensie oor: 'Die Rol van Geskiedkundige Vredeskerke', Gaborone, Botswana. Verhandeling voorgelê oor: 'The Role of Churches in Promoting Justice in Southern Africa' (Oktober).

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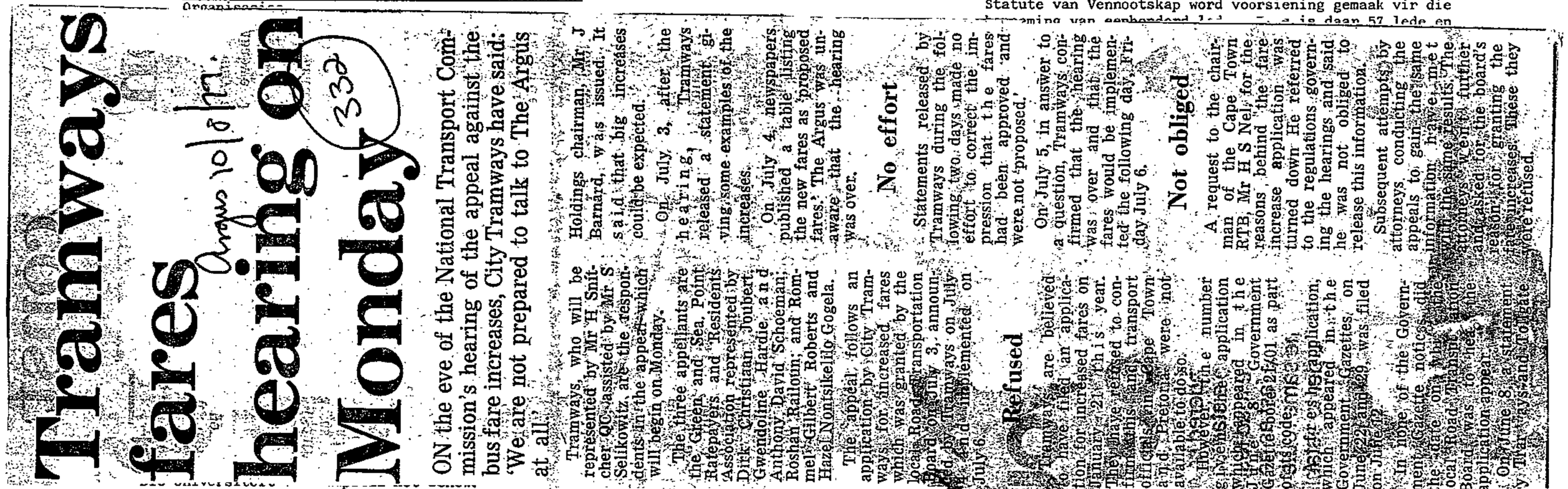


Tramways fares hearing on Monday

ON the eve of the National Transport Commission's hearing of the appeal against the bus fare increases, City Tramways have said: 'We are not prepared to talk to The Argus at all.'

Tramways, who will be represented by Mr H Snitcher QC assisted by Mr S Selikowitz, are the respondents in the appeal which will begin on Monday.

The three appellants are the Green and Sea Point Ratepayers and Residents Association represented by Dirk Christiaan Joubert, Gwendoline Hardie and Anthony David Schoeman; Roshan Ralloun; and Rommel Gilbert Roberts and Hazel Nonsikelilo Gogela.

The appeal follows an application by City Tramways for increased fares which was granted by the Local Road Transportation Board on July 3, announced on July 4, and implemented on July 6.

Refused

Tramways are believed to have filed an application for increased fares on January 21 this year. They have refused to confirm this and transport officials in Cape Town and Pretoria were not available to do so.

However, the number given to the application which appeared in the Government Gazette before 21 July as part of its code of conduct, which appeared in the Government Gazettes on June 22 and 29, was filed on June 12.

In none of the Government Gazette notices did the date on which the Local Road Transport Board was to hear the application appear. On June 8, a statement from Tramways said that the increases would be implemented on July 6.

No effort

Statements released by Tramways during the following two days made no effort to correct the impression that the fares had been approved and were not proposed.

On July 5, in answer to a question, Tramways confirmed that the hearing was over and that the fares would be implemented the following day, Friday July 6.

Not obliged

A request to the chairman of the Cape Town RTB, Mr H S Nel, for the reasons behind the fare increase application was turned down. He referred to the regulations governing the hearings and said he was not obliged to release this information.

Subsequent attempts by attorneys conducting the appeals to gain the same information have also been refused.

die bedryfskoste van die Sentrum, ook vir die Sentrum sedert sy stigting in kantoorruimte voorsien. Met die uitbreiding van personeel het ons die huisie op die laer

Help workers urges manager

EAST LONDON — The group manager of the CTC, Mr Hans Kaiser, appealed to commerce and industry yesterday to help their black labour force meet the increased bus fares either through wage hikes or some other form of subsidy.

"Because of the company's critical financial position we have been forced to increase the fares", Mr Kaiser said.

"We have done our utmost to absorb the massive increases in the price of all essential commodities — notably the latest petrol price hike — for as long as possible, but we cannot continue operating without some financial relief.

"We have kept the fares as low as we possibly can. Subsidised workers' 10-ride tickets on the internal service will not increase, but the price of 10-ride subsidised tickets from Mdantsane to East London will increase generally by 40c — the equivalent of 4c a journey.

"Although this increase might appear small, bus fares form an important part of the commuters' budget and I would like to appeal to all fellow employers in East London and King William's Town to assist their personnel wherever possible to offset the increase.

CTC bus fares will go up soon

EAST LONDON — Bus fares are to go up in 10 days' time, the Ciskei transport company has announced.

The two companies run by Ciskei transport company — Gompo and Bhisho — will increase the fares from Tuesday, August 14.

At Gompo, workers' subsidised 10-ride' tickets on the internal feeder services will, however, remain at 60c while all cash fares on the internal services will be standardised at 10c a journey.

This means cash fare passengers in certain zones will pay an additional 1c or 2c a ride, others will pay what they have been paying while others will actually pay less. Fares on the internal services used to range between 8c and 14c.

The 10-ride subsidised weekly tickets will generally cost 40c more — the equivalent of 4c a journey.

Some examples of the new fares from the Mdantsane highway are as follows:

The old cash fare to East London was 24c. The new fare is 30c while the 10-ride ticket which used to cost R1,50 will now cost R1,90.

The old cash fare to West Bank was 28c. The new fare is 35c while a 10-ride ticket will go up from R1,60 to R2.

The 21c cash fare to Chiselhurst will cost 25c; the 20c fare to Wilsonia will cost 25c; the 28c fare to Arcadia and Quigney will cost 35c; and the 25c fare to Nahoon will cost 30c

The 10-ride tickets for these areas goes up by between 30c and 40c.

Some of the new fares from King William's Town are, with the old fares in brackets:

Zwelitsha (13c) 20c; Mdantsane (58c) R1; Berlin (43c) 60c; Dimbaza (32c) 40c; and Stutterheim (86c) 90c.

A statement from the CTC says the increases stem from the critical financial position the two companies find themselves in.

"The price of buses, spare parts, tyres and particularly fuels has escalated alarmingly and the fuel costs for February and June this year alone will add a massive R1 million to the companies' fuel bill for this financial year, " the statement said.

The statement said the wages of the 800 Ciskeians in the company had gone up by between 12 per cent and 22 per cent and the company had absorbed the costs for as long as possible but could not continue to do so.

"As all costs have to be borne out of passenger fares, the implementation of the amended fares, approved by the local Road Transportation Board, can no longer be delayed."

"It should be noted that even after the implementation of the new fares, bus fares in the Ciskei and East London area will still be among the lowest in Southern Africa. Everything possible has been done to keep the increases as low as possible." — DDR

"The wages of the 800 Ciskeians employed by CTC were increased by between 12 and 22 per cent on April 1, despite the fact fares were not amended then," Mr Kaiser said. — DDR

PFP asks council to integrate city buses

Johannesburg City Council was urged last night to introduce racial integration on its "antiquated" and uneconomic bus services.

Mr Les Dishy, PFP, said the Johannesburg transport department was the largest in the country but, because it was segregated, it could not meet the needs of today "let alone tomorrow." It used black service with its low fares and higher patronage," he said.

Mr Dishy criticised Johannesburg's bus service for not being efficient, accessible or reliable.

Integration would reduce the current deficit of the transport department by either maintaining a service equal to the present one at lower cost or by giving Johannesburg a better service at no extra cost. This would also save fuel, cut traffic congestion and entice more commuters out of their cars.

Neither black nor white buses were being used to capacity at peak periods and, often, a full outgoing black bus would be followed by an empty white bus. This was wasteful and integration could save about 46 percent in direct costs.

The savings achieved by integration could reduce present white fares and increase black fares only slightly. If a two-tier system were introduced — semi-luxury or economy-style buses for the public to choose from — there would be different fares.

Mr Gerrit Bornman, MPC, chairman of the council's transportation committee, put forward a motion that, because a commission of inquiry was presently examining the more economical use of buses for all races, the council should wait for its report before considering any changes in its bus services.

Mr Bornman said bus patronage had increased by six percent this year, and, while it was probable that buses could be integrated in the near future, it was generally felt that the system should not be changed now.

This motion was agreed to by the council.

too many buses to move too few people.

White, coloured and Indian buses had been successfully integrated on some routes but the separate black service still covered 10 routes running parallel to the white service.

"The white service, with its higher fares and low patronage, shows much higher losses than the

Professor H.P. Pollak
Mnr W.J. September
Mnr Franklin Sonn
Mnr P.M. Sonn
Regter J.H. Steyn
Mnr R. Tobias
Professor R.E. van der Ross
Professor J.H. van Rooyen
Mev. S. Walters
Professor F.A.H. Wilson

...orst

...ergadering van die Maat-
...lrie jaar 'n verteenwoordiger
...ig is in 1978 gehou en die
...V. Habelgaarn. Terwyl geen
...ord nie, word hulle geraad-
...die Sentrum se program raak.

...G

...die navorsing van die

...erandering in Suid-Afrika

...gelede aangepak. 'n Onder-
...olking van die Kaapse Skier-
...al tydelike navorsings-

...(Quakers) en van die American Friends Service
...e deurgebring. Hy het 'n aantal konferensies in
...ende dele van die land bygewoon, baie vergader-
...egespreek en senior beamptes van die Carnegie
...tion, van Community Relations Services van die
...ment van Justisie van die Amerikaanse regering,
... American Friends Service Committee en kollegas
...die aan verskeie universiteite besoek.

...nde Augustus en September het die Direkteur Engeland, Nederland, Switzerland, Swede, Israel en Zambië besoek. Hy het vooraanstaande joernaliste, Suid-Afrikaanse diplomate, senior amptenare van die Suid-Afrika-Stigting en verskeie regerings betrokke by Suid-Afrikaanse belange ontmoet. Hy het besprekings gevoer met stigtings, trusts en opvoedkundige verenigings. As gevolg van sy besoek aan Nederland het hy 'n toelae vir die Konstruktiewe Program ontvang van die Algemeen Diakonaal Bureau van die Gereformeerde Kerken in Holland.

Professor J.L. Boshoff, ere-Fellow van die Konstruktiewe Program, het met 'n aantal instansies, wat universiteite in Natal en Transvaal insluit, en met verskeie handels- en industriële firmas in Natal, kontak opgebou.

(b) Konferensies

Gedurende 1978 het die Direkteur die volgende konferensies bygewoon:

Jaarlikse Konferensie, Nasionale Uitvoerende Komitee- en Raadsvergadering van die Suid-Afrikaanse Instituut vir Rasseverhoudinge, Kaapstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

Negende Wêreldkongres van Sosiologie, Uppsala, Swede. Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

Fuel crisis creates new maxi taxi demand for mini-buses

TAXI operators in Soweto and Pretoria, hard hit by the recent increase in the price of petrol, are now looking at mini-buses to offset their losses.

By JOE LATAKGOMO

And Datsun have come up with just the solution to their problems with their new Datsun E 20 Ekono series — which can seat either 10 or 15 passengers.

Today, we take a look at the series. Both the 10 and 15-seaters have a two-litre engine which provides a smooth and economical run.

SEATS

The 15-seater E20 Ekonobus has a single driver's seat, and alongside it a double passenger seat which tips up to give access to the forward-mounted engine.

The sliding door — a feature on most recent kombis — provides access to four rows of rear seats, each comprising two fixed seats and a folding single seat to allow for passage-way.

All three models in the E20 Ekono series have a four-speed gearbox, and operate on regular-grade petrol.

Driving the E20 Ekonobus is a pleasant experience. Handling is neat, with a good turning circle and the front suspension gives outstanding comfort and control.

The cockpit features a padded dashboard, and the instrument panel is ideal. It has two-speed windscreen wipers, a screen washer, handbrake warning light, cigar lighter and easy access fuse box and brake fluid reservoir.

Added to that, there is a Datsun-Nissan warranty against defects for 12 months or 20 000 kilometres, whichever comes first.

The guarantee covers any and every defect which c sult either fr ty materials workmanship.

The new Datsun mini-bus is presently catching the

Transport companies — and commuters — don't want result of the fuel crisis.

Putco orders more buses

THE petrol crunch has sent many people back to public transport. And, with more increases inevitable, public transport operators are gearing themselves for the big rush.

Already Putco, probably the biggest operator in the transport of blacks, has put in an order for a total of 128 Leyland Victory Mark Two buses worth a total of R4,5-million.

Delivery of the buses will commence in May next year at a rate of between 12 and 14 units a month.

Presently, Leyland is supplying Putco with a total of 375 similar buses worth R10,5-million.

From next month, Leyland will also begin delivery of 125 buses at a rate of between 16 and 20 buses a month. The new buses now being supplied to Putco will be used for Putco's commuter services in both the Transvaal and Natal.

he queues to get any longer as a

c) Ander lede:

Mnr K. Bosman
Professor A. Cupido
Mnr N. Daniels
Mnr Achmat Davids
Professor R.J. Davies
Professor J.J. Degenaar
Mnr René de Villiers
Dr I.D. du Plessis
Professor J.J.F. Durand
Professor J.B. du Toit
Mnr A. Flederman
Professor R.F. Fuggle
Mnr G.J. Gerwel
Eerw. D. Guma
Professor A. Paul Hare
Dr Gertrud Heydorn
Mnr F.A. Jacobs
Mnr H.M. Jimba
Mnr H.W. Middelmann
Eerw. M.T.L. Moletsane
Professor A.D. Muller
Sheik A. Najaar
Mnr Victor Norton
Professor N.J.J. Olivier
Mnr L. Phillips
Professor H.P. Pollak
Mnr W.J. Sep[illegible]
Mnr Franklin [illegible]
Mnr P.M. Son[illegible]
Regter J.H. [illegible]
Mnr R. Tobia[illegible]
Professor R.E [illegible]
Professor J.[illegible]
Mev. S. Walt[illegible]
Professor F.[illegible]

d) Twee Ere-Fellows:

Professor J.L. Boshoff
Dr Sheila T. van der Horst

Lede word na die Algemene Jaarvergadering van die Maatskappy uitgenooi en kies elke drie jaar 'n verteenwoordiger op die Beheerraad. 'n Verkiesing is in 1978 gehou en die huidige ampsdraer is Biskop A.W. Habelgaarn. Terwyl geen verpligtinge aan lede opgelê word nie, word hulle geraadpleeg in verband met sake wat die Sentrum se program raak.

NAVORSING

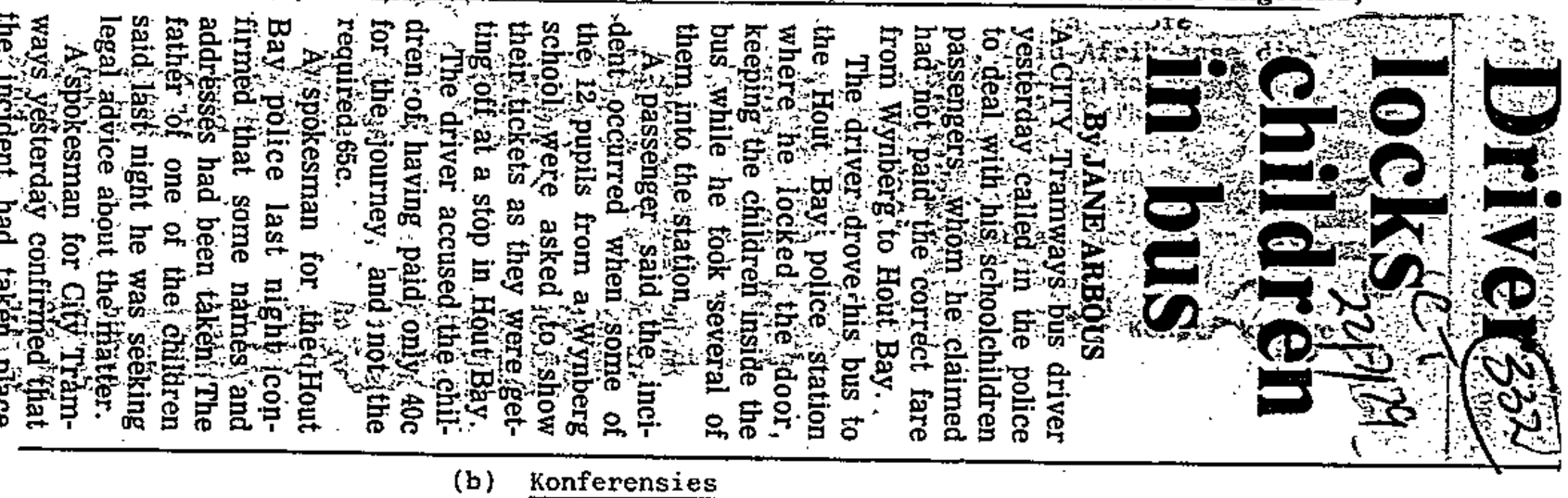
Gedurende die verslagjaar het die navorsing van die Sentrum die volgende behels:

A. Mobiliteit en Politieke Verandering in Suid-Afrika

Hierdie projek is 'n paar jaar gelede aangepak. 'n Ondersoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n Aantal tydelike navorsings-

Friends (Quakers) en van die American Friends Service Committee deurgebring. Hy het 'n aantal konferensies in verskillende dele van die land bygewoon, baie vergaderings toegespreek en senior beamptes van die Carnegie Corporation, van Community Relations Services van die Departement van Justisie van die Amerikaanse regering, van die American Friends Service Committee en kollegas verbonde aan verskeie universiteite besoek.

Gedurende Augustus en September het die Direkteur Engeland,



Drivers lock children in bus

By JANE ARBOUS

A CITY Tramways bus driver yesterday called in the police to deal with his schoolchildren passengers, whom he claimed had not paid the correct fare from Wynberg to Hout Bay.

The driver drove his bus to the Hout Bay police station where he locked the door, keeping the children inside the bus while he took several of them into the station.

A passenger said the incident occurred when some of the 12 pupils from a Wynberg school were asked to show their tickets as they were getting off at a stop in Hout Bay.

The driver accused the children of having paid only 40c for the journey, and not the required 65c.

A spokesman for City Tramways yesterday confirmed that the incident had taken place and described the bus driver's action as "highly irregular".

He said the company had already taken steps to ensure that no further action would be taken by the police. In such cases, where passengers could not pay the right fare were simply to take names and addresses, drivers were instructions to bus

(b) Konferensies

Gedurende 1978 het die Direkteur die volgende konferensies bygewoon:

Jaarlikse Konferensie, Nasionale Uitvoerende Komitee- en Raadsvergadering van die Suid-Afrikaanse Instituut vir Rasseverhoudinge, Kaapstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

Negende Wêreldkongres van Sosiologie, Uppsala, Swede. Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

Car burnt as taxi men clash at Mdantsane

By Gordon Qumza

EAST LONDON — The battle between registered taxi owners and pirate taxis has escalated into open war at Mdantsane.

A taxi was burnt at Mncosho, where the owner had taken passengers.

Three other taxis were stoned by four pirate taxi drivers.

One car had the side windows and the windscreen shattered. Another had side windows smashed and the third one had a side window broken.

A pirate taxi driver was beaten up by taximen.

Because of the raging battle the Ciskei Government has clamped down on pirate taxis in an attempt to stop what may end up in a riot in the township, the secretary of Ciskei Central Intelligence Services, Mr C. X. Sebe, said.

"Captain Toba, Deputy Commissioner of Ciskei Police and Captain Siyo, Deputy Station Commander at Mdantsane and I held talks with the two groups on two occasions and told the men to iron out their differences," Mr Sebe said.

Mr Sebe said at one time pirate taxis were told to get their own taxi rank elsewhere and not at the main bus terminal.

"This did not solve the problem and there were sporadic fights between the two groups," he said. The Ciskei Government does not want to see war at Mdantsane and that is why it decided to clamp down on pirate taximen," Mr Sebe said.

Mr Sebe said his department knew who burnt down the taxi at Mncosho.

"They are the four pirate taximen who stoned taxi cars at Mdantsane," he said. We know them. Law and order has to prevail.

The Station Commander at Mdantsane, Captain Naude, said a pirate taximan had laid a charge for allegedly being beaten up by taximen with sticks.

Star 20/7/79

Transport chiefs are planning a revolution

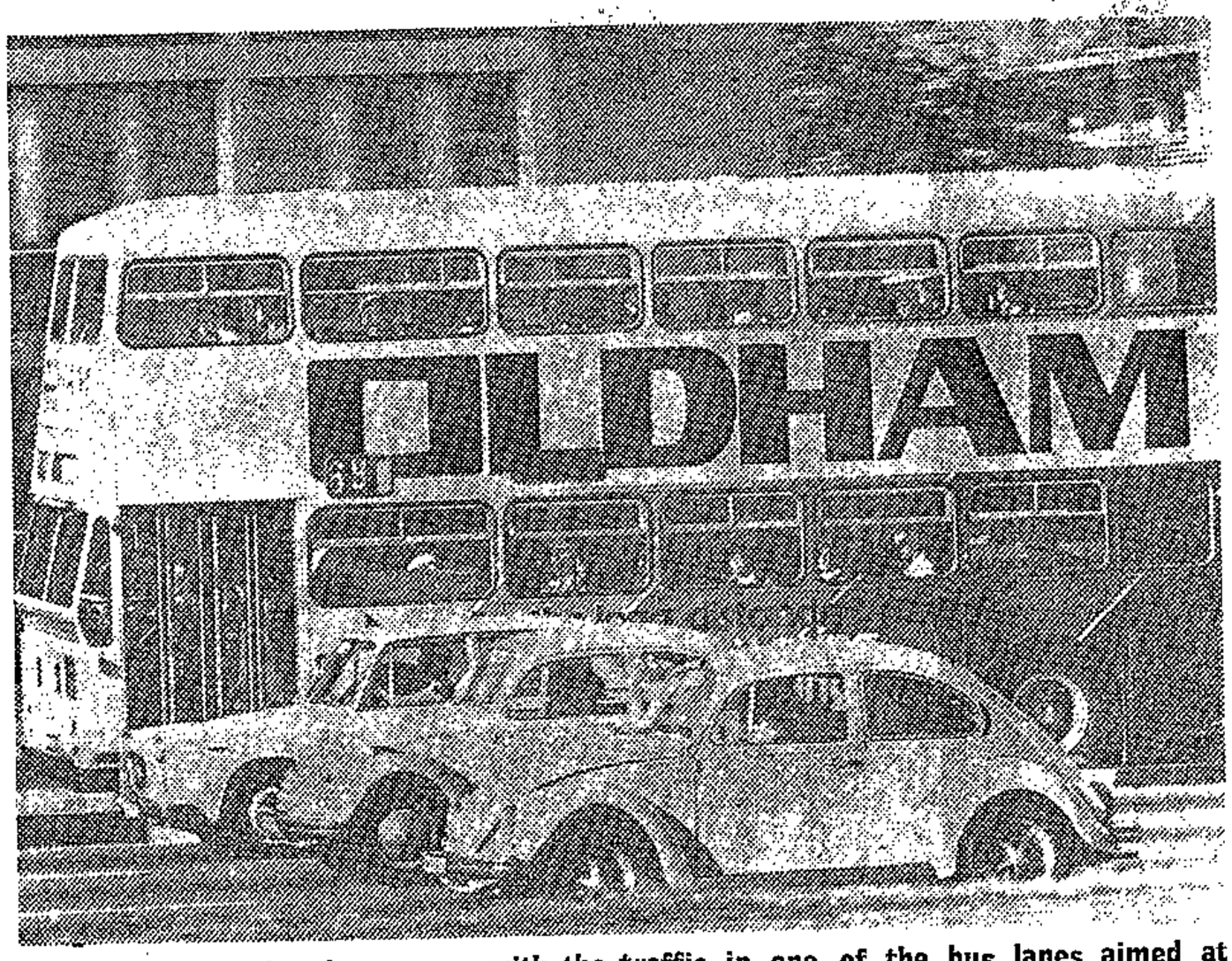
By Kevin Murray and Lynda Loxton

A revitalised system of public transport in South Africa promises some relief for families who cannot cope with the increased costs of motoring.

The relief comes as a result of bus, rail and air officials having taken a long, hard look at transport needs for the future.

Already the bus and rail officials have announced their plans to cope with an increasing demand for public transport as more and more people decide to leave their petrol-guzzling cars at home.

And South African Airways is scrutinising its operations to find ways and means of providing extra capacity.



A Johannesburg bus keeps pace with the traffic in one of the bus lanes aimed at speeding up bus travel and, in view of the oil crisis, encouraging more motorists to keep their cars at home.

Speed up

A spokesman for the Railways said that a number of schemes were being implemented to cope with the switch from road to rail travel.

"We hope to have a computerised reservations system in operation by August 1980, which will speed up reservations and facilitate easier handling," he said.

"Platforms and trains in and around Johannesburg are being lengthened and we are also considering increasing frequencies.

"We are building a link line between Kaserne on the Rand Mineral Line and George Goch Station on the Johannesburg main east-west line."

This will allow the railways to transport an extra 30 000 people from Soweto during each peak period.

"We will also introduce a system which will allow us to add extra coaches to scheduled trains if there is sufficient demand, or even put an extra train on the line," said the spokesman.

The newly-announced express train between Johannesburg and Pretoria is the possible forerunner of many more such trains on inter-city routes to provide for commuters in a hurry.

"Because of an increased demand for the Blue Train we are to increase the frequency during the holiday periods, and extend the booking period from three to 11 months."

Municipal transport departments have changes in store for South Africa's bus commuters.

The Johannesburg Transport Department is planning an extensive publicity campaign — timed for when peopoe get back from their holidays and take another look at their budgets.

The department's general manager, Mr Les Pettey, said increased patronage was essential for his department, which had spare capacity on its buses.

Until it gets financial assistance from the Government, this will be the only way it will be able to keep fares down.

It is hoped that the cross-city bus service, combined with the nearly completed Eloff Street busway, will encourage motorists to leave their cars at home, he said.

Other plans include:

- More special bus lanes to speed up operations.
- The introduction of more of the quieter and more comfortable air suspension buses.
- Making it easier for commuters to buy bus coupons and season tickets.
- A look at park-and-ride sites (the municipality will introduce more if necessary).
- An in-depth market research survey on the city's bus services, which will spotlight ways of attracting more passengers.
- Computerisation, which will enable the department to make the best use of its buses and avoid delays.

A commission of inquiry into the rationalisation of urban transport will make known its findings later this month.

Among other things, members of the comission are looking into lift clubs as a means of saving petrol.

A spokesman for South African Airways said that members of the airline's operations division were looking at abandoning the first-class cabin in the Ari-buses to put in extra seating.

"We could change that and the configurations in the other aircraft we fly on our internal network to create extra space."

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City plea on rise in bus fares

THE National Transport Commission has been asked to uphold an appeal against bus fare increases and to set aside the decision of the Local Road Transportation Board or remit the matter to the board for further consideration.

The appeal has been made by the Green and Sea Point Ratepayers' and Residents' Association, supported by 32 Cape Town ratepayers' associations — and management committees; Mr Dirk Christiaan Joubert, a Sea Point businessman; Mrs Gwendoline Hardie, 75, a widow dependent on the bus service; and Mr Anthony David Schoeman, secretary of the Kensington Management Committees, who lives at Mitchell's Plain.

The appeal is based on the ground that:

- The increase in tariffs is excessive and unreasonable;
- The existence of and hearing of the application were not brought to the attention of the public by adequate means;
- The granting of the application was not in the public interest;
- The application does not comply with the terms of the Road Transportation Act, No 74 or 1977; and
- The board has not stated its reasons for granting the application.

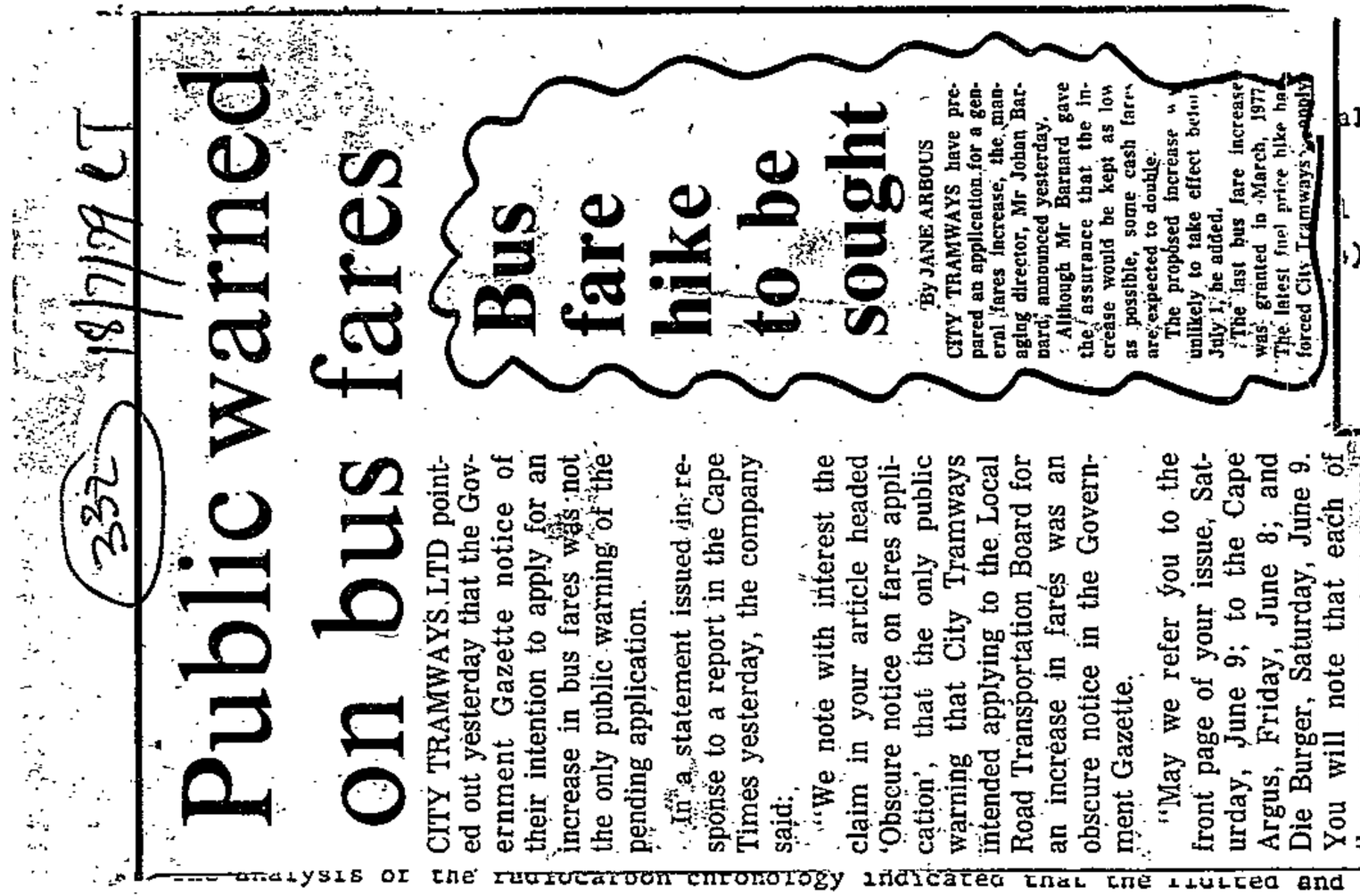
The appeal lists City Tramways' earnings and net profit for the year ended June 1978.

It states that the main increase in the operation of the service was in the cost of fuel. The tariffs, however, have increased from 60 to 110 percent, which is grossly in excess of the extra fuel cost.

● **Bus plea for the hungry — Page 17**

group could have hived off, and, each group had the potential to act as a nucleus for further expansion, the present model can account for divergent lines of evolution within a tradition.

In the description of the two models used in the present study, it was pointed out that group fission could have resulted from two different processes: (1) social stress as a result of overcrowding, and (2) increased mortality and lowered reproductive fitness due to the scarcity of a particular resource. Group fission would appear to have been associated with social conflict fairly often (Legassick, 1969; Monnig, 1967; Turner, 1954). This association would suggest that social stress rather than resource scarcity determined when group fission occured. However, oral tradition cannot provide an accurate



Public warned on bus fares

CITY TRAMWAYS LTD pointed out yesterday that the Government Gazette notice of their intention to apply for an increase in bus fares was not the only public warning of the pending application.

In a statement issued in response to a report in the Cape Times yesterday, the company said:

"We note with interest the claim in your article headed 'Obscure notice on fares application', that the only public warning that City Tramways intended applying to the Local Road Transportation Board for an increase in fares was an obscure notice in the Government Gazette.

"May we refer you to the front page of your issue, Saturday, June 9; to the Cape Argus, Friday, June 8; and Die Burger, Saturday, June 9. You will note that each of these newspapers gave prominence in headline and story to the fact that this company had been forced to apply for a fares increase.

"May we also refer you to your newspaper December 23; the Argus of December 22; and the Burger of December 22, in which articles were published making it clear that the company doubted whether it could keep bus fares down after June. We submit that in the light of this evidence the statement in the Cape Times is very misleading.

"In the interests of balanced reporting, we respectfully suggest that you give equal prominence to these reports by publishing facsimiles of the headlines in the same way that you published a facsimile of the Government Gazette of June 22.

"As a matter of interest, the notice of our application was gazetted for the first time in Gazette No 6483 of June 8."

Bus fare hike to be sought

By JANE ARBOUS

CITY TRAMWAYS have prepared an application for a general fares increase, the managing director, Mr Johan Barnard, announced yesterday.

Although Mr Barnard gave the assurance that the increase would be kept as low as possible, some cash fares are expected to double.

The proposed increase ... unlikely to take effect before July 1, he added.

The last bus fare increase was granted in March, 1977. The latest fuel price hike has forced City Tramways ...

...al

...)

The analysis of the radiocarbon chronology indicated that the flutted and bevelled complex dispersed rapidly although individual cultures showed a slower rate of spread. A number of problems are associated with the analysis and the results cannot be used as an absolute confirmation of the validity of the discontinuous spread model.

The major problem with the radiocarbon chronology is the small sample size. Only four Silver Leaves sites have been dated and one of these Eiland is a specialised activity area (Evers, 1975). Kwale and Urewe have more dated sites but again samples are very small. In the discontinuous spread model it was suggested that the overall rate of spread would have been faster than the expansion of an individual culture. Therefore, the regression for the overall rate of spread was calculated from the earliest known dates for each culture and this reduced the sample size. It is possible that the sample sizes are so small that they do not reflect the real population of dates. Because of the sample size problem an independent evaluation of the two mechanisms of dispersal is necessary.

The data used in the present study were derived from only one tradition, the flutted and bevelled complex, and therefore the analysis would seem to be tied to the validity of a particular culture-historical reconstruction. While this is true, the rapidity of spread associated with the simulation of the discontinuous spread model would seem to indicate that this is the most likely mechanism of dispersal.

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...nal drafts.
... to Dr D.S. Wilson who
...d to debug the programmes.

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Clipcards: Whites warned

WHITE bus commuters buying subsidised clip-cards at the kiosk on the corner of Plein and Darling streets are confronted by three signs telling them they do so at their own risk.

The subsidy on the clip-cards is paid partly by the Government and partly by employers, who pay R1 a month for every black employee.

Although the system was designed to keep the travelling costs of black workers low, white commuters have been buying the clipcards and travelling by bus at half the new cash fares.

The signs at the counter say: 'Please note that any white commuter who purchases a subsidised clip-card with the intent to present it on a bus does so at his own risk.' They are signed by City Tramways Limited.

A spokesman for City Tramways said the signs were put up last Friday in response to reports that whites were 'deliberately buying clip-cards when they knew they were intended for blacks.'

No takeover of Tramways

THE Cape Town City Council will be advised by its executive committeee not to take over City Tramways.

The committee discussed a possible takeover of the company yesterday and decided that in view of difficulties experienced in Johannesburg and Durban, where there are municipal bus services, this would not be in the interests of the city.

No concern for city bus users —Joubert

CITY Tramways failed and neglected to concern itself with the effect and hardship which the bus fare increases meant to the majority of people, Mr D C Joubert, chairman of the Green and Sea Point Ratepayers and Residents' Association, told the mass protest meeting at the City Hall today.

The meeting, called by the Mayor of Cape Town, Mr Ted Mauerberger was told that Mr Joubert's association took its stand 'not only for its own residents and ratepayers, but also for all the other citizens of the Cape Peninsula who are so seriously affected by the sudden unreasonable increases.

ECONOMY

'Bus conveyance is the lifeblood for thousands of our citizens and of course for our economy and industry.

'We have here the unique situation that public bus transport is in the hands of one organisation. Arising out of this situation, there is no competition.

We do not necessarily accuse the City Tramways Company of deliberately exploiting the public, but we feel it has failed and neglected to concern itself with the effect and hardship which the increases mean to the majority of the people.'

Asking the audience to keep cool heads and to guard against emotional reaction, Mr Joubert called for anyone who might be able to supply relevant evidence at the hearing of his association's appeal before the National Transport Commission to contact its attorneys, Arthur E Abrahams and Gross.

INCREASES

'We are aggrieved not only at the size of the increases, but also by the manner in which these increases have been brought about,' he said. 'There was no proper or adequate notice of the hearing of the bus company's application by the Local Road Transportation Board.

'A mere brief, four-line notice in the Government Gazette, tucked away among a large number of other applications for permits, was the only official notice which the public received.'

No one, from the mayor, to any 'domestic or clerical assistant,' would have known about it.

'If there had been a corresponding notice in the daily Press, it would have been noticed and timely action would have been taken,' said Mr Joubert.

Child fares can be clipped

THE 166 percent cash fare increase for scholars under 13, and the 60 percent increase for those over 13, on special school buses did not apply if the clipcard system was used, a City Tramways spokesman said today.

'This, however, applied only if pupils were able to use the five trips in and five trips out within the two-week period, and were confined to special school buses.

Ordinary bus fares were not necessarily as high as 40 cents.

SAVING

In a statement issued by Tramways, the spokesman said: 'Even though these cards are limited to five rides in either direction within a maximum validity period of two weeks, primary school children can save considerably, even when using cards in one direction.

'Five rides at 40 cents cost R2 compared with R1,60 of the clipcard — a saving of 40 cents.

'It is true the same doesn't apply to a child over 13.

Apology on clipcards

A CITY Tramways spokesman today apologised for giving incorrect information about clipcards for schoolchildren, and said they were dated and not undated, as previously published.

The clipcards, which are divided into five trips one way and five the other, were valid until the Friday following the week in which they were bought, as were the ordinary clipcards.

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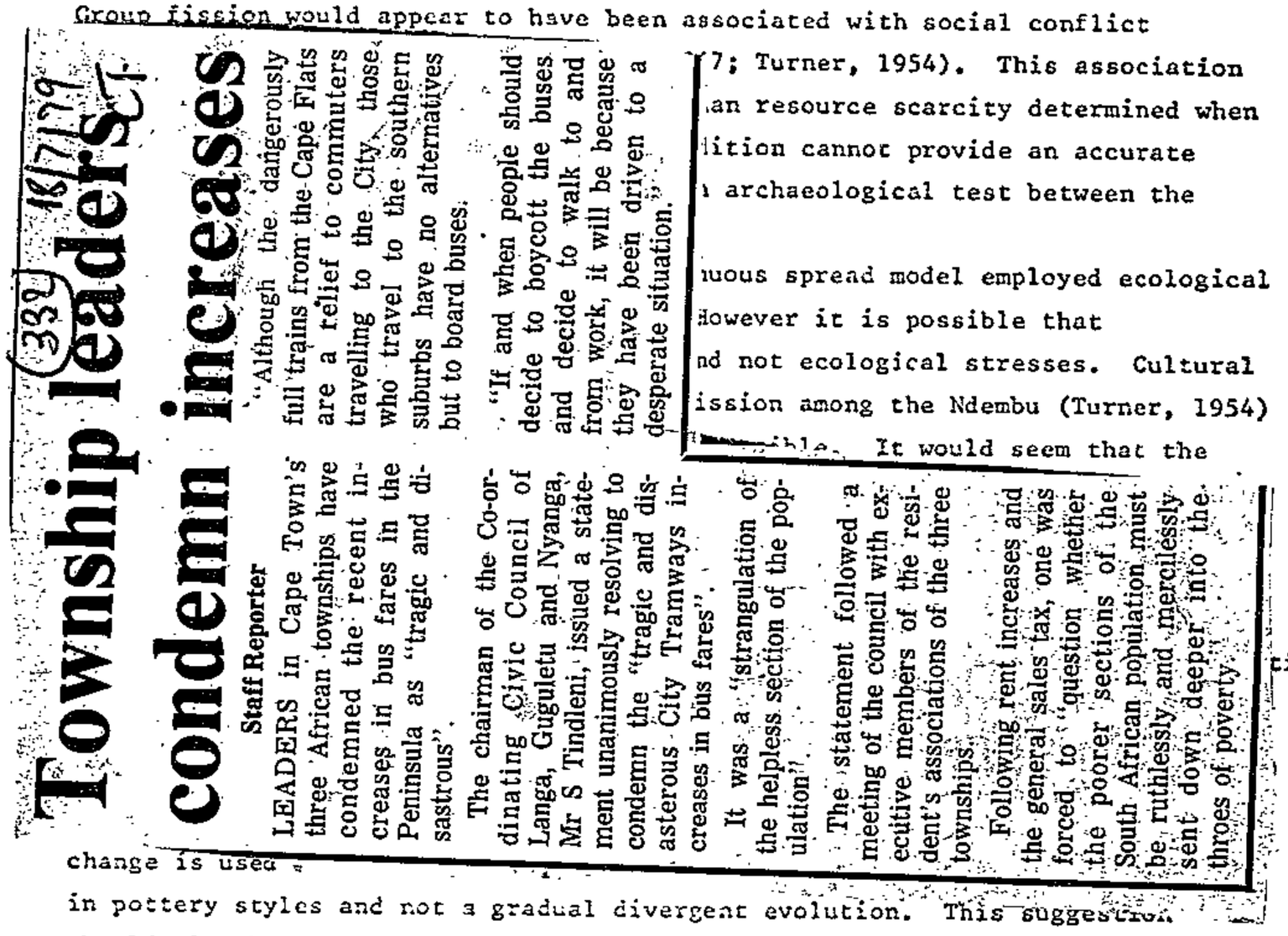

Township le
condemn in
Staff Reporter
LEADERS in Cape Town's three African townships have condemned the recent increases in bus fares in the Peninsula as "tragic and disastrous".
The chairman of the Co-ordinating Civic Council of Langa, Guguletu and Nyanga, Mr S Tindleni, issued a statement unanimously resolving to condemn the "tragic and disasterous City Tramways increases in bus fares".
It was a "strangulation of the helpless section of the population".
The statement followed a meeting of the council with executive members of the resident's associations of the three townships.
Following rent increases and the general sales tax, one was forced to "question whether the poorer sections of the South African population must be ruthlessly and mercilessly sent down deeper into the throes of poverty.
"Although the dangerously full trains from the Cape Flats are a relief to commuters travelling to the City, those who travel to the southern suburbs have no alternatives but to board buses.
"If and when people should decide to boycott the buses and decide to walk to and from work, it will be because they have been driven to a desperate situation."

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ACKNOWLEDGEMENTS

I would like to thank Professor T.N. Huffman for reading and commenting on the numerous drafts of the paper. Miss C.S. Harcourt helped edit the manuscript and Mrs J. Howard-Tripp typed the final drafts.

I would like to express my special thanks to Dr D.S. Wilson who introduced me to evolutionary ecology and helped to debug the programmes.

frequency of inter-settlement contact would have increased and with it the probability of friction would have grown. The level of stress would have increased until fission occured when groups would have moved away, settled and formed the nuclei of new cultures. Each of these nuclei could have acted in turn as a centre for fission and further expansion.

In this model, as was the case for the continuous spread model, carrying capacity has been defined as psycnological tolerance and the problem of limiting resources remains.

A flow diagram and computer simulation of the discontinuous spread model were prepared (Fig.3; Appendix 1).

DATA

Quantitative data . The rates of population growth used in the simulations were two, three and a half, and four per cent per annum. The values were similar to those quoted by Birdsell (1957) for human groups colonising uninhabited areas. Four values for carrying capacity were used: one, five, ten and fifteen people per square kilometer. A value of five people per square kilometer has been used as the carrying capacity for simulations on subsistence agriculturalists (Ammerman and Cavalli-Sforza, 1973). The values coincide with low population known from African ethnography (Tew, 1950), but the possibility remains that the ethnographic values are too high since they may have increased as a result of European medical attention.

Both models were simulated with three different, arbitrarily chosen, input populations: 100, 500, and 1000 people. In the simulations space was conceptualised as a series of concentric circles. The perimeter of each circle was set at 10 km away fro

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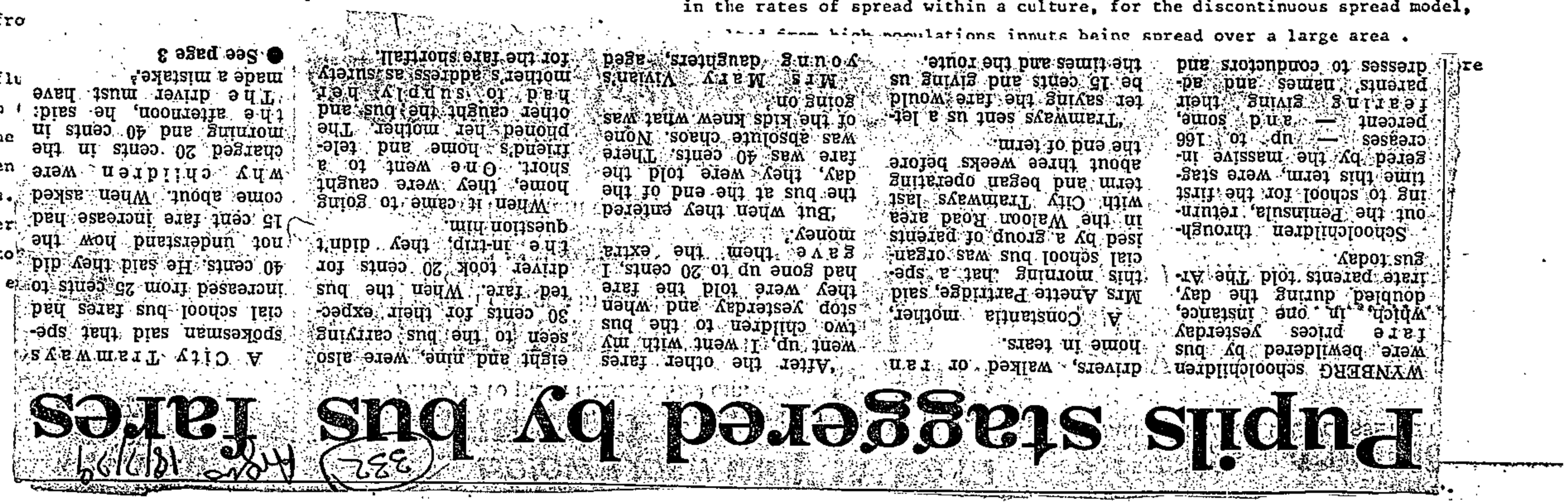
Nkope has occasional fluting and bevelling which has been used to tie it to the eastern stream, but as this feature was not common (Robinson, 1973; Table 2) and it would seem that Nkope probably belonged to a different tradition.

Phillipson (1975, 1977) has suggested that the expansion occured as a linear continuum with Urewe as the earliest and Silver Leaves as the latest group. The linear continuum is based on the floruit analysis (Phillipson, 1975) and has marked differences from the reconstruction derived from pottery analysis which suggested that Urewe and Kwale were related through a common ancestor (Soper, 1971b). The simulations were carried out over both possible reconstructions:

Simulation 1. Urewe ⟶ Lelesu ⟶ Kwale ⟶ Silver Leaves
Simulation 2. Kwale ⟶ Silver Leaves

RESULTS

Simulation 1. The discontinuous spread model produced a faster rate of expansion than the wave of advance model. Rates of less than one kilometer per year were generated by the wave of advance model (Table 1) and these were an order of magnitude lower than the rates from the discontinuous spread model (Table 2). The rate of spread for a culture in the discontinuous spread model was similar to the rate generated by the wave of advance model (Table 3). Different input populations had little affect on the rates for the wave of advance model (Table 4) but did affect the internal culture expansion rates for the discontinuous spread model (Table 5). The differences in the rates of spread within a culture, for the discontinuous spread model,



Pupils staggered by bus fares

WYNBERG schoolchildren were bewildered by bus fare prices yesterday which, in one instance, doubled during the day, irate parents told The Argus today.

Schoolchildren throughout the Peninsula, returning to school for the first time this term, were staggered by the massive increases — up to 166 percent — and some, fearing giving their parents' names and addresses to conductors and drivers, walked home in tears.

A Constantia mother, Mrs Anette Partridge, said this morning that a special school bus was organised by a group of parents in the Waloon Road area with City Tramways last term and began operating about three weeks before the end of term.

"Tramways sent us a letter saying the fare would be 15 cents and giving us the times and the route.

"After the other fares went up, I went with my two children to the bus stop yesterday and when they were told the fare had gone up to 20 cents, I gave them the extra money.

"But when they entered the bus at the end of the day, they were told the fare was 40 cents. There was absolute chaos. None of the kids knew what was going on."

Mrs Mary Vivian's young daughters, aged eight and nine, were also seen to the bus carrying 30 cents for their expected fare. When the bus driver took 20 cents for the in-trip, they didn't question him.

When it came to going home, they were caught short. One went to a friend's home and telephoned her mother. The other caught the bus and had to hurriedly get mother's address as surely for the fare shortfall.

A City Tramways spokesman said that special school bus fares had increased from 25 cents to 40 cents. He said they did not understand how the 15 cent fare increase had come about. When asked why children were charged 20 cents in the morning and 40 cents in the afternoon, he said: "The driver must have made a mistake."

● See page 3

(332) Argus 18/1/79

(332) CT 18/7/79

City bus-fare protest today

Chief Reporter

A RESOLUTION supporting the Green and Sea Point Ratepayers' and Residents' Association in its proposed appeal to the National Transport Commission against the "excessive" increase in bus fares in the Cape Peninsula will be moved at a public meeting on the bus-fare issue in the old City Hall, Cape Town, today.

A special permit to enable members of all races to attend the meeting, which starts at 12.45 pm under the chairmanship of the Mayor of Cape Town, Mr Ted Mauerberger, has been issued by the Department of Community Development.

The hall is expected to be full.

The permit was applied for by the Green and Sea Point Ratepayers' Association after it had petitioned the mayor last week to call a public meeting on the bus-fare issue.

Speakers will include Mr Chris Joubert, chairman of the association, Mrs Joan Kantey, a member of Cape Town City Council, and Mr George Gibbs, chairman of the Athlone Management Committee and of several welfare organizations.

Mr Joubert will at the end of the meeting move a resolution whose main points are:

- **That all sections of the community are aggrieved by the action of the City Tramways Company in applying for increased bus tariffs, and by the decision of the Local Road Transportation Board in granting the application;**
- **That the public had no adequate notice of the hearing of the recent application by the board and was not consulted.**

More than 25 ratepayers' associations and all the management committees in the Peninsula have already given their full backing to the Green and Sea Point Ratepayers' Association for their stand on the bus-fare issue.

TP bus row over increased fares

A PRETORIA black bus company director said at the weekend that Putco is, through the recent fare increases, forcing the commuters to absorb its costs which should be the Government's responsibility.

Mr Joseph Gomba, one of the four directors of Black Unity Express Bus Service, said in an interview that he asked Atteridgeville and Mamelodi Community Councils to appoint a commission of inquiry into Putco's fare increases.

Mr Gomba also said Putco should have consulted the two community councils before increasing their fares by 16 percent.

"If Putco has already got permission from the local road transportation board to increase the passengers, why was it allowed to increase the fares?" said Mr Gomba.

He also blamed the Pretoria and District Black Taxi Association over their recent fare increases. He said the taxi owners should have instead asked for permission to increase the number of passengers.

"Does it mean that the taxi owners will increase the fares after every petrol price hike? I see many owners going out of business because fares will be sky-high and commuters will prefer buses and trains."

He also said his company, which trades between Atteridgeville and Westfort, hopes to increase buses and take all routes in Pretoria's black townships.

Mr Gomba said Putco is trading illegally and unfairly in the black townships because it is not in accordance with the Transport Act.

The secretary of the Pretoria and District Black Taxi Association, Mr P Mtimkulu, said Mr Gomba has no authority to give the Press a statement without consulting members of the association.

"If big companies like Putco were forced to increase fares why can't we do the same? Does Mr Gomba expect us to run the taxi business at a loss?" said Mr Mtimkulu.

Mr Mtimkulu also said his association has asked permission from the traffic department, the road transportation board, and community councils in Pretoria to increase the number of passengers.

Putco could not be reached for comment.

Mennonite Central Committee se Konferensie oor: 'Die Rol van Geskiedkundige Vredesberke', Gaberone, Botswana. Verhandeling voorgelê oor: 'The Role of Churches in Promoting Justice in Southern Africa' (Oktober).

Konferensie van die Afrikaanse Calvinistiese Beweging, Potchefstroom (Oktober).

(c) Deelname aan Welsyns- Professionele en Openbare Organisasies

Die Direkteur het aktief gebly in die Suid-Afrikaanse Instituut vir Rasse-Verhoudinge as 'n lid van die Weskaap-Distrikskomitee, die Nasionale Uitvoerende Komitee en van die Raad.

Hy is Voorsitter van die Quaker Service Fund in die Kaap, die Diensafdeling van die Godsdienstige Vriendekring (Quakers), wat gemeenskapsontwikkeling op die platteland en in die stadsgebiede bevorder.

Die Direkteur is gekies as lid van die Raad van die Vereniging vir Sosiologie in Suidelike Afrika. Hy is ook 'n lid van die Suid-Afrikaanse Sosiologiese Vereniging en van die Internasionale Sosiologiese Vereniging. Hy is aangestel as die Suid-Afrikaanse afgevaardigde in die Raad van die Internasionale Sosiologiese Vereniging vir die tydperk 1978-1982.

WAARDERING EN DANK

Ek is altyd dankbaar vir die geleentheid wat die jaarverslag bied om my waardering te betuig aan lede van die Akademiese Advieskomitee en die Beheerraad vir hulle leiding, aanmoediging en belang in die aangeleenthede van die Sentrum.

Die Universiteit van Kaapstad het benewens 'n bydrae tot die bedryfskoste van die Sentrum, ook vir die Sentrum sedert sy stigting in kantoorruimte voorsien. Met die uitbreiding van personeel het ons die huisie op die laer

Meerder uit
1978
GROOT vervoer
EEN van die grotes in Suid-Afrikaanse langafstand-padvervoer, Mainline Carriers, 'n lid van die Freight Services-groep, is aan die firma Du Toit's Transport van Windhoek verkoop.
Hoewel Du Toit's Transport in Windhoek gevestig is, bedryf die maatskappy sake op 'n landwye grondslag. Die transaksie is op 19 Junie, twee dae voor die jongste styging in die prys van brandstof, beklink. Die styging van 15c per liter was egter nie 'n onaangename en onverwagte skok vir die nuwe eienaars nie. Die saak is beklink met die volle besef dat 'n styging aan die kom was.
Mnr. Noël de Villiers, direkteur van Freight Services en voorsitter van Mus-
grove & Watson Castleman
ne en gewese voorsitter van
Mainline Carriers, is van
mening dat dit vir die
private karwieler die moei-
te werd is om op kort
afstande te konsentreer.
Sy filosofie is dat
langafstand-karweiwerk
aan die Spoorweë behoort.
As iemand dit anders sou
wou gehad het, moes daar
al vyftig jaar gelede daar-
voor beplan gewees het.
Wat Suider-Afrika betref,
sien mnr. De Villiers sake
anders. In dié groter ver-
band is daar heelwat ge-
leentheid vir oorgrense
vervoer sowel as geleenth-
de in buurstate.
Dié moontlikhede word
nou deur mnr. De Villiers
en sy groep deeglik onder-
soek, en as die kanse goed
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Mnr C.S. Corder*
Professor W.H.B. Dean
Dr J.P. Duminy*
Professor G.F.R. Ellis
Biskop A.W. Habelgaarn
Mnr E.V.E. Howes*
Professor M.F.Kaplan
Ds. W.A. Landman
Mnr G.K. Lindsay
Sir Richard Luyt
Professor S.J. Saunders
Professor H.W. van der Merwe
Mede-professor D.J. Welsh
Professor Monica Wilson

Al hoe meer ry die trein

Deur ALPHONS DU TOIT

DIE Suid-Afrikaanse Spoorweë ondervind as gevolg van peperduur brandstof 'n aansienlike toename in die getal pasassiers wat deur sowel sy voorstedelike as hooflyndienste vervoer word.

Die grootste toename was in voorstedelike dienste, veral tussen Johannesburg en Soweto. Mnr. Hennie Loots, assistent-hoofbestuurder (bedryf), van die SAS, sê om aan die toenemende vraag te voldoen, word noodsaaklike veranderinge aangebring.

Hy het aan Sake-Rapport gesê: „Vergeleke by April 1978 was daar 'n toename van meer as 2 miljoen passasiers op ons voorstedelike dienste vanjaar in April. Veertien 3de-klas-passasierswa-stelle is van 11 tot 14 waens vermeerder en is reeds op die Soweto-trajek in gebruik. Hierdie langer treine kan ongeveer 3 250 passasiers vervoer teenoor die sowat 2 450 van die korter treine."

Die spoorverbinding met Soweto gaan ook aansienlik verbeter word deur die bou van 'n sirkellyn, 'n spoorverbinding tussen Kazerne-Wes en George Goch, wat die omdraaityd van Soweto aansienlik sal bespoedig.

„Hierdie nuwe sirkeldiens sal die hele gebied baie beter kan bedien. Dit beteken 'n beter benutting van ons passasierswaens en die SAS sal gevolglik veel meer passasiers kan vervoer."

Die Spoorweë vervoer reeds meer as 540 000 passasiers daagliks in een rigting tussen die verskillende woonplekke en werkplekke in die land. Van hierdie getal het 178 000 na óf van Soweto gereis.

„Volgens beraming is hierdie syfer vinnig besig om 190 000 te bereik. Dit is ons oogmerk om hierdie reuse-klomp passasiers so doeltreffend en so gerieflik as moontlik te vervoer."

Die Spoorweë is ook voornemens om eersdaags 'n sneltrein tussen Pretoria en Johannesburg, met 'n reistyd van 60 minute, proefondervindelik in te stel. Dié trein sal soggens sonder stilhou tussen die Hoofstad en Johannesburg loop en in die laat middag terugkeer.

Die uitwerking van die brandstofkrisis word ook in die hooflyndienste van die SAS bespeur. Vergeleke by April 1978 het eersteklas-ritte in April vanjaar met 27 000 toegeneem, tweedeklas ritte met 43 000 en derdeklas-ritte met 1,5 miljoen.

In die huidige wintervakansies was die SAS genoodsaak om 21 meer spesiale treine as gewoonlik te reël. Selfs die vraag na ritte met die swierige Bloutrein het toegeneem. En in so 'n mate dat hierdie trein met ingang van 3 Oktober twee maal 'n week tussen Pretoria en Kaapstad in albei rigtings sal loop.

Van 7 Desember sal die dienste van die Boutrein verder uitgebrei word. Hy sal dan drie maal per week tussen dié twee stede loop.

Wat die vervoer van goedere betref, verwag mnr. Loots geen probleme nie. „Ons vervoer reeds 180 000 t/km en ons beskik oor die nodige kapasiteit om hierdie reeds geweldige vrag aansienlik te verhoog. Wat goedere betref, is ons besigste trajek dié tussen Durban en Johannesburg.

„Hierdie lyn is byna vol, maar met die gebruik van die regte trokke wat optimale vragte kan dra, sal ons maklik 90 000 t per dag oor hierdie spoor kan vervoer. Dan is daar ook alternatiewe moontlikhede. Selfs die steenkoollyn kan vir algemene doeleindes gebruik word," sê mnr. Loots.

Bus fares: Eksteen to meet Heunis

Chief Reporter

THE Secretary for Transport and chairman of the National Transport Commission, Mr A B Eksteen, said from Pretoria yesterday that he intended to discuss with the Minister of Transport, Mr Chris Heunis, the extent to which the government could provide financial relief to bus companies in the fuel crisis.

Representations have been made to the NTC on behalf of members of the Urban Passenger Transport Association, he said, and these were being considered by the commission.

"We are trying to find a formula whereby the additional burden on the bus companies caused by the further increase in fuel prices can be partly taken up by the government — although users of public transport will obviously have to play their part."

In a reference to the massive public support for the move by the Green and Sea Point Ratepayers' Association, he said, and these were being considered by the commission.

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In a reference to the massive public support for the move by the Green and Sea Point Ratepayers' Association, he said, and these were being considered by the commission.

The Local Road Transportation Board, he added, was within its rights in not disclosing its reasons at this stage upholding the City Tramways Company's application to increase its tariffs. Only when an appeal had been lodged would the board be obliged to give its reasons to the National Transport Commission and the appellant.

The members of the local board, he said, were Mr F H S van Huyssteen, former chief magistrate of Cape Town, and Mr W H Sceales, a member of the City Council and-a-former director of the Cape Technikon.

Mr Eksteen said he could not understand why there was an outcry against the increased bus fares "at this stage", when there had been a period of 10 days in which objections could have been lodged against City Tramways' application and when the hearing of the application by the board was open to the public.

The chairman of the Green and Sea Point Ratepayers' Association, Mr D C Joubert, which petitioned the Mayor of Cape Town to call a public meeting in the City Hall on the bus fare issue, said he was delighted to hear that consideration was

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being given by the government to possible financial relief for bus companies.

"This is reassuring news," he said. "Meanwhile, we are going ahead with our proposed appeal against the Local Road Transportation Board's decision and with the public meeting in the City Hall scheduled for lunch-time on Wednesday.

"We have now received the full support of 25 ratepayers' associations in the Cape Peninsula, and also of all the coloured management committees, in these steps we are taking. The telephone has been

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ringing all day with messages of support from individuals in all parts of the Peninsula and from all sections of the community."

Mr Joubert emphasized that Wednesday's meeting would not be a protest meeting. "The aim is to find consensus in a positive, constructive way. We want to keep discussion at a high level, and I invite representatives of City Tramways to be present because obviously we are going to need their help in reaching consensus and in finding a solution to a problem that affects all sections of our community.

"There is also no question of political gain in this matter, which is any event outside the political arena."

Mr Joubert said the reason that objections against the proposed bus fare increases had not been lodged earlier was that public attention had not been drawn to the relevant notice in the Government Gazette.

"We feel that in the interests of good public relations the bus company should have come out publicly with its proposals when these were first mooted."

The national director of the Progressive Federal Party, Mr Neil Ross, said the meeting arranged by the PFP for tonight on the bus fare issue would take place as scheduled at 8.15 pm in the St James Church Hall, St James Road, Sea Point.

"This is not a political meeting," he said. "The PFP is merely providing an umbrella under which various viewpoints can be expressed on the bus fare issue."

Mr Ross said there would be no clash of interests with the public meeting in the City Hall that has been scheduled for next week.

Speakers at the Sea Point meeting will include Dr John Sonnenberg, MPC and city councillor, and Dr Tian van der Merwe, MP for Green Point. Mr Joubert and Mrs Maggie Oewies, chairman of the Domestic Workers' Association, have also been invited to speak.

Massive support for appeal against fares

Chief Reporter

MASSIVE public support had been indicated by last night for the Green and Sea Point Ratepayers' Association's proposal to appeal to the National Transport Commission against the sharp increase in bus fares in the Cape Peninsula, and for the association's call for a public meeting on the bus fare issue.

The Mayor, Mr Ted Mauerberger, said after being petitioned by the association that he had arranged for a public meeting to be held in the grand hall of the old City Hall at 12.45 pm next Wednesday. He would, as mayor, take the chair.

By last night at least 12 ratepayers' associations throughout the Peninsula and representing all sections of the community had indicated support for the proposed appeal against the bus fare increases and for the plan to hold a public meeting. Management committees in coloured areas were also expected to give strong suppport to the moves.

Mr D C Joubert, chairman of the Green and Sea Point Ratepayers' and Residents' Association, said yesterday that at a special meeting of the association's executive on Monday night it was decided to note an appeal to the NTC against the decision of the Local Road Transportation Board to grant the City Tramways Company the increased fares announced last week.

"This association expects the support of all other ratepayers' associations and management committees throughout the Peninsula," he said. "The basis of the appeal is the general feeling within the whole community that the increased tariff is totally inequitable and excessive, and that the local board erred in granting the application without due regard for the interests of the public.

"It is expected that the appeal will be representative of all bus passengers and that the organizations and associations involved in the affairs of the citizenry of Cape Town will be in full support of this action.

"In view of the seriousness with which this association regards the present situation of bus passengers, a petition has been directed to the Mayor of Cape Town, urging him to convene a public meeting of all citizens in the City Hall.

"At this meeting the whole problem will be discussed and appropriate resolutions passed."

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The mayor is a member of the Green and Sea Point Ratepayers' Association, and as he was at the meeting on Monday night, he was petitioned then, in his capacity as mayor, to call a public meeting.

Mr C Bilski, secretary of the association, said the association had, because of the mayor's agreement to call the public meeting under his chairmanship, appealed to the Progressive Federal Party not to proceed with the protest meeting on the bus-fare issue which it has scheduled for tomorrow night in Sea Point.

The Local Road Transportation Board, approached by the Cape Times yesterday, refused to disclose the grounds on which it granted the increases to City Tramways.

The chairman of the board, a Mr Nel who refused to give his initials, said not even the applicant — in this case City Tramways — was given reasons for a decision.

City bus fares 71 pc higher than Rand

CITY Tramways' new cash fares, which have given rise to angry reaction in the city, are 71 percent higher on average than similar fares set by Putco in Johannesburg, Pretoria and Durban, an Argus survey shows.

Although the Putco services will be subject to another price hike in September which will close this gap considerably, they do not expect to match the Cape rates.

'We would not put up fares by anything like 40 percent,' a Putco spokesman said.

COMPARISON

A Tramways' spokesman pointed out that Putco supplied a service essentially for black commuters, while Tramways serviced all population groups along a greater variety of routes.

The Johannesburg service carries people to and from the townships only. It cannot pick up fares in the Johannesburg municipal bus service's area.

The Argus obtained rates and distances from both companies and worked out an average fare cost a kilometre. On average City Tramways' fares were 71 percent higher.

Putco have staged their increases this year, introducing them in May-June and September. The comparison was made after the June increases.

CLIPCARD

Like Tramways, Putco also have a subsidised clipcard, or season ticket, system, but the difference between their cash fares and subsidised fares is less than that in the Cape.

The Johannesburg fares averaged at 1,78 cents/km and the Cape fares at 3,05 cents/km.

To find out the cause of the difference, it would be necessary to do a detailed operating cost analysis of

(Continued on Page 3, col 7)

Bus fares

(Continued from Page 1)

both companies, the City Tramways spokesman said.

The spokesman added that certain, highly uneconomic long distance routes with low passenger densities contributed to the Putco figures.

One example he cited was the Pretoria to BophuthaTswana route which was over 40 km and had an average of two passengers per kilometre.

AVERAGE RISE

The spokesman said the average fare increase was 36 percent and not 60 percent as was reported in The Argus.

The 60 percent fare increase was the average increase in fares from the black and coloured townships and 70 percent of commuters from these areas used clipcards on which there was little or no increase, the spokesman said.

The 36 percent increase was the first in 2½ years, he emphasised.

Bus fares: City Tramways reply

From CITY TRAMWAYS LIMITED (Cape Town):

CITY TRAMWAYS are accused of making excessive profits last year. But we did not — unlike the non-profit-making municipal buses in other cities — apply for a fare increase last year, nor during the year before.

We applied for a fare increase this June only after repeated fuel price and many other increases which we absorbed, culminating in the shock 15 cent per litre rise a month ago, together with a new wage agreement with the Tramway Union. These two items alone have added R13 000 per day to our costs.

But surely the question is not what profits the company makes but rather whether the fares are reasonable? And by the Cape Times's own comparison with other cities in the Republic (July 7 edition) they are, even the non-subsidized cash fares.

No lower fares

If we did not buy chassis, modified to our own design, at the keenest prices and build our own bodies (Johannesburg municipality pays almost twice as much for its buses); if we did not have a resident director in London constantly negotiating for spares at the lowest possible costs; and if we did not have a very sophisticated radio control system monitoring all bus movements with tremendous advantages for operating efficiency, to mention but a few items, our costs would rise even more sharply and our profits would come down. But our fares would not be any lower. They might well have to go higher.

To give examples, the fishing companies have mostly produced lower profits this year but has that helped keep the price of fish down? The agricultural machinery companies have shown sharply lower profits and even losses but the cost of food production and therefore retail prices have risen sharply. In fact the company showing the largest percentage growth in profits on the Johannesburg Stock Exchange for the last three years is engaged in food distribution, but is anyone naive enough to say that the reason food prices are high is because of the profits of companies like that, without regard to the efficiency of their operation?

Sasol will invite applications from the public later this year for subscriptions to its capital requirements and it can be confidently assumed that it will project profits of tens of millions of rands per annum. If it

letters

come from if the company did not retain profits? Those buses will cost infinitely more than the original ones they will replace, and depreciation in the company's accounts has been charged on only that much lower original cost, not the present replacement price. The dividends paid over the last few years to Tollgate Holdings shareholders, many of whom are dependent on these for their livelihood, have barely kept pace with the rise in the cost-of-living index. Based as it must be on what it will cost to replace the buses, the return on capital employed is only 8,6 percent.

It is ridiculous to state that the company can generate profits almost at will. The department of transport's cost accountants have to be satisfied that the company's costs have gone up to such an extent that a rise in fares is justified. Every aspect of the company's operations is examined and inquired into by these officials, who have the unique advantage of being able to compare these with those of the other bus operators in the country. The application for a fare adjustment appears in the Government Gazette, a period of ten days is allowed for objections, following which there is a public hearing before the Local Road Transportation Board, which has the report of the cost acountants before it. Only after a decision has been given by that board can new fares be introduced, despite the fact that costs may have gone up sharply some time before, as was the case with the price of diesel fuel.

In no other industry, even for such essential commodities as bread and milk, is a review of prices subject to a public hearing, notwithstanding that the appropriate government price control authority has already been satisfied.

It is cause for great concern that the Cape Times should state that City Tramways enjoys the support of the taxpayer through subsidy. It has been explained so many times that the cash fares prescribed by the Local Road Transportation Board represent the minimum economic tariff at which passengers can be carried. The discount price of subsidized clipcards results from a *subsidy given to the passenger — not the company*, which receives a total which is equivalent to the applicable cash

natives to the present arrangement", which involves the provision of bus services by a private company under monopoly conditions. Since the current controversy arises from the level of the fares, then the test must be whether these might be lower under another system. One example is municipal ownership of the buses.

Johannesburg's municipal buses ran at a loss of R8 million last year, despite fares which the Cape Times itself (June 7 edition) says compare favourably with those in Cape Town. Johannesburg's buses, unlike those in Cape Town, do not contribute R700 per year each to provincial income, nor do they pay tax on profits because they do not make any.

If Councillor Walters thinks that a municipal bus operation would be more acceptable to Cape Town commuters when he refers to the current fares increase as representing "the unacceptable face of capitalism", the company is quite prepared to offer its bus services for sale to the city council as it has done previously. But Councillor Walters should warn his ratepayers that this would probably lead to a less adequate service, higher fares and inevitably to higher municipal rates as is the case in the rest of the country.

In fact, once the widely acknowledged expertise and experience of City Tramways had been lost, together with the incomparable buying power of the large group of companies of which it is part, it is inconceivable that the costs to be met by the municipal service would not be very much higher than those we face today.

Investigation

The Cape Times, commenting on the financial affairs of City Tramways, suggests that "a commission of inquiry could provide answers". Similar suggestions have been made previously and the minister of transport was asked to cause an investigation to be made.

An exhaustive and lengthy inquiry — one which was welcomed by the company — was instituted in 1976 by a leading firm of chartered accountants on the intructions of the minister. This was duly reported in Parliament. The report was made available to the opposition, which raised the question originally, and the matter was not taken further.

Since successive SA government commissions of inquiry have all concluded that urban public transport services should be under unified control, and as this concept is universally accepted and applied in the world's leading cities, no pur-

profits made by the local bus company. Why, when there are heavy cost rises such as the doubling of the R350 provincial bus licence fees in 1977, to take one example, was there not an outcry at the effect which this would have on the commuter eventually?

Virtually every leading western city has acknowledged the indispensability of efficient public transport during the last ten years, with most setting aside extensive traffic priorities for public service vehicles. Most local authorities have gone out of their way to ease the lot of the commuter through building comfortable and extensive passenger transfer and terminal stations. Civic action on a comparable level, and press encouragement for positive and constructive measures to ease the lot of the commuter and to hold operating costs as low as possible, are strikingly absent in Cape Town.

Problem of siting

From Mr J G BRAND, city engineer of Cape Town:

MR Raymond Ackerman has patently misunderstood my recommendations relating to the siting of hypermarkets. His reaction to Mr Roger Hulley (Cape Times, July 5) confuses the issue even further with the price of petrol and beans.

Far be it for me to try to teach any businessman how to run his business; this was cer-

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is said that Sasol should not earn these profits or that the price of its oil and by-products can be reduced (and together these will affect the cost of every commodity sold in this country) then Sasol will not draw in all the money it requires and its capital plans will have to be curtailed.

The same principle applies, albeit on a different scale, to all businesses. If City Tramways does not retain profits, it cannot buy buses and build depots. The largest order in the company's history, for 160 buses at a cost of over R7 million, was placed two months ago. Where would the money have

fare. The difference between what the passenger pays and what the company receives is made up from the proceeds of a levy paid by commercial and industrial employers, supplemented by funds from the Treasury. Surely this is preferable to the more common means of subsidizing municipally-owned bus services? With no profit incentive to encourage cost-consciousness or efficiency, these incur massive deficits running into millions each year, losses which the hapless ratepayers have no choice but to meet.

The Cape Times asks whether there are "acceptable alter-

pose would be served in discussing this here. As to whether the unified services should be under private ownership, the 1969 commission of inquiry into the co-ordination of transport in SA concluded that "the operators concerned should preferably be independent organizations — whether profit or non-profit earning — *and not the local authorities*".

It is a great pity that — with every urban transport operator in the world battling against cost rises generally conceded to exceed the average level of inflation — that the press in Cape Town should direct all its endeavours and criticism at the

tainly never intended. The issue as far as I am concerned is purely one of the siting of large supermarkets.

While some sites may be good from the point of view of the businessman they may generate social costs, that is, harm to the community, about which he may be unconcerned, or of which he may even be unaware; these costs should obviously be avoided or at least minimized. The impact which super stores have on our city is my concern. The proposed Constantia development has brought the issues involved sharply into focus.

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CMCs plan to act on fares

By YAZEED FAKIER

THE ACTION committee of four coloured management committees in the Cape are considering ways to stop the recent bus fare increases.

A four-hour meeting on the new fares was attended by the Athlone, Kensington, Wynberg and Rylands Estate management committees at the Civic Centre in Cape Town yesterday.

"We are still considering the legal aspects and possibilities," said the Rev E J Mannikkam, chairman of the Rylands Estate management committee.

Mr Manikkam said "priority number one" was to approach the Local Road Transportation Board to ask for a reversal of the decision to increase bus fares "which are hitting our people below the belt".

Then they would investigate the possibility of filing an interdict against City Tramways to halt "the desperate situation".

Mr Manikkam said there was no increase in wages and with the hike in fares "what will the people live on?"

Should attempts to halt increases be unsuccessful, the action committee would send handbills to churches, mosques, trade unions, tenants associations, ratepayers associations and political parties so that commuters could be informed of a line of action the committee is still to formulate.

Some protest forms the committee envisages are:

- Encouraging lift clubs.
- Motivating people to walk to work "if need be".
- To stop using buses to go into the City for shopping, but rather to shop at nearby stores.

An interview with the Minister of Transport would also be sought.

It was not the view of the action committee that City Tramways should act as a charity organization but there had to be grounds which justified the increases, Mr Manikkam said.

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Bus fare uproar

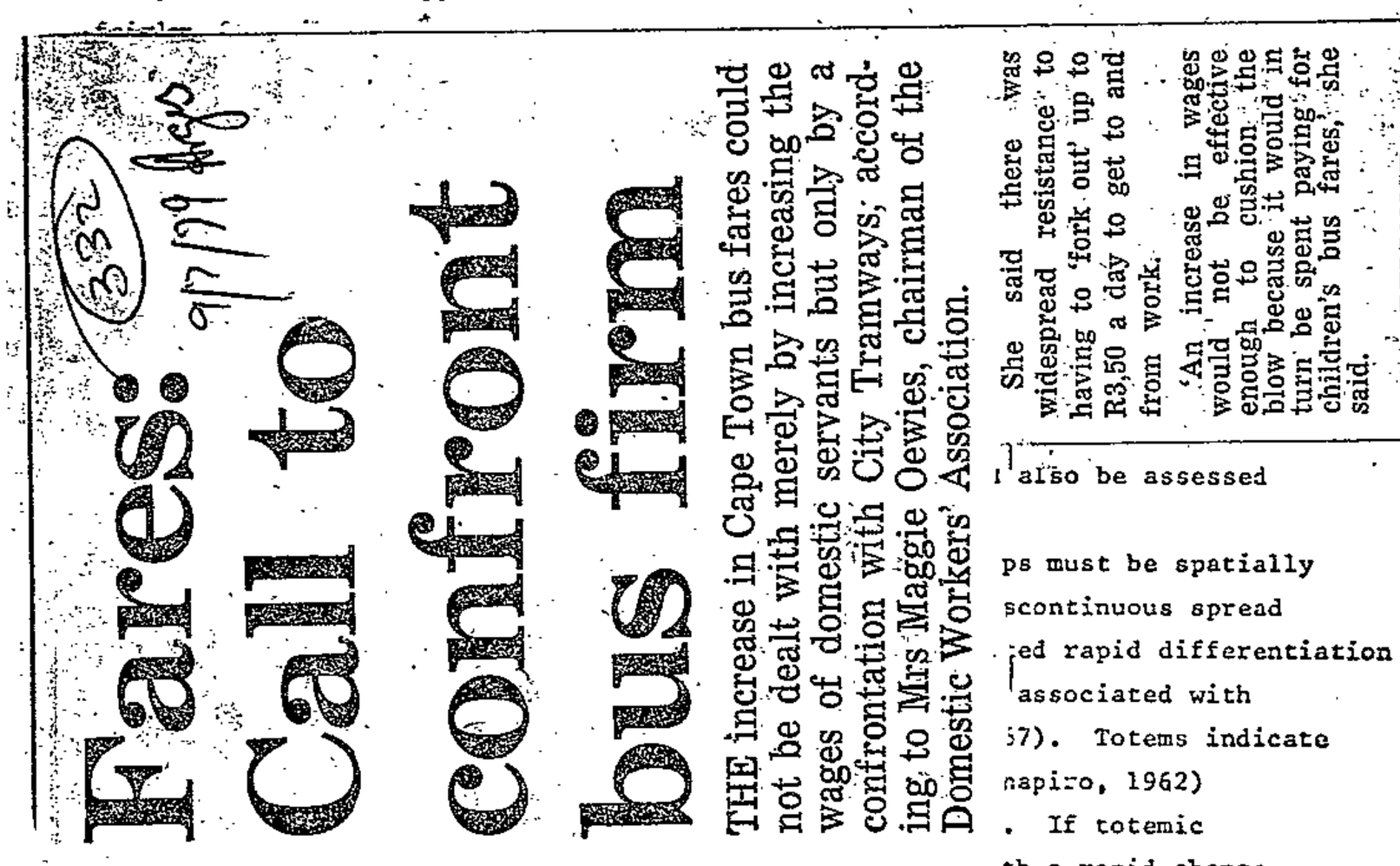
PUBLIC anger has been strongly expressed at the scale of bus fare increases granted by the Road Transportation Board to City Tramways and Golden Arrow. After studying the facts and figures, most people will find the magnitude of the fare increase simply incomprehensible. Possibly this anger and incomprehension is misplaced. Possibly the bus company and the Road Transportation Board can and will explain. Meanwhile, what troubles the public is the spectacle of this monopolist bus undertaking, with its holding company Messrs Tollgate Holdings, gaining such massive fare increases while they are making record profits year after year. As angry correspondents on this page have pointed out, profits and shareholders' dividends have risen in spectactular fashion in the last decade.

It is recognized that fuel prices have increased and that bus workers are entitled to regular wage increases. It is also agreed that an efficient operation deserves to be rewarded for such efficiency. But Tollgate Holdings earned a whacking after-tax profit of R8 850 000 in 1978, a return of 15 percent on capital employed. Is it right and proper that profits on this lavish scale should be earned in the provision of an essential public service? In an area of extreme sensitivity in inter-racial relations? The bus company, raking in the proceeds of fare increases which average 36 percent, argues in its defence that the fares on most of its subsidized clipcard routes, excluding the Nyanga-Guguletu area, remain unchanged. But not everyone can take advantage of the clipcard system, and an important section of the poor will have to pay increased fares, it appears.

Further points of principle arise. Is it right and proper that a frankly commercial company, operating for the benefit of its shareholders, should enjoy the support of taxpayers in the shape of a subsidy? From another angle, is it right and proper that an undertaking providing an essential public service — which, let it be agreed, should be subsidized for the benefit of the poor — should be in a position to retain R24,4 million out of profits — getting richer and richer by financing development largely out of profits? Is it right and proper, in fact, that a monopoly company should to all appearances be enjoying a clear field to generate profits almost at will from an essential public service? Are there any acceptable alternatives to the present arrangement? These are the kind of questions which are troubling the public. A full-scale commission of inquiry could provide answers. Meanwhile, the onus is on the Road Transportation Board to explain to the public on what grounds it has approved these extraordinary increases in bus fares. There is no mistaking the intensity of public feeling, as the board would do well to note. Failure to provide satisfactory answers will intensify public anger and will create a most unfortunate impression.

group could have hived off, and, each group had the potential to act as a nucleus for further expansion, the present model can account for divergent lines of evolution within a tradition.

In the description of the two models used in the present study, it was pointed out that group fission could have resulted from two different processes: (1) social stress as a result of overcrowding, and (2) increased mortality and lowered reproductive fitness due to the scarcity of a particular resource. Group fission would appear to have been associated with social



Fares to
Call to
confront
bus firm

THE increase in Cape Town bus fares could not be dealt with merely by increasing the wages of domestic servants but only by a confrontation with City Tramways, according to Mrs Maggie Oewies, chairman of the Domestic Workers' Association.

She said there was widespread resistance to having to 'fork out' up to R3,50 a day to get to and from work.

'An increase in wages would not be effective enough to cushion the blow because it would in turn be spent paying for children's bus fares,' she said.

RELIANCE

Mrs Oewies said the best move was to complain to City Tramways as commuters, because of their reliance on public transport, would continue supporting the company.

Mrs Peggy Borckenhagen, chairman of the Housewives' League, said employers had a moral obligation to help their domestic servants and chars afford public transport to and from work.

'If an employer has a grain of decency she will offer to buy her domestic servant clip cards. If not, chars will have to keep looking for work where employers offer to help them pay for their transport.'

UNEMPLOYMENT

Mrs Borckenhagen said if travelling expenses became too high, domestic servants would be asked to work less, causing unemployment.

Mrs Barbara Versfeld, acting secretary of the Athlone Advice Office, said the increased bus fares meant a crushing burden unless employers were prepared to help by paying at least half the rise for their domestic servants.

SUBSIDIES

'There is no real course of action to be taken at the moment except to demand a massive increase in public transport subsidies.

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in pottery styles and not a gradual divergent evolution. This suggestion should also be tested against the archaeological record.

The analysis of the radiocarbon chronology indicated that the flutted and bevelled complex dispersed rapidly although individual cultures showed a slower rate of spread. A number of problems are associated with the analysis and the results cannot be used as an absolute confirmation of the validity of the discontinuous spread model.

The major problem with the radiocarbon chronology is the small sample size. Only four Silver Leaves sites have been dated and one of these Eiland is a specialised activity area (Evers, 1975). Kwale and Urewe have more dated sites but again samples are very small. In the discontinuous spread model it was suggested that the overall rate of spread would have been faster than the expansion of an individual culture. Therefore, the regression for the

also be assessed

likely mechanism of dispersal.

ACKNOWLEDGEMENTS

I would like to thank Professor T.N. Huffman for reading and commenting on the numerous drafts of the paper. Miss C.S. Harcourt helped edit the manuscript and Mrs J. Howard-Tripp typed the final drafts.

I would like to express my special thanks to Dr D.S. Wilson who introduced me to evolutionary ecology and helped to debug the programmes.

The Argus

JULY 9 1979

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Appalling bus fares

THERE is nothing wrong with good profits — in a situation of fair competition. Profits are the basis of the capitalist system; ideally they give the incentive that produces efficiency and growth.

But when a company like City Tramways, being in a monopolistic position, makes handsome profits during the last six months of last year and this year increases fares by an average of 60 percent (more than 100 percent in some cases), it should not be surprised at public outrage and at some pointed questions being asked.

Such as: On what basis were the new fares determined, and could not the company, in the public interest and perhaps in its own long-term interest, have kept down the fares to more acceptable levels?

The company should provide answers. Its hard-pressed clientele will want to hear them. It may be that the increases are essential to ensure the company's continued expansion and services to the public. But then it becomes essential for higher authority to raise bus subsidies. In present circumstances the Peninsula's commuting public cannot afford the new high costs of transport.

The Government should take the advice of the secretary of the Cape Town Chamber of Commerce, Mr Brian McLeod, and urgently investigate the problems causing the appalling hike in fares.

The Government should also consider, as Mr Colin Eglin suggests, using the fortuitous rich harvest from the gold price to help finance the public's daily movements to and from work.

The Government has a special and peculiar responsibility to many people for their workaday transport expenses; for it moved them far from their places of work against their wishes, for its own political reasons. Bus fares are thus an abnormally sensitive factor in the Peninsula's social condition.

TRANSPORT

Rocky road

Current fuel saving measures for road hauliers could throw an estimated 39 000 people in the transport industry out of work, industry leaders said this week.

Financial Mail July 6 1979

Three measures are hitting hauliers:
- the 90% cut in temporary permits,
- a 15% cut in fuel allocation, and
- lowered speed limits.

"For every vehicle of 10 000 kg or more on the road it is safe to assume three people are employed." said Phil Erasmus, Chairman of the Federation of Road Transport Associations. "The present measures could force many of the smaller operators to the wall and even some large firms will have to trim their wings.

"There must be at least 50 other ways to conserve fuel other than those being enforced."

Two proposals put forward by the FRTA (both relating to vehicle load regulations) alone could save 7,5% of diesel fuel used. he claims.

"With the lower speed limits cutting turn-around times by 12,5% it must be obvious that productivity can only be maintained by carrying heavier loads per trip," said Erasmus.

The 15% cut in fuel allocation puts the onus on operators to increase efficiency. Some of the smaller outfits are also having problems with cash flow as oil companies are insisting on cash-on-the-nail for deliveries.

"Temporary permits have a definite place in the transport industry," said Erasmus, "and for various reasons the FRTA says they must continue."

Last year, 115 000 temporaries were issued to move 1,35 Mt and 77m litres of diesel fuel were used. This is an average of 674 km one-way for every permit.

Des Bolton, Chairman of the Professional Hauliers Association admits there has been some misuse of permits.

"As consumers of 50% of the total diesel fuel used throughout industry, we will have to put our own house in order and cut back on fuel usage," he says.

This would entail more co-operation with railways and setting up advice bureaux for traffic movements.

For full text see Acts.

STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

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CAPE TOWN, 4 JULY 1979

DEPARTEMENT VAN DIE EERSTE MINISTER

No. 1434. 4 Julie 1979.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 93 van 1979: Wysigingswet op Padvervoer, 1979.

DEPARTMENT OF THE PRIME MINISTER

No. 1434. 4 July 1979.

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

No. 93 of 1979: Road Transportation Amendment Act, 1979.

Act No. 93, 1979 ROAD TRANSPORTATION AMENDMENT ACT, 1979.

GENERAL EXPLANATORY NOTE:

Words underlined with solid line indicate insertions in existing enactments.

ACT

To amend the provisions of the Road Transportation Act, 1977, so as to make further provision for the conveyance of farm labourers by farmers; relating to the conveyance of goods by means of goods vehicles the carrying capacity of which does not exceed certain masses; and to provide for the making of regulations imposing conditions in respect of certain forms of conveyance; and for matters connected therewith.

(Afrikaans text signed by the State President.)
(Assented to 21 June 1979.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Amendment of section 1 of Act 74 of 1977.

1. Section 1 of the Road Transportation Act, 1977, is hereby amended—

(a) by the insertion after subparagraph (iii) of paragraph *(b)* of subsection (2) of the following subparagraph:

"(iiiA) between the place where they are so employed and any other place within the Republic to do any shopping or to attend any church service or funeral or for purposes of any sports or recreational meeting; or";

(b) by the substitution for paragraph *(l)* of subsection (2) of the following paragraph:

"*(l)* the conveyance of goods by means of a goods vehicle of which the carrying capacity does not exceed one thousand kilograms under authority of a public permit which may be issued by the commission if the carrier concerned satisfies the commission in writing within one month after the date of commencement of the Road Transportation Amendment Act, 1979, that such goods vehicle was used on 1 April 1979 for such conveyance and was on such date of commencement still so used;";

(c) by the insertion after paragraph *(l)* of subsection (2) of the following paragraph:

"*(l*A) the conveyance by any person (except a carrier) who carries on any industry, trade or business, of his own goods in the course of such industry, trade or business by means of a goods vehicle (except a trailer) of which the gross vehicle mass does not exceed two thousand five hundred kilograms;";

(d) by the substitution for paragraph *(w)* of subsection (2) of the following paragraph:

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ADDRESS BY MR. A.B. EKSTEEN, SECRETARY FOR TRANSPORT AND CHAIRMAN OF THE NATIONAL TRANSPORT COMMISSION ON THE OCCASION OF HIS OPENING PUTCO LIMITED'S WEMBLEY DEPOT, ON WEDNESDAY 4 JULY 1979

Not to be released before 18h00 on Wednesday, 4 July 1979

MR. CHAIRMAN AND HONOURED GUESTS

Note time and date of STRICT EMBARGO

IT IS INDEED A PLEASURE TO HAVE THIS OPPORTUNITY TO ADDRESS A FEW WORDS TO YOU ON THE OCCASION OF THE OFFICIAL OPENING OF THIS BUS DEPOT TODAY.

IN SOME WAY OR ANOTHER ALL YOU HONOURED GUESTS ARE CONNECTED WITH THE PAST, PRESENT OR FUTURE ACTIVITIES WHICH ARE CENTRED ON THE FACILITIES WHICH HAVE BEEN PROVIDED HERE. IT NEEDS ONLY A BRIEF LOOK AROUND TO APPRECIATE THAT THIS DEPOT

HAS BEEN/....

HAS BEEN BUILT FOR THE BUSINESS AT HAND. I WOULD THEREFORE LIKE TO CONGRATULATE ALL THOSE INVOLVED IN THE CONCEPT, THE DESIGN AND THE EXECUTION OF THE WORKS FOR HAVING DONE A FINE JOB OF WORK.

PARTICULARLY I WOULD LIKE TO CONGRATULATE THE MANAGEMENT OF PUTCO FOR THEIR COURAGE IN PRESSING FORWARD WITH SUCH A MAJOR PROJECT AT A TIME WHEN CAUTION, IF NOT TIMIDITY, HAS BEEN THE GENERAL WATCHWORD IN THE RECESSIVE BUSINESS ATMOSPHERE OF RECENT YEARS.

IT IS NOT GENERALLY APPRECIATED WHAT AN IMPORTANT ROLE PUTCO PLAYS IN URBAN TRANSPORTATION IN THIS COUNTRY. ALONG WITH THE SOUTH AFRICAN RAILWAYS IT IS RESPONSIBLE FOR TRANSPORTING THE BULK OF THE NON-WHITE COMMUTER TRAFFIC FROM THE BLACK TOWNSHIPS AND IN SOME INSTANCES FROM THE BLACK STATES TO THE CITIES AND BACK.

FOR THIS REASON I THINK A FEW BROAD STATISTICS WILL BE OF GENERAL INTEREST:-

PUTCO WAS ESTABLISHED IN 1945, THIRTY-FOUR YEARS AGO. SINCE THEN IT HAS GROWN INTO THE LARGEST BUS OPERATION IN THE COUNTRY, WITH ITS ACTIVITIES SPREAD OVER ELEVEN DIVISIONS.

AT THE LATEST COUNT IT OPERATED ± 2 000 BUSES AND 319 ANCILLARY VEHICLES.

THE NUMBER OF PASSENGERS TRANSPORTED DAILY AVERAGES ± 825 000 OR EXPRESSED IN ANNUAL FIGURES, THREE HUNDRED MILLION. THE CORRESPONDING NUMBER OF KILOMETRES PER DAY IS 325 000 OR ONE HUNDRED AND FIFTEEN MILLION PER YEAR. THIS LATTER FIGURE IS EQUIVALENT TO APPROXIMATELY 230 TRIPS TO THE MOON AND BACK.

THE QUANTITY OF/....

THE QUANTITY OF FUEL CONSUMED PER ANNUM IS ± FIFTY-FIVE MILLION LITRES, WHICH AT CURRENT PRICES TO THE INDUSTRY EQUALS TWENTY-TWO MILLION RAND.

THE STAFF EMPLOYED NUMBERS ± SIX THOUSAND.

I THINK YOU WILL AGREE THAT THE ABOVE ADD UP TO AN IMPRESSIVE ORGANISATION, CONCEIVED AND BUILT UP BY PRIVATE ENTERPRISE AND RUN BY PRIVATE ENTERPRISE, AND OF WHICH ITS FOUNDERS AND DIRECTORATE CAN BE JUSTLY PROUD. LIKE MOST MODERN BUS OPERATIONS HOWEVER, IT IS REQUIRED TO OPERATE UNDER ADVERSE ECONOMIC CONDITIONS AND FOR THIS REASON THE STATE, RECOGNISING IT AS AN ESSENTIAL SERVICE, ASSISTS PUTCO, AS IT DOES OTHER BUS OPERATIONS, WITH VARIOUS PASSENGER SUBSIDIES.

ALTHOUGH THESE ...

ALTHOUGH THESE PASSENGER SUBSIDIES ARE PAID TO THE BUS COMPANY, THEY ARE IN FACT A PAYMENT TO THE PASSENGERS THEMSELVES, FOR WITHOUT THEM THE PASSENGERS WOULD HAVE TO FIND THE DIFFERENCE OUT OF THEIR OWN POCKETS TO MAKE THE SERVICES ECONOMICALLY VIABLE.

DURING THE LAST GOVERNMENT FINANCIAL YEAR THE STATE PAID OUT A TOTAL OF R51,8 MILLION IN SUBSIDIES TO BUS COMPANIES TRANSPORTING BLACK PASSENGERS. OF THIS FIGURE PUTCO'S SHARE AMOUNTED TO R14,79 MILLION.

TURNING TO TRANSPORT ITSELF NOT MANY OF US, APART FROM THE EXPERTS OR PEOPLE DIRECTLY CONCERNED WITH IT, REALISE WHAT AN IMPORTANT PART TRANSPORT PLAYS IN OUR LIVES. OUR WHOLE ECONOMIC SYSTEM DEPENDS ON EFFICIENT TRANSPORT. CRIPPLE THE LATTER AND YOU DAMAGE THE ECONOMY, IF FOR SOME UNFORESEEN AND UNLIKELY REASON, THE RAIL AND BUS SYSTEM

SERVING THE/....

SERVING THE WITWATERSRAND WERE TO BREAK DOWN COMPLETELY IMAGINE THE DISRUPTION WHICH WOULD FOLLOW. HALF THE POPULATION WOULD BE UNABLE TO GET TO WORK - GOODS AND PRODUCE WOULD NOT BE DELIVERED - FOOD WOULD BE IN SHORT SUPPLY - INDUSTRY AND BUSINESS WOULD GRIND TO A HALT. IN SHORT CHAOS!

OUR ECONOMIC SYSTEM AND WAY OF LIFE CONSTITUTE A VITAL LIVING ENTITY WHICH IS JUST AS DEPENDENT FOR ITS SURVIVAL ON TRANSPORT AS THE HUMAN BODY IS ON ITS CIRCULATORY SYSTEM.

GO BACK IN HISTORY AND YOU WILL FIND THAT THE GREAT EMPIRES OF ANCIENT DAYS WERE THOSE WHICH HAD DEVELOPED A GOOD ROAD NETWORK. PERSIA, AND ROME IN PARTICULAR HAD EXCELLENT ROADS. THE ROMAN ROADS GAVE THE LEGIONS THE MOBILITY REQUIRED TO DEFEND THE EMPIRE'S LONG FRONTIERS AGAINST THE BARBARIANS - BUT EQUALLY IMPORTANT, ALONG WITH THE MERCHANT NAVY THEY

STIMULATED/....

IN FACT IN THE LONG RUN IT COULD TURN OUT THAT THE CURRENT FUEL CRISIS IS A BLESSING IN DISGUISE. IN THE INTERESTS OF OUR ECONOMIC SURVIVAL WE ARE BEING COMPELLED TO UNDERTAKE THE LARGE SCALE SYNTHETIC PRODUCTION OF LIQUID FUEL. APART FROM RENDERING US INDEPENDENT OF IMPORTED CRUDE OIL THESE UNDERTAKINGS WILL RESULT IN THE SAVING OF LARGE AMOUNTS OF FOREIGN CURRENCY AND FINALLY THEY WILL GENERATE ADDITIONAL EMPLOYMENT AND ADDITIONAL CHEMICAL BY-PRODUCTS AND SO STIMULATE OUR ECONOMY.

LET US NOW HAVE A CLOSE DISPASSIONATE LOOK AT THE FACTOR, INSTITUTION, CALL IT WHAT YOU LIKE, THAT IS RESPONSIBLE FOR THE URBAN SITUATION AS IT EXISTS TODAY - THE CAR AND ITS OFFSPRING THE TRUCK, BUS, TRACTOR AND OTHER LIQUID FUELLED VEHICLES.

THE CAR HAS/....

THE CAR HAS BEEN WITH US A COMPARATIVELY LONG TIME - SINCE BEFORE THE TURN OF THE LAST CENTURY. IT DID NOT BECOME READILY AVAILABLE TO THE MAN IN THE STREET UNTIL AFTER 1908, WHEN HENRY FORD EVOLVED THE ASSEMBLY LINE WITH ITS ATTENDANT MASS PRODUCTION.

SINCE THEN IT HAS GRADUALLY BECOME AN INSEPARABLE PART OF OUR DAILY LIVES, AND IN THE LAST THREE DECADES IT HAS SERIOUSLY STARTED TO IMPINGE ON THE QUALITY OF LIFE IN OUR CITIES AND TOWNS.

IT HAS BROUGHT WITH IT URBAN SPRAWL, AIR POLLUTION, TRAFFIC CONGESTION, A DECLINE IN THE PATRONAGE OF PUBLIC TRANSPORT, THE CONSTRUCTION OF COSTLY AND SPACE CONSUMING MOTORWAYS AND THE DECAY OF SOME OF THE LARGER CITY CENTRES.

IT HAS KILLED/....

STIMULATED COMMERCE. OF COURSE TRAFFIC WASN'T MUCH OF A PROBLEM IN THOSE DAYS AND SPEEDING FINES AND TRAFFIC POLICE WERE HOPEFULLY NOT PART OF THE SCENE. CONGESTION DID OCCUR IN THE LARGE CITIES BUT THIS WAS NOT BECAUSE OF COMMUTERS. PEOPLE LIVED WHERE THEY WORKED OR NEAR ENOUGH TO GET TO WORK ON FOOT. THE TROUBLE AROSE FROM VERY NARROW STREETS AND A MASS OF SLOW MOVING ANIMAL DRAWN VEHICLES DELIVERING FOOD AND PRODUCE AND MERCHANDISE TO THE CITY.

SOUTH AFRICA HAS EXPANDED ITS TRANSPORTATION NETWORK CONSIDERABLY IN THE LAST THREE DECADES AND NOW OUR ROAD AND RAIL SYSTEMS COMPARE MORE THAN FAVOURABLY WITH THOSE IN SOME COUNTRIES WHICH HAVE A HIGHER GROSS NATIONAL PRODUCT. OUR AIR TRANSPORT SYSTEM IS HIGHLY EFFICIENT AND GROWING RAPIDLY.

I WOULD LIKE NOW TO TOUCH BRIEFLY ON VARIOUS ASPECTS OF TRANSPORTATION.

TO BEGIN WITH/....

TO BEGIN WITH ONE THAT IS CURRENTLY TOPICAL - FUEL; IN PARTICULAR IMPORTED CRUDE OIL. YOU ARE ALL PAINFULLY AWARE THAT IT IS IN SHORT SUPPLY AND THAT AS A RESULT WE ARE PAYING A VERY HIGH PRICE FOR FUEL. YOU ARE ALSO AWARE THAT PRICES COULD ESCALATE EVEN FURTHER.

IN THE UNLIKELY BUT POSSIBLE EVENT OF AN OIL EMBARGO BEING PLACED ON SOUTH AFRICA, WE WOULD HAVE TO CONSIDER APPROPRIATE COUNTER MEASURES, INCLUDING RATIONING.

IN THE LONG TERM, COMPLETION OF THE VARIOUS SASOL-OIL FROM COAL PROJECTS, AND OTHER SCHEMES TO PRODUCE LIQUID FUEL LOCALLY, WOULD RENDER SUCH AN EMBARGO POINTLESS. IN THE SHORT TERM, HOWEVER, CONDITIONS FOR US WOULD BE CRIPPLING BUT NOT INSURMOUNTABLE.

IN FACT/....

IT HAS KILLED A FRIGHTENING NUMBER OF PEOPLE AND INJURED MANY MORE.

ON THE CREDIT SIDE IT HAS BROUGHT MOBILITY, ESCAPISM AND ENJOYMENT TO MANY MILLIONS OF PEOPLE. IT'S MANUFACTURE, DISTRIBUTION, REPAIR AND SERVICING PROVIDE EMPLOYMENT TO MANY. IN THIS COUNTRY IT RANKS HIGH AMONG THE LARGE UNDERTAKINGS IN TERMS OF CAPITAL INVESTMENT AND PRODUCTION. THROUGH ITS DEPENDENCE ON BASIC MATERIALS SUCH AS STEEL, RUBBER, PLASTICS, COPPER, PETROLEUM FUELS, AND OTHERS, IT STIMULATES THE PRODUCTION AND SUPPLY OF THESE MATERIALS. IT PROVIDES VAST AMOUNTS OF REVENUE TO LOCAL, PROVINCIAL, AND CENTRAL GOVERNMENT. IN SHORT IT IS AN ESSENTIAL PART OF OUR ECONOMY AND THOUGH IT MAY CHANGE IN FORM AND IN TYPE OF PRIME MOVER - IT IS HERE TO STAY.

AT THE SAME/....

AT THE SAME TIME THINKING AND RESPONSIBLE PEOPLE EVERYWHERE HAVE BECOME AWARE OF THE NEED TO CONTROL AND CONTAIN IT AND RESEARCH IS BEING CARRIED OUT EXTENSIVELY TO THIS END.

ONE OF THE OBJECTIVES OF THE RESEARCH IS TO WEAN THE COMMUTER, PARTICULARLY THE LONE COMMUTER AWAY FROM HIS CAR INTO PUBLIC TRANSPORT OR INTO SHARING PRIVATE TRANSPORT WITH OTHER COMMUTERS. THE AIM IS TO MOVE PEOPLE NOT VEHICLES AND TO DO THIS ECONOMICALLY, EFFICIENTLY AND EXPEDITIOUSLY.

ALTHOUGH IT IS OUR AIM TO ENCOURAGE COMMUTERS TO ABANDON THEIR CARS IN FAVOUR OF PUBLIC TRANSPORT THIS CANNOT BE DONE OVERNIGHT AND IT IS NOT REALISTIC. IN THE FIRST INSTANCE THERE IS CURRENTLY NOT SUFFICIENT PUBLIC TRANSPORT AVAILABLE TO HANDLE THE ENTIRE COMMUTER TRAFFIC NOR IS THERE LIKELY TO BE SUFFICIENT IN THE FORESEEABLE FUTURE. SECONDLY,

PUBLIC TRANSPORT/

PUBLIC TRANSPORT IS IN MANY CASES NOT A VIABLE ECONOMIC PROPOSITION PARTICULARLY IN THE DISPERSED AND OUTLYING RESIDENTIAL SUBURBS OF OUR CITIES. ROUTE DISTANCES ARE LONG AND PASSENGERS ARE FEW.

THESE OUTLYING SUBURBS ARE THERE AND WILL REMAIN THERE BECAUSE OF THE ENORMOUS CAPITAL INVESTMENT WHICH THEY REPRESENT. THESE AREAS WHICH ARE CURRENTLY SERVED BY LOW FREQUENCY BUS SERVICES, SHOULD IN FUTURE ALSO BE SERVED BY CARPOOLS OR VANPOOLS AND IT IS MY EARNEST DESIRE THAT SUCH A MODE OF TRANSPORTATION SHOULD BE INTRODUCED AS SOON AS POSSIBLE AND WE ARE THEREFORE LOOKING AT THIS PARTICULAR FORM OF TRANSPORTATION VERY CLOSELY. IT IS ALSO MY DESIRE THAT THE PRESENT OBSTACLES SHOULD BE REMOVED AS SOON AS POSSIBLE AND THAT THIS FORM OF TRANSPORTATION BE MADE ATTRACTIVE AND PRACTICAL TO THE PUBLIC.

FOR AREAS/....

FOR AREAS CLOSER TO THE CITY CENTRE, WHERE THERE IS A SUFFICIENTLY HIGH DENSITY OF POPULATION TO SUPPORT IT, PUBLIC TRANSPORT IS THE MOST SUITABLE AND ECONOMIC MODE OF COMMUTER AND OFF PEAK TRAVEL.

BY USING PUBLIC TRANSPORT WHEREVER IT IS FEASIBLE AND BY SHARING PRIVATE TRANSPORT WE SHALL SAVE ON FUEL AND REDUCE THE TOTAL NUMBER OF VEHICLES IN THE CITY CENTRES AND THIS IN TURN WILL RESULT IN THE REDUCTION OF CONGESTION, NOISE AND AIR POLLUTION. OUR CITIES WILL BECOME MORE CONGENIAL, MORE LIVEABLE PLACES.

BUT TO ACHIEVE THIS AIM WE CANNOT SIT BACK AND EXPECT THAT IT WILL HAPPEN OF ITS OWN ACCORD. OBVIOUSLY THE CURRENT HIGH PRICE OF FUEL WILL ENCOURAGE PATRONAGE OF PUBLIC TRANSPORT AND CAR SHARING BUT NOT SUFFICIENTLY.

OTHER MEANS/....

OTHER MEANS WILL HAVE TO BE FOUND TO DRAW PEOPLE AWAY FROM THEIR PRIVATE VEHICLES INTO BUSES, TRAINS AND INTO CARPOOLS.

I AM CONVINCED THAT THE LATTER CONVENTIONAL MODES OF TRANSPORT WILL BE DOMINATING THE SOUTH AFRICAN TRANSPORT SCENE FOR AT LEAST THE NEXT 20 YEARS. I THEREFORE CONSIDER IT MY DUTY TO STIMULATE AND TO PROMOTE THESE MODES OF TRANSPORT IN ORDER TO MAKE IT ATTRACTIVE AND CONVENIENT FOR THE COMMUTER AND TO MAKE IT REASONABLY PROFITABLE FOR THE OPERATOR. ONLY WHEN WE HAVE REACHED THIS AIM THE COMMUTER WILL BE PREPARED TO LEAVE HIS MOTOR CAR AT HOME OR AT PARKING AREAS AND SUPPORT PUBLIC TRANSPORT.

ONLY IN DIRE EMERGENCIES, SUCH AS WAR, OR LARGE-SCALE NATURAL OR OTHER DISASTERS, DO PEOPLE IN GENERAL BECOME AWARE OF THEIR PATRIOTIC DUTY AND ACT FOR THE COMMON GOOD.

AT ALL OTHER/....

AT ALL OTHER TIMES THEY HAVE TO BE PROVIDED WITH AN INCENTIVE BEFORE THEY WILL FOLLOW A REQUIRED LINE OF ACTION.

AN EFFECTIVE APPROACH CURRENTLY BEING USED OVERSEAS - AND I HOPE TO SEE THIS IN SOUTH AFRICA IN DUE COURSE - IS TO MAKE TRAVELLING BY BUS OR POOL CAR RELATIVELY MORE CONVENIENT THAN SINGLE OCCUPANCY CAR TRAVEL. THIS IS ACHIEVED BY THE USE OF PRIORITY MEASURES FOR BOTH BUSES AND POOL CARS WHICH MAY BE ONE OR A COMBINATION OF ANY OF THE FOLLOWING:-

(A) WITH-FLOW LANES/....

(A) WITH-FLOW LANES (LANES RESERVED FOR BUSES AND POOL CARS TRAVELLING IN THE SAME DIRECTION AS THE GENERAL TRAFFIC).

(B) CONTRA-FLOW LANES (LANES RESERVED IN A ONE-WAY STREET FOR BUSES AND POOL CARS TRAVELLING IN THE OPPOSITE DIRECTION TO THE GENERAL TRAFFIC).

(C) RESERVED LANES ON FREEWAYS AND PRIORITY ACCESS TO FREEWAYS FOR BUSES AND POOL CARS.

(D) BUS ONLY STREETS.

(E) PRIORITY AT TRAFFIC LIGHTS BY AUTOMATIC ADJUSTMENT OF THE START AND FINISH OF THE GREEN PERIODS TO FAVOUR APPROACHING BUSES.

(F) OTHER/....

(F) OTHER PRIORITY MEASURES INCLUDING TRAFFIC REGULATIONS GIVING PRIORITY TO BUSES, FOR EXAMPLE WHEN LEAVING BUS STOPS, PARKING RESTRICTIONS NEAR BUS STOPS AND ON BUS ROUTES, GENERALLY, AND TRAFFIC MANAGEMENT MEASURES SPECIFICALLY APPLIED TO BUS ROUTES TO FACILITATE THE PASSAGE OF BUSES.

THE THREE METROPOLITAN AREAS OF PRETORIA, JOHANNESBURG AND DURBAN HAVE INTRODUCED WITH-FLOW AND CONTRA-FLOW LANES. WE LOOK FORWARD TO THE NEXT STEP; THE PROVISION BY THE METROPOLITAN AREAS OF BUS AND CARPOOLS PRIORITY LANES ON URBAN FREEWAYS AND POSSIBLY CAPE TOWN, THE MOTHER CITY, COULD TAKE A LEAD IN THIS REGARD.

THE PURPOSE OF THE PRIORITY MEASURES IS TO SEPARATE BUSES AND WHEREVER POSSIBLE, HIGH OCCUPANCY VEHICLES, FROM THE MASS OF PRIVATE CARS AND COMMERCIAL VEHICLES AND THEREBY

CONSIDERABLY REDUCE/....

CONSIDERABLY REDUCE THEIR TRAVELLING TIMES. THIS CAN BE A VERY TELLING POINT AS FAR AS COMMUTERS ARE CONCERNED.

AN ADDED ATTRACTION OF THE PRIORITY SYSTEM IS THAT IT REDUCES DRIVER AND PASSENGER FRUSTRATION ASSOCIATED WITH TRAFFIC CONGESTION.

IN ADDITION TO THE MEASURES I HAVE MENTIONED ONE THAT HAS BECOME POPULAR OVERSEAS AND WHICH HAS BEEN TRIED OUT ON A LIMITED SCALE IN THIS COUNTRY, IS THE SO-CALLED PARK-AND-RIDE SCHEME. THIS INVOLVES THE USE OF BOTH PRIVATE AND PUBLIC TRANSPORT.

PARKING SITES ARE PROVIDED ON THE OUTSKIRTS OF THE CITY WHERE COMMUTERS MAY PARK THEIR CARS FREE OR FOR A SMALL CHARGE AND THEN COMPLETE THEIR JOURNEYS TO THE CENTRAL AREAS

OF THE CITY/....

OF THE CITY IN BUSES SPECIALLY PROVIDED FOR THIS PURPOSE. BECAUSE THESE BUSES CAN GENERALLY RELY ON PICKING UP A FULL LOAD OF PASSENGERS AT THE PARKING SITES, THERE IS NO NEED FOR THEM TO STOP FOR ADDITIONAL PASSENGERS ON THE WAY TO THE CITY. THIS CONTRIBUTES TO A SAVING OF FUEL AND TRAVEL TIME.

IN PORT ELIZABETH, THERE HAS BEEN A SUGGESTION THAT PARK-AND-RIDE SCHEMES BE INSTITUTED FOR BLACK COMMUTERS. IF THESE FACILITIES ARE TO BE SUCCESSFUL THE ASPECT OF SECURITY FOR THE PARKED VEHICLES BELONGING TO WHITES AS WELL BLACKS AND OTHER RACIAL GROUPS WILL HAVE TO BE CATERED FOR ADEQUATELY.

I WOULD NOW LIKE TO REFER BRIEFLY TO SOME OF THE DEPARTMENT OF TRANSPORT'S INVOLVEMENT IN THE URBAN TRANSPORTATION SCENE OVER APPROXIMATELY THE LAST TWENTY YEARS. DURING THIS PERIOD A SUBSTANTIAL NUMBER OF FREEWAYS AND MOTORWAYS WERE BUILT IN THE MAIN METROPOLITAN AREAS AND

THESE HAVE/....

THESE HAVE HELPED TO ABSORB A GOOD DEAL OF THE INCREASED TRAFFIC. MY DEPARTMENT'S COMMITMENTS BY WAY OF SUBSIDIES TO VARIOUS LOCAL AUTHORITIES FOR URBAN MOTORWAYS AMOUNT TO R41 MILLION FOR THE PERIOD 1961 - 1974.

OVER AND ABOVE THIS, THE DEPARTMENT HAS SPENT ± R267 MILLION ON FREEWAYS IN THESE AREAS DURING THE PERIOD 1970 - 1979 AND HAS BUDGETED FOR AN ADDITIONAL EXPENDUTRE OF R178 MILLION, FOR SIMILAR IMPROVEMENTS FOR THE PERIOD 1979 - 1982.

AT THE STAGE WHEN THE CONCEPT OF THE NATIONAL FREEWAY SYSTEM WAS AGREED UPON AND LONG BEFORE THE "ENERGY CRISIS" THE NATIONAL TRANSPORT COMMISSION WAS ALREADY AWARE OF THE NECESSITY FOR THE PROVISION OF EFFICIENT ROAD TRANSPORTATION FACILITIES WITHIN METROPOLITAN AREAS. CONSEQUENTLY THE

HIGHEST PRIORITY/....

HIGHEST PRIORITY IN ITS CONSTRUCTION PROGRAMME WAS GIVEN TO THE EARLY COMPLETION OF THE RINGROADS AROUND THE METROPOLITAN AREAS AND THE SPURS LEADING OUT FROM THESE AREAS.

WITH THE STEADY INCREASE IN URBAN "SPRAWL" THESE NATIONAL FREEWAYS HAVE BECOME AN INTEGRAL AND PERHAPS THE MAIN PART OF THE ROAD TRANSPORTATION FACILITIES IN THESE AREAS.

ONE PARTICULAR PROJECT PRESENTLY INVOLVES THE CONSTRUCTION OF ADDITIONAL LINKS TO THE PLANNED FREEWAYS IN THE VICINITY OF UNCLE CHARLIES AND SOWETO TO PROVIDE DIRECT ACCESS TO M1 AND THE NATIONAL FREEWAY ROUTES N1 AND N103. THE PROVISION OF THESE LINKS WILL SPEED UP BUS TRAFFIC BETWEEN SOWETO AND THE CITY AND OTHER TOWNS. THESE LINK PROJECTS, INCLUDING THE CONSTRUCTION OF THE FREEWAYS MENTIONED, ARE

SCHEDULED TO/....

SCHEDULED TO START NEXT YEAR. MY DEPARTMENT'S CONTRIBUTION TOWARDS THE WORK IS ESTIMATED AT R10 MILLION BUT HOPEFULLY THE FACILITIES PROVIDED WILL BENEFIT THE URBAN BLACK COMMUTER TO A FAR GREATER EXTENT.

THE EXTENT TO WHICH THE NATIONAL ROAD FUND IS STILL PROVIDING RELIEF TO THE TRANSPORTATION PROBLEM IN URBAN AREAS IS ILLUSTRATED BY THE FACT THAT DURING THE NEXT THREE YEARS AT LEAST 42 PERCENT OF THE FUND WILL BE EXPENDED IN THESE AREAS. THIS REPRESENTS 2/3 OF THE TOTAL AVAILABLE CONSTRUCTION CAPITAL.

DEALING MORE SPECIFICALLY WITH BUSES THE NATIONAL TRANSPORT COMMISSION IS CONTEMPLATING THE INTRODUCTION OF A MANAGEMENT INFORMATION SYSTEM FOR URBAN BUS OPERATORS. THIS IS AN INTERNAL COSTING SYSTEM DESIGNED TO DETERMINE THE COST EFFECTIVENESS OF BUS OPERATIONS.

THE INCOME OF SOME BUS SERVICES IS AS LOW AS 30 PERCENT OF OPERATING EXPENSES AND THE MANAGEMENT INFORMATION SYSTEM IT IS HOPED, WILL PINPOINT THOSE AREAS OF BUS OPERATIONS WHERE IMPROVEMENTS ARE NECESSARY.

TO ENCOURAGE WIDESPREAD ACCEPTANCE OF THE SYSTEM THE NATIONAL TRANSPORT COMMISSION INTENDS MAKING THE GRANTING OF ANY FUTURE CAPITAL BUS SUBSIDIES CONDITIONAL ON ITS SUCCESSFUL INTRODUCTION BY [redacted] URBAN BUS OPERATORS.

FIFTEEN, INCLUDING PUTCO, OF THE MORE THAN 700 BUS SERVICES IN THE COUNTRY HAVE BEEN SELECTED TO IMPLEMENT THE SYSTEM ON A TRIAL BASIS.

MY DEPARTMENT HAS ALSO APPLIED FOR THE AMENDMENT OF SECTIONS 102 AND 140 OF THE 1966 ROAD TRAFFIC ORDINANCE.

THE FIRST SECTION DEALS WITH THE STATUTORY LIMITS ON VEHICLE AXLE LOADS AND THE PROPOSED AMENDMENT SEEKS TO INCREASE THESE LIMITS FOR BUSES IN CERTAIN CIRCUMSTANCES.

THE SECOND SECTION DEALS WITH THE NUMBER OF STANDEES IN A BUS AND THE PROPOSED AMENDMENT SEEKS TO INCREASE THIS NUMBER.

THE EFFECT OF THESE PROPOSALS IS TO INCREASE THE PASSENGER CARRYING CAPACITY OF BUSES.

I AM GIVEN TO UNDERSTAND THAT THE EXECUTIVE COMMITTEES OF THE FOUR PROVINCES HAVE AGREED IN PRINCIPLE TO EMBODY THE PROPOSALS I HAVE JUST MENTIONED IN THEIR RESPECTIVE ROAD TRAFFIC REGULATIONS. I AM ALSO INFORMED THAT THE PROVINCIAL LAW ADVISERS OF THE TRANSVAAL PROVINCIAL ADMINISTRATION ARE IN THE PROCESS OF FINALISING THE WORDING OF THE DRAFT AMENDMENTS TO THE REGULATIONS WHEREUPON IT WILL BE SUBMITTED TO THE EXECUTIVE COMMITTEE OF TRANSVAAL FOR RATIFICATION. THE OTHER PROVINCES WILL THEREAFTER BE REQUESTED TO FORMALLY ADOPT THE AMENDMENTS. AS FAR AS TRANSVAAL IS

CONCERNED/....

CONCERNED, IT IS EXPECTED THAT THE AMENDMENTS WILL BE PUBLISHED IN THE PROVINCIAL GAZETTE ON 13 JULY 1979.

WHILST THE STATE HAS HITHERTO PRESCRIBED THE RULES OF THE GAME, THE URBAN TRANSPORT ACT NOW ENABLES IT TO ASSIST LOCAL AUTHORITIES IN PROVIDING THE NECESSARY FACILITIES FOR BUS OPERATORS TO RENDER MORE EFFECTIVE TRANSPORT SERVICES.

AT THIS JUNCTURE I SHOULD MENTION THAT THE NATIONAL TRANSPORT COMMISSION HAS ALLOCATED MORE THAN 50% OF THE MONIES MADE AVAILABLE TO THE URBAN TRANSPORT FUND FOR 1979/80, TO THE METROPOLITAN TRANSPORT AREA OF JOHANNESBURG - R600'000 FOR PLANNING PURPOSES AND SOME R4 MILLION TOWARDS THE SUBSIDISATION OF ROAD AND OTHER TRANSPORT PROJECTS.

TAKEN AT/....

TAKEN AT RANDOM SOME OF THESE PROJECTS ARE THE IMPROVEMENT OF ROADS TO ACCOMMODATE BUSES, THE PROVISION OF EXCLUSIVE BUS LANES AND STRATEGICALLY LOCATED BUS TERMINII, THE ESTABLISHMENT OF PARK-AND-RIDE FACILITIES, ETC.

NATURALLY THE DEGREE OF EFFECTIVENESS OF URBAN BUS OPERATIONS WILL ALSO DEPEND ON THE DEGREE OF SUCCESS ACHIEVED BY THE LOCAL AUTHORITIES IN PLANNING AND STRATEGICALLY LOCATING BUS-WAYS, MODAL TRANSFER STATIONS, EXPEDITING TRAFFIC FLOWS AND PROVIDING THE MANY FACILITIES THAT ARE NEEDED TO ASSURE BUS PASSENGERS THAT THEY ARE INDEED GIVEN EQUIVALENT TREATMENT TO MOTORISTS.

/WHAT IS/....

WHAT IS EXPECTED FROM THE BUS OPERATORS OF COURSE, IS EXCELLENCE OF PERFORMANCE, NOT ONLY IN DAY-TO-DAY RELIABILITY AND ECONOMY OF SERVICE BUT IN TOTAL RESPONSE TO CHANGING CIRCUMSTANCES.

IN THIS REGARD, PUTCO HAS A FINE TRACK RECORD BUILT UP OVER MANY YEARS.

MY DEPARTMENT IS NOT UNAWARE OF THE MANY PITFALLS AND ADVERSITIES WHICH FACE BUS OPERATORS, THE MOST SERIOUS OF WHICH MUST UNDOUBTEDLY BE THE RECENT INCREASES IN FUEL PRICES. I HAVE HAD DISCUSSIONS IN THE LATTER REGARD WITH INTER ALIA PUTCO AND AT MY REQUEST, THE URBAN PASSENGER TRANSPORT ASSOCIATION, OF WHICH PUTCO IS A MEMBER, HAS SUBMITTED A DETAILED MEMORANDUM TO ME, WHICH WILL BE SUBMITTED IN DUE COURSE TO THE NATIONAL TRANSPORT COMMISSION. I CAN, OF COURSE, MAKE NO PROMISES AND CANNOT COMMIT THE

NATIONAL TRANSPORT/....

NATIONAL TRANSPORT COMMISSION OR THE GOVERNMENT TO ANY UNDERTAKINGS, BUT I WISH TO GIVE ALL CONCERNED THE ASSURANCE THAT ANY REASONABLE SUGGESTIONS OR PROPOSALS WILL BE ENTERTAINED AS SYMPATHETICALLY AS CURRENT CIRCUMSTANCES PERMIT.

I AM HOWEVER CONFIDENT THAT THE MANAGEMENT AND STAFF OF PUTCO WILL TAKE WHATEVER PROBLEMS THE FUTURE MAY PRESENT IN THEIR STRIDE AND FIND WAYS AND MEANS OF SURMOUNTING THEM. I BASE THIS STATEMENT ON THE EVIDENCE BEFORE US, NAMELY THIS FINE DEPOT WHICH IT IS NOW MY PRIVILEGE TO DECLARE OFFICIALLY OPEN.

Issued by the Information Service of South Africa
at the request of the Department of Transport.

PRETORIA 4 JULY 1979

Mennonite Central Committee se Konferensie oor: 'Die Rol van Geskiedkundige Vredeskerke', Gaborone, Botswana. Verhandeling voorgelê oor: 'The Role of Churches in Promoting Justice in Southern Africa' (Oktober).

Konferensie van die Afrikaanse Calvinistiese Beweging, Potchefstroom (Oktober).

(c) Deelname aan Welsyns- Professionele en Openbare Organisasies

Die Direkteur het aktief gebly in die Suid-Afrikaanse Instituut vir Rasse-Verhoudinge as 'n lid van die Weskaap-Distrikskomitee, die Nasionale Uitvoerende Komitee en van die Raad.

Hy is Voorsitter van die Quaker Service Fund in die Kaap, die diensafdeling van die Godsdi[illegible]

navorsings-Fellows het aansienlik tot die Sentrum se program bygedra: dr Sheila T. van der Horst, afgetrede mede-professor van Ekonomie, U.K., en professor J.L. Boshoff, gewese Rektor van die Universiteit van die Noorde.

LIDMAATSKAP

Soos voorheen gemeld, is die Sentrum vir Intergroepstudies geregistreer as 'n maatskappy. In die Memorandum en Statute van Vennootskap word voorsiening gemaak vir die benoeming van eenhonderd lede. Tans is daar 57 lede en hulle sluit die volgende in:

a) Drie stigterslede:

Mnr J.G. Benfield
edy
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e wat gedurende die afgelope 10
e Beheerraad was (* dui stigters-

Axelson
Beekman
Brock
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. Dean
Ellis
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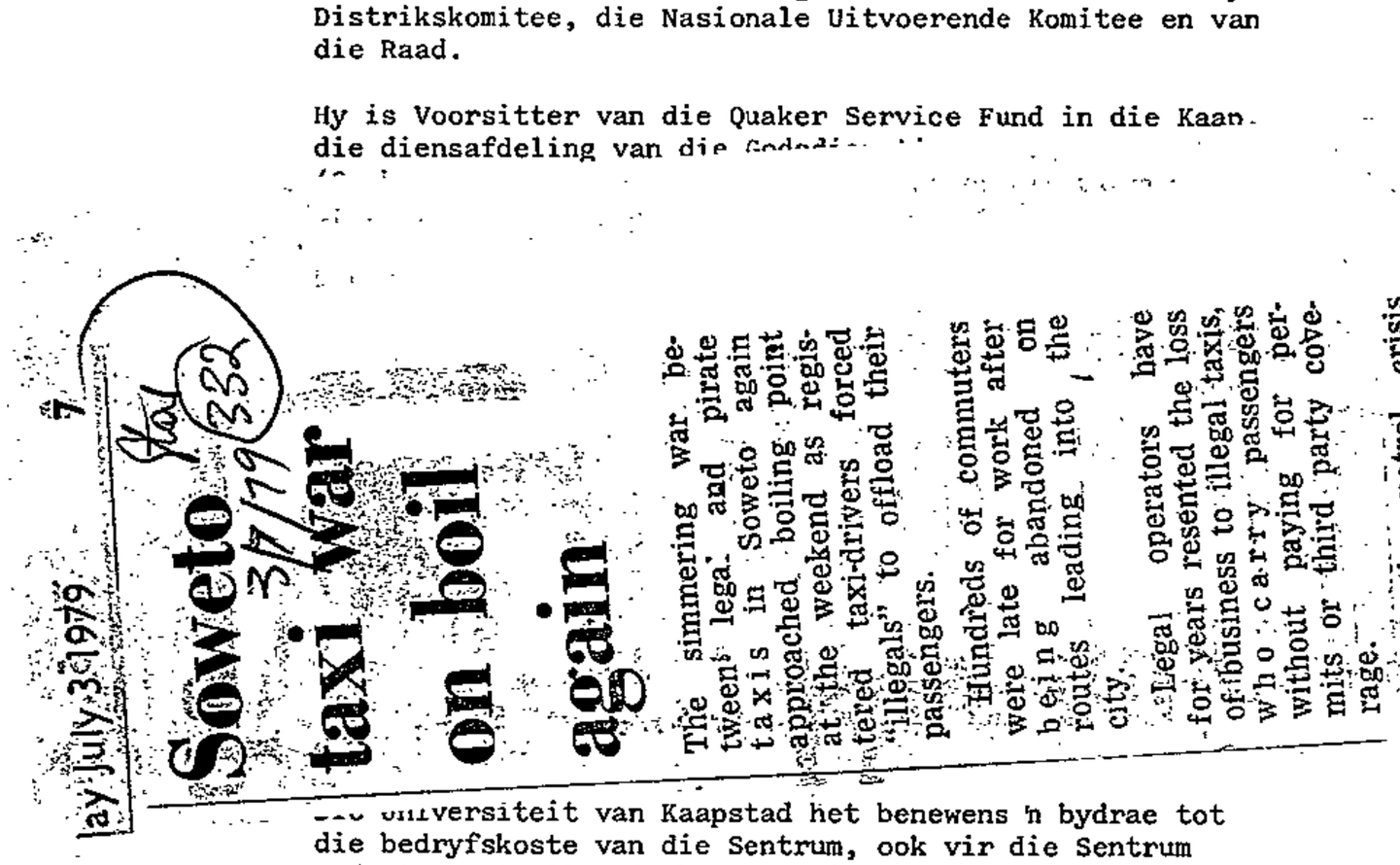
Professor S.D. Saunders
Professor H.W. van der Merwe
Mede-professor D.J. Welsh
Professor Monica Wilson



die bedryfskoste van die Sentrum, ook vir die Sentrum sedert sy stigting in kantoorruimte voorsien. Met die uitbreiding van personeel het ons die huisie op die laer

The Star Wednesday June 27 1979

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Black bus commuters will pay 12 pc more

Thousands of black commuters on the West Rand will pay higher bus fares from the beginning of next month. A further price rise can be expected before the end of the year.

Greyhound Bus Lines are to increase fares from July 1 following the earlier 60 percent increase in the prices of diesel and lubricating oil.

A spokesman for the company said the recent 15c-a-litre increase in the price of diesel had not been expected when application for the fare increase was made.

"This makes it certain fares will have to go up again before the end of the year," he said.

Fare increases for the six major lines are as follows:

From Kagiso to Krugersdorp — increase from 22c to 25c. The five-day weekly ticket is now R1,75.

From Kagiso to Luipaardsvlei station — increase from 17c to 20c. Five-day weekly ticket is now R1,55.

From Munsievlei to Krugersdorp — increase from 15c to 17c and the five-day weekly ticket is R1,40.

From Mohlakeng to Randfontein station — increase from 15c to 17c and the five-day weekly ticket is R1,45.

From Bekkersdal to Westonaria — increase from 18c to 20c with five-day weekly tickets at R1,70.

From Khutsong to Carletonville — increase from 22c to 25c and the six-day weekly ticket now costs R2,40.

Fuel crisis: Plans for new lift clubs and taxi laws

Own Correspondent

Extensive fuel savings measures — including the removal of many restrictions on lift clubs and taxis — are being considered by the Department of Transport.

The department has asked the four provincial administrations to amend traffic regulations to allow more standing passengers to be carried on buses. This would enable 30 percent increase in the number of passengers buses could carry.

The Secretary for Transport, Mr A B Eksteen, said a fuel saving committee had been set up and would probably make an interim report on lift club restrictions within a month.

"The committee has its first meeting next week. If necessary the Road Transport Act and the Compulsory Motor Vehicle Insurance Act will be amended at the next session of Parliament.

"What we have in mind is that a person be allowed to give lifts to others who do not have cars and to charge them for petrol.

"At present, a person may not charge others for lifts and cannot give lifts to people who do not own cars.

"The question of insurance will also have to be looked into," Mr Eksteen said.

HEAVIER LOADS

"Consideration will also be given to allowing taxis to pick up passengers from places other than taxi ranks. This will help to cut down on empty return journeys."

The provincial administrations have also been asked to increase the axle mass limit on four wheeled vehicles from 8 200 kg to 10 000 kg. This would allow more goods to be carried on single trips.

School buses: next year you'll pay

Pretoria Bureau

Transvaal parents will have to pay up to R17 a term for their children to catch school buses from the beginning of next year.

The service is now offered free

Announcing the decision in Pretoria today, the MEC in charge of Education, Mr David van der Merwe Brink, said fuel hikes had pushed the TPA's annual bill for bus transport for schoolchildren from R6,6-million to R7,35 million.

He said it was unfair that parents who lived in municipal areas which provided bus services had to pay to transport their children to school, while parents in outlying areas were offered the service at no charge.

As from the beginning of next year, parents will have to pay a basic tariff of R10 a term for each child, plus an additional amount of between R1-50 and R7, depending on the distance travelled.

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Putco bus fares to increase

23/6/77

Mercury Reporter

PUTCO bus fares are to go up between 2c and 10c a trip from July 2, with a further increase as part of a two-phase hike coming into effect in about six months.

Passengers who buy season tickets face increases of between 2c and 7c while the larger hike applies to cash tickets. Fares were last increased in February.

Mr. R. Stevenson, assistant divisional manager in Durban for Putco, said yesterday the increases were needed to meet GST costs and a higher fuel bill. The second part of the increase would come into effect in December or early next year.

Putco was still considering the effects of the latest fuel price increases, which had added R1 100 000 to the company's monthly bill in Natal and the Transvaal.

To meet the latest fuel price hikes, "fares will have to go up — but by how much and when, I can't say".

Mr. Stevenson said the July increases should have come into effect in March but were postponed. The second stage of the increase should be introduced in September but would be put off until later.

Meanwhile, weeks of negotiations between the Northern Durban LAC and Putco have ended with the bus company agreeing to keep down fare increases to Newlands and to halve fares for pupils.

Huge bus fare increase likely

EAST LONDON — Commuters here face drastic increases in bus fares and a cutback in some services following the petrol price hike.

Prior to the increase the council was considering cutting back on some poorly used bus services.

The council is now likely to recommend the phasing out or stoppage of all bus services after 8.30 pm.

The effect of the increased fuel prices on East London's transportation services was discussed at Monday night's council action committee meeting.

At this stage the council has not yet decided on its strategy to combat the crisis but drastic measures are likely to be introduced soon.

The councillor in charge of transport, Mr Glen Warner, said commuters were likely to face a minimum fare increase of 40 per cent to offset the huge fuel increases.

Fares were not raised after the last fuel price hike.

The service offered will also definitely be cut down, Mr Warner said.

Service after 8.30 pm would probably be discontinued.

The measures the council will take will probably be known next week.

The City Mechanical Engineer, Mr Cyril Andreas, said with the new fuel price increases the city's transport service would be burdened with an extra R100 000 deficit if there was no increase in fares.

If night bus services are stopped after 8.30 pm one sector of commuters likely to be hit hard is hotel night staff.

Mr Warner said it was regrettable that people would be affected by the cut in services but the council was forced by economics to take this step and statistics showed night services were those most poorly used.

An executive member of the Hotel, Liquor and Catering Association of the Border, Mr Bob Thielscher, said either the East Cape Administration Board would have to allow more staff to stay on hotel premises at night or the hotels would have to be allowed to provide their own transport.

Mr Thielscher said the Road Transportation Board had in the past refused his hotel permission to provide transport for night staff on the grounds that adequate facilities existed.

If night services were discontinued either way it would mean increased costs for hotels and in some cases might lead to a cutback in staff or price increases. — DDR.

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QUESTION 2 - SUGGESTED SOLUTION (Cont)

$\Sigma y = na$ $\Sigma xy = b\Sigma x^2$

Therefore 8052 = 8a Therefore 2388 = 168b

Therefore a = 100.6 Therefore b = 1.4

Trend equation is $y = 100.6 + 1.4x$

Forecast for first quarter of 0004

$100.6 + 1.4(13) - 1.6 = 117.2$

Forecast for second quarter of 0004

$100.6 + 1.4(15) - 15.8 = 105.8$

Protest convoy gets go-ahead

JOHANNESBURG — More than 300 truckers met here last night to discuss a final plan to persuade the government to reverse its decision to withdraw the bulk of temporary transportation permits in its fuel saving effort.

An on-the-spot survey by the organisers found that between them they owed about R17 million in lease and hire purchase agreements

And it was clear that most of them backed the plan to converge on Cape Town in a massive protest convoy later this week.

A petition they will take with them states that the Professional Road Hauliers' Association has dissociated itself from the action group

Mr Danie du Buisson, chairman of the ad hoc action committee of private hauliers which organised the meeting, said they hoped at least 200 trucks would join the convoy due to leave at 7 am tomorrow.

A transport consultant, Mr Frans van der Walt, said he did not think the government realised the implications of its actions yet.

"But in a month they will find out we can't pay our hire purchase accounts."

The chairman of the meeting, Mr Piet Baartman, said the former Minister of Economic Affairs, Mr Chris Heunis, in his discretion, had cut the temporary permits (designed to allow general goods to be moved by road when the railways could not handle the transportation) by 90 per cent with the flick of a pen.

"Did he realise 40 000 people, their dependants and their employees would be out of work as a result of this signing of his pen? — DDC

S. 2 (Cont.)

- 2 -

4. It seems as though there has been a successful promotion of gadgets (volume-wise) in spite of the increased price, but these have a relatively low marginal income ratio which, combined with the reduced volume of widgets, has resulted in an adverse mix variance.

5. Increased selling effort is reflected in the 126% increase in travel and entertainment, and the 28% increase in office expense.

Industry on move after recession

FOR the first time since 1973, when the industrial recession sent service industries into a nosedive, it looks as though South Africa's materials handling industry may be moving slowly forward again.

To quantify total industry worth is virtually impossible, but as a yardstick, the forklift truck industry is still at the same R25-R35m level it was in 1973.

Then, about 2 000 units were being sold against the 1 200-1 500 expected this year. Inflation pushed up prices, but a sharp drop in unit sales has offset price rises for everybody but the consumer.

But the escalation in costs has increased the potential for mechanisation rather than dampened it. Economics Minister Chris Heunis has laid great emphasis on the urgency of improving productivity, and time is running out.

Forklifts have moved into a position of local content which will not be improved much further without local engines, gearboxes and axles. An infant industry protected by duties, has come of age.

Hydraulic lifts are a different matter and, in view of the SAR's R440m investment in containerisation, this side of industry merits special consideration for protection.

Materials handling, embracing warehousing, containerisation, stevedoring and such specialised fields of engineering as conveyors, mobile and gantry cranes, forklifts, hydraulic lifts and a broad spectrum of ancilliary equipment, has much to offer. Industry cannot expand without it.

Materials handling and what Ray Rose of the SA Institute of Materials Handling calls its kissing cousin, mechanical handling, may be described as the sinew and muscle of industry, since it forms the channels and mechanism of material and commodity flow, without which many manufacturing, processing and warehousing enterprises would be lifeless.

Vast quantities of materials are conveyed and transported about the world in bulk or in containers. These two methods of handling materials form the two main branches of materials handling, says Mr Rose.

On the one hand, bulk handling for free-flowing products — such as mineral ores, grain, sugar, phosphates, etc — is carried in rail trucks and bulk ore vessels between source and user.

The products are then distributed in the factory or processing plant by the numerous individual conveying units, belt conveyors, bucket elevators, screw conveyors, mechanical and vibrating feeders and the host of auxiliary components that go into their construction, or work in conjunction with them.

On the other hand, we have containers and all that is involved in containerisation, with rail cars and ocean vessels (cellular ships) designed for their exclusive transport.

They usually transport processed materials and goods from manufacturer to a central marketing or distribution centre, as is presently done from British or European ports to the Johannesburg Container Depot, rightly described as an inland port.

A different class of handler takes over once the container is opened at destination. The versatile forklift truck now comes into its own, assisted by loading ramps and docks, extendable belt or slat conveyors, gravity rollers, with pallets and pallet trucks working their way into the whole containerisation activity.

As with bulk materials arriving at the processing plant or bulk storage area, the container's destination is a factory or warehouse where further handling and equipment allied to it take over.

Among these are hand and power pallet trucks, tow trucks, reach trucks, order pickers and racking and stackable pallets where the goods are kept until required.

The analysis of any material handling operation has disclosed that between 40% and 90% of the cost of a product is directly or indirectly related to materials handling costs. It is worth noting that every lift means a step up in costs.

When handling materials in and out of the warehouse, the

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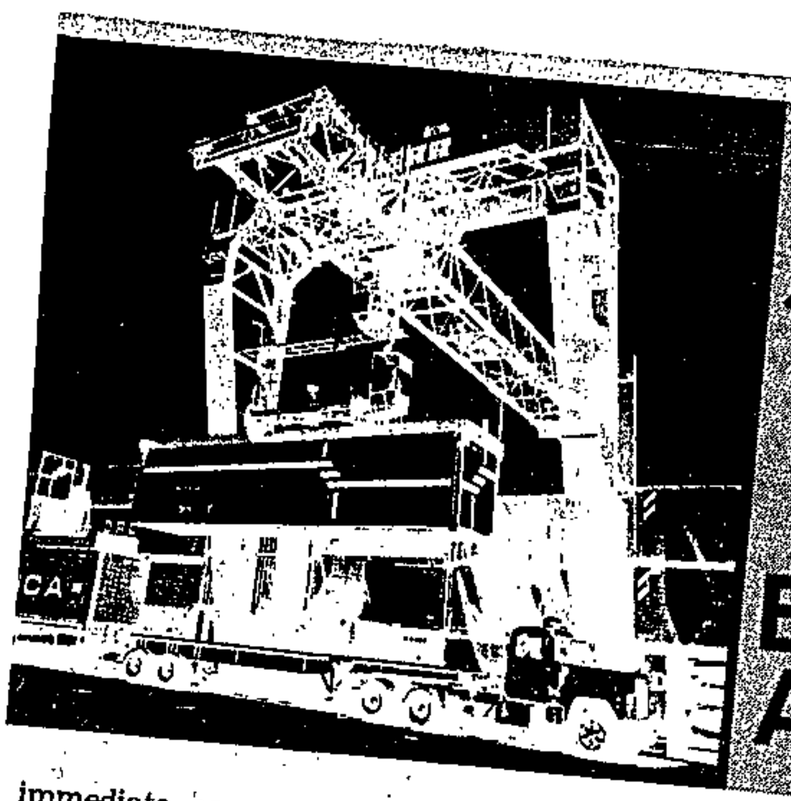

MATERIALS HANDLING

Edited by Amarnath Singh

immediate access to the various products can be difficult and costly if storage is not conducted in an orderly fashion. To this end, centralised, regional warehousing is a growing phenomenon.

To most people, materials handling as a function and variety of disciplines may not seem to constitute an industry in itself. It is, however, a relevant one to those engaged in the manufacture, application and marketing of the multifarious items of equipment that make up the total and increasing range of material, commodity and component-moving machinery that go with it.

Although the initial costs of proper materials handling and equipment has been a deterrent, the industry, generally, feels that people are gradually being educated to realise the benefits of the concept.

Flow of goods must be streamlined in order to reduce costs and increase efficiency, they maintain. It is expected that the big increase in transport costs will go some way to achieving this end.

The materials handling industry is well represented and well catered for in South Africa.

In spite of its extensive and specialised nature, it is held together not only by a "consecutive interdependency", but by various organisations catering for the needs of individuals and companies in all aspects of materials handling.

The SA Institute of Materials Handling, a professional body with branches throughout the country which keeps abreast of the latest trends in method and mechanism.

The institute has also promoted the establishment of a diploma course in materials handling.

The Materials Handling Association of Seifsa is engaged in all that is involved in the relationship between the employer and employee in the broadest sense.

The association holds regular meetings and attempts to achieve concensus on a variety of questions relating to the interests of the industry. A crane manufacturers' and forklift truck division have been formed under its aegis.

Rapport 17/6/79

Protes-optog tot in Kaap

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Deur
JACQUES DE KLERK

'n PROTES-OPTOG bestaande uit 'n vyf kilometer lange konvooi leë vragmotors, vertrek dié week uit Transvaal Kaapstad toe in 'n poging om die Regering te laat afsien van sy besluit om tydelike vervoerpermitte met 90 persent te sny.

Die voortbestaan van 2 500 private karweiers en 40 000 werknemers is in gevaar en die plan is om dr. Schalk van der Merwe in Kaapstad te probeer oorreed om van die besluit van sy voorganger, min. Chris Heunis, af te sien.

„Ons gaan nie om moeilikheid te maak nie," sê mnr. Danie du Buisson, voorsitter van 'n **ad hoc**-komitee wat Vrydag gestig is om landwyd protes te organiseer. „Maar iets moet ons doen om onsself van ondergang te red."

Die oorlewingskomitee hou môre-aand in die Selbornesaal in Johannesburg 'n stigtingsvergadering. Dit val saam met verskeie protesvergaderings wat oral in die land gehou word. Woensdagoggend vertrek die konvooi van „minstens 150 vragmotors".

'n Petisie word ook van môre af rondgestuur.

„Die onlangse brandstofbesparingsmaatreëls is in die landsbelang en geniet ons volle steun," sê mnr. Du Buisson. „Maar ons kan nie toelaat dat ons vernaamste bron van inkomste summier en sonder vooraf waarskuwing van ons weggeneem word nie.

„Alle ander pogings om 'n oplossing te vind, het gefaal en daarom wend ons hierdie laaste dramatiese poging aan om ons saak te stel. Ons verwag minstens 150 vragmotors in die konvooi, maar dit kan maklik groei tot 200 of 300, sê hy.

14/6/79 NM (32)

KwaZulu bus fare increase

African Affairs Correspondent

TRANS - UMZIMKULU Transport, the KwaZulu Development Corporation's bus subsidiary will raise bus fares by an average of five cents per single trip on October 1.

The manager Mr. Peter Burger, said yesterday that the fares increase was the result of the fuel price rise.

"This has cost us R35 000 a month in additional costs. By October we will have accumulated a loss of close to R150 000."

Trans - Umzimkulu carries nearly 900 000 passengers a month and operates between Port Edward and Umzumbe and inland as far as Harding and Highflats.

Hardest hit by the fare rise will be weekly ticket holders. The average weekly ticket price will go from R1,50 to R2,25.

Mr. Burger said Pretoria had told him not to expect further subsidies and conceded the routes were already heavily subsidised.

Whites face bus fare hike

14/6/77

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NMM

Municipal Reporter

WHITE bus fare increases of between 4c and 10c a trip are planned to cover the Durban Transport Management Board's extra R841 000 fuel bill.

DTMB general manager Mr. Marshall Cuthbert said yesterday an application for increases was being lodged with the Local Road Transportation Board today.

The proposed increases would yield an expected R844 000 to meet the higher fuel bill.

At a meeting of the board yesterday approval was given for the following coupon fare increases: Stage 1: 4c (to 24c); Stage 2: 5c (to 30c); Stage 3: 6c (to 34c); Stage 4: 7c (to 38c); Stage 5: 8c (to 40c); Stage 6: 9c (to 42c); Stage 7: 10c (to 44c).

The proposed cash fare increase for any distance travelled is 10c. New cash fares would therefore be: Stage 1: 35c; Stage 2: 40c; Stage 3: 45c; Stage 4: 50c; Stage 5: 55c; Stage 6: 60c; Stage 7: 65c.

Fares on the White service were increased a month ago following the introduction of new stage structures planned last December.

Yesterday Mr. Cuthbert said: "The additional fuel bill for the White service will be R841 000 a year. There is no way the board can absorb this.

Although the proposed increase for cash fares was hefty, Mr. Cuthbert said that of the 11 000 000 passengers carried annually, only 90 000 travelled beyond Stage 5.

Karweiers gaan kap... en hap

Deur DAAN DE KOCK

VIR die eerste keer sedert die oliekrisis sy kop aan die einde van 1973 uitgesteek het, gaan die nywerheid, en veral die professionele padvervoerder van goedere, 'n groot bydrae maak om die probleem die hoof te bied. Party gaan ook tariewe met tot 13 persent verhoog.

Die direkteur van die Professional Hauliers Association, mnr. Jack Webster, het aangekondig dat sy vereniging in samewerking met die Suid-Afrikaanse Spoorweë hul verbruik van dieselolie met sowat 20 persent binne die volgende ses maande gaan inkort.

Daar is besluit om in die volgende twee maande 'n besnoeiing van ongeveer 10 persent te maak, sonder dat die bedryf sy produktiwiteit te veel hoef in te boet. Daarna sal die toevoer van dieselolie met gemiddeld 2,5 persent per maand verminder word sodat die totale daling ná ses maande op ongeveer 20 persent te staan sal kom.

Hierdie besluit sal ongetwyfeld baie daartoe bydra om die verbruik van diesel aansienlik in te kort, aangesien hierdie sektor 'n baie groot verbruiker van dié skaars brandstof is.

Die administrasie van die projek sal deur die oliemaatskappye gedoen word deurdat hulle hul aflewering van olie aan groot verbruikers met hierdie persentasie sal terugsny. Die uiteindelike beheer sal egter by die Departement van Handel en Nywerheid berus, wat in baie noue voeling met die padvervoernywerheid sal bly.

Mnr. Webster beklemtoon dit dat die padvervoernywerheid in hierdie stadium die drastiese veranderinge aan hul huidige besigheid of toekomstige projekte moet aanbring nie, behalwe om alles in hul vermoë te doen om diesel te bespaar.

Hy sê in buitengewoon uitsonderlike gevalle moet padvervoerders wat van mening is dat hulle op toegewings geregtig is, hul feite agter mekaar kry vir moontlike voorlegging aan die owerhede.

Mnr. Webster het ook 'n lys opgestel van hoe die hoër pryse van diesel die bedryfskoste van vragmotors van verskeie grootes gaan raak. In die geval van 'n vragmotor met 'n brandstofverbruik van 20 liter per 100 kilometer sal die koste gemiddeld met 3,1c per kilometer toeneem, terwyl dit in die geval van 'n vragmotor met 'n brandstofverbruik van 30 liter per 100 kilometer met sowat 4,8c per kilometer gaan styg.

Mnr. John Fabre, president van die Motortransporteienaarsvereniging en hoofbestuurder van Rio Rita Tankers, is van mening dat die jongste verhoging in die brandstofpryse vervoerkontrakteurs sal dwing om hul vervoerkoste onmiddellik met 13 persent te verhoog.

„In 1978 het die operateur wat sy storie ken en optimumgebruik van sy voertuie gehad het, 'n wins van 12,5 persent getoon. Daarom kan nie nou van dieselfde mense verwag word om die verhoging self te absorbeer nie. Ek is bevrees dat die verhoging noodwendig op die verbruiker oorgedra sal moet word," het mnr. Fabre gesê.

„Ek is bevrees die karweiers gaan voortaan hul aandag op uitsoek-klante toespits, want optimale gebruik gaan in ons bedryf die wagwoord wees."

Bus fare hike to be sought

By JANE ARBOUS

CITY TRAMWAYS have prepared an application for a general fares increase, the managing director, Mr Johan Barnard, announced yesterday.

Although Mr Barnard gave the assurance that the increase would be kept as low as possible, some cash fares are expected to double.

The proposed increase was unlikely to take effect before July 1, he added.

The last bus fare increase was granted in March, 1977. The latest fuel price hike had forced City Tramways to apply for an increase, as the company had absorbed the price increase earlier this year, he said.

200 percent

The total fuel price increase since January has been more than 200 percent. Price hikes in January and February added R1 125 million on to the annual fuel bill of the company, and the new increase would add a further R2 40 million.

Mr Barnard said he was unable to forecast precisely how big the increase would be. The company was still working on the calculations which had to be submitted with the application to the local Road Transportation Board.

"We are very concerned about the impact of any price increase on our passengers", Mr Barnard added. "There are a great many bread-winners who depend absolutely on bus services to get to and from work. Fortunately, the subsidized 'clip-card' system on all our routes provides a significant cushion against fare increases."

He hoped that the effects of the increase would be kept to a minimum by the use of the clip-card system.

Asked how City Tramways saw its role regarding the national objective of reducing fuel consumption, Mr Barnard said: "We have already made significant savings in this area."

Streamlined

"We have trimmed under-patronized off-peak services and introduced streamlined inter-connecting services to provide more efficient utilization of vehicles and fuel."

Another way of increasing bus operating efficiency was to increase the passenger-carry-

cants), one would expect it to have taken steps never to let that happen again. But this is not the case. We are now getting extraordinary new developments in fuel systems specifically designed to power automobiles. Not only are these developments concentrated in firms outside the petroleum industry, but petroleum is almost systematically ignoring them, securely content in its wedded bliss to oil. It is the story of the kerosene lamp versus the incandescent lamp all over again. Oil is trying to improve hydrocarbon fuels rather than to develop any fuels best suited to the needs of their users, whether or not made in different ways and with different raw materials from oil.

Here are some of the things which non-petroleum companies are working on:

Over a dozen such firms now have advanced working models of energy systems which, when perfected, will replace the internal combustion engine and eliminate the demand for gasoline. The superior merit of each these systems is their elimination of frequent, time-consuming and irritating refuelling stops. Most of these systems are fuel cells designed to create electrical energy directly from chemicals without combustion. Most of them juse chemicals that are not derived from oil, generally hydrogen and oxygen.

Several other companies have advanced models of electric storage batteries designed to power automobiles. One of these is an oil producer that is working jointly with several electric utility companies. The latter hope to use off-peak generating capacity to supply overnight plug-in battery regeneration. Another company, also using [illegible] approach, is a medium-size electronics firm with extensive small-[illegible] experience that it developed in connection with its work on heart [illegible]. It is collaborating with an automobile manufacturer. Recent improvements arising from the need for high-powered miniature power [illegible] plants in rockets have put us within reach of [illegible]y small capable of withstanding great ov[illegible]er. Ge[illegible] diode applications and batteries [illegible]d nickel techniques promise to make a re[illegible]ources.

Solar energy conversion systems [illegible]ing attent[illegible] One usually cautious Detroit aut[illegible]entured th[illegible] solar-powered cars might be com[illegible]

As for the oil companies, they a[illegible]g develop[illegible] as one research director put it tc[illegible]a bit of res[illegible] on fuel cells, but almost always [illegible]cells powere[illegible] hydrocarbon chemicals. None [illegible]ally research[illegible] fuel cells, batteries, or solar po[illegible]hem are spendin[illegible] a fraction as much on research ir[illegible]rtant areas as they are on the usual run-of-the[illegible]g combustion chamber deposit in gasoline engi[illegible]

Taxi fares up on Monday

EAST LONDON — Taxi fares in Duncan Village, Buffalo Flats, Fetterville and Parkside go up on Monday.

The chairman of the Taxi Association, Mr J. Nobleasaid fares would be 35c a passenger to all these areas to and from town.

At present fares to these areas except Buffalo Flats are 25c and 30c to Buffalo Flats.

The hike in fares was prompted by the rise in fuel and rising costs of maintaining a car, he said.—DDR.

JUNE 9, 1979 — 5

Taxi fares up on Monday

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Taxi fare up to 30c

EAST LONDON — Taxi owners and pirate taxi operators in the internal service at Mdantsane have reached agreement on the fare to be charged.

From Friday this week the internal service fare for taxis will be 30ca passenger.

The hike from 25c to 30c would apply to all taxis, a spokesman for the taxi owners, Mr C. Mashalaba, said. — DDR.

Putco to raise more of its fares

Staff Reporter

MOST Putco bus users will pay increased fares from Monday, said the company's public relations officer, Mrs J Gussenhoven, yesterday.

Residents of Soweto will pay a maximum increase of 10c between their area and Johannesburg for a single trip. The majority of commuters will pay between 3c and 5c more.

The increase in fares in some other areas on the East Rand will start on May 14. The 50c bus fare between Tembisa and Johannesburg has been increased to 60c. Weekly tickets, which now cost R4,50, will cost R1 more.

Commuters living at Kwa Thema, Springs, will pay 20c instead of 16c when travelling between their area and New Era industrial area. Their weekly tickets have been increased from R1,10 to R1,50.

Kwa Thema residents working in the Nuffield industrial area will pay 30c instead of 25c. Weekly tickets have been increased from R1,70 to R1,90.

The fare of 15c between Vosloorus and Boksburg has not been increased. Weekly tickets remain at 80c.

Plea for blacks on EL buses

332
3/5/79
DD

EAST LONDON — The East London City Council has made representation to the Road Transportation Board for a third time to amend the council's motor carrier certificate to permit an unlimited number of blacks to be carried on council buses.

The council has recommended that the Provincial Auditor be informed this is one of the steps the council has tried to take to reduce operating losses.

At a recent meeting the council directed the city mechanical engineer to compile computer statistics and to prepare a new timetable.

He was also instructed to investigate the feasibility of curtailing certain services on routes that were hardly used.

The city mechanical engineer will also investigate ways of improving the appearance of council buses and making the use of the service more attractive to the public. — DDR.

(332) 27/4/79 DD

Taxi apartheid probe

THE ASSEMBLY — The government is considering a report into the question of taxi apartheid.

This was disclosed yesterday by the Minister of Transport, Mr Muller, when he replied to a plea by the Progressive Federal Party's Mr Rupert Lorimer for taxi apartheid to be scrapped.

The Minister said the whole question had been considered by a committee of the National Transport Board and a report from the committee had been submitted to him.

"The report is before me now but I do not want to say anything about it because there are aspects which I must consider," Mr Muller said.

Although most permits for taxis were licensed to carry black or white passengers, some operators were given special permits to carry passengers of any race.

Mr Lorimer said the government should start encouraging the abolition of taxi apartheid.

"I can tell a ridiculous story of people who arrived in Cape Town docks on a cruise liner. It so happens that other countries do not have the sort of laws we have in this country.

"This incident concerned a black man with a white wife. They got off the boat to go and have a look at the mother city.

"They were, however, not able to travel in the same taxi. Although they were man and wife they had to go separately." — PC.

Fuel statistics paint false pictures — Lorimer

CT. 27/4/79

HOUSE OF ASSEMBLY. — The minister of transport was responsible for the transport industry as a whole and profits for the Railways should not be sought to the detriment of private enterprise, Mr Rupert Lorimer, the official Opposition's chief transport spokesman said yesterday.

He was speaking on the transport vote during the Budget debate and said the minister, Mr S L Muller, should refrain from using statistics that painted false pictures about the more efficient use of fuel by the Railways.

The example that rail generated 26 times as many ton/kilometres a unit of fuel than did road transport painted a picture which was unfairly loaded against private enterprise road transport.

"The honourable minister should stop using this statistic because all it does is prove the old adage that statistics never lie, but statisticians sometimes do."

It was complete nonsense to make generalizations such as the one that Railways' use of diesel fuel was nine times more efficient than road transport.

No doubt many types of traffic, such as long haulage of bulk goods, did prove this statement, but there were other areas, especially small bulk goods over shorter distances, where this was not true.

He challenged the minister to produce the calculations on which he based this statement for scrutiny by experts nominated by the private haulers.

The new Road Transportation Act, which came into effect last year, was intended to create a situation of freer competition within the transport industry and to do away with red tape, but the opposite had resulted.

"There is less competition and more red tape," he said.

The road transportation boards appeared to be nothing more than branch offices of the SAR. The amount of money the industry now had to pay for permit applications was so much that it was nothing more than a special tax on private operators.

Mr Lorimer said he did not understand why it was necessary for the Railways to build up its road transportation service when it was quite apparent that private enterprise could handle the job.

"Our party does not agree with State monopolies of this nature and I believe that this is harming the best interests of the South African economy," he said.

The minister's duty was to ensure that the country had the most efficient and economical transport system, and private enterprise was an important factor in such a system. — Sapa

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CT. 27/4/79

Call for action against car drivers

(332)

HOUSE OF ASSEMBLY. — Action would have to be taken against car drivers who were using their cars to the detriment of efficient and cheaper public transport in urban areas, Mr M W de Wet (NP Welkom) said yesterday.

Speaking on the transport vote in the Budget debate, he said the reintroduction of the trolley bus and tram was being studied by the National Transport Commission as part of a study for future urban transport strategy.

The rise in the fuel price had made it necessary to take another look at the electrically-driven trolley bus and tram which had been phased out in almost all the major centres in South Africa.

High running costs

Their removal had not been an act of short-sightedness, but at the time of low fuel prices, had probably been necessary in view of high running and replacement costs.

The commission had made a start with the development of an integrated urban transport system. However, the South African's attachment to the car which was often used at high expense and unnecessarily to the detriment of cheaper public transport, was a problem against which steps would have to be taken.

If South Africa was to avoid an urban transport crisis of the dimensions being experienced in the United States, urban transport would have to be subsidized to an increasing extent on a national level, Mr De Wet said. — Sapa

Plea to scrap taxi apartheid

Political Staff

HOUSE OF ASSEMBLY. — The government is considering a report into the question of taxi aparheid.

This was disclosed yesterday by the Minister of Transport, Mr Lourens Muller, when he replied to a plea by Mr Rupert Lorimer, of the Progressive Federal Party, for taxi apartheid to be scrapped.

The minister said the whole question had been considered by a committee of the National Transport Board and a report from the committee had been submitted to him.

"The report is before me now but I do not want to say anything about it because there are aspects which I must consider," Mr Muller said.

Mr Muller said although most taxies were licensed to carry black or white passengers, some operators were given special permits to carry passengers of any race. These operators were allowed to decide who they would carry.

In his speech, Mr Lorimer said the government should start encouraging the abolition of taxi apartheid.

"I can tell a ridiculous story of people who arrived in Cape Town docks on a cruise liner.

"This incident concerned a black man with a wife who was white. They got off the boat to go and have a look at the mother city of South Africa, Cape Town.

"They were, however, not able to travel in the same taxi. Although they were man and wife they had to go in separate taxis.

"I do not think the foundations of the nation will totter if we do away with taxi apartheid.

"I know that many taxi operators right through the country would welcome a move which would allow them to take passengers of any race group.

"I think the time has come for us to see some active leadership and encouragement from the government away from this sort of discrimination," Mr Lorimer said.

Muller: rail more efficient than roads

CAPE TOWN — Research had shown that rail transport was about nine times as efficient as road transport in South Africa, the Minister of Transport, Mr S. L. Muller, said yesterday.

Opening a conference on transport in South Africa, he said it had been calculated that the Railways generated about 25 times more ton-kilometres a unit of diesel fuel than road transport.

Rail traffic was expected to double within 20 to 30 years. People said South Africa should revert to the use of steam locomotion because of the country's large coal reserves.

"The fact is the country's transport economy has outgrown this form of energy.

"Where it is still being used on branch lines, it will continue to be utilised for as long as possible. However, a total reversion of steam power would be considered only as a last resort."

It was forecast that more aircraft of the energy-efficient airbus type would be acquired by South African Airways. SAA had spare capacity, but a potential growth of 14 per cent a year was predicted for inland air-freight.

SAA had become four times larger than any other Africa-based carrier, and substantially bigger than the national carriers of most countries of similar size and economic development.

"Economic realities have already led to co-operation with Botswana, Mozambique and Zambia.

"Let the role of the South African Railways in establishing and maintaining good neighbourly relations with black states not be underestimated."

Professor D. W. de Vos, of Pretoria University, told the conference flourishing pirate taxis in South Africa's black townships seemed to indicate a clear need for more legitimate taxis.

He said many taxis, especially the pirates, tended to operate along bus routes and pick up passengers waiting for infrequent off-peak buses, making the bus service even more uneconomical than it was otherwise. — SAPA.

24/4/79 (332) D8

Private cars: curbs foreseen

CAPE TOWN — The National Transport Commission was not favouring public transport at the expense of the private car, the director of Urban Transport of the Department of Transport, said here yesterday.

Mr R. Smith told a conference on transportation the NTC was seeking a balanced transport system in each metropolitan area.

"The record shows that in the Durban and Johannesburg areas alone, the NTC is epdning some R56 million on national freeways.

"The NTC has certainly not forgotten the major role played by the private car and its future importance in urban transport."

There would be a need to continue roadbuilding in urban areas, but major road projects would have to be carefully planned with considerable sensitivity to environmental issues, he said.

But it was clear once public transport had been improved, some restraint would have to be placed on private cars with one or two occupants in congested areas.

The NTC was planning to expand the railway's suburban services, which would form the basis of public transport systems of the future.

"I envisage the role of buses increasing substantially," Mr Smith said. — SAPA.

Putco higher

THE PUTCO group reports unaudited taxed profit of R1 111 000 for the six months to December 31, 1978. This compares with R897 000 for the six months ended a year earlier.

The directors have declared an interim dividend of 3c (1977: 3c).

Bus operating revenue increased from R21 954 000 to R32 683 000.

The report says applications for increased tariffs are being heard by the Local Road Transportation Boards and "it is anticipated that new fare tariffs will be introduced in the Transvaal before May and in Natal shortly afterwards". — Sapa.

Call for more taxis

EAST LONDON — The Road Transportation Board would consider new applications for taxi licences, the city's Chief Traffic Officer, Mr J. Bosch told the Coloured Management Committee.

The committee was trying to find a solution to unlicenced taxis that operate in East London and it was pointed out that part of the problem was that there were not enough taxis to cope with demand over peak periods.

Mr F. B. Klassen said people who used pirate taxis did so at great risk because there was no recourse in the event of an accident.

It was agreed that the Taxi Association should have closer ties with the traffic department to solve the problem. — DDR.

UNIVERSITY OF CAPE TOWN

B.A. HONOURS (FRENCH) - 1979

Options and Prescribed Books for Papers 3 and 4

Candidates must take four of the following options. Not more than two of those marked § may be chosen.

1. Any two of the following:-

   La Chanson de Roland, ed. Whitehead (Blackwell).
   Béroul: The Romance of Tristan, ed. Ewert, Vol. 1 (Blackwell).
   Guillaume de Lorris et Jean de Meung: Le Roman de la Rose, ed. Lecoy (CFMA, Champion), Vol. 1 only (prescribed portion: lines 1-4028).
   Villon: Le Testament et Poésies diverses, ed. Sargent (Appleton-Century-Crofts) (prescribed portions: Le Testament, lines 1-909; Poésies [illegible]).

2. The remainin[illegible]) above.

3. Ronsard and [illegible]ecial study of:-

   Ronsard: [illegible] (Classiques Garnier).
   [illegible] et autres pièces politiques (1562-63),
   [illegible]res complètes, Vol. 11, STFM, Didier).

   Du Bellay: [illegible]ation de la langue française, ed. Chamard STFM, Didier).
   [illegible] Regrets. Sonnets posthumes, ed. Vol.2, STFM, Didier).

4. Molière, wit[illegible]

   L'Ecole des [illegible] (Blackwell).
   La Critique [illegible]es. L'Impromptu de Versailles, ed. Jouan [illegible]s Or", Hatier).
   Tartuffe, e[illegible] "Classiques Or", Hatier).
   Dom Juan, e[illegible]
   L'Avare, ed[illegible]
   Les Femmes [illegible]
   Le Malade i[illegible]

5. Racine, with a[illegible]

   Andromaque,[illegible]
   Britannicus[illegible]
   Bérénice, e[illegible]
   Mithridate,[illegible]
   Iphigénie,[illegible]
   Phèdre, ed.[illegible]
   Athalie, ed[illegible]

Taxis operating between East London and Mdantsane have to have two licences. One is issued by the East London Road Transportation Board and entitles the holder to run between the two points. The one is issued by Ciskei.

A pirate taxi driver said one of the reasons for the friction was the issue of four licences to men operating as pirates on the Mdantsane, King William's Town route.

One taxi driver said there was trouble between the two groups and the situation was "tense."

A Ciskei Road Transportation Board established in November last year, issued licences to taxis operating in Ciskei.

They are believed to have asked that pirate taxis be stopped from operating.

Taxi war blamed after man in mask kills Dodo Mposulwa

EAST LONDON — Taxi owner, Mr Dodo Mposulwa, of Mdantsane, could have been shot dead in a new taxi war.

Mr Mposulwa was shot between the eyes by a masked gunman as he walked out of a house in zone eight.

A war is raging between licenced taxi drivers and pirate taxis.

Trouble is believed to have flared when licenced drivers decided to operate between Mdantsane and King William's Town and in the rural areas in the Zwelitsha district.

Pirate taxis have been operating on the route.

The pirate taxis are backed in their stand by licenced taxis operating in King William's Town.

J. Afr (Tydskr) 6/4/79 (332)

5/4/79 DD INDABA 332

Pay the money and take your choice — 18 or 27-cent trip

Indaba Reporter

KING WILLIAM'S TOWN — Bisho Transport bus commuters travelling between the city terminus and the Khotso bus stop, 15 km out of town on the Alice road, pay two different fares of 18c and 27c a trip, all within the transport company's tariff regulations.

Many people — including me — have been forced by inspectors to pay more than the usual fares.

And when I asked Mr Odendaal, Manager of Bisho Transport, what the "fixed bus fare" between town and Khotso bus stop was, he replied: "I wouldn't know."

In a 13-day investigation into allegations of unstable fares, unreliable bus schedules and alleged overcharging I discovered many drivers and inspectors were not familiar with fares on their routes and some depended on the commuters themselves for clarification and advice.

As a result, many characters even pay less than the normal fare.

By following the company's recently introduced system of rotating drivers instead of the old system of keeping each driver on a fixed route, some have had to depend on commuters for directors. This has often resulted in buses running behind schedule.

My most ridiculous experience was to be told by a driver leaving the town terminus at 05h00 that I could not board the bus.

"This duty does not allow me to carry passengers from town outwards," he told me. "This bus is supposed to start loading at the village" (Pirie, where I was going).

"But I'll do you a favour and allow you to board. But please understand that it's not our doing. Orders are orders."

Inquiring into the different fares applicable between town and Khotso I paid 27c a trip on three trips from town to Khotso and another 27c a trip on two others from Khotso to town on the Dimbaza buses.

And I paid 18c on all the Knotso-town and town-Khotso trips on the Pirie buses.

On one of the town-Dimbaza buses I confronted the driver with the fact that the Pirie-bound bus charged people 18c as compared to 27c.

His answer was : "You are not the same person to complain about that neither will you be the last. The trouble with you people is that you don't know to whom to complain."

I was at the town terminus the other day. This time I wanted to establish the authenticity of the unfixed schedules complaint. The bus despatcher told me the next bus to Pirie would be leaving at 08h00. And the time was 07h45.

I was still chatting to him when his walkie-talkie came to life.

Come 08h00 and there was no sign of a Pirie-bound bus. When I asked for an explanation I was told "The next bus to Pirie will leave at 15h00. There's no bus now."

When I pointed to the many buses standing in a row near us he replied: "Didn't you hear the man I was talking to over this thing" (pointing to the walkie-talkie) I have been ordered to keep these buses here and don't let them go out. Maybe they'll be needed to take people to Ntaba-kaNdoda; I don't know."

"And what about people like me who want to get to places knowing fully well that there's supposed to be a bus going there at this time?"

"I don't know. I'm only an employee around here."

TAXIS

Rough ride

332
FM 25/3/77

Users of SA taxis, already disgruntled by high fares and poor service, will soon have to dip deeper into their pockets for a ride. Soaring fuel prices have driven many taxi owners to apply to road transportation boards for fare increases. Those who have not yet done so are planning to.

Johannesburg taxi rates haven't risen for three years. Patricia de Sousa, owner of Jan Smuts Taxi Bureau, is disillusioned. "The board turned down my application late last year. I am hardly making any profit, and some months I don't break even." Louis Friedman, MD of Durban's Eagle Taxis, reckons his firm is running at a loss. Rose Taxis in Johannesburg has applied for a 5c hike in flag fee to 50 cents, and a 10c rise per km to 50c/km. The Durbán Taxi Owners Association wants a 10c increase for flagfall and each km, bringing each to 60c.

There is some justification for the high claim by the Durban operators. They have to fork out R72 in rank fees, compared with R10 to R20 in other major cities. The cost of sealing meters in Durban is R3,50, whereas in other centres it is only R1. And Natal fleet owners have to pay a passenger trading levy of R20 a car. According to Kay Watson, chairman of the Durban Taxi Owners Association, "the general feeling among fleet owners is that the Durban Municipality is out of its mind." In the opinion of another taxi fleet manager: "I think the municipality is trying to get taxis off the road in order to get people onto buses."

No taxi company quizzed by the *FM* is in favour of cruising taxis. With the high cost of fuel and the small number of potential customers, cruising is just not viable, they say. The chairman of one of SA's biggest fleets adds: "Under the circumstances, I think we have a good system."

But many of those who hire cabs do not share his view. Says one Johannesburg professional man: "There is no way I am going to catch a taxi regularly when it costs over R1 to cross the city centre. Taxis here are no fun to ride in, if one compares them with cabs in London, New York and the East." These days it is cheaper to travel from Jan Smuts Airport to Sandton by helicopter than by cab.

Why not allow every car on the road to be a taxi, with drivers charging what the market will bear? Those advocating such a free-for-all point out that it would raise peak-hour low car occupancy rates, thereby saving fuel, easing congestion and lifting the strain on public transport, especially for blacks.

At present, the law forbids passengers from chipping in for petrol, and lift clubs must furnish the names and addresses of members and the registration numbers of cars being used. If this is not done, the car owner is not covered by compulsory third party insurance.

The AA favours the lifting of restraints. Adriaan Eksteen, Secretary for Transport, says his department is already thinking of allowing lift club members to pay for petrol but is waiting for proposals from the AA before making decisions.

Johannesburg taxis . . . boy, do they have problems

17/03/79

(522)

other ports.

Drydock bookings

Bookings for the Table Bay drydock for coming weeks include some ships which have not been here before, including the Blue Funnel liner Anchises on her way to the Argentine from the Persian Gulf.

The general cargo ships alongside the wharves are getting a fair turn round, and the deciduous is now arriving in adequate quantities to facilitate simultaneous loading of two or three ships.

The onset of winter rains after Easter could interfere with rate of working of cargo, however.

Ocean Harmonia (13 584), G berth
SA Agulhas (research), Return Wall
Ridge (4 500), L berth
Wolraad Woltemade (2 822), Tanker basin-1

EXPECTED WEEKEND:

Adamantios S, 18, sea (Rennie)
Berg, 18, Walvis Bay (Grindrod)
Canberra, today, coast (FMS)
Crown Cherry, today, Far East (FMS)
Essl Silje, today, Ellesmere Port (FMS)
Frontier, 18, coast (Grindrod)
Nara, today, coast (FMS)
Nedlloyd Schie, 18, Singapore (Nedlloyd)
Ortelius, 18, Europe (FMS)
Rini, today, West Africa (Nedlloyd)
SA Helderberg, today, coast (FMS)

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Long established trades are ailing

By GEORGE YOUNG, Shipping Editor

A CONSPICUOUS feature of the economic troubles afflicting the shipping industry is the fact that long established cargo trades are ailing, and the nations enjoying the highest priced currency suffer worse than others. It looks like some of the famous Japanese companies going to the wall, thanks to the high level of the Japanese yen.

The plight of the Japanese shipping industry is desperate. The influential Japan Line in seeking a second one-year moratorium on the repayment of its loans, is to fire hundreds of staff in a money saving effort.

The problems of Japan and the cost of its exports represent a tremendous opportunity for other Wstern countries, particularly South Africa, to supply former Japanese overseas markets with manufactured goods at lower prices. Taiwan and South Korea are not slow to recognize this possibility.

Nippon Yusen Kaisha, perhaps the most famous of Japan's commercial fleets, says that its Conference sailings to Europe are fast turning sour thanks to non-Conference competition, the trans-Siberian railway, and the high level of the Yen. Ten ships are to be dispensed with and 400 seafarers put on the beach.

Mitsui OSK Line which runs round the Cape to South America, and also to West Africa, concedes that it is running at a formidable deficit. About 400 seafarers are redundant and 18 ships are to be sold.

Meanwhile, shipyards without work are retiring staffs early in an effort to reduce nominal rolls and save wages.

The Japanese malaise is only a slight enlargement of the predicament of Western companies, among them P&O, Bibby, Reardon Smith, and others.

A too closely tied association with regular and over-subscribed trades has in many cases deprived managements of the initiative to exploit new beats, and the Chinese from Hong Kong and Taiwan are doing this, often at the expense of Western owners, and using ships bought from established lines.

South Africa is in a strategic and economic poosition to fill the gap left by the more costly Japanese wares, particularly in South America. But the Latin absence of enthusiasm for new business combined with the conservatism of South African business, tuned mainly for local consumption of its products, means that Taiwan will soon have its goods flooding round the Cape to former Japanese markets.

There is good reason for believing that a vacuum exists also in the Persian Gulf, and some Asian countries which, while claiming to be antagonistic to South Africa, are not averse to buying imports at more economic prices.

It is not a case of the Republic initiating business with some of these countries; rather it is a case of expanding already active business.

Labour troubles down under

LABOUR problems in Australian ports not only contribute to the difficulties of the shipping lines, they in turn encourage greater use of South African terminals where strikes are virtually unknown.

This week there have been strikes at Brisbane, Sydney, Port Kembla and Newcastle, and there is no sign of an end to them.

At Brisbane the workers came out on strike when four workers were jailed for 14 days for refusing to pay fines for taking part in a street march banned by the government. Their mates have indicated that no cargo will be worked, or ships moved, until the men are released.

14 ships waiting

About 500 000 tons of coal exports have been held up because of the strike by coal loaders who demand a pay rise of R40 a week. Fourteen ships are waiting to load.

It is feared that the strikes will spread to other ports and bring all cargo working in Australian ports to a standstill.

There is a holdup also in the grain exports from Sydney.

In contrast, the ports of South Africa are respected for their good turn round, and the strike-free labour. This also is respected in the marine repair industry where the spirit of the staffs and efficiency are said to be in marked contrast to many

IN PORT YESTERDAY:

Bali Career (8 741), Jackson Wall
Eastern Confidence (28 990), Quay 602
Indian Ocean (5 397), C berth
Jean Charcot (research), Quay 500
Johan Hugo (7 001), Dry Dock
Laura (8 758), D berth
Mercury Gulf (10 164), A berth
Motoria (8 602), Entrance Wall
Muse Bell (5 956), H berth
Nai Mario Perrone (250 819 d w t), Repair Pier
Nedlloyd Cumberland (8 855), F berth

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17/03/79

337

ver in marked contrast to many other ports.

Drydock bookings

Bookings for the Table Bay drydock for coming weeks include some ships which have not been here before, including the Blue Funnel liner Anchises on her way to the Argentine from the Persian Gulf.

The general cargo ships alongside the wharves are getting a fair turn round and the deciduous is now arriving in adequate quantities to facilitate simultaneous loading of two or three ships.

The onset of winter rains after Easter could interfere with rate of working of cargo, however.

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[illegible] Jutlandia [illegible] Return Wall
Belge (4 500). L berth
Wolraad Woltem[illegible] 12 822). Tanker berth 1

EXPECTED WEEKEND:

Adamastor, S. 18, sea (Reunie)
Berg, 18, Walvis Bay (Grindrod)
Canberra, today, coast (FMS)
Crown Cherry, today, Far East (FMS)
Esso Sitje, today, Ellesmere Port (FMS)
Frontier, 18, coast (Grindrod)
Nara, today, coast (FMS)
Nedlloyd Schie, 18, Singapore (Nedlloyd)
Ortelius, 18, Europe (FMS)
Ibis, today, West Africa (Nedlloyd)
SA Helderberg, today, coast (FMS)

SURFACE MAILS:

Ortelius for UK, Europe, Las Palmas, British West Indies, Madeira, Nigeria, Senegal and Cameroon via Southampton, parcels 12h00 Tuesday, letters and newspapers 12h00 Wednesday

Further enquiries ☎ 43-2180

City Tramways rejects call for trolley buses

932
16/3/79
C1

Municipal Reporter

TROLLEY buses are nearly twice as expensive as comparable diesel buses and there is no viable trolley bus service anywhere in the world, according to a spokesman for City Tramways.

He was commenting on a recent call by the chairman of the City Council's housing committee, Mrs E D Stott, for the return of trackless trams or trolley buses, as they were generally called.

In a statement to the Cape Times the firm says the Johannesburg City Council, which still operates some trolley buses, is making a study of the operation. Recent tenders indicated that trolley buses would cost R130 000, while the equivalent diesel bus would cost R80 000.

The cost of replacing Cape Town's 600 buses with trolley buses and providing the overhead trackwork, support poles, and transmission supply lines, would be tens of millions of rands.

In addition it was pointed out that operators using trolley buses still had to resort to diesel buses on less popular routes and for emergencies.

Electricity costs were high while fuel represented only a fraction of the overall operating costs. Labour was the major cost.

"It is of interest," said the statement, "that there is no privately owned viable trolley bus service in the world today. Wherever they are used, massive state or ratepayer contributions make up operating losses. Are ratepayers prepared to bear an additional burden running into tens of millions?"

Trolley buses lacked flexibility and were unable to pass each other. Where they were used overseas, they enjoyed extensive bus-only facilities, something which Cape Town did not provide for buses.

During the civil unrest in 1976, City Tramways was able to prevent the loss of expensive buses, because they were able to reroute diesel buses to avoid trouble spots.

Vulnerability

Recent suburban train breakdowns had emphazised the vulnerability of electricity.

"It would be catastrophic were power failures to result in the entire public transport system, both trains and buses, going out of action simultaneously."

The amount saved through converting a few buses to electric traction would be nothing compared to the savings if a hundred motorists were to leave their cars at home, the statement said.

AVIATION

Forget 1973

Petrol price inflation could, once again, be good for aviation. It's early days yet but independent domestic airline operators are optimistic that more people will fly. Not even price hikes on internal routes are likely to dissuade passengers because they face higher fuel costs anyway.

But the effect of the current fuel crisis cannot be compared with 1973's sudden shortage. "Passenger traffic increased 60% then as road speed restrictions came in. This time I expect no more than a marginal stimulation," says Comair MD Peter van Hoven.

Comair, operating eight aircraft into Johannesburg, Phalaborwa, Skukuza, Welkom, Kroonstad, Klerksdorp (freight only) and Durban, is raising fares by an average 8%. Airlines Association chairman (and Magnum Airlines chairman) Jack Andrew says: "There must be a switch to public transport, and scheduled air services are part of public transport."

He adds: "People are now more used to flying so there should be an increase in passengers carried by our members."

Higher aviation fuel bills are pushing up operating costs for the association's members (United, Magnum, Comair, Namaqualand Lugdiens, Air Cape, Border, Emric, and SWA Lugdiens), with high octane avgas running at 29c a litre after customs rebates of around 25%.

"Before 1973, fuel made up a small part of total operating costs. Now it is hovering around the 50% mark," says Andrew.

Local avgas needs are minute compared with total petroleum consumption. The trouble is that Sasol's high-octane output is nowhere near piston aircraft requirements. Avgas (used mainly by the eight independents) will still have to be imported, at any price, for the foreseable future.

Financier Martin Summerley, who launched Magnum last March, expects to carry many more passengers in his second year despite higher fares. "We budgeted for 55 000, carried 51 000 and this year we'll reach 70 000," he says. Magnum fare increases range from nil to 25% (Jan Smuts-Middelburg up R3 to R15 single) though the biggest hike on any ticket will be only R8.

The Salfar-owned independent operates nine aircraft with a tenth on order into Jan Smuts, Durban, Newcastle, Vryheid, Nelspruit, Mafeking and Umtata.

"About 85% of passengers are same-day-return businessmen carrying only a briefcase. We're getting them, for example, from Jan Smuts to Nelspruit (minimum seven round flights daily) in one hour on 14 litres of fuel each. No car can beat that," says Summerley.

Placo MD John Hardy (selling Pipers) says: "Aviation won't pick up like 1973, though there might be more charter work. Training will feel the pinch, fees will have to go up, and the truly private pilot has virtually disappeared."

Scheduled airlines have a formula applications in these cases is virtually automatic and this time the fare increase should average around 12%.

SHIPS CASH IN ON SOUTH AFRICA'S CHEAP FUEL OIL

Bunkers go at half price — or it won't sell

Tribune Reporter

FUEL-STARVED South Africa is supplying crucial bunker oil to foreign ships at rock-bottom prices — half the rates of a major European port — and still has a gigantic surplus.

For a mere R85 you can load your ship in Cape Town, whereas at Rotterdam you would pay R187 a ton for bunker oil.

The Secretary for Industry, Mr Philip Theron, said yesterday that South Africa's major oilmen had assured him the only way to dispose of the bunker oil was to sell at the low prices.

"They maintain they cannot sell the bunker oil at competitive prices," said Mr Theron. "They are barely able to sell bunker oil at the present prices."

Bunker oil is the residual mass at the end of the oil-fuel process and has no inland market in South Africa.

"Ships are the only consumers of South Africa's bunker oil," said Mr Theron. "Thus I can see the oil companies' point in not wanting to raise the price."

Oil companies said this week the reason for the bunker-oil bargain prices was that the demand for the oil in other ports was larger than the demand in Cape Town.

In Japan, which is much closer to the source of

woman's temperature

The price of oil being sold at Rotterdam is one of the highest in the world. It has been reported that some multi-national oil companies may be cutting back supplies of oil to regular customers so they can divert it to the lucrative spot market in Rotterdam.

If the demand for bunker oil from Cape Town was stepped up, the present price would rise accordingly. It has been indicated that ship owners have realised the difference in the price of bunker oil between the ports and will soon flock to South Africa and avoid traditional refuelling ports.

The Queen Elizabeth 2 took on 3 000 tons of bunker oil recently in Cape Town at a cost of R225 000.

A spokesman for an oil company contracted to sell bunker oil to ships said there had already been six price adjustments in the past six weeks. He said one of the main reasons for the relatively low price of South African bunker oil was that refineries here were continuing to produce diesel and furnace oil bunkers for shipping, whereas this was no longer done in the Far East.

TERUGSLAG VIR HOUERDIENS

SUID-AFRIKA se houerskeepsdiens met Europa word tans betekenisvol heraangepas as gevolg van die huidige slapte in internasionale handel. Dit het geblyk uit 'n perskonferensie wat mnr. Neil Forster, voorsitter van die Europa/Suid-Afrika-Skeepskonferensie vandeesweek in Kaapstad gehou het.

Die Nederlandse redery Nedlloyd se bydrae tot die diens, die Nedlloyd Hoorn, met 'n dravermoë van 2 450 houers van ses meter, is uitverhuur aan Scan Dutch, wat die skip in hulle diens na die Verre-Ooste gaan gebruik. Die Nedlloyd Hoorn word tans vir daardie handel toegerus.

Ernstige oorweging word ook nou gegee aan die uitverhuur van nog een van die reuse-houerskepe wat dan net sewe volselhouerskepe in die diens tussen Suid-Afrika en die Verenigde Koninkryk en die Noordwestelike Vasteland van Europa gaan laat.

Die Suidelike Afrika/Europa-houerdiens (SAECS) beplan tans om met hierdie sewe houervaartuie 'n diens van 'n houerskip elke sewe dae in elke rigting te organiseer wat net so gereeld as die posdiens van ouds sal wees. Die skeepskonferensie voel dat so 'n weeklikse diens voldoende sal wees om die huidige handelsvloei te behartig.

Mnr. Forster het gesê dat selfs na die drastiese vermindering van die getal houervaartuie die diens tussen Suid-Afrika en Europa nog nie winsgewend sal wees nie, hoewel die rederye in die diens darem 'n klein rendement op hul belegging in die nuwe moderne diens ontvang.

Slapte

Hy het daarop gewys dat die beplanning van die diens na die Middellandse See, die Verenigde Koninkryk en Noordwestelike Vasteland, en die oorspronklike bestelling van houerskepe vroeg in 1974 gegrond was op werklike handelspatrone in die jare 1969 tot 1973 en projeksies vir die daaropvolgende jare. Toe het die wêreldwye handelslapte ingetree wat vandag nog voortduur.

„Met die Konferensie se diens van 'n groot houerskip in elke rigting elke sewe dae na die Verenigde Koninkryk en Noordwestelike Vasteland, die houerdiens vir die Middellandse See elke 17/18 dae en die opry/afry-skepe elke 22 dae en 'n aantal ondersteunende konvensionele skepe van die Konferensie het Suid-Afrika nou 'n skeepsdiens wat vir geen ander in die wêreld hoef terug te staan nie."

Phindani: why taxi fare is 30c

Indaba Reporter

MDANTSANE — Mr David Phindani, chairman of the Zones 10, 11 and 12 taxis, is angry over last week's Indaba report in which allegations were made of overcharging with fares up to 30c from 20c.

Mr Phindani said the fares of 30c would remain at that figure until five litres of petrol cost R2.

He was angry at a statement by a spokesman who was not on their route. He said the spokesman had spoken on behalf of people outside his jurisdiction.

"I am chairman of 42 taximen that serve this route," Mr Phindani said. "I approached Ciskei Taxis Association and complained that we had been charging 20c fares since time immemorial; the petrol price had risen thrice, and the fare still remained the same. After the last rise January, we got together and decided to raise fares on January 26," he said.

A Zone 9 spokesman, Mr Holden Dzedze, said they had pushed the fare up 10c because they felt they had delayed a rise for too long.

The other side of the coin is that the demand for African technicians which we discovered may have been overstated for any one of a number of reasons. However, it is our impression, based on almost a hundred face to face interviews with employers and representatives of employers' associations,that this is not the case. It appears that industry's prime need is for more artisans, a frequently expressed need, but while there is still little scope for African artisans, many Africans could be utilised as technicians were they given the training.

B Question 4. (factors hindering firms from employing more African technicians).

Table 36 shows that the most important hindrance to firms employing more African technicians than they had indicated were the restrictions placed on them by the Trade Unions and Industrial Councils. Although Africans are often not explicitly barred from technicians' jobs, Industrial Council Agreements determine the racial structure of the skills hierarchy, and in a situation where, say, Afri[illegible] artisans, there is little scope fo[illegible] African technicians is relat[illegible] heavily unionised, e.g. civ[illegible] and business equipmen[illegible]

'Job reser[illegible] most important hindrance[illegible] enforced through Section 7[illegible] dly precludes the use o[illegible] iting 'job reservation[illegible] making excuses for not e[illegible] in mind the form of job r[illegible] ial Council Agreemen[illegible]

The thi[illegible] te employees', is a very [illegible] mploying as many African[illegible] tor is similar to the fi[illegible] is much the same a[illegible]

The ans[illegible] here are some strong [illegible] ving Africans as technic[illegible] ers varies from industr[illegible] n the same industry.

THE Johannesburg Transport Department has appealed to post-matriculation educational institutions to stagger their morning lecture hours to help alleviate overcrowding on buses on weekday mornings.

By CHUCK MITCHELL

Mr Gert Tighy, assistant manager of management services for the department, said yesterday that most of the educational institutions approached were more than willing to cooperate with the city's plan.

The University of the Witwatersrand has already altered its schedule and lectures now begin at 8.30 am instead of 8 am. Wits has also made provision to hold its less popular lectures at the 8.30 starting time to help lessen the burden on the transport department.

At the Witwatersrand College for Advanced Technical Education the starting time for lectures will be moved back from 8 am to 1.45 am.

According to Mr Tighy the changing of lecture times will not only help lessen the burden on already overcrowded peak hour routes, but the move will also save students a considerable amount of money.

By riding off-peak buses to attend the later lectures students are eligible to purchase the special off-peak coupon which costs only R10 per quarter. A student living in Zone 3 and riding to lectures on a monthly commuter ticket pays R14,40 per month. Thus the schedule change could save students up to R10 per month on bus fares alone.

Mr Tighy said that his department will be meeting with officials from the Transvaal Education Department next month in a bid to convince them to stagger the hours for certain high schools and primary schools in the Johannesburg area to further help alleviate overcrowding on buses during peak hours.

Later lectures, lighter buses

RAND DAILY MAIL, Friday, Feb. 23, 1979.

MILLION

Taxi probe follows complaints

332 Aug 1979 24/2/36

THE local Road Transportation Board has launched an investigation into allegations by taxi drivers that large fleet-owners are hiring out their licensed vehicles to drivers.

The board chairman, Mr W G Miller, said it was illegal for a public carrier certificate-holder to hire out his licensed taxis.

Complaints by a deputation of taxi drivers yesterday about the decrease of their commission and what they claimed was an increase in the hiring fee for taxis, led to the investigation.

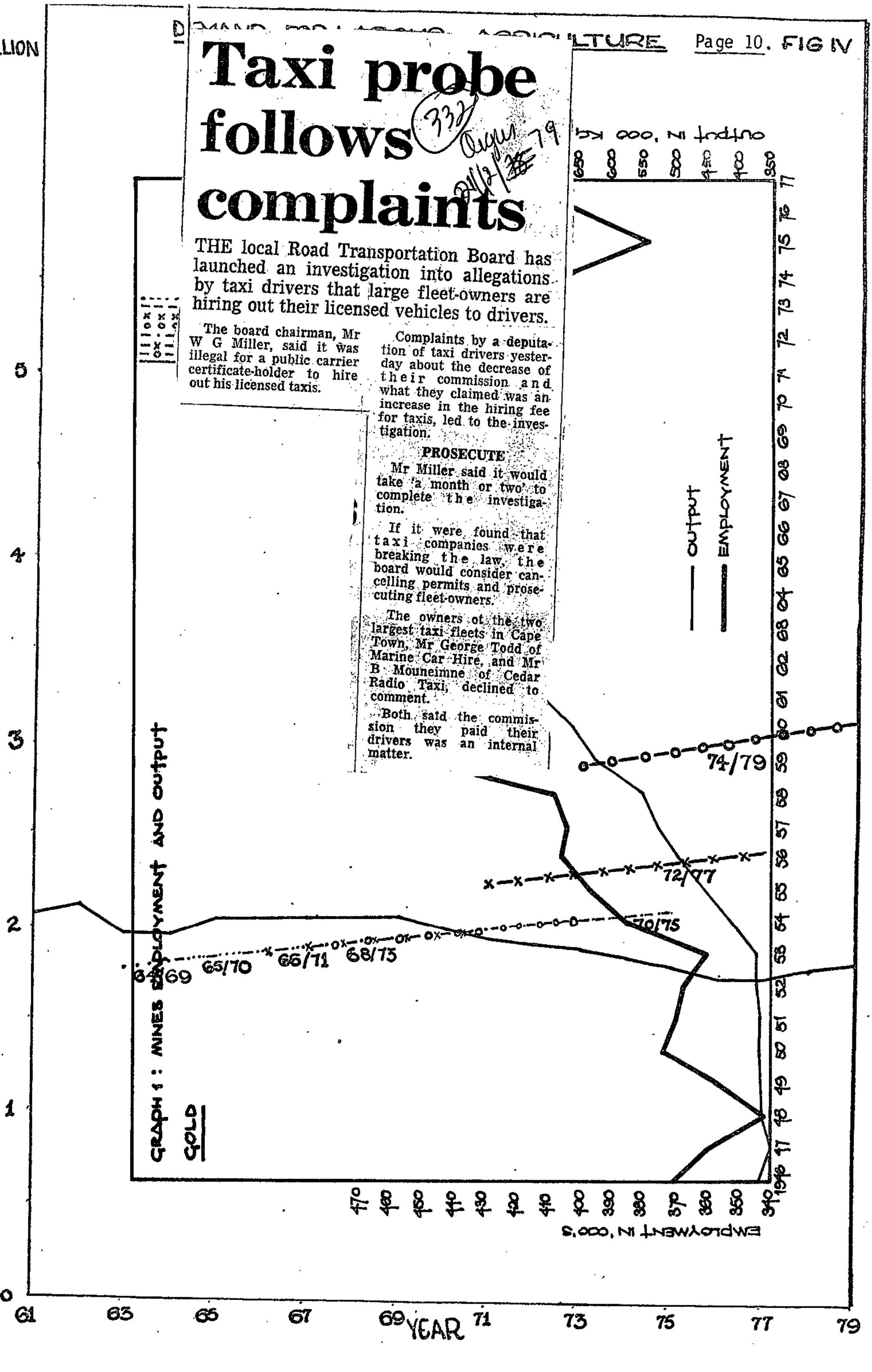
PROSECUTE

Mr Miller said it would take 'a month or two' to complete the investigation.

If it were found that taxi companies were breaking the law, the board would consider cancelling permits and prosecuting fleet-owners.

The owners of the two largest taxi fleets in Cape Town, Mr George Todd of Marine Car Hire, and Mr B Mouneimne of Cedar Radio Taxi, declined to comment.

Both said the commission they paid their drivers was an internal matter.



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CONTAINERS

Getting stuffed

Though it is picking up, traffic through SA's container depots is still a long way behind target.

Tony Yuill, MD of SA Container Depots (the organisation set up by four stevedoring companies to handle LCL — less than container load — cargoes), expects 25 000 containers to move through his warehouses this year. While this is better than the 18 000 handled last year, it is nowhere near the original projection for 1979 of 40 000.

The problem is compounded by the fact that the distribution of the traffic is also contrary to expectations. SACD's Cape Town depot was designed to handle the same volume as Durban, but is handling less than a third as much. Johannesburg was expected to take twice as much as Durban, but handles only 70% as much. And Port Elizabeth, with a facility a quarter the size of Cape Town's, is coping with as many containers as the Mother City.

With no pressure on packers to stuff the containers tightly, the average container load has been significantly down on the 20 t forecast.

On the other hand, while total cargoes have declined, the LCL element (small consignments that have to be packed into containers with other consignments) has been higher than expected.

SACD, which has R12m invested in its depots, cut back its construction programme in 1976-77 by building smaller depots. Now it is hoping to build up its export business by establishing a special siding for them at its Johannesburg depot. (Originally, Johannesburg was envisaged as primarily an import depot.)

Part of the problem still is that shippers are incorrectly manifesting Johannesburg-bound consignments to Durban. This results in cargoes needlessly waiting in the Durban depot for onward shipment to Johannesburg.

But overall it is clear that weather forecasting is a dead cert compared with the hazards of predicting the pattern of containerisation.

Newspapers as a source of Cape Town history

Newspapers are an excellent starting point for research into the history of Cape Town, particularly in the second half of the 19th century and in the early decades of this century.

The newspapers, and the vociferous periodical press, provide a good way into a specific topic and clues and pointers to be followed up in official publications, in memoirs and in public and private document and manuscript collections.

The surviving daily newspapers -- the Cape Times and the Argus, formerly the Cape Argus -- are particularly useful sources. The Cape Times was a daily from its inception in 1876 and the Argus went through various phases as a weekly, bi-weekly or tri-weekly before becoming a daily in the 1880s. But there were many other newspapers published in Cape Town at different times, which have not survived, and these should not be neglected.

Newspapers in the 19th century and in the early decades of this century provided a much more extensive coverage of local affairs than would be acceptable to readers today.

The papers used to provide exhaustive coverage of local affairs, reporting municipal meetings verbatim, and covering meetings of learned societies, prize givings, the affairs of charitable organisations and churches and other associations, banquets and entertainments, magistrates courts etc with a wealth of names and detail not possible today.

Letters to the editor and editorials are invaluable in tracing municipal controversies - slum clearance, health services, road maintenance, the docks, water supplies, the tramways.

Newspapers in the 19th century often published long lists of names and these are useful to the researcher -- lists of names of passengers on the mailship or on the mail train to and from the North, lists of mourners at funerals and so on.

Particularly useful are the obituaries published on the death of prominent citizens, which gave rather more information than obituaries do today.

Researchers in Cape Town are fortunate in that there is a superb collection of newspapers at the South African Library.

There is also a most useful finding aid: A checklist of newspapers which is published by the library.* Although no longer up to date in all respects, the checklist is invaluable. It tells you which libraries or archives have newspaper holdings and their extent. In other words, it tells you where to find which newspapers. The information given includes the date a paper began publication, when it ceased publication, if ceased it has, and its frequency of publication -- weekly, tri-weekly or daily -- at different times.

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* Union List of South African Newspapers November, 1949. (S A P L 1950) No 3 in the series of Grey bibliographies.

G. Shaw

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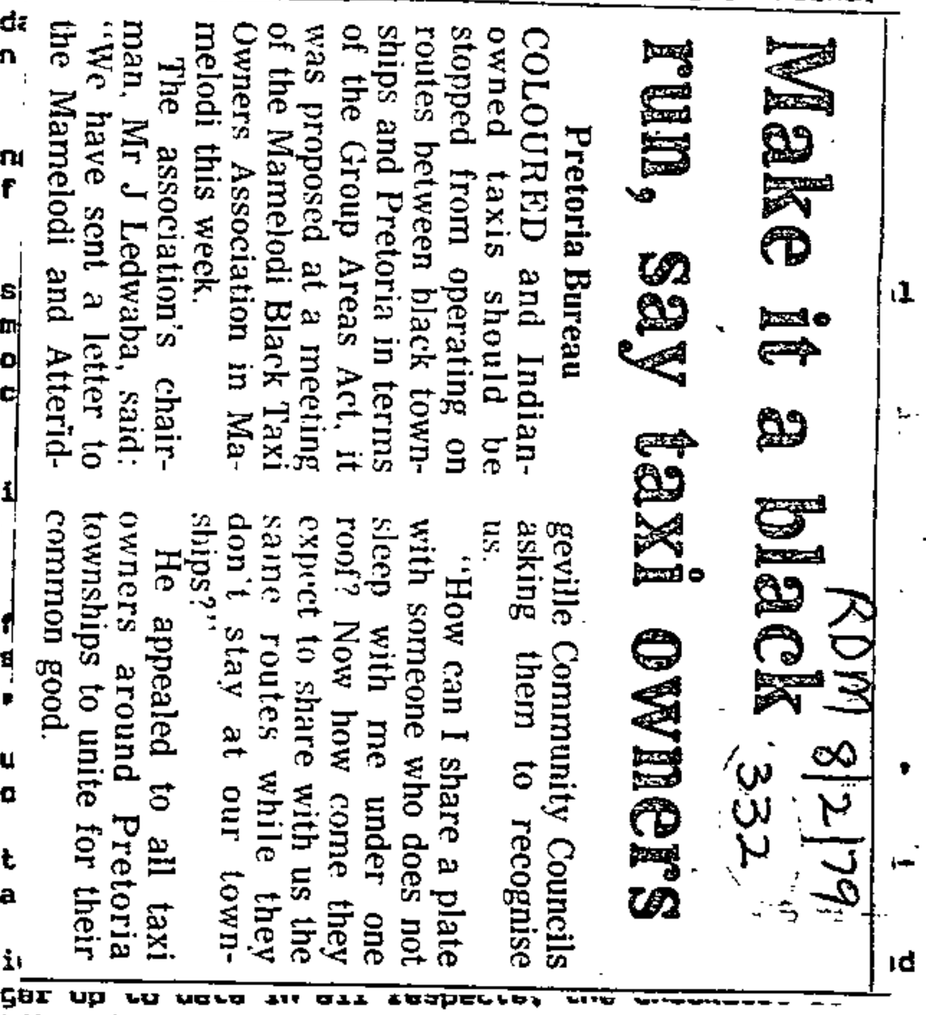

Make it a black taxi owners' fun, say taxi owners

Pretoria Bureau

COLOURED and Indian-owned taxis should be stopped from operating on routes between black townships and Pretoria in terms of the Group Areas Act, it was proposed at a meeting of the Mamelodi Black Taxi Owners Association in Mamelodi this week.

The association's chairman, Mr J Ledwaba, said: "We have sent a letter to the Mamelodi and Atteridgeville Community Councils asking them to recognise us.

"How can I share a plate with someone who does not sleep with me under one roof? Now how come they expect to share with us the same routes while they don't stay at our townships?"

He appealed to all taxi owners around Pretoria townships to unite for their common good.

RDM 8/2/79 332

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G. Shaw

Ciskei bus drivers get R100 bail each

EAST LONDON — Bail of R100 each has been fixed in the hearing in which 56 employees of the Gompo Transport Company are appearing on a charge of sabotage.

The prosecutor, Mr I. J. C. Kitching, said the State was not opposed to bail of R250 being granted saying it was so high because already 40 others had fled to Transkei and an attempt was being made by the Transkei Ambassador to get their property to Transkei.

This was immediately opposed by the defence attorneys appearing for the bus employees.

Mr S. M. Tembeni said the State has no proof that those accused intended defecting to Transkei.

Mr M. M. Beukes, of Queenstown, said some of the accused had up to six children to support, and they would not be able to find that amount of bail money.

He said the accused had not even been paid their final week's wages when the alleged offence was committed.

He said the high amount of bail would have been relevant if the State had opposed bail. If the court had any evidence that the offence was of a serious nature then he would have abided by that.

Endorsing Mr Beukes' remarks, Mr I. Clark said there was no evidence before court on what the accused were alleged to have done.

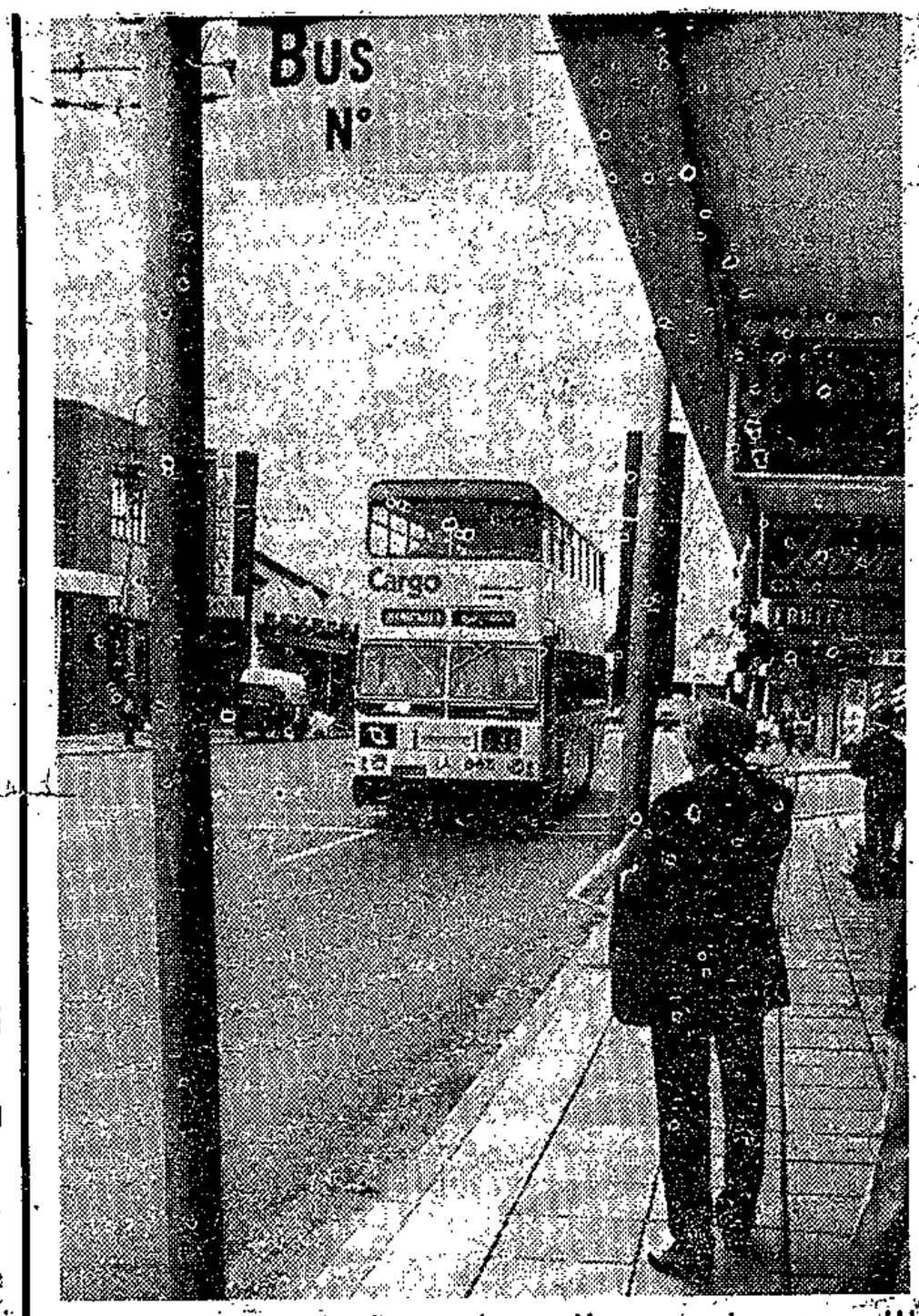
In reply Mr Kitching said the strike had seriously affected Mdantsane residents and that the Transport company suffered R16 000 losses.

The magistrate, Mr G. E. Clark, said the court was satisfied there was no great danger in the accused not standing trial or that they would interfere with witnesses.

The court was also of the opinion it was not a logical argument the accused would defect. Mr Clark decreased the bail to R100.

Those who appeared are: Mr George Nota, Mr Thompson Mbalana, Mr James Mboxwana, Mr Wiseman Vanya, Mr Ian Majavu, Mr Caleb Jara, Mr Arnold Giyana, Mr Coxman Wathana, Mr Lindela Maguma, Mr Thozamile Nazo, Mr Mthunzi Bonkolo, Mr Erick Mzaca, Mr Sonwabo Bhatyi, Mr Thamsanqa Sibhaga, Mr Dumbleton Siyo, Mr Zamile Rala, Mr Alfred Maqhina, Mr Randell Sigagi, Mr Mabona Jafta, Mr David Mahamba, Mr Elliot Feni, Mr Simon Chanku, Mr Lawrence Gcukumane, Mr Mzimkulu Nkula, Mr General Msidi, Mr Khakha Mjaliswa, Mr Kenneth Ngxowa, Mr Alfred Makatesi, Mr Wela Peteni, Mr Michael Mhlatyana, Mr Chaka Stanley, Mr Mita Ndlela, Mr Michael Mtobomvu, Mr Michael Mdyoko, Mr Solomon Sakati, Mr Elijah Baartman, Mr Freeman Saleni, Mr Mwezi Matshaya, Mr Phillip Jela, Mr Fikile Magoswana, Mr Buyile Mbuto, Mr Headman Dyalvana, Mr Wilson Qeqe, Mr Zwelinzima Robi, Mr Christian Xhekwa, Mr Solomon Nkwentsha, Mr Bejile Siyozi, Mr Frans Pota, Mr Mlamo Dunjwa, Mr Nkumbi Hamilton Mxele, Mr Tukuse Dyani, Mr Williart Mbokoti, Mr Morotsi Doyile, Mr Wiseman Mahamba, Mr Temba Mgujulwa and Mr Alfred Sindile Sithole.

The hearing was postponed to March 12. — DDR



The bus pulls in and another customer will begin a slow and bumpy ride to his destination ... a situation the Johannesburg Transport Department is anxious to improve.

Sun-Express 4/2/79

Now, take a flutter on the bus — it's free!

AFTER taking only two years to recover from the last experience, I travelled to work on a Johannesburg bus again this week — and discovered a new unofficial gambling system which gives some passengers every third or fourth ride free.

It revolves around the automatic bus coupon clippers which, rather like an amusement arcade fruit machine, give travellers the chance of winning a free go.

What launched me recklessly on my latest journey was the Johannesburg Transport Department's promise that the bus service would be improved in frequency and speed in an effort to lure people back to public transport.

Even the pain from my bruising knees in the cramped seat — apparently designed for some long-extinct race with shrunken thighs — was forgotten as I watched the gamblers wrig-

By DEREK TAYLOR

machine its single, win-or-lose chance. In-out-no-ping! And she lurched along the aisle, compensated by 32 cents and her victory for the horrors of the journey to come.

And horrific they were. The breakfast-threatening reek of sucked-in diesel exhaust fumes. The thudding vibration and swaying that

4/02/74

(352)

gling their bus coupons into the machine's slot.

There were novices who made it obvious they just didn't know what the game was about. These were the passengers who re-insert their bus coupons with increasing desperation, waiting for the ping which means their coupon has been clipped and the fare recorded for that journey.

The odds are heavily loaded in the passengers' favour. In my observation of the game, only one in three managed to get the machine to clip their coupon after several attempts.

Some, with an exceptional sense of fair play would complain to the harrassed driver-conductor, who sometimes remembered to clip their coupon by hand at the next stop.

But the hardened gamblers — fair but not reckless in giving the bus department's accounts department an honest wager — gave the machine two chances. Insert. No ping. Withdraw, turn the coupon round and insert the other end. No ping! The machine has had its chance and the player has won fairly and squarely.

I watched as one hardened suburban matron, with a slight smile of anticipatory success, gave the

prevents [illegible] you are masochistic enough to face the headlines and something like sea-sickness simultaneously.

For 40 cents, I was allowed to board Bus 543 at 8.15, after a downhill walk of 15 minutes from my home to the 7th Street, Orange Grove stop. It takes me 15 minutes to drive my car from house to work, at the corner of Main and Mooi Streets.

Bus 543 took 30 minutes to get to the City Hall terminus. After walking for only another 15, I got to the office. Total elapsed time: one hour.

My car takes me to work easily for a litre of petrol — 30 cents. Paying 40 cents (23 cents by coupon) for one bus trip which, with the walks at both ends, has not filled me with a burning desire to keep one more car out of the choking city centre.

Even the prospect of gambling with the coupon-pinging machine could not get me to join the great queues waiting at the city terminus.

I agree with the urgency of the economic and social reasons for getting more cars out of the city. Get them all out, as far as I am concerned, except mine — until the buses improve.

Swartes besit nou 160 000 motors

RAPPORT 28/1/79 (332)

MEER as die helfte van Suid-Afrika se passasiersvoertuie loop in Transvaal, volgens die jongste syfers van die Departement van Statistiek. Op 30 Junie verlede jaar was daar altesame 2 334 974 motors in die land, waarvan 1 234 529 in Transvaal was.

Verlede jaar was daar 2 147 981 motors in die land en die effense styging in die aantal voertuie kan regstreeks toegeskryf word aan die baie swak 1976 vir die afset van nuwe motors.

Die aantal handelsvoertuie het van 768 653 tot 859 993 gestyg. In Transvaal was daar 428 388 handelsvoertuie, wat baie duidelik bewys dat Transvaal verreweg vir die grootste deel van die land se ekonomiese bedrywighede verantwoordelik is.

Die brandstofbeperkings is steeds besig om die aantal motorfietse in die land sterk te laat toeneem. Op 30 Junie was daar altesame 153 784 motorfietse in die land, teenoor 137 803 die vorige jaar.

Dit was waarskynlik ook die rede waarom die aantal busse in die land in die jaar tot 30 Junie met sowat eenderde tot 24 805 gestyg het.

Die blanke Suid-Afrikaner bly ook steeds verreweg die grootste besitter van motorvoertuie in die land. Op 30 Junie het blankes 1 747 001 motors besit, teenoor die swartes se 1160 557, die Kleurlinge se 116.573 en die Asiërs se 83 618.

Wat handelsvoertuie betref, is die verhouding egter al heelwat sterker in die guns van die swartes en besit hulle al sowat eenvyfde van die handelsvoertuie van blankes. Daar was altesame 491 609 handelsvoertuie in blanke besit, mteenoor 107 699 vir swartes.

TRANSPORTATION

Electric wheels

Fourteen motor and allied manufacturers are scheduled to report to the CSIR-based Electric Vehicle Committee next month on the costs of building three different types of electric vehicles.

Committee chairman Jan "Naude" van Wyk says it will then be possible to draw an up-to-date picture of the part electric vehicles can play in saving oil-based fuel.

Last November, when it called for prices, the committee specified three types of vehicles. It wants a passenger car, a delivery van and a light commercial, with payloads ranging from 250 kg to 1 000 kg.

And it wants 50 of each for experiments.

In a nutshell, the lead-acid battery is still too heavy, and its storage capacity is too limited, to be acceptable to the average motorist.

'However, a lot of work has been done to improve performance using lightweight fibre glass and plastic materials for bodies, and on improved traction systems and controls. Even so, initial outlay for an electric vehicle is likely to be between 25%-50% higher than its petrol-driven equivalent, although it should be cheaper to run.

In purely technical terms, Van Wyk reckons that in SA today 26% of private cars, 18% of commercial vehicles and 48% of buses could be battery-powered. This would save about 16% of the fuel currently used on the roads.

This assumes electric vehicles are used wherever possible, that charging points, battery change and servicing facilities are available, and that users accept their limitations and are indifferent to initial costs, taking only long-term costs into account.

Star 4/1/77

(332)

Putco plans for passenger increase

Putco's plan to buy 500 buses, at a cost of R19-million, will help the giant transport company cope with an increase in passengers should there be petrol rationing.

A Putco spokesman said the new buses had been ordered, not with a fuel crisis in mind, but as a contingency in case of difficult times.

In view of the fuel position, the plan had been justified, he said.

Putco serves mostly black passengers. As more blacks have been buying cars and using them for commuting, a return by blacks to public transport would save fuel.

The spokesman said the high cost of the new buses could be offset if staggered working hours were introduced to help the existing fleet carry more passengers.

He said the new buses would be delivered only in a year or two.

2. Of the next rank of emplc s and diamonds - all have experienced output-g than the average projected for the decade. ost marked in the cases of copper and diamonds, a ese production actually appears to be declining o creasing. The relevant rates of change are: cop per cent per annum on average 1970-76 (against 2,4 per cent - 12,7 per cent), asbestos at 5,1 pe 6,5 per cent - 6,7 per cent), and the produc ned for the 6-year period at an average rate inum (projected growth rate: 3,4 per cent).[37]

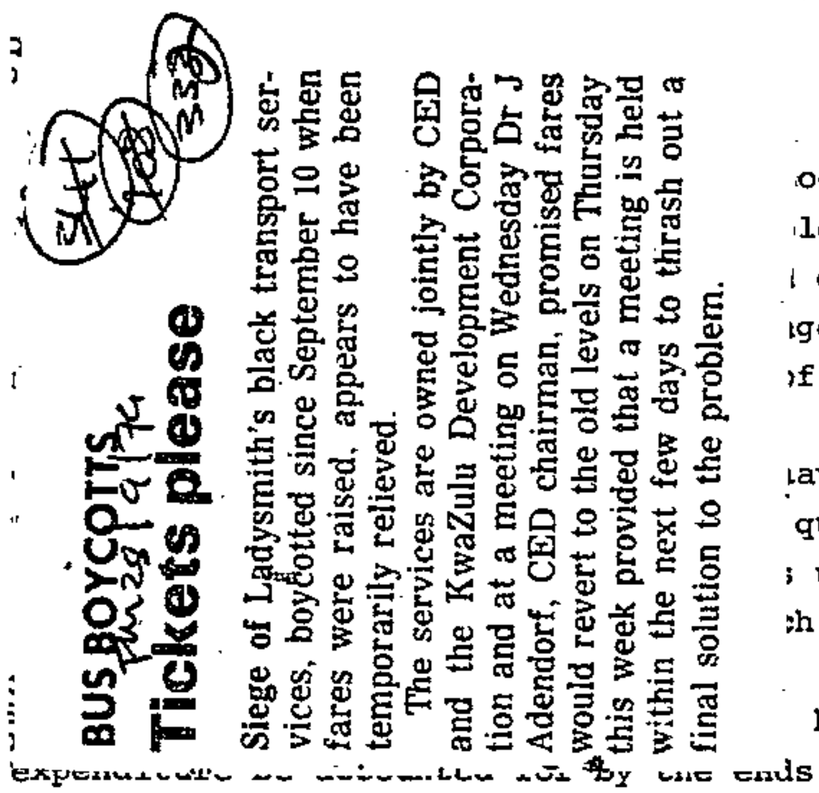
3. Coal and platinum are in vers. The rate of growth of coal production is ac the compound per annum rate of growth had reach at the bottom end of the projected range of 5,8 p Unfortunately we do not have published figur ion but one industry report gives 14,7 per ce 75[38] - considerably above Plewman's assumption of (As we shall note later the market for platinum appears to be highly volatile - and this has serious implications both for the 'real world' and for this study: in particular we need year-to-year data to avoid the biases that come from having to use end-point information without knowledge of its cyclical context).

4. The largest employer of all, dominating all the rest statistically, is gold. Whereas Plewman assumed a 1980-output level equal to that in 1970, in fact the physical output of gold has fallen during the period 1970-76 at the fast rate of 4,4 per cent per annum - though, of course, with the changes in the price of gold the value of gold produced has risen dramatically.

3.1.2 In so far as 1977 (first-half) data is available it suggests that 1977 rates of growth of output will pull up the average 1970-76 compound rates of growth for iron ore (dramatically), chrome, coal and asbestos. Copper may not be much affected, but since 1977 output of manganese and platinum will be below the 1976 levels their rates of growth will be slowed. In the case of gold, production may have fallen further but the rate of decline may be slowing.

the cost of raising the necessary funds has to be taken into account. The funds themselves are already justified by comparison with the alternative methods of provision, but there are additional costs involved in raising them: interest on loans, or administrative and incentive costs of raising taxation. These are normally insignificant for any given project, but may affect the overall amounts available for the health budget.

Where the methods of providing a given service use the same kinds of resources in different proportions, the decision-making can be simplified
...ealth service choices cannot
...way required by this method.


BUS BOYCOTTS
Tickets please

Siege of Ladysmith's black tra...
vices, boycotted since Septemb...
fares were raised, appears to ...
temporarily relieved.

The services are owned join...
and the KwaZulu Developmen...
tion and at a meeting on Wedn...
Adendorf, CED chairman, pro...
would revert to the old levels o...
this week provided that a mee...
within the next few days to th...
final solution to the problem.

...oosing means to obtain a given
...le to aid the choice of object-
... on the question of the priority
...ge groups, whether to allocate
...f the aged?

...ave to be expressed in such a
... questions. Essentially, the
... used to objectives achieved, but
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... but all of them require that
expenditure be determined ... by the ends it is expected to achieve.

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objectives, involves the presentation of expenditure data according to the objectives to which it is directed. Thus, projects to combat TB would be grouped together, geriatric problems, sanitation programmes, etc.

This is necessary:

(a) to know the cost of pursuing each objective;

(b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis;

(c) to know the effectiveness of a given amount of money when spent on different objectives, so that choices can be formulated in terms of the alternatives we might afford - so many geriatric day care centres, so many child welfare clinics, etc.

Financial statistics are not traditionally arranged on this basis but in categories such as 'salaries', 'transport', 'medicines', etc. A separation, e.g. between expenditure on different disease groups or age groups cannot be made.

The grouping of expenditure into programmes is an art. Pole, an economist in the U.K. Department of Health, writes:

> "Programme structure should, in my view, be mainly determined by the decisions to the taking of which one wishes it to contribute... One might suggest that where decisions are primarily a matter of political or moral judgement - of determining basic priorities - one would want the activities to be compared to reside in different programmes - the mentally handicapped against the alcoholics; but where it is a more technical question of how particular objectives can best be achieved - drug therapy against behavioural therapy - one would want the activities to be compared to be within a particular programme. This distinction ties up with an economic jargon of slightly older vintage - that of cost-benefit and cost-effectiveness; and through that to the main stream of neoclassical welfare economics, which attempts to make a distinction between the choice of the composition of the basket of outputs and the choice of the set of resources from which each output is to be produced. The former is, in a broad sense, a question of tastes, values, or utilities; the latter is a question of techniques".

He adds:

> "In practice, it is not an easy matter to make a hard and fast distinction between technical matters and matters of values or utilities in the health services. From one point of view, the question whether to treat schizophrenics in hospital or in the community is a technical one. Which is the cheaper way to fulfil whatever are the society's requirements for the treatment of this group? But community care originally became fashionable as a good thing in itself. The practitioners are very apt to muddle the medical and economic arguments when it suits them, and the politicians and administrators equally so when it suits them, but the economist's concern is to keep them separate". [9]

Programme budgeting, then, entails the attempt at this separation, sorting out from the multiplicity of decisions those which can be made on the basis of administrative or economic, together with medical-technical criteria, and those in which the role of the public through political

Bus problem in zone 12

332 ~~105~~ DD Indaba 28/9/79

By Vatiswa Ntshanga

MDANTSANE — Zone 12 can be termed the forgotten zone of Mdantsane and getting to work can take anything up to two hours.

Transport is the biggest problem of the residents.

The haphazard transport in this rea is costing some residents their jobs. At least one woman, who lives about two houses from mine, lost her job because she was always late for work.

As my house is near a bus stop I watched that woman patiently wait for 45 minutes before a bus came. The bus takes another 30 minutes to reach the main terminal at Highway, and a further forty minutes into East London.

Schoolchildren are often seen lining the streets waiting for buses which seldom come on time. Recently some pupils from a school in Mdantsane were suspended for repeatedly coming late. I do not condone children coming late to school, but teachers should consider the area where the pupils come from. Zone 12 schoolchildren are the worst sufferers.

Zone 12 residents have other frustrations because taxis are reluctant to go to the area. The roads are bad, the drivers say and are full of potholes and the zone is too far.

Mr H. Kaizer, the managing director of Ciskei Transport Corporation said he would look into the matter.

NGEYONA
FANISHALA
IXABISO LILULA
UMTHENGISI
WAKHO
ONOBUNTU

SAHD'S Furnishers
121 Cathcart Road
QUEENSTOWN

No break in bus ban as fares fall

28/9/79 332 ~~150~~

Mercury Reporter

LADYSMITH — Reduced fares, heavy rain and storms yesterday did little to induce Black commuters to ride on the buses of Ezakheni Transport and the 18-day-long boycott continued.

The fares reverted to those before the hike on September 10.

Mr. I. D. McCourt, the manager of Ezakheni Transport, said there had been no passengers on the buses in the Ladysmith area but buses in the Dundee and Washank area has been carrying more passengers than previously.

Loss

A skeleton service of nine buses is still being operated. Usually there are more than 50.

The company is estimated to be losing R25 000 a week.

A mass meeting may be held in Ezakheni Township on Sunday when Black leaders will outline what happened at a meeting called by Mr. Tino Volker, MP for Klip River, on Wednesday.

This meeting was attended by White and Black representatives.

Taxis

Private taxis are reported to be doing a roaring trade ferrying passengers from Ezakheni and other outlying Black residential areas to town and back.

While most of the Zulu Development Corporation buses were running empty yesterday a privately-owned bus company, Unity Bus Service, was fully patronised.

Colonel R. Robinson, District Commandant for Dundee, said the boycott was peaceful but in Limehill the boycotters were blocking the buses from getting into the area.

On the lower Natal South Coast there has been good response to an appeal to businessmen to help Black employees with next week's increased bus fares.

This is expected to dampen the efforts of intimidators in the area.

The area has already suffered economically by the ban on petrol sales at weekends.

Now, with regulations relaxed and a chance of weekend trade picking up, a serious reduction in the Black work-force could be devastating.

B E V E R A G E S

"Ah my Beloved, fill the cup that clears
Today of Past Regrets and Future Fears"
Omar K[illegible]

GINGER BEER

Judy Morr[illegible]

10 bottles (750 ml) water
4 cups sugar
1 1/4 (20 ml) bottles Jamaica Ginger
1 t cream of t[illegible]
1 1/2 heaped t[illegible]

Mix all together and leave for 6 hours. Then bo[illegible] bottles. Leave for a couple of days to mature. when mature.

---oOo---

MOM'S GINGER BEER

Sharon Young, Rondebosch

16 bottles water
3 1/2 lbs sugar
2 lemons
2 pkts cream of tartar
2 oz braised ginger
2 cakes years/2 pkts dried yeast

Mix yeast with 1 cup lukewarm water. Mix all the ingredients (except the yeast) together in a large saucepan and boil. Cool and add the yeast. Leave overnight, strain, bottle - tie the corks down. Leave for a week before drinking.

---oOo---

IRISH COFFEE

May Bennett, Ridgeworth

Heat Irish Coffee Glasses, or goblets. Put 3/4 tot Whiskey in goblets and 2 t brown sugar. Pour hot percolated Mocca Java (or Maccono instant) coffee to about 3/4 of the glass. Top up with whipped fresh cream, poured slowly over the back of a silver teaspoon.

---oOo---

TIA MARIA

Jane Bullock, Durbanville

2 cups dark brown sugar
7 t Nescafé
1 cup sugar
1 pt cold water
1 t vanilla essence
2 t cocoa
1/2 t rum essence
1 bottle Mainstay

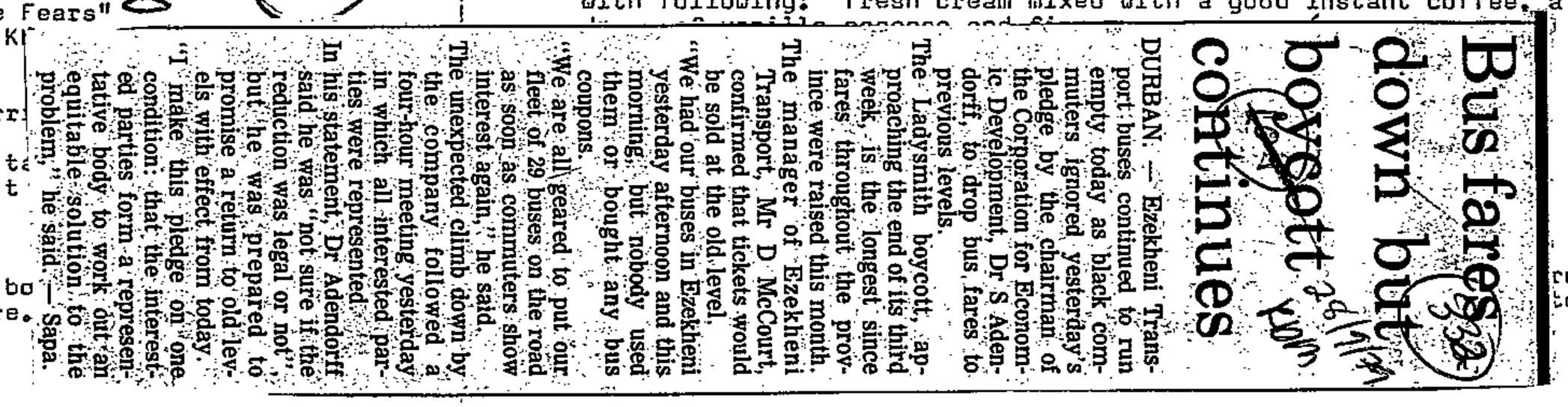
Bring white and brown sugar and water to the boil, and simmer for 1/2 hour stirring frequently. Add Nescafé and cocoa which has been mixed with a little water. Boil up again. Remove from stove and add rum and vanilla essence. Leave to cool and then add Mainstay. Bottle (preferably strained through a muslin cloth).

---oOo---

COFFEE SPECIAL

May Bennett, Ridgeworth

Pour together into coffee glasses, hot milk and strong coffee. Top with following: fresh cream mixed with a good instant coffee, a few [illegible]



Bus fares down but boycott continues

DURBAN. — Ezekheni Transport buses continued to run empty today as black commuters ignored yesterday's pledge by the chairman of the Corporation for Economic Development, Dr S Adendorff, to drop bus fares to previous levels.

The Ladysmith boycott, approaching the end of its third week, is the longest since fares throughout the province were raised this month.

The manager of Ezekheni Transport, Mr D McCourt, confirmed that tickets would be sold at the old level.

"We had our buses in Ezekheni yesterday afternoon and this morning, but nobody used them or bought any bus coupons.

"We are all geared to put our fleet of 29 buses on the road as soon as commuters show interest again," he said.

The unexpected climb down by the company followed a four-hour meeting yesterday in which all interested parties were represented.

In his statement, Dr Adendorff said he was "not sure if the reduction was legal or not", but he was prepared to promise a return to old levels with effect from today.

"I make this pledge on one condition: that the interested parties form a representative body to work out an equitable solution to the problem," he said. — Sapa.

WESTLEIGH PUNCH

May Bennett, Ridgeworth

1 large tin of pineapple juice
1 medium tin of orange juice
1 small tin lemon juice
1/2 cup sugar
1 large bottle cold ginger ale
1/2 cup cold water
1/2 cup Cinzano Blanc

Mix all together, let it stand 1/2 hour before using, in the refridgerator. Serve in Punch bowl, garnish with a few slices of orange or lemon cut very thin.

---oOo---

CAPPUCINO COFFEE

May Bennett, Ridgeworth

Use a strong brew of good percolated coffee. Heat milk but do not boil. Pour equal quantities of coffee and milk into cups, pouring in together. Whip in a spoonful of cream till frothy. Sprinkle a little chocolate and cinnamon on top of cream.

---oOo---

ORANGE HEALTH DRINK
(Delicious in Hot Weather)

May Bennett, Ridgeworth

10 oranges
2 lemons
3 pts boiling water
5 lbs sugar
2 pkts citricacid (small pkts)
1 pkt epsom salt
1 pkt tartaric acid
rind of 8 of the oranges

Mix dry ingredients, orange rind, fruit juice and boiling water. Allow to stand for 6 hours. Strain and bottle (6 large bottles). To use, dilute small quantity of orange with cold water or soda water.

---oOo---

Sun Trib. 30/9/79

332

Sympathy for bus boycotters

WIDESPREAD sympathy has been shown from all sections of the Ladysmith, Natal, community for the 9 500 black commuters boycotting the BIC-run buses since the fares increased four days ago.

Employers — many of whom stipulated they would pay the increased transport costs for their employees — have rallied to their workers aid, providing free transport and in many cases allowing them to sleep on the premises.

A panelbeater, who asked not to be named, said all his staff were sleeping on the premises, and many of his colleagues were allowing their workers to do the same.

"These chaps have a legitimate gripe and we are doing all we can to assist them. They are also going about it responsibly and peacefully, and so have gathered a lot of support."

In many cases business unable to provide transport or accommodation have shortened working hours to allow staff more time for the long journeys home.

It is illegal to house black staff — apart from security guard — on industrial premises, but it appears that the Drakensberg Administration Board has stopped raids for illegal residents at least until the end of the week. Officials have refused to admit this, though.

NOVEL

Another novel idea demonstrated by one businessman was to loan his staff bicycles until the boycott is over.

The boycott has been one of the most organised and biggest gestures of solidarity among black labourers in the country's industrial history.

Virtually not one passenger has boarded an Ezakheni Transport Company bus since the fares were raised by 70c and 65c a week on the major Ezakheni and Watermeet routes on Monday.

Some workers have claimed they have been intimidated, but police say they have no reports of this or of any violence.

"The whole thing has been surprisingly orderly and peaceful," a senior officer said yesterday.

Meanwhile the manager of Ezakheni Transport Co, Mr I. McCourt, said the empty buses would carry on running to schedule.

"We have no alternative but to keep going. It's getting very tiring, but the commuters seem to be getting tired too." He said there was no question of lowering the fares.

"We will need a subsidy from the Department of Transport to do that — or else we will not be able to operate with the increased running costs. Our original request was turned down, so we had no option but to raise the fares."

---oOo---

toss gently. Makes 4 - 6 servings.

...ce; mix well. To serve,

...dressing to salad;

May Bennet

STUFFED CABBAGE SALAD

1 fresh green medium size cabbage
onions
carrots
tomatoes
fresh pineapple
radishes

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onions, carrots, tomatoes and pineapple. Cube tomatoes. Think the stalks. Place leaves of the cabbage leaving the stalks. Place cabbage and the fine pineapple, tomatoes, sliced cabbage and the finely slice stalks in a bowl adding any juice from the tomatoes. Toss well; then salt and black pepper to taste. Toss well; then with radish into the cabbage "bowl". Garnish with radish like it. To rosses, cut across the tops in a double cross, iced water until the radishes open up.

---oOo---

GERMAN POTATO SALAD

Ethne Bear

boiled potatoes
cooked bacon
mayonnaise

chopped onion
salt and pepper

Cube the potatoes while still hot. Chop up the bacon with the potatoes, onion and mayonnaise. Season with salt and pepper. Use hot or cold.

---oOo---

EGG SALAD

May Bennet

hard boiled eggs
salanaise

salt and pepper
paprika and par

Cut eggs in half and lay on a flat salad platt down. Pour over salanaise.

---oOo---

CHICKEN AND CUCUMBER SALAD

S. Drury,

1 cup cooked chicken, diced
4 T finely chopped walnuts
French dressing/meyonnaise
lettuce
1 cup cucumber,
1 cup cooked gr

Marinade chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refridgerate until ready for use.

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---oOo---

LADYSMITH bus boycotters plod on. They say they're getting used to walking

Sun. Trib, 30/9/79

Proper briefing would have avoided boycott

Tribune Reporter

THE failure of the KwaZulu Transport management to warn commuters before bus fares were increased was yesterday blamed for the bus boycotts in the Mpumalanga township near Hammarsdale.

Mr Michael Sibisi, a member of the Mpumalanga executive association, said there was too much misunderstanding in the township about the fares increases which came into effect two weeks ago.

Since then about 50 percent of the commuters have boycotted the bus service, and this week at least three buses were stoned.

Subsidies have meant that workers themselves are not affected by the increases, and that only casual travellers have had to pay more.

According to Mr Sibisi, the people in Mpumalanga should have been adequately briefed about the increases before they were announced. If this had been done, people would not have boycotted the buses, he is convinced.

Now he and other township representatives are hoping to meet representatives of the KwaZulu Transport Company to try to get bus fares decreased temporarily so that commuters can be properly briefed.

In Ladysmith the three-week old bus boycott shows no sign of stopping although bus fares have been decreased.

Mr Chris Khumalo, a Ladysmith journalist, said yesterday: "The people are fed up with the BIC (Bantu Investment Corporation) who are part-owners of the Ezakheni Transport Company.

"They say the buses were always late and wouldn't stop. They are used to walking, or else they use other forms of transport."

GENERALLY ACCEPTED ACCOUNTING PRACTICE

QUESTIONS

DEFERRED TAX

Thousands more join bus boycott

Star 1/10/79 332

Own Correspondent

DURBAN — Riot police were out in force as thousands of black commuters from the Port Shepstone area joined the bus boycotts which have been plaguing kwa-Zulu transport companies for the past month and walked more than 15 km to work today.

The workers who have been streaming along in their thousands since 4 am, jeered as the empty buses went past and waved clenched fists and knobkerries.

But police, dressed in camouflage fatigues and armed, say there have been no incidents.

The workers are boycotting the Trans-Umzimkulu bus services in protest against fare increases — some by as much as 50 percent — which came into operation today.

Many of the workers earn only R7,50 a week, and claim they will be unable to afford any increases in fares.

A. Alpha Limited ... R60 000 ... % p.a. ... ted for ... ucing ... 19.7, ... 00 ... 2.19.6 ... on 1 May 19.6 ... straight line ... tax purposes, ... balance. Ta ... and taxable i ... respectively, ... and 19.7

1. What is the ba ... espect of the plant a ...

   a) defer ...

   b) liability method?

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   Draw up the income statement for the 19.8 financial year under a) liability method

   b) deferral method

   Assume the tax rate remains 42%

2 The Cape Times, Tuesda

Threats in Natal bus boycott

E. Times 2/10/79 332

Own Correspondent

PORT SHEPSTONE. — Death threats to bus drivers and would-be commuters marked the first day of bus boycotts in the Port Shepstone area yesterday.

Two men were arrested after threatening a bus driver with death if he got into his bus and commuters were warned that if they did not walk to work they would be dealt with.

A large contigent of police in camouflage dress with dogs, firearms and tear gas masks were on standby in the Gamalakhe Township from 4am yesterday when commuters started their 15 km hike to Marburg and Port Shepstone.

Commuters are boycotting the trans-Umzimkulu bus services in protest against fare increases, some by as much as 50 percent, which came into operation yesterday.

Spokesmen for Marburg factories say wages have already or are still to be increased to compensate for the fare hikes.

A senior police spokesman said men would be on standby as long as the situation demanded it. He could not confirm a rumour circulating in Port Shepstone that instigators from Soweto were enticing workers to boycott the buses.

LLY ACCEPTED ACCOUNTING PRACTICE

APPLIED EXAMPLES

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Tax rates were 40% in 19.6 and 42% in 19.7,
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~~276~~ 332 ~~341~~

2/10/79 Nims

Threats as boycott of buses spreads

Mercury Reporter

THREATS to bus drivers and would-be commuters marked the first day of bus boycotts in the Port Shepstone area yesterday.

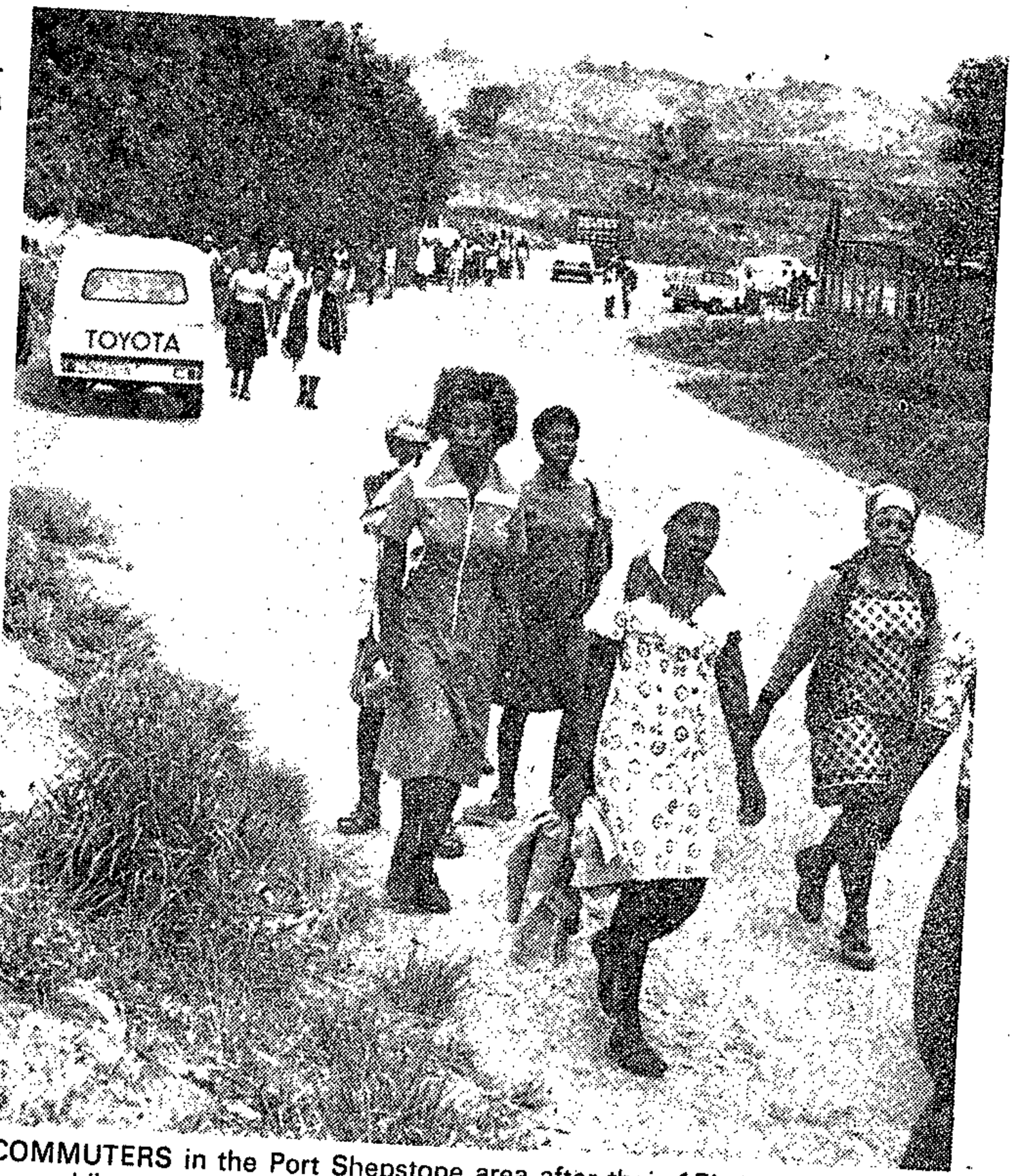
Two men were arrested after a bus driver was threatened with death if he got into his bus and commuters were warned that if they did not walk to work they would be dealt with.

A large contingent of police in camouflage dress with dogs, firearms and tear-gas masks were on standby in the Gamalakhe township from 4 a.m. yesterday when thousands of commuters started their 15km hike to Marburg and Port Shepstone.

An uneasy atmosphere hung over the KwaZulu bus terminal near Port Shepstone while Blacks jeered at empty buses waving clenched fists and knobkieries at the drivers.

Two young teachers —late for school — got off a bus well before the terminal on a quiet stretch of road and told a Mercury reporter that they had been harassed in Gamalakhe before catching a bus.

"We were the only passengers on the bus and as we got on some men told us 'we will get you later' and looked threateningly at us. We are afraid but if we explain that we are school teachers they might understand," Mrs. H. Hadebe said.



COMMUTERS in the Port Shepstone area after their 15km early morning hike to work. Some left home as early as 4 a.m. yesterday.

Shot fired

Last weekend a shot was fired at a busload of passengers but nobody was injured. On Saturday three buses were slightly damaged.

Commuters are boycotting the Trans-Umzimkulu bus services in protest against fare increases — some by as much as 50 percent — which came into operation yesterday.

Spokesmen for Marburg factories say wages have already been, or are still to be, increased to compensate for the fare hikes.

Police standby

A senior police spokesman said men would be on standby as long as the situation demanded it.

In Ladysmith the boycott of Ezakheni Transport buses entered its fourth week yesterday and once again Black workers refrained from using the buses.

A meeting held in Ezakheni township on Sunday voted for the continuance of the boycott in spite of fares reverting to the rates which were in operation before September 10.

Mr. Tino Volker, MP for Klip River, who was responsible for calling a meeting between Black and White representatives in the Town Hall last week said that he did not see any purpose for his further intervention again at this stage.

The staff turnout at factories was more or less normal and there was no

Riot police out in force as bus boycott spreads

DURBAN. — Riot police were out in force yesterday as thousands of black commuters from the Port Shepstone area joined the massive bus boycotts which have been plaguing KwaZulu transport companies for the past month.

The workers, streaming along the 15km route to work, jeered as the empty buses went past and waved clenched fists and knobkierries.

However, police, dressed in camouflage fatigues and armed, said there had been no incidents.

The Port Shepstone workers are boycotting the trans-Umzimkulu bus service in protest against fare increases — some have risen by as much as 50% — which came into operation yesterday.

Last month, police dispersed a group of strikers with teargas at the Marburg clothing factory when they stoned several vehicles after the new increased fares had been announced.

Many of the workers earn only R7,50 a week, and say they are unable to afford increases in transport costs.

This is the third KwaZulu transport company to be boycotted since fares were increased.

In Ladysmith, workers from the Ezakheni township have refused to use the buses since the fares were increased a month ago. The boycott has cost the Ezakheni Transport Co over R140 000.

The Hammarsdale boycott, which has affected about 70% of the Mpumalanga Transport Co buses, is now in its third week and is showing no sign of weakening. — Sapa.

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   Draw up the income statement for the 19.8 financial year under a) liability method

   b) deferral method

   Assume the tax rate remains 42%

PURCHASING OFFICE

We have received your Purchase Requisi
second hand typewriter.

Could you please furnish us with the f ds
(1) Name of person requiring the mach: ..
(2) Department ....
(3) Please state why new machine is r
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Is this machine for a

(1) Part-time post .....
(2) Full-time post .....
(3) Additional post .....
(4) Does this position demand excess

Please state full details of machine
if any special key board or features
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If new machine is a replacement, ple type
of existing machine .....
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332

Tear-gas as bus boycotts continue

3/10/79

Mercury Reporter

SEVERAL incidents of violence and death threats have accompanied the South Coast bus boycott which enters its third day today.

And thousands of rands have been lost by the Trans-Umzimkulu bus service which increased its fares by up to 50 percent from Monday.

The boycott, which involves commuters in the Port Shepstone and Margate areas, is efficiently organised and a police spokesman said yesterday it appeared intimidation played a big part.

Bus services to the Gamalakhe township, 18km from Port Shepstone, are not operating at night after a bus was stoned and crashed into a power pylon. The township was without electricity all night.

A man was arrested after a passenger, Mrs. Madrina Benghu, alighted from a bus and was slapped. She was not badly hurt. Agitators stoned five buses smashing window and denting the bodywork.

Police fired two tear-gas grenades into a mob of about 200 youths who had surrounded a bus and stoned it. The crowd dispersed but there were no injuries, a spokesman said.

Police are keeping a close watch on the boycotters in the townships.

In Ladysmith and Hammarsdale the boycotts are continuing without violence.

GENE

QUESTIONS

DEFERRED TAX

Boycotters stone five buses

3/10/79

276

332

AT LEAST five buses were stoned by groups of black commuters in the Gamalakhe township outside Port Shepstone on Monday night, police said yesterday.

The commuters are boycotting buses there in protest against increased fares.

The police said small groups of agitators had gone on the rampage, smashing bus windows and denting the bodywork while the vehicles were returning to the township terminus. No serious damage was caused.

One man was also arrested for allegedly threatening to assault a bus driver if he got into his bus.

The thousands of commuters, who provide the bulk of the Margate, Port Shepstone and Marburg work force, have virtually totally boycotted the trans-Umzimkulu Bus Co vehicles since the fares were increased by up to 50 percent on Monday.

The Divisional Commissioner for Port Natal, Brigadier G Kruger, said it appeared that behind-the-scenes intimidation was behind the boycott.

"We cannot say who is doing the intimidating, but yesterday the buses ran 20 percent full. Today they are only five percent, so it appears there is some behind-the-scenes activity."

Meanwhile, the Ladysmith and Hammarsdale bus boycotts, now nearly a month old, continued but no incidents were reported. — SAPA.

A. Alpha Limi... or R60 000 on 1 May 1... 12½% p.a. straight l... ranted for tax purpos... being 20% on the reducing balance. ...% in 19.6 and 42% in 19.7, and taxable... to R45 000 and R50 000 respectivel... ial years ended 31.12.19.6 and 19.7

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Assume the tax rate remains 42%

Flaming barricades halt buses in boycott

Star 3/10/29 Own Correspondent 2/26

Durban

Flaming roadblocks were set up by gangs of bus boycotters and more buses were stoned as agitators again went on the rampage in the townships outside Port Shepstone on the Natal South Coast last night.

Police said the boycotters had set up makeshift roadblocks with large rocks and burning tyres, and several units of police had been sent in to clear the roads leading to Gamalahakhe township.

The roads were clear this morning, but one private bus was extensively damaged last night when it tried to turn in front of a burning road block and ripped its undercarriage on rocks.

Nobody was injured.

Another bus was stoned in the township and badly damaged when it was surrounded by a large group of youths. Six buses have been stoned since the boycott began on Monday.

In Ladysmith hundreds of riot police converged on all roads leading to the town this morning in a massive crackdown on pirate taxis. They have been operating extensively since the bus boycotts were sparked by fare increases, almost a month ago.

Charging

Squads of police have been stopping all cars and clearing passengers in vehicles not registered as taxis but charging for their services.

Brigadier H Viljoen, Divisional Commissioner for Natal Inland, said today they had "patiently" waited for more than three weeks for the commuters and bus companies to settle their differences. Now, as nothing was being resolved, they had decided to act.

He said there had been no incidents and commuters appeared to have resigned themselves to the fact that they would have to walk or take legal transport.

Empty

Even with the extensive police crackdown, Ezakheni Transport buses were still running empty today.

Brigadier Viljoen said they had not launched a similar crackdown in the Mpumalanga township near Hammarsdale, where buses have been boycotted for nearly three weeks, and today were running nearly 60 percent empty.

"The Ladysmith workers have had longer to solve their problems," he said.

● Six men and a woman appeared in the Pietermaritzburg Magistrate's Court today on charges of restraining people from boarding buses in the Maritzburg area by threats of violence.

They face further charges of attending an illegal gathering at the kwaZulu bus transport depot on October 1 and failing to disperse when ordered to do so by police.

All seven pleaded not guilty.

332

(332)

GENERAL

Putco to increase bus fares

JOHANNESBURG. — Putco is to raise its fares on the Witwatersrand by between one and three cents a trip this month, the bus company announced here yesterday.

A Putco spokesperson said the increase was unavoidable as the June fuel-price increase had pushed operating costs up by R710 000 a month.

A date for the fare increase — the second on the Rand this year — had not yet been set, but the spokesperson said it would happen before the end of this month, probably on Monday, October 29.

QUESTIONS

DEFERRED TAX

A. Alpha Limited acqu[illegible]m of new plant for R60 000 on 1 May 19.6. Depreciation is provided at 12½% p.a. straight line. A 25% initial allowance is granted for tax purposes, wear and tear being 20% on the reducing balance. Tax rates were 40% in 19.6 and 42% in 19.7, and taxable income amounted to R45 000 and R50 000 respectively, for the financial years ended 31.12.19.6 and 19.7

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   b) deferral method

   Assume the tax rate remains 42%

POST
TRANSVAAL
7c
THURSDAY, OCTOBER 4, 1979

Passengers board buses yesterday. From the end of this month they will pay

Putco ups fares

PUTCO fares will go up at the end of this month.

This was announced yesterday by Ms Joan Gussenhoven, public relations officer for the company.

"No definite date has been set but they go up at the end of the month," she said.

According to her, the Road Transportation Board had already approved the increases. The fares go up on all Witwatersrand routes, but scholars will not be affected. Hardest hit will be casual travellers, the commuters who use cash tickets instead of season tickets.

While season ticket fares go up by between 1—3 cents per trip, cash fares go up by an average of 5 cents on all routes.

According to Ms Gussenhoven, Putco will issue handbills detailing the increases 10 days before they come into effect. This will be done for all routes affected.

This is the second increase this year. Fares went up in March this year in a two-phase increase.

The second phase was supposed to be in September, but Putco made another application to take in the massive fuel hikes announced in June when petrol went up by about 15 cents a litre.

Two weeks ago Ms Gussenhoven announced that Putco had made the application to the Board.

Though no details were as yet available yesterday she gave two examples of increases. From Diepkloof to Johannesburg commuters with season tickets will pay R2,35 weekly (R2,20 present fare) while casual travellers will pay 35 cents (30c present fare). The Alexandra season fare will be R1,60 (R1,50) while the single trip ticket goes up to 25 cents from 20 cents.

Miss Lindiwe Mconyana who lives in Diepkloof told **POST** that the increases were totally unfair.

"When is Putco going to improve their ...

In indicating whose advice they had primarily sought in planning their university curriculum, the sampe indicated as follows:

...../5

Police clear roads to township

DURBAN. — Several police units were sent in to clear roadblocks set up by bus boycotters on the roads leading to Gamalakhe township outside Port Shepstone on Tuesday night.

A bus was stoned in the township, the sixth since the boycott began on Monday.

Police said the boycotters had set up makeshift roadblocks with large rocks and burning tyres.

The roads were clear yesterday morning, but one private bus had been extensively damaged when it attempted to turn in front of a roadblock and ripped its undercarriage on rocks. No-one was injured.

A bus was stoned and badly damaged when it was surrounded by a large group of youths in the township

Meanwhile, in Ladysmith hundreds of riot police converged on all roads leading to the town this morning in a massive crackdown on pirate taxis that have been operating extensively since the bus boycotts started with fare increases nearly a month ago.

Squads of police have been stopping all cars and clearing passengers in vehicles not registered as taxis but who are charging for their services.

Brigadier H Viljoen, Divisional Commissioner for Natal, Inland, said yesterday they had "patiently" waited for more than three weeks now for the commuters and bus companies to settle their differences, but as nothing was being resolved they had decided to act.

"We have been turning a blind eye to illegal transporting for some time now, but we cannot do so for ever.

"Even now we are only stopping the pirate taxis and are ignoring registered taxis that are overloading or not in a roadworthy condition.

"We also are only clearing out the passengers taking illegal transport as close to Ladysmith as possible, so they do not have far to walk."

He said there had been no incidents and commuters appeared to have resigned themselves to walking or taking legal transport.

Even with the extensive police crackdown, Ezakheni Transport Company buses were still running empty yesterday.

Brigadier Viljoen said they had not launched a similar crackdown in the Mpumalanga township near Hammarsdale, where buses have been boycotted for nearly three weeks and yesterday were still running nearly 60% empty.

"The Ladysmith workers have had longer to solve their problems," he said.

Pirate taxis have also been operating on a large scale from the Gamalakhe township to Port Shepstone, Marburg and Margate since the South Coast bus boycott began on Monday.

However, Brigadier Gert Kruger, Divisional Commissioner for Port Natal, said they were also turning a blind eye for the time being.

"We will not stop them; even if they are doing that illegally."

He said that although the situation had not deteriorated, an extra platoon from Durban had been sent up to let the squads from the local police stations, who have been continually patrolling the bus routes, get some rest. — Sapa.

● Editorial Comment — Page 10

Round-up time on 'Pirates' in Ladysmith as roadblocks are set up

Police take 62 to court in taxi clamp

Mercury Reporter

LADYSMITH — Sixty-two Blacks appeared in the Magistrate's Court here yesterday after a massive combined clamp on pirate taxis by the South African Police and NPA traffic inspectors.

There has been an influx of pirate taxis during the four-week-long boycott of Ezakheni Transport buses and many local vehicles were also used unlawfully and without a permit.

Many Ezakheni commuters have paid 50c each in taxi fares rather than face the 25km hike to and from town.

Previously police and traffic officials had turned a blind eye to pirate taxis but yesterday the crackdown came.

Roadblocks

Police set up roadblocks on roads leading into Ladysmith.

Squads of police, many of them from centres outside Ladysmith, were used in the operation.

Fines of R100 (or 90 days) were imposed on the owners of the pirate taxis and by late yesterday afternoon some R3 600 had been paid in fines.

Forty-nine of those charged pleaded guilty.

One Toyota Hi-Lux was carrying as many as 22 passengers while other vehicles had up to 17 passengers.

Thirteen of those charged pleaded not guilty alleging they were carrying only family.

These accused were remanded to a later date and were released on R50 bail.

Checks

The Drakensberg Administration Board has stated that a start will be made on checking on Blacks illegally living in towns.

Many workers have camped out near factories where they work rather than walk long distances from home.

Some employers have allowed employees to sleep on premises during the boycott.

Action against these illegal residents now appears to be imminent.

In Port Shepstone where violence has played a large part in the three-day-old boycott, fares were increased by up to 50 percent.

Almost two weeks before the South Coast boycott police had to disperse about 300 workers with tear-gas at the Marburg Manufacturing Company.

They had gone on strike in protest at the proposed increase of the Trans-Umzimkulu Transport Company.

Commuters there said they were afraid to use buses as death threats to would-be passengers circulated widely.

Afraid

"My employer has increased my wages and I would like very much to catch a bus to avoid the gruelling 15km walk to and from work, but we are told to walk or face the consequences," a schoolteacher said.

Mr. Tino Volker, MP for Klip River, who attended a meeting in Pretoria yesterday on the boycotts said he believed "ulterior motives" other than fare hikes were evident.

Police who have continually been patrolling boycott areas are tired and reinforcements have been recruited.

"Had it not been for police presence major disturbances could have resulted," a senior spokesman said yesterday.

332

CHICK RINGS — May Bennett, Ridgeworth

Peel and slice large onions, and separate the rings. Heat a little oil and add oil. Dip the rings in milk and then coat with flour, and fry till brown in the hot oil. Drain the oil off on a paper towel, and season with salt and pepper.

OLD FAMILY OR VINTAGE RECIPES

Let's Eat All That!

FRENCH PANCAKES - 1:02

2 eggs — 2 ozs flour
2 ozs butter — 1/2 pt of new milk

MUTTON, ROAST SHOULDER OF 1900

shoulder of mutton — salt
dripping — flour

Put the joint to a bright clear fire, floured well. Baste contin-

'Unrest if the commuter has to pay high fares'

Star 5/10/79 337

By Sieg Hannig, Labour Reporter

The countrywide implications of the fuel crisis on the vast masses of workers commuting from black states was spelled out in Pretoria today as large-scale bus boycotts continued in Natal.

Mr G R Wessels, economic attache of the Bophuthatswana embassy, said social unrest would result if increased transport costs were to be met entirely by the commuters.

Speaking at a seminar on the Rickert Report held by Unisa's School of Business Leadership, he pointed out that:

- More than 200 000 workers were transported daily to and from work by more than 1 500 buses run by companies managed by the Corporation for Economic Development.
- The long distances being covered rendered workers incapable of paying economic tariffs even before the latest fuel increases.
- Taxpayers could not be expected to carry the growing burden of subsidies. As far back as 1976/77, the State had subsidised bus transport by R19m.

He suggested that train transport could provide relief 'and called for a look at the inefficient practice of taking commuters up to the borders of black states, from where they had to use a "white" bus service.

New move on jobs for blacks

Own Correspondent

The training and provision of work for blacks would become the responsibility of the Department of Manpower Utilisation, Dr Piet Koornhof, Minister of Co-operation and Development, said in Pretoria today.

Dr Koornhof told a UNISA Business Leadership School seminar that the Cabinet had also decided that the proposed consolidated Act for black community development would be administered by his department.

He said the Public Service Commission was investigating the allocation of functions performed by his department.

Dr Koornhof also announced that the Prime Minister's economic adviser, Dr Simon Brand, would submit quarterly reports to the Cabinet sub-committee for Internal Affairs of the progress made by government departments in implementing the recommendations of the Rickert report.

GEN ... E

QU. TIONS

DEFER. ... TAX

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'Unrest if the commuter has to pay high fares'

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He suggested that train transport could provide relief and called for a look at the inefficient practice of taking commuters up to the borders of black states, from where they had to use a "white" bus service.

Buthelezi 'needed' to end bus row

232

5/10/79

N.M.

Mercury Reporter

LADYSMITH — The bus boycott problem had got beyond the control of local Black leaders said Mr. Tino Volker, MP for Klip River, yesterday. He felt it was advisable that the KwaZulu Cabinet should intervene to get negotiations going.

The boycott was continuing although there was now no justifiable motive for it. Industry had increased wages but when bus fares had been lowered industry had not then reduced wages.

Mr. Volker said he welcomed a report that the KwaZulu Cabinet was having discussions with Ezakheni Township Council representatives in Ulundi. He was pleased the Chief Minister had taken an interest.

Negotiations

He felt that the issue could be successfully resolved, and with the assistance of the Chief Minister and the KwaZulu Cabinet he was sure they could get negotiations going.

A Black worker said he felt that Chief Buthelezi should be invited to come to the next mass meeting to give leadership.

Mr. P. R. T. Nel, chairman of the Drakensberg Administration Board, who visited Ladysmith yesterday, said he had discussions with the Steadville community council, the only council under the direct control of the board.

He also later met the Ladysmith Town Council. He declined to comment at this stage whether he would be further involved in negotiations to try to break the deadlock.

Violations

Mr. Volker said that there was no reason why the authorities should continue to close their eyes to the obvious violations of legal requirements in regard to pirate taxis and people staying over in town without the necessary health regulations and without the necessary permission.

All obstacles to the settlement of the boycott had been removed such as the tariffs having been lowered to the rates applicable before September 10, the Ezakheni Transport manager had been transferred and there was a willingness to hold a full investigation as far as the transport company was concerned.

Act now to end bus crisis Govt told

332

~~244~~

6/10/79 N/m

MUTTON, ROAST SHOULDER OF

shoulder of mutton
drippings

Put the joint to a bright clear fire, floured well. Baste continually with salt and flour

Mercury Correspondent

PRETORIA — Labour leaders and opposition politicians yesterday called on the Government to act swiftly to defuse the developing bus boycott crisis.

In Pretoria yesterday the Secretary for Transport, Mr. A. B. Eksteen, said bigger subsidies to minimise recent township bus fare increases were now under urgent review by the National Transport Commission.

Applications for additional aid had been received from companies operating township commuter services.

Normally, he said, subsidies were provided on a 50-50 basis.

Funds available for subsidies this financial year amounted to R76 million — including cash from Government funds and employers.

However, the Mercury's African Affairs correspondent reports that Chief Gatsha Buthelezi said last night that "it is the wage structure of the Ladysmith area that our people are revolting against."

Get support

buses and walk the 15km to work daily.

Trans - Umzimkulu buses to Port Shepstone, Margate and Marburg continued to run empty yesterday and thousands of workers once again trudged to work.

No further violence was reported yesterday.

There was a slight pickup of 47 passengers travelling on one bus in the Lionhill area yesterday, a bus company spokesman reported.

The PFP's finance spokesman, Mr. Harry Schwarz, MP, said swift Government action to reconsider subsidies was imperative.

Long distances

"The whole structure of transport subsidies should be urgently reviewed," Mr. Schwarz said.

The president of the Trade Union Council of South Africa, Mr. Andre Malherbe, said Black

6/10/74

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At the same time he made it clear that the continuation of the bus boycott would make it difficult for the Minister of Co-operation and Development, Dr. Piet Koornhof, to get support for "police non-action".

He said he and his Cabinet had met Dr. Koornhof in Cape Town earlier this week to discuss the boycott and Dr. Koornhof had intervened to restrain the police from using force against the boycotters.

From Ladysmith it is reported that as the Ezakheni transport boycott nears its fifth week there is still no definite sign of the stalemate situation being ended.

From Port Shepstone it is reported that at least 50 African men and women are expected to appear in the Magistrate's Court there on Monday on charges of malicious damage to property and public violence in connection with this week's boycott.

This was confirmed yesterday by a senior Durban police spokesman who said there was no sign of an end to the boycott.

Agitators have stoned buses, burnt tyres on the road to form road blocks and intimidated commuters to stay off the

tances from their work place not by choice, but because of Government policies and legislation.

"This being so the Government should take a long, hard look at the problem and alleviate the hardship caused by its policies."

Whether relief should come in the form of Government subsidy, or whether bigger levies should be imposed on employers, should be a matter for discussion and negotiation, he said.

Chief Buthelezi said yesterday in a statement after a four-hour meeting with the Ezakheni Town Council, led by Mr. Elliot Mnghadi, that it was clear that the people had a "legitimate grievance".

The KwaZulu Cabinet told the councillors: "We are totally with the people as far as the boycott is concerned."

Stones fly in bus boycott

DURBAN — Another bus was stoned in Port Shepstone last night after a violent week in which at least 50 alleged agitators have been arrested since the bus boycotts began last Monday.

Police said buses were still running empty today and eight vehicles had now been damaged since the strikes against higher fares began, reports Sapa.

Meanwhile, concern over the boycotts has resulted in a meeting between six Natal chambers of commerce and the Government.

The meeting was convened by the Association of Chambers of Commerce (Assocom) at the request of Natal chambers, said Mr Raymond Parsons, executive director of Assocom.

It is hoped that constructive proposals will flow from this discussion," he said.

PTED ACCOUNTING PRACTICE

PLIED EXAMPLES

ed an item of new plant for R60 000
reciation is provided at 12½% p.a.
5% initial allowance is granted for
nd tear being 20% on the reducing
were 40% in 19.6 and 42% in 19.7,
ounted to R45 000 and R50 000
and taxable income amounted to R45 000 and R50 000 respectively, for the financial years ended 31.12.19.6 and 19.7

1. What is the balance on deferred tax account in respect of the plant at 31.12.19.7, assuming

   a) deferral method

   b) liability method?

2. Show how the tax charge will be disclosed in the income statement for the year ended 31 December 19.7, assuming

   a) deferral method

   b) liability method

   (assume there are no other items causing timing differences)

3. How will the answer to 2. be affected by the existence of an extraordinary gain on disposal of a division of the company, amounting to R70 000, all of which was taxable, in the 19.7 financial year?

4. How does the answer to 3. change if the R70 000 is now a deductible loss, which can be set off against the taxable income from other sources of R50 000? Draw up the income statement assuming the deferral method is used.

5. Further to Note 4, assume now that the company has a set profit before depreciation of R60 000 in 19.8.

Draw up the income statement for the 19.8 financial year under a) liability method

b) deferral method

Assume the tax rate remains 42%

Anti-white backlash keeps the black commuters off the buses – even after the fares come down

BLAME BOYCOTT ON BIC!

Beatrice Mazibuko . . . pulled off road

Albert Magubani . . . people are determined

Elliot Mugadi . . . would kill me

By Maureen Griffin

BLACK repudiation of white was this week advanced as the main reason for the continuing bus boycott in Ladysmith.

According to the Mayor of Ezakheni, Mr Elliot Mngadi, the township's 9 500 workers will not use the Ezakheni Transport Company's buses "even if the fare was only a cent" because the company is partly owned by the Economic Development Corporation, formerly the Bantu Investment Corporation, "and the BIC is a white company belonging to a white Government which is elected by whites and naturally benefits whites."

They want another service for the townships and don't care if it's privately owned by Indian, black or coloured, says Mr Mngadi.

It was clear after speaking to him and several other blacks in Ladysmith that the BIC embodies all that is hateful to them; a symbol of white oppression, arrogance and wealth.

The BIC was blamed for:

- Police action against pirate taxis;
- A man's inability to buy a shop;
- An unreliable bus service; and
- The entire bus boycott.

The boycott was sparked off by fare increases of 70c, 85c and 95c a week on September 10. Thousands of blacks from Ezakheni, Steadville and the Washbank township in the Ladysmith area, chose to walk as far as 26 km home rather than use the buses.

The authorities turned a blind eye as sympathetic employers allowed workers to sleep on company premises rather than walk, and empty buildings in Ladysmith were thrown open for accommodation. Pirate taxis too were allowed to operate as a temporary means of transport.

Police roadblocks in Ladysmith . . . from 4.30am police pulled cars off the road, checking papers and number of passengers as others continued to walk to work.

OCTOBER 7, 1979

Sunday Post

Boycott enters fifth week

BUS ANGER FLARES

Walking to work on the South Coast, where flaming barricades were erected to stop the buses.

SUNDAY POST
Correspondent

VIOLENCE flared as Natal's bus boycotts continued this week, and although police say everything is now under control, community leaders have warned that the situation is still explosive.

At least 50 people, including 17 women, have been arrested as "agitators" in the Port Shepstone area after boycotters stoned at least seven buses, set up roadblocks with burning tyres and issued death threats to would-be passengers.

About 75 people were arrested on trespass and curfew charges linked to the boycott.

On Wednesday police pulled in 92 cars whose drivers said they were operating pirate taxis, and fines of R100 were imposed.

Trans Umzimkulu buses on the South Coast are running empty, while in Ladysmith, the boycott is entering its fifth week despite a reduction in fares to their former level.

According to Mr Elliot Mngadi, the Mayor of Ezakheni, the townships 9 500 workers will not use the Ezakheni Transport Company's buses "even if the fare is only a cent" because the company is partly owned by the Economic Development Corporation, formerly the Bantu Investment Corporation.

"The Corporation is a white company belonging to a white government which is elected by whites and naturally benefits whites," he said.

They wanted another service for the two townships and didn't care if it was privately owned by Indian, black or coloured, said Mr Mngadi.

"They are fed up with the Corporation. They are fed up with inspectors who ride behind the buses in expensive cars, and whose source of income is often people who earn R8 a week."

He forecast trouble if the police con-

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Hope of end to bus boycott

Own Correspondent

LADYSMITH. — The Ezakheni Transport Company was last night optimistic that the four-week long Ladysmith bus boycott had been broken.

"Passengers are boarding the buses again to and from Ezakheni," a spokesman said. "But we have also sent buses to pick up passengers at Consolidated Frame Cotton Corporation where shifts are worked at the factory."

He said they had buses on standby in case they were needed on the route.

Yesterday afternoon some buses were carrying passengers but others were still empty.

processes is essential; and the division will have to be more fine the more discriminating public decisions can be.

The results of
the mere proced
be made. Their
of the value of

2.2 Programme E

Methods of evalua
where the conclus
processes which
precise methods,
in advance. Som
analysed below.

2.3 Looking at Ex

Basically, one is
logical axiom, basi
mately the same value in whichever programme it is spent. If the net social benefit from the marginal expenditure on one programme much exceeds that on another, one can do better by withdrawing funds from the second programme and increasing expenditure on the first. By simply looking at a breakdown of the budget between programmes, the amounts spent on each may be compared with our intuitive notions of how much 'ought' to be spent on these things. Our judgement will depend on what we consider the benefits of expenditure under each programme to be, a process which cost-benefit analysis seeks to formalise (see below). For example, if it can be shown that expenditure on preventive medicine constitutes approximately 2% of all expenditure on health,[11] it may be felt that the benefits from this kind of provision warrant an increase in the share of the budget allocated to it.

Unfortunately, such intuitive processes can pick out only the grossest incongruities which are recognised by all, whatever criteria of 'value' are used. The optimum level of expenditure on a particular objective is, from the point of view of intuitive judgement, highly uncertain, because of the wide variation in benefits attributable to a particular type of spend-

90 percent of workers back on the buses

Mercury Reporter

LADYSMITH — About 90 percent of Black workers used the Ezakheni Transport buses yesterday.

Mr. W. O. Connell, the chairman of the company's management committee, said that the only routes still slightly affected by the boycott were Watersmeet and the Klip River complex.

He felt this was due to the news of the reduced fares not yet having penetrated these areas.

He said that all 56 buses were back in operation.

The mayor of Ezakheni, Mr. E. Mngadi, has said that after getting a reduction in the fares and some workers having received wage increases to subsidise the fare hikes before they were subsequently reduced, it had been decided to call a ceasefire.

Mass meeting

He estimated about 10 000 Blacks from Ezakheni and the Nambithi complex had attended Sunday's mass meeting.

A report of what took place between the Ezakheni Township Council, Chief Gatsha Buthelezi and the KwaZulu cabinet in a four-hour discussion on Friday had been relayed to the meeting.

It had been decided that the people would start making use of the buses again.

"Because there are no trade unions for Blacks at present Ezakheni people used this bus boycott as a lever to force employers to increase wages," said Mr. Mngadi.

Chief Buthelezi had said that he would see Dr. Piet Koornhof on Thursday in connection with all matters involving the boycott," said Mr. Mngadi.

He felt the construction of a railway line from Ezakheni to Pieters, where the main railway line passed through, should receive urgent consideration.

Low wages

The Mercury's African Affairs correspondent reports that chiefs and members of the Trans Umzimkulu Transport Company, whose buses have been boycotted for nearly three weeks, resolved yesterday to ask the Corporation for Economic Development to call a meeting to review the fare increases.

For five hours yesterday, as empty buses ran between the town of Gamalakhe and Port Shepstone, the liaison committee of the Zamukukhanya Regional Authority, representatives of the bus company and several chiefs from districts served by the buses, met to debate the boycott.

Chief E. G. Mavundla and Chief Everson Xolo, a former KwaZulu Cabinet member, said the meeting of about 25 people agreed that the "root cause of the boycott is the low wages paid by the employers of this area".

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r.

are first listed, and then given a score (from one to four pluses) under each of four headings:

Diagram 1: A method of ranking health problems

Problem	Prevalence	Severity	Community concern	Vulnerability to management	Total
Large & poorly spaced families	++++	++++	+++	++	96
Inadequate ante-natal & obstetric care	++++	++	++	+++	48
Malnutrition	+++	+++	++	++	36
Need for medical care	++	++	++++	++	32
Specific diseases:					
V.D.	++	++	++	++	16
Dental problems	++++	+	++	++	16
TB	+++	+++	+++	++	54
Common cold*	++++	+	+	-	0
Yaws*	-	++	+++	++++	0

* Added to test scoring method

GENERALLY ACCEPTE

APPLIE

QUESTIONS

DEFERRED TAX

A. Alpha Limited acquired an
on 1 May 19.6. Deprecia
straight line. A 25% in
tax purposes, wear and tea
balance. Tax rates were
and taxable income amounte
respectively, for the fina
and 19.7

1. What is the balance on deferred tax account in respect of the plant at 31.12.19.7, assuming

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   Draw up the income statement for the 19.8 financial year under a) liability method

   b) deferral method

   Assume the tax rate remains 42%

All aboard as boycott fizzles

DURBAN. — Although black commuters from the Port Shepstone area are still resolutely refusing to use the Trans-Umzimkulu Transport Company buses, the boycotts in Ladysmith and Hammarsdale appear to be virtually over.

Mr W O Connell, chairman of the management committee of the Ezakheni Transport Co in Ladysmith, said their fleet of 56 buses had run 90% full for the past two days.

The only areas where they were still meeting a commuter resistance were Watersmeet and Klip River, he said.

In the Mpumalanga township outside Hammarsdale, where boycotters refused to use the Kwazulu Transport Co buses for a month, police said more and more of the workforce commuting to Hammarsdale, Pinetown and New Germany were again reverting to the buses.

However, the boycott could not yet be said to be over as buses were still not running at anywhere near full capacity.

All the demands made by the Ladysmith boycotters were met by the transport company.

Commuters in the Port Shepstone area yesterday, however, were still walking to work.

A police spokesman said all buses running to the Gamalakhe township were empty, but there had been no further incidents of violence.

Since the boycotts began last week in protest against the 50% fare increases, a total of 52 people have been arrested. — Sapa

(332)

Widow wins bid to stop fare increases

PORT ELIZABETH. — A widowed mother of six yesterday won her legal battle to stop PE Tramways increasing its busfares.

The Supreme Court in Port Elizabeth set aside by agreement a July decision of the Road Transportation Board approving the new fare tariffs for Tramways buses operating in PE and the Uitenhage area.

It was agreed yesterday that fares would revert to the tariffs applicable immediately prior to July 24, by not later than midnight on October 20.

PE Tramways Ltd agreed to pay the applicant's costs.

The agreement followed two applications to interdict the bus company from acting on the board's decision to increase its fares.

The first was brought by Mrs Dolley Beaton, a widowed mother of six, who said she had to use buses to do odd jobs to augment her Government subsidy for the children.

She said in the application that she was a poor woman and suffered severe hardship as a result of the increases. The same applied to many families and she knew of cases of children having to leave school because their families could not afford the higher fares.

She submitted that the application for increased fares had, by law, to be published in full in the Government Gazette, but only an "obscure and cryptic" eight-line notice had appeared.

It had not even referred to Uitenhage.

This was the only warning given the public of the proposed increases.

The application had not met the requirements of law in that it failed to give motivation or reasons for the increases, did not give a full description of the buses involved and did not give the full names of the company's directors, or their nationalities.

Increased fuel prices would not have justified an increase of 5% to 10% and figures submitted showed the company made a substantial profit between January and April. This would have been supplemented by advertising revenue.

In the second application, Mr Sitile Zondani and 14 others said the increases applied for had been between 40% and 110%, averaging a 36% rise in subsidised fares and 60% on unsubsidised fares.

Mr Zondani said his travelling expenses would rise from about R50 a month to between R90 and R100 a month after the fare rises. It cost him R20 a month to get his brothers to school and increased fares would force him to economise on other vital necessities or stop their schooling

The other applicants outlined similar predicaments — Sapa.

2. Show how the tax charge will be disclosed in the income statement for the year ended 31 December 19.7, assuming

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   b) deferral method

   Assume the tax rate remains 42%

HONEY CAKE

Jan

New bus service draws brickbats and cream cakes

By Lynda Loxton
Municipal Reporter

Criticism, praise and creamy cakes from a woman who took pity on overworked inspectors have been a part of the lives of Johannesburg's busmen over the last three weeks.

"We are pleased with the results of our new bus services, although we have obviously not yet ironed out all problems," Mr E C Curtis, acting general manager of the Transport Department said today.

Each complaint has received the personal attention of my senior staff and we are changing and improving routes and services wherever need, sometimes drastically."

The change went into operation on September 24, when the Eloff Street busway opened and the cross city bus servire was introduced. This changed the routes and termini used by most commuters.

Some of the developments of the last three weeks have been:

● The new routes caused congestion in Eloff Street Extension, and two more traffic lanes will be added within the next 10 days.

● The tendency of motorists to double park is delaying buses in Main and Pritchard Streets. The Traffic Department will be clamping down on these motorists over the next few weeks.

● The Bellevue East service via Troye Street is poorly patronised and ways of changing this will be examined.

● The new one-ways introduced with the new bus services, combined with the new routes, have led to changes in traffic flows. Some traffic lights have had to be reset and new ones will soon be erected in Delvers Street. More may also be erected on the corner of Sauer/Kerk and Main/Rissik streets.

● Many buses are leaving their new terminii full, which vindicates the cross-city bus service. The Sydenham bus, for example, is often full when it leaves the Magistrate's Court.

● Timetables have been changed and most routes are operating with one less bus, mainly to cut out buses that were running empty into town. This will save the department R200 000 a year, which will recoup the capital cost of the design of the busway.

if it is too thick. Chill in a large bowl. Before serving pour on sour cream and sprinkle with chopped chives.

SOUP (Serves 8) Cat

r beans
ef shin or soupmeat
rib or bacon bones
up celery chopped
es
dded with 8 cloves
chopped
water
per to taste

, cover with water, bring to boil.
minutes. Remove from heat and soak
. Bring to boil again, add rest of
hts. Simmer till beans are tender. Cool.
eat and 1 cup beans. Purée remaining
lender. Heat slowly. Put a few reserved
each serving bowl. Sprinkle with Worcester
Cover with soup. Garnish with cream and
bacon or croûtons.

ED BRINJALS Sue J

s
inegar
il

marjoram

Peel brinjals and cut into Julienne strips.
Put into enamelled pot and cover with white vinegar
and bring to the boil. Cook for as short a time as

332

Assocom chief pleads for Black commuters

African Affairs Reporter

THE Associated Chambers of Commerce yesterday urged the Government to subsidise the bus-fares of non-White commuters.

MR. Peter Easton, vice-chairman of Assocom, who has urged Pretoria to subsidise bus fares. Seated is Mr. J. P. Jack, magistrate at Izingolweni who presided at yesterday's meeting.

"We have made representations to five Government departments regarding the plight of commuters," Mr. Peter Easton, vice-president of Assocom, told a meeting on the South Coast yesterday.

The meeting, attended by representatives of Assocom, local chiefs, Inyanda (the African Chamber of Commerce) and representatives of the Trans-Umzimkulu Transport company, was called in a bid to end the three-week old bus boycott in the Port Shepstone area.

Mr. Easton told the meeting that although they had not received a definite reply from the Government he had been assured that the Government was giving the request its immediate attention.

Investigate

At the meeting an independent body representing various local authorities was elected to investigate the financial administration of the Trans-Umzimkulu Transport company. Nine members, one of them an accountant, were elected to the investigating committee.

Mr. Easton also assured yesterday's meeting that Assocom in the Port Shepstone area would do its best to raise wages for workers, depending on the economic climate.

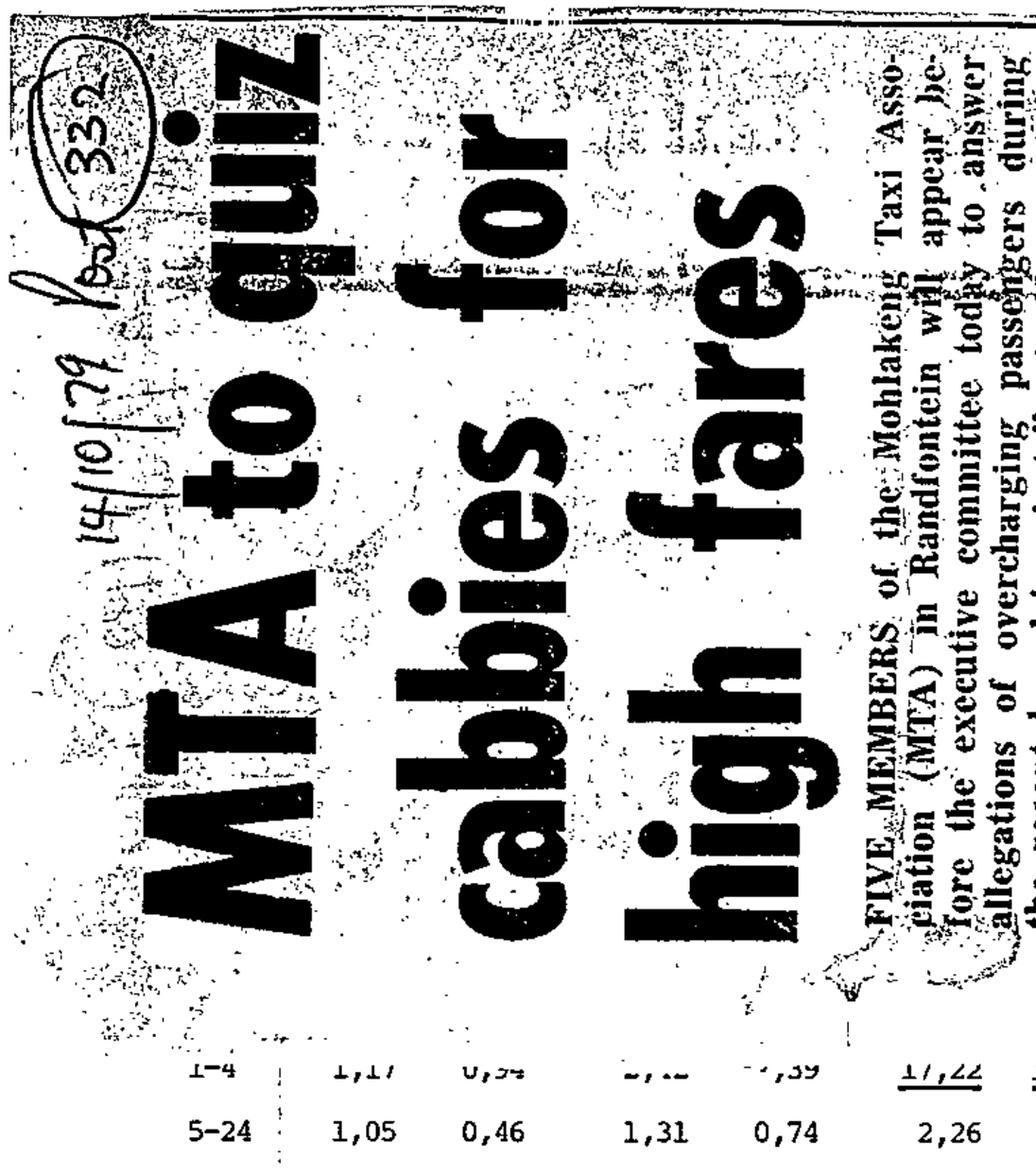
MUTTON, ROAST SHOULDI

shoulder of mutton
dripping

Put the joint to a br

1 large cup brown
1 cup currants
2 beaten eggs
1/4 t ground spice

Mix all ingredients
for three hours. S
used for Christmas
Pie used
2 cups of fl



MTA to quiz cabbies for high fares

FIVE MEMBERS of the Mohlakeng Taxi Association (MTA) in Randfontein will appear before the executive committee today to answer allegations of overcharging passengers during the recent bus drivers' strike in the township.

The taxi-owners are alleged to have taken advantage of the situation by charging passengers 40c instead of the normal 30c fare charged between Mohlakeng and Randfontein station.

According to an MTA spokesman, Mr J J Tshoeu, the five have been summoned to appear before the committee at the local administration board offices this morning. He said that the MTA views the matter in a serious light and will take appropriate action.

A statement issued on behalf of the MTA by Mr Tshoeu read: "The MTA kindly informs commuters that the 40c fee charged by some of the drivers was not authorised by the officials of the association.

"The drivers did this without the knowledge of the MTA and we hereby request for an apology from the passengers for the anomally and inconvenience caused to them.

"All those responsible have been pointed out and will appear before the committee to answer the allegations against them. Commuters are kindly requested in future not to pay such fees except those they know are correct charges."

The 40c charged during last week's transport crunch is the one set by the MTA for weekends. Tens of passengers reacted angrily when charged the same rate on a weekday and immediately lodged complaints with MTA officials.

The bus drivers' strike went without any incidents last week and buses ran normally shortly after morning peak hours last Thursday.

1-4	1,17	0,94	[illegible]	[illegible],39	17,22	16,21	10,23	9,93
5-24	1,05	0,46	1,31	0,74	2,26	1,25	1.64	1,12
25-44	3,02	1,47	4,33	2,48	8,80	4,96	4,78	3,70
45-64	17,46	9,49	26,27	18,72	24,27	17,87	18,06	15,57
65+	73,62	54,55	92,20	82,93	96,90	71,79	53,38	45,89
ALL	9,44	7,40	8,03	5,51	14,62	11,00	8,77	8,13
NO.	19600	15374	2828	1967	16632	12847	18348	13062

IS AND ILL-DEFINED CONDITIONS

A		C		B	
M	F	M	F	M	F
2,10	1,24	7,00	6,86	19,69	19,83
0,21	0,35	0,75	0,77	2,58	2,48
0,09	0,06	0,08	0,03	0,21	0,23
0,28	0,17	0,42	0,31	0,72	0,78
1,73	1,04	1,73	1,02	3,80	3,64
8,32	6,56	8,55	5,71	14,69	14,84
0,56	0,38	0,83	0,65	1,80	1,96
199	134	943	761	3765	3145

XVII ACCIDENTS, POISONINGS AND VIOLENCE (EXTERNAL CAUSE)

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,85	0,69	0,70	0,31	1,18	1,24	0,32	0,19
1-4	0,49	0,21	0,31	0,27	0,63	0,61	0,21	0,20
5-24	0,71	0,22	0,68	0,20	1,40	0,38	0,68	0,12
25-44	1,18	0,30	1,43	0,37	3,32	0,70	1,22	0,26
45-64	1,25	0,42	1,55	0,40	2,89	0,76	1,10	0,31
65+	1,26	0,71	1,34	0,91	2,19	0,90	1,02	0,53
ALL	0,95	0,33	0,95	0,29	1,91	0,56	0,89	0,20
NO.	1973	677	333	104	2175	652	1868	324

Battler Beaton beats the bus bosses

Mrs Dolly Beaton ... and now

IT BROKE Dolly Beaton's heart to see her daughter, Celestine, 14, walk four kilometres to school every day.

A widowed mother of five, she could not afford increased bus fares. So she fought one of Port Elizabeth's biggest companies in the Supreme Court . . . and won.

By MURRAY McNALLY

When Port Elizabeth Tramways increased its bus fares by between 40 and 110 per cent in July, Mrs Beaton found that the family could not travel by bus and make ends meet on the monthly R87 in grants she receives since her teacher husband's death six year ago.

"One morning, after I'd seen the children off to school, I decided that if nobody else was going to do anything about the bus fares, I would," Mrs Beaton, 40, told me in her modest Gelvandale home this week.

"The children and I have a traditional treat of going to the city to window shop once a month. It's something we all look forward to and we dress up and make an occasion of it.

Lawyer

"But when the bus fares went up the outing cost us R3 and we were simply not able to afford it. But the last straw was telling Celestine that I could no longer afford to send her to school by bus and that she would have to walk.

"So I went to my lawyer and asked him to start legal action against the bus company."

Mrs Beaton was prepared to take on extra odd jobs to pay the legal fees. She was aware that the costs of the court action might be a debt that she would be paying for the rest of her life.

"I wasn't doing it just for my family," said Mrs Beaton. "I was fighting for all people like us whose budgets were stretched to breaking point by the fare increases.

"I know some parents who have had to take their children out of school because they couldn't afford the expense. That is something that I've refused to do. I value education highly and I refuse to make that sacrifice."

Port Elizabeth Tramways was ordered in the Supreme Court this week to reduce bus fares to tariffs applicable before the local Road Transportation Board approved increases on July 24.

It was agreed that costs would be paid by PE Tramways.

In an affidavit before the court, Mrs Beaton said that she was a poor woman who suffered severe and undue hardship as a result of the fare increases.

She was not in the habit of reading the Government Gazette and so became aware of the increased fares for the first time in August when she was told by a bus conductor.

'Cryptic'

She argued that the application for increased fares had by law to be published in full in the Government Gazette. But in this instance only an "obscure and cryptic" eight-line notice had appeared. It was also the only warning the public had had of the proposed increases.

She said that because of the defective notice the approval of

14/10/79

332

grossly irregular.

The application for the increase was submitted on a statuatory form, but did not meet the requirements of the Act in that it:

- Failed to provide motivation or reasons for the increases.
- Failed to give a full description of the buses involved.
- Failed to furnish the full names of the company's directors and their nationalities.

Celebrity

The court ruled that fares must be reduced by October 20.

Mrs Beaton has become a celebrity in her street in Gelvandale.

She has been hailed as the champion of the poor by friends and even strangers. An endless stream of wellwishers flocked in and out of the Beaton home to offer their congratulations.

"October 20 will go down in my diary not as the day of the Coetzee-Tate fight, but as the day I won my big fight with the bus company.

"On that day I'll celebrate with my children by taking them on a bus ride," a beaming Mrs Beaton told me.

However, her victory may be shortlived.

Mr Carl Coetzer, general manager of PE Tramways, said this week that he was going to make a fresh application for increased fares as soon as possible.

Mrs Beaton said that she would oppose any new application by the bus company for an increase in fares.

"The struggle is only starting, but I'm prepared to fight the company to keep the fares down," she said.

HONEY CAKE — Jan

1 cup flour
4 t baking powder
2 T butter — 3 T honey
1 egg — 1½ T butter
½ cup sugar
¼ t salt
½ cup milk

Sift dry ingredients. Heat milk and 2 tablespoons butter until melted. Beat egg and add to milk and butter. Mix with dry ingredients and bake in buttered fairly deep pie dish approximately 20 minutes at 350°F or 180°C.

Melt honey and 1½ tablespoons butter and pour over hot cake before serving. Serve with whipped cream.

NUT CAKE — Margaret

4 eggs
¼ lb sugar
¼ lb ground almonds (or hazelnuts)
½ t baking powder
½ T flour
¼ grated lemon (skin & lemon)

Beat yolks with sugar until creamy, then add nuts, flour, baking powder and lemon. Fold in stiffly-beaten egg-whites. Bake at 350°F for ½ hour.

Serve with whipped cream.

if it is too thick. Chill in a large bowl. Before serving pour on sour cream and sprinkle with chopped chives.

BEAN SOUP (Serves 8) — Cat

1 pkt sugar beans
1 slice beef shin or soupmeat
1 Kassler rib or bacon bones
handful soup celery chopped
2 bay leaves
1 onion studded with 8 cloves
2 carrots, chopped
2½ litres water
salt & pepper to taste

Wash beans, cover with water, bring to boil. Boil for 2 minutes. Remove from heat and soak for 1 hour. Bring to boil again, add rest of ingredients. Simmer till beans are tender. Cool. Remove meat and 1 cup beans. Purée remaining soup in blender. Heat slowly. Put a few reserved beans in each serving bowl. Sprinkle with Worcester sauce. Cover with soup. Garnish with cream and crumbled bacon or croûtons.

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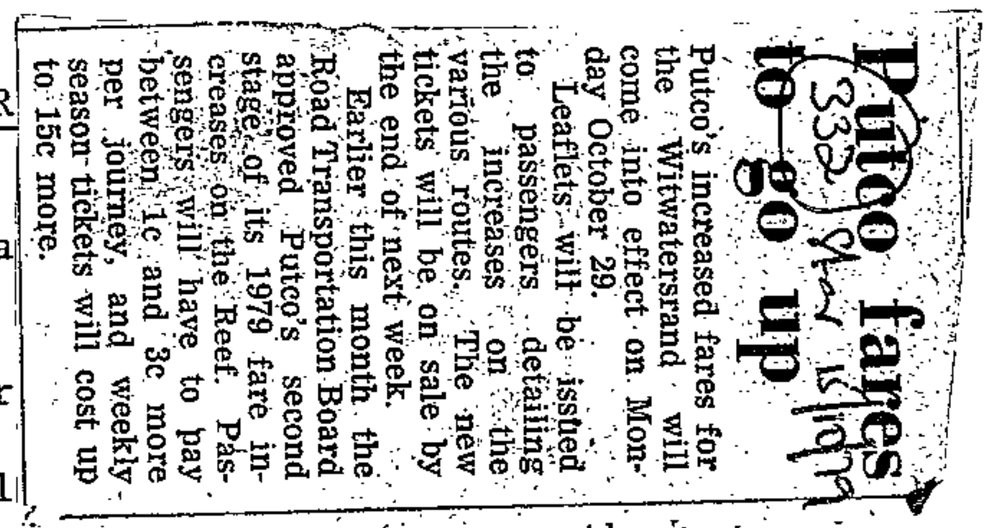
Peel brinjal


Putco fares to go up

Putco's increased fares for the Witwatersrand will come into effect on Monday October 29.

Leaflets will be issued to passengers detailing the increases on the various routes. The new tickets will be on sale by the end of next week.

Earlier this month the Road Transportation Board approved Putco's second stage of its 1979 fare increases on the Reef. Passengers will have to pay between 1c and 3c more per journey, and weekly season tickets will cost up to 15c more.

Put into enamel[illegible] and cover with white vinegar and bring to the boil. Cook for as short a time as

18/10/79 DD

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Court bid to stop Ciskei fares hike

GRAHAMSTOWN — An East London woman, Mrs Maria Brauns, 42, is asking the Supreme Court here as a matter of urgency to order the Ciskei Transport Corporation Ltd to revert to the bus tariffs that operated before September 14.

Her application will be heard in the Grahamstown Supreme Court today.

Mrs Brauns and her 10 co-applicants will ask the court to grant them a rule nisi calling on the CTC bus company to show why the CTC should not be interdicted from acting on the decision of the local transportation board, which approved increased fares.

Mrs Brauns contends the notification for the increase was irregular and did not fully comply with the provisions of the Act.

Because of this defect and other reasons the increases granted by the transportation board and its decision was ultra vires and beyond its powers.

If successful the order will affect all the CTC buses running in the magisterial districts of East London and King William's Town and their environs.

The CTC made the application to increase the fares on July 24. The increases came into effect on September 14.

If successful the 11 applicants and the public will pay the fares that were charged before September 14.

Last week a similar application was made by a Port Elizabeth widow, Mrs Dolly Beaton.

She was granted an order restraining PE Tramways from charging increased fares from October 21. — DDR.

ONION RINGS — May Bennett, Ridgeu

Peel and slice large onions, and separate the rings. He' add oil. Dip the rings in milk and then coat with flour, till brown in the hot oil. Drain the oil off on a paper and season with salt and pepper.

---oOo---

Discuss bus fa
before raising them

SIR, — Putco's Divisional Manager is briefing Blacks for the coming bus increases in an attempt either to consult with, or avoid similar boycotts at Ladysmith and elsewhere.

The Divisional Manager is circulating the following notice to the bus commuters:

"Passengers will be aware that the fares on Putco's Durban buses were increased in February and again in early July. These increases were based on costs which Putco had incurred as a result of previous fuel increases and other rising costs since April, 1978, including GST.

"However, in June of this year a substantial further increase in the cost of diesel fuel was incurred, and although every effort has been made to reduce the costs we are now faced with a situation where we have no choice but to pass on a portion of the increase to the passenger. The latest fuel increase is costing Putco Durban an additional R1 850 000 per year.

R1 850 000 Putco Durban's yearly costs to marvel at the expenditure incurred. Still, one wonders why a portion of the increases should be passed to the passengers. Has it occurred to the bus owners that very few *pro rata* wage increases have followed the February and July bus fare increases?

Fortunately, the local bus users are not keen on boycotts as are their counterparts at Ladysmith and elsewhere. In most cases boycotts, no matter how orderly conducted, often have serious repercussions. In the circumstances, one cannot predict with any degree of accuracy what the 50 percent increase effect will be.

To obviate the occurrence of the unknown, I suggest the convening of a meeting between the Local Transportation Board on the one hand, and Chief Buthelezi, the Divisional Manager Putco and the Chamber of Commerce on the other, to discuss the contemplated fare increases.

I feel that if the situation were to get out of hand, it would subsequently be unfair or perhaps a little too late to summon Chief Buthelezi as a mediator. I also believe that the said portion of the increase should be subsidised by the Government, which is collecting a 29-cent levy on every litre of fuel. Incidentally, the bus companies are placed in the same predicament with the bus users.

M. T. MBONAMBI
P.O. Box 3643,
Durban, 4000.

18/10/79

1 large cup
1 cup currants
3 beaten eggs
1/4 t ground spice

Mix all ingredients together well. Tie in a pudding cloth, and boil for three hours. Serve with hot nutmeg sauce. This recipe was used for Christmas dinner in 1916 by my mother and gran, who says "we used 1 cup of flour and 1 cup of stale breadcrumbs instead of 2 cups of flour. Very successful".

---oOo---

MUTTON, ROAST SHOULDER OF 1900

shoulder of mutton	salt
dripping	flour

Put the joint to a bright clear fire, floured well. Baste contin-

F.M. 19/10/79 (344) 332

BUS BOYCOTTS

Finding root causes

The traditional South African remedy has been applied to the Ladysmith bus boycott, now happily suspended. At last week's meeting between Chief Gatsha Buthelezi and Dr Piet Koornhof (*Current affairs* October 12) it was agreed that a commission of inquiry would be appointed to look into the whole issue.

Buthelezi tells the *FM* that matters such as the wage structure in the area may well be included in the commission's terms of reference, as the causes are clearly not confined to the simple issue of bus fares.

Meanwhile, on the South Coast, the boycott of the Trans-Umzimkulu bus service continues in protest against higher fares still in force. Appeals to end the boycott pending the outcome of negotiations for fare subsidies have gone unheeded.

On the other hand, higher bus fares on the Durban black services came into force last Monday without any apparent adverse reaction.

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Ciskei bus fares to be lowered

19/10/79

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GRAHAMSTOWN — The Ciskei Transport Corporation was yesterday forced by an order of the Supreme Court here to revert to the same fares that were paid by passengers before the fare increase on September 14, 1979.

A Buffalo Flats divorcee, Mrs Maria Brauns, won an order which forces the CTC to change all bus fares in East London, King William's Town and their environs from midnight November 4, 1979.

The order was given by Mr Justice C.T. Howie.

The effects of the CTC case are similar to the Port Elizabeth case when a widow, Mrs Dolly Beaton, won an interdict against PE Tramways and had them compelled to revert by midnight October 20 to the old fares.

In the present case, the court ruled that the notice of application by the CTC to the Road Transportation Board for the raising of fares did not conform to the requirements of the regulations as laid down in the Act.

The proceedings that were set in motion to approve the CTC application by the Transportation Board were therefore null and void.

The second applicant, Mr Johnson Mxenge of Rhayi Location, King William's Town, also won the interdict on the same grounds.

Because of these irregularities the applications were upheld with costs.

The same firm of attorneys which handled Mrs Beaton's application, Messrs Herbert Fischat and Associates, also handled Mrs Brauns' case.

Advocate L. Dison, SC, of Cape Town and Advocate D. Chetty, of Port Elizabeth, appeared for Mrs Brauns and ten others, while Advocate I. G. Farlem, of Cape Town, together with Advocate P. Langa, of Durban, appeared for Mr Mxenge and others.

Advocate M. P. Jennett, SC, appeared for the respondents.

An excited Mrs Brauns, 42, said after the court order was passed: "I felt I had to come forward. There are plenty of people who are worse off than I am, but most people would have just accepted the increases."

She said the appeal had been inspired by the court order for a Port Elizabeth transport company to lower their fares.

Asked whether his company would re-apply to the board for a fare increase, the manager of the CTC, Mr H. G. Kaiser, said he had not received a final court order and therefore could make no comment. — DDR

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5. Further to Note 4, assume now that the company has a set profit before depreciation of R60 000 in 19.8.

Draw up the income statement for the 19.8 financial year under a) liability method

b) deferral method

Assume the tax rate remains 42%

D ACCOUNTING PRACTICE

D EXAMPLES

Some of the crowd of 150 workers who bought push-bikes during the bus boycotts

Bicycles, but it's still a long way home...

Tribune Reporter

THE bus boycott in Ladysmith is over, but for one group of would-be passengers the 50-kilometre trek to work and home again is still no easy ride.

They are the 150 Dunlop factory workers who asked their bosses for bicycles when the buses were banned.

Now they must pedal the long, dusty road the others ride in the comfort of a bus — because when you're paying off R7 a week for a bicycle, another R2,90 for a weekly bus ticket is rather steep.

Said one disgruntled pedaller, "When we asked for more money we were given bicycles". But his mates admit that pushbikes were what they wanted at the time.

"We must each pay R65 for our machines. The money is being deducted at R7 a week from our salaries for nine weeks, with the balance due in the 10th week," they said.

According to Mark Moodie, personnel manager for tyres at Dunlop, a liaison committee representing factory workers asked for the bicycles.

"I don't know what they'll decide to do with them now that things are back to normal."

Maybe they'll have the last laugh yet, because everybody knows that a bike in the hand is worth two buses in a boycott.

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4. How does the answer to 3. change if the R70 000 is now a deductible loss, which can be set off against the taxable income from other sources of R50 000? Draw up the income statement assuming the deferral method is used.

5. Further to Note 4, assume now that the company has a set profit before depreciation of R60 000 in 19.8.

   Draw up the income statement for the 19.8 financial year under a) liability method

   b) deferral method

   Assume the tax rate remains 42%

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WE WON'T PAY THE FINES!

Tribune Reporter

TWO indignant Margate businessmen refused to pay R100 admission-of-guilt fines yesterday after police impounded vehicles in which labourers had been transported to work.

A two-ton truck belonging to supermarket owner Donald Dennison and a mini-bus belonging to restaurateur Bruce Woolley were among a number of businessmen's vehicles confiscated in the Margate-Port Shepstone area.

All had been transporting employees to or from work because of a three-week-old bus boycott.

Mr Dennison said he and Mr Woolley were stopped at a police roadblock on the South Coast road yesterday morning and ordered to leave their vehicles with the Margate police.

"They showed us in the statute book that it was against the law, but we were unaware of this.

"These labourers have to walk something like 40 km home tonight. God knows how they're going to get to work tomorrow.

"Apparently the police were acting on instructions from the Road Transportation Board which warned the local boroughs yesterday.

"We refused to pay our fines as a matter of principle," Mr Dennison said

They are expected to appear in court to argue their case.

The businessmen appealed to the MP for South Coast, Mr Mias van der Westhuizen, who tried in vain to persuade a transportation board inspector to drop the matter.

Mr van der Westhuizen told the Sunday Tribune that private transportation of workers had been general practice since the boycott started.

"The Act does say private transportation of employees to and from their homes outside municipal areas is illegal, though this does not apply to farmers.

"People didn't know about this and I didn't know about it either.

"The board warned the Margate municipality and Port Shepstone borough, and I feel that in all fairness it should have issued a general warning through the Press," he said.

Mr van der Westhuizen said employers raised pay or offered their workers allowances to cover bus-fare increases, but workers said they had been intimidated by boycott organisers.

"Police and traffic inspectors say this is not true. They say some people have been taking buses. I suspect that many workers may have been taking advantage of their employers."

The president of the Port Shepstone Chamber of Commerce, Mr Peter Easton, said the Chamber was investigating the confiscation of vehicles.

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Bosses defy transport laws

Mercury Correspondent

PORT SHEPSTONE — A fight between White employers and the Road Transportation Board has flared up as many continue to transport their Black labourers to and from work in defiance of a 1931 Transportation Act.

The Port Shepstone Borough has also entered the fray.

The mayor said it is forced to transport labour in order to maintain essential services in the town.

He said that if the borough trucks were impounded today, as was expected he would insist that charges was laid against him and he would defend the matter in court.

Mayor Aubrey Thompson said: "We have increased wages to subsidise the increase in fares but our workers are too frightened to use the buses.

"Now we are being intimidated in turn to ensure that the buses can run on an economic basis.

"I find it hard to believe that in this day and age, when we seek better relationships, that we should be persecuted by the Road Transportation Board and we consider their actions highly inflammatory."

The council sent telegrams to the Ministers of Transport, and of Co-operation and Development, early yesterday morning requesting they intervene, but by last night the council had had no reply.

Deputy-Mayor Johnny Wragge has had personal experience of the hardship that has been caused.

His 60-year-old servant who has worked for him for 27 years, left his home at 4 p.m. on Friday and went by bus to Murchison, 12km away.

"At 6.45 she was knocking at the back door again. She was terribly upset. Apparently the private bus she had boarded had done something irregular, and although they were three-quarters the way home, the passengers were not allowed to disembark.

Instead they were brought all the way back to the Port Shepstone Police Station, questioned and then told to walk home.

"I gave her a lift home and was horrified to see tiny children walking along the main road in the dark and was really upset to see a man dragging himself along on crutches."

Another case involves a Black man who told his employers he would be late for work on Monday morning as he had to take his elderly aunt to the Port Shepstone Hospital.

He lives inland from Ramsgate and was apparently stopped by a Road Transportation Board official who then followed him to Port Shepstone Hospital.

After he had admitted his aunt, he made him go back to Margate Police Station where the light delivery van he had borrowed from a friend was impounded.

It was only released on payment of R100 admission of guilt fine.

A large company, whose staff had to start work at 2.30 a.m. has twice paid admission of guilt fines of R100 for transporting staff in its trucks.

They are presently paying taxi fares of R34 a day as there is no bus service at that time of night.

Attempts to secure an exemption permit have been frustrated by conflicting orders from the Road Transportation Department.

The company has now been told by the department in Pretoria to ask the bus company to provide a bus at 2.30 a.m. for its 12 workers.

Mr. S. G. J. Nienaber, an official of the Road Transportation Board, said in Port Shepstone last night that the activities of the board had not been stepped up, but had become more noticeable because of the

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Number, make and type

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Police to break taxi boycott

Mercury Bureau

PIETERMARITZBURG — Police clamped down on pirate taxis in the Hammarsdale district yesterday in a bid to end a six-week bus boycott.

Labourers, who provide a large section of the Hammarsdale, Cato Ridge, New Germany and Pinetown work forces, began boycotting the buses when fares were increased last month.

Less than half of the KwaZulu-owned buses have been in operation as commuters continued their campaign in the nearby Mpumalanga township.

Early yesterday a contingent of police assisted inspectors of the Government's transport department on a clampdown on alleged pirate taxi operators who have converged on the area. Fifty were arrested.

Five vehicles said to be unroadworthy were removed from the road and their drivers were detained.

Brigadier H. A. Viljoen, deputy commissioner of the Natal Division, said 62 people had been summoned for various offences.

He said the boycott had been going on so long it had been thought it would be better to take action.

Police had been keeping a low profile and some commuters had been using the buses, but not to the full extent.

Only 22 of the 48 KwaZulu buses have been in operation.

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ONION RINGS — May Bennett, Ridgeworth

Peel and slice large onions, and separate the rings. Heat a pan; add oil. Dip the rings in milk and then coat with flour, and fry till brown in the hot oil. Drain the oil off on a paper towel, and season with salt and pepper.

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OLD FAMILY OR VINTAGE RECIPES

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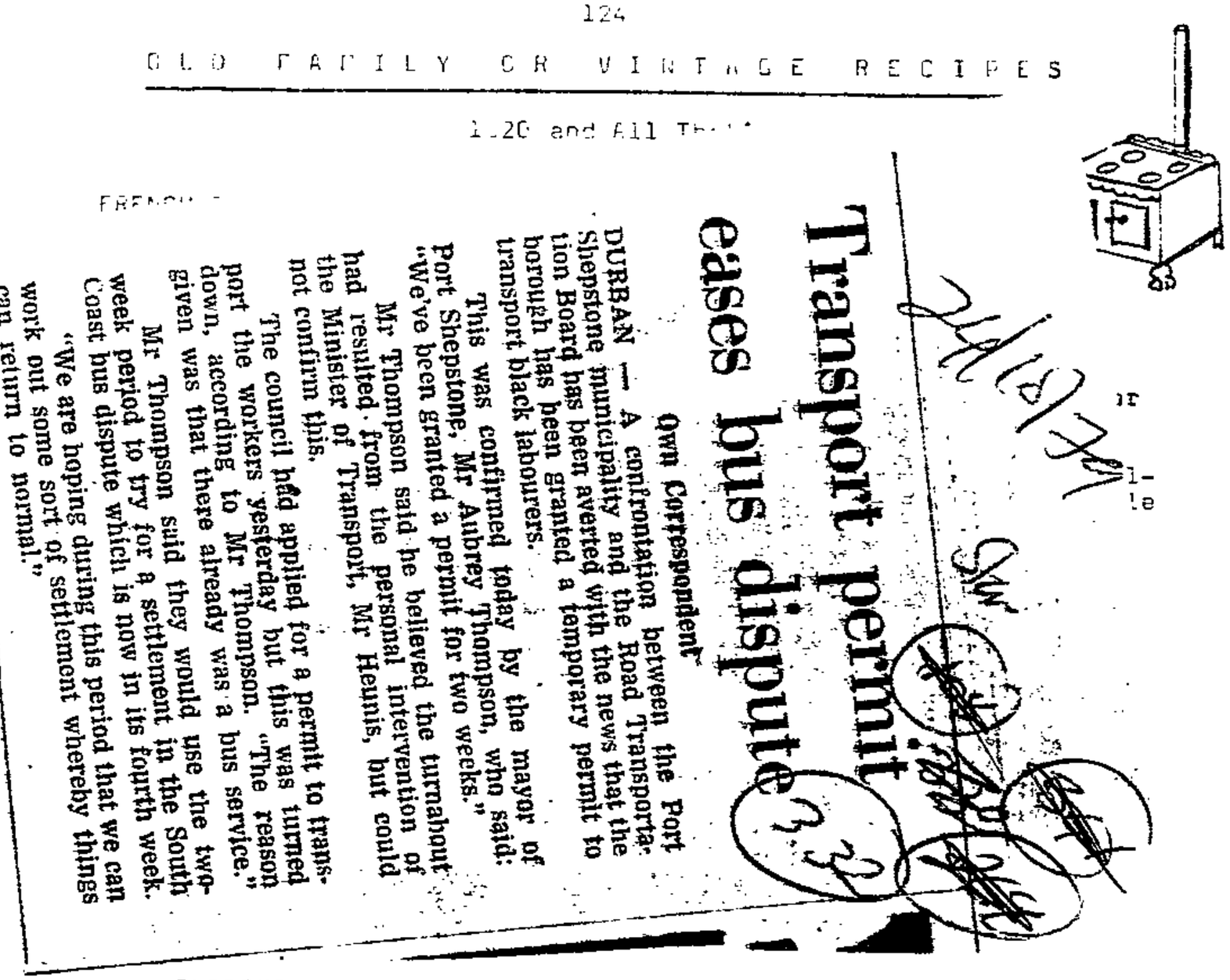

Transport permit eases bus dispute

Own Correspondent

DURBAN — A confrontation between the Port Shepstone municipality and the Road Transportation Board has been averted with the news that the borough has been granted a temporary permit to transport black labourers.

This was confirmed today by the mayor of Port Shepstone, Mr Aubrey Thompson, who said: "We've been granted a permit for two weeks."

Mr Thompson said he believed the turnabout had resulted from the personal intervention of the Minister of Transport, Mr Hounis, but could not confirm this.

The council had applied for a permit to transport the workers yesterday but this was turned down, according to Mr Thompson. "The reason given was that there already was a bus service."

Mr Thompson said they would use the two-week period to try for a settlement in the South Coast bus dispute which is now in its fourth week.

"We are hoping during this period that we can work out some sort of settlement whereby things can return to normal."

PLUM PUDDING — May Bennett, Ridgeworth

2 cups flour
1 t baking powder
1 large cup brown sugar
1 cup currants
3 beaten eggs
1/4 t ground spice
1 small cup chopped raisins
1/2 grated beef suet
1/2 pt milk
1/2 t salt
a little mixed peel finely cut

Mix all ingredients together well. Tie in a pudding cloth, and boil for three hours. Serve with hot nutmeg sauce. This recipe was used for Christmas dinner in 1916 by my mother and gran, who says "we used 1 cup of flour and 1 cup of stale breadcrumbs instead of 2 cups of flour. Very successful".

---oOo---

MUTTON, ROAST SHOULDER OF 1900

shoulder of mutton
dripping
salt
flour

Put the joint to a bright clear fire, floured well. Baste contin-

Thought for the day

THOSE who do not want to listen to you are simply afraid you might be right. But let not this deter you. Speak up, Brother, speak up.

Putco and Pitso must give us a fair deal

332
3/10/29
Post

LETTERS TO THE EDITOR

SIR — I want to draw attention to our transport companies, both Putco and Pitso.

As we travel with these buses from town to homelands, we are very much ill-treated by officials of both companies.

I have witnessed Putco regulators sjamboking an elderly lady in the queue at Marabastad. She was insulted and told to go to hell on Erasmus queue.

I have witnessed a Pitso bus driver pulling a bus to the side of the road at Kgabalatsane on the route to Bafokeng. The bus was full of commuters but the driver went into one of the houses along the road.

Really these are unpleasant situations we come across. You wait for a driver who is on duty but still does his personal calls on the way.

Surely I think the Pitso Transport Holdings' management knows about such behaviour from their employees.

To Putco management, I say we pay a very high price for the tickets but at the same time your people keep insulting passengers and sjamboking our women in queues. This is really unbecoming manner of treatment.

We invite Putco bosses to keep an eye at Marabastad during afternoon peak hours, they will see what I mean.

I also invite Pitso bosses to keep a close watch on their drivers, when they leave Erasmus Depot.

We expect good treatment from both these companies as they have raised their fares to high amounts. We have a right to claim fair treatment. If your black employees give us such treatment forgetting that the salaries given to them are the very fares we pay, then do not blame anybody for what has happened in Natal.

Can you please give us a fair deal, for we are human beings.

MORELLO.

Pretoria.

GENERALLY ACCOUNTING PRACTICE

QUESTIONS

DEFERRED TAX

A. Alpha Limited ... f new plant for R60 000 on 1 May 19.6. ... provided at 12½% p.a. straight line. ... llowance is granted for tax purposes, ... g 20% on the reducing balance. Tax ... h 19.6 and 42% in 19.7, and taxable in ... R45 000 and R50 000 respectively, ... years ended 31.12.19.6 and 19.7

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Boycott goes on buses stoned

DURBAN. — At least four buses were stoned in isolated flare-ups yesterday while black commuters continued to boycott Kwazulu-owned transport companies for the third week.

However, police said that the disturbances were caused by individual "trouble makers".

In Ladysmith the boycott is continuing, though the bus fares have reverted to the old prices.

The manager of Ezakheni Transport, Mr I McCourt, said nine buses had been in operation this morning but not a single seat had been taken.

Dr F Adendorf, managing director of the Corporation for Economic Development told commuters earlier this week that the fare increases would be done away with.

A spokesman for the Ezakheni Town Council said a meeting would be held at the weekend when the commuters would review the situation.

Representatives of four chambers of commerce — Newcastle, Ladysmith, Port Shepstone and Margate — have resolved at an urgent meeting that the Government should be asked for a 50% subsidy on the recent bus fare increase for blacks.

Mr Peter Easton, president of the Port Shepstone Chamber of Commerce, has appealed to all businessman in the area to cover all, or at least part, of the increased fares for their employees.

Meanwhile, Mr Trevor Aron, managing director of Marburg Manufacturers, where a strike which lasted two days followed the announcement of increased bus fares, said that he was making an immediate payment of 70c a week to each employee to ease the burden of the increased fares, and had promised a review of the wage scales. — Sapa.

Protest at rise in Lenasia bus fares

(332) POA 31/10/72

By GRAHAM BROWN
City Editor

PRESSURE is building up in Lenasia over the bus fare increases of up to 25% which came into effect last week.

The chairman of the Lenasia Residents and Ratepayers Association and the Peoples' Candidates Party, Dr R A M Salojee, wrote to the Minister of Transport earlier this month complaining that:

- Race discrimination forces Indians to live on the outskirts of Johannesburg, which means to get to work they pay the highest fares in the city;
- The local Lenasia Bus Service receives no fare subsidy similar to the State transport levies received by Putco and the multimillion rand payout by the Johannesburg City Council to cover operating losses of its transport department.

Dr Salojee said it was vital that the costs of transport to areas of employment and need be equitably shared.

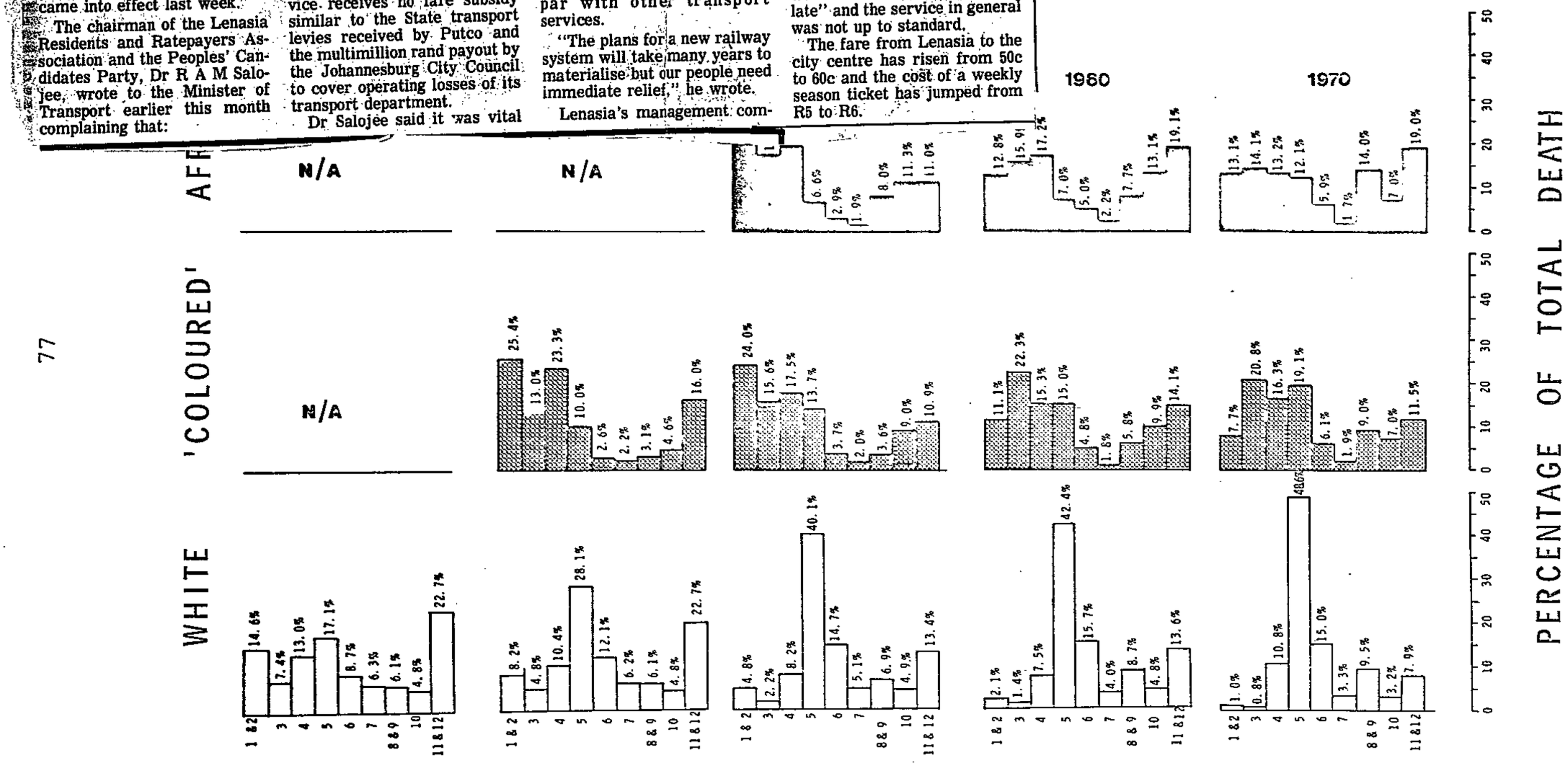
"We call on those in authority to right the wrong and place Lenasia public transport on a par with other transport services.

"The plans for a new railway system will take many years to materialise but our people need immediate relief," he wrote.

Lenasia's management committee intends to draft a letter to the Minister asking for fare subsidies, the LMC chairman, Mr C Dennis Pillay, said yesterday.

Other complaints, he said, were that buses were "always late" and the service in general was not up to standard.

The fare from Lenasia to the city centre has risen from 50c to 60c and the cost of a weekly season ticket has jumped from R5 to R6.



CTC reapplies for fare hike

332
1/11/79
DD

EAST LONDON — The Ciskei Transport Corporation which was forced by a Supreme Court order to reintroduce bus fees charged before a fare increase in September, has reapplied for a fare increase.

An application to the Port Elizabeth Road Transportation Board for the CTC to increase its fares was granted two months ago and the increase is currently effective in the East London and King William's Town area.

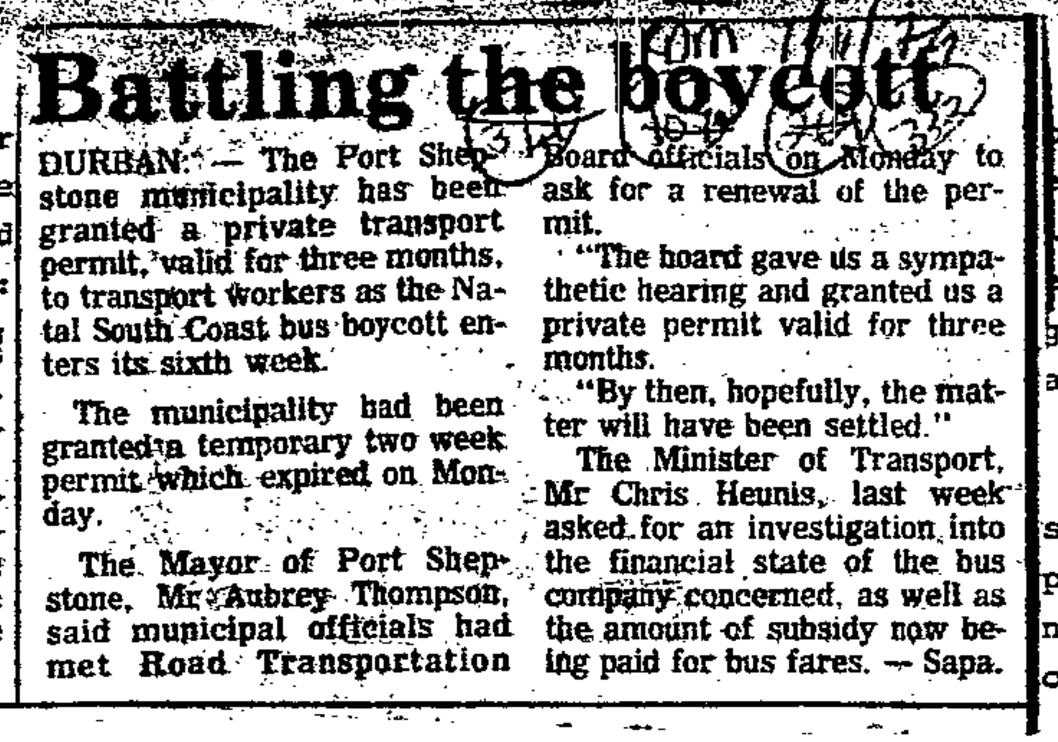
But an appeal by an East London woman for the company to revert back to the original fares was granted by the Supreme Court in Grahamstown.

The court ruled that the notice of application by the CTC to the board for the raising of fares did not conform to the requirements of the regulations as laid down by the law. The company was ordered to revert to its old fares by November 4.

The CTC announced it has reapplied to the Port Elizabeth Transportation Board for the reintroduction of its present fare level.

"The company is not to blame for this most confusing state of affairs," said the manager of the CTC, Mr H. G. Kaiser. "It is a result of a technical legal error caused when the appropriate authorities failed to publish the necessary details of the proposed increases in the Government Gazette as specified by the law."

Mr Kaiser said it was not possible to say when the fares presently in operation would be reintroduced. — DDR.



Battling the boycott

DURBAN. — The Port Shepstone municipality has been granted a private transport permit, valid for three months, to transport workers as the Natal South Coast bus boycott enters its sixth week.

The municipality had been granted a temporary two week permit which expired on Monday.

The Mayor of Port Shepstone, Mr Aubrey Thompson, said municipal officials had met Road Transportation Board officials on Monday to ask for a renewal of the permit.

"The board gave us a sympathetic hearing and granted us a private permit valid for three months.

"By then, hopefully, the matter will have been settled."

The Minister of Transport, Mr Chris Heunis, last week asked for an investigation into the financial state of the bus company concerned, as well as the amount of subsidy now being paid for bus fares. — Sapa.

2. CHOICE OF PROGRAMMES

So far, we have discussed methods of choosing means to obtain a given objective. But what tools are available to aid the choice of objectives themselves? Can anything be said on the question of the priority to be given to particular diseases or age groups, whether to allocate more to child welfare clinics or care of the aged?

Overall criteria are needed, and they have to be expressed in such a way that they can guide these detailed questions. Essentially, the problem is not only to relate resources used to objectives achieved, but to relate the various objectives to each other.

There are various means of doing this; but all of them require that expenditure be accounted for by the ends it is expected to achieve.

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objectives, involves the presentation of expenditure data according to the objectives to which it is directed. Thus, projects to combat TB would be grouped together, geriatric problems, sanitation programmes, etc.

This is necessary:

(a) to know the cost of pursuing each objective;

(b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis;

(c) to know the effectiveness of a given amount of money when spent on different objectives, so that choices can be formulated in terms of the alternatives we might afford - so many geriatric day care centres, so many child welfare clinics, etc.

Financial statistics are not traditionally arranged on this basis but in categories such as 'salaries', 'transport', 'medicines', etc. A separation, e.g. between expenditure on different disease groups or age groups cannot be made.

The grouping of expenditure into programmes is an art. Pole, an economist in the U.K. Department of Health, writes:

> "Programme structure should, in my view, be mainly determined by the decisions to the taking of which one wishes it to contribute... One might suggest that where decisions are primarily a matter of political or moral judgement - of determining basic priorities - one would want the activities to be compared to reside in different programmes - the mentally handicapped against the alcoholics; but where it is a more technical question of how particular objectives can best be achieved - drug therapy against behavioural therapy - one would want the activities to be compared to be within a particular programme. This distinction ties up with an economic jargon of slightly older vintage - that of cost-benefit and cost-effectiveness; and through that to the main stream of neoclassical welfare economics, which attempts to make a distinction between the choice of the composition of the basket of outputs and the choice of the set of resources from which each output is to be produced. The former is, in a broad sense, a question of tastes, values, or utilities; the latter is a question of techniques".

He adds:

> "In practice, it is not an easy matter to make a hard and fast distinction between technical matters and matters of values or utilities in the health services. From one point of view, the question whether to treat schizophrenics in hospital or in the community is a technical one. Which is the cheaper way to fulfil whatever are the society's requirements for the treatment of this group? But community care originally became fashionable as a good thing in itself. The practitioners are very apt to muddle the medical and economic arguments when it suits them, and the politicians and administrators equally so when it suits them, but the economist's concern is to keep them separate". [9]

Programme budgeting, then, entails the attempt at this separation, sorting out from the multiplicity of decisions those which can be made on the basis of administrative or economic, together with medical-technical criteria, and those in which the role of the public through political

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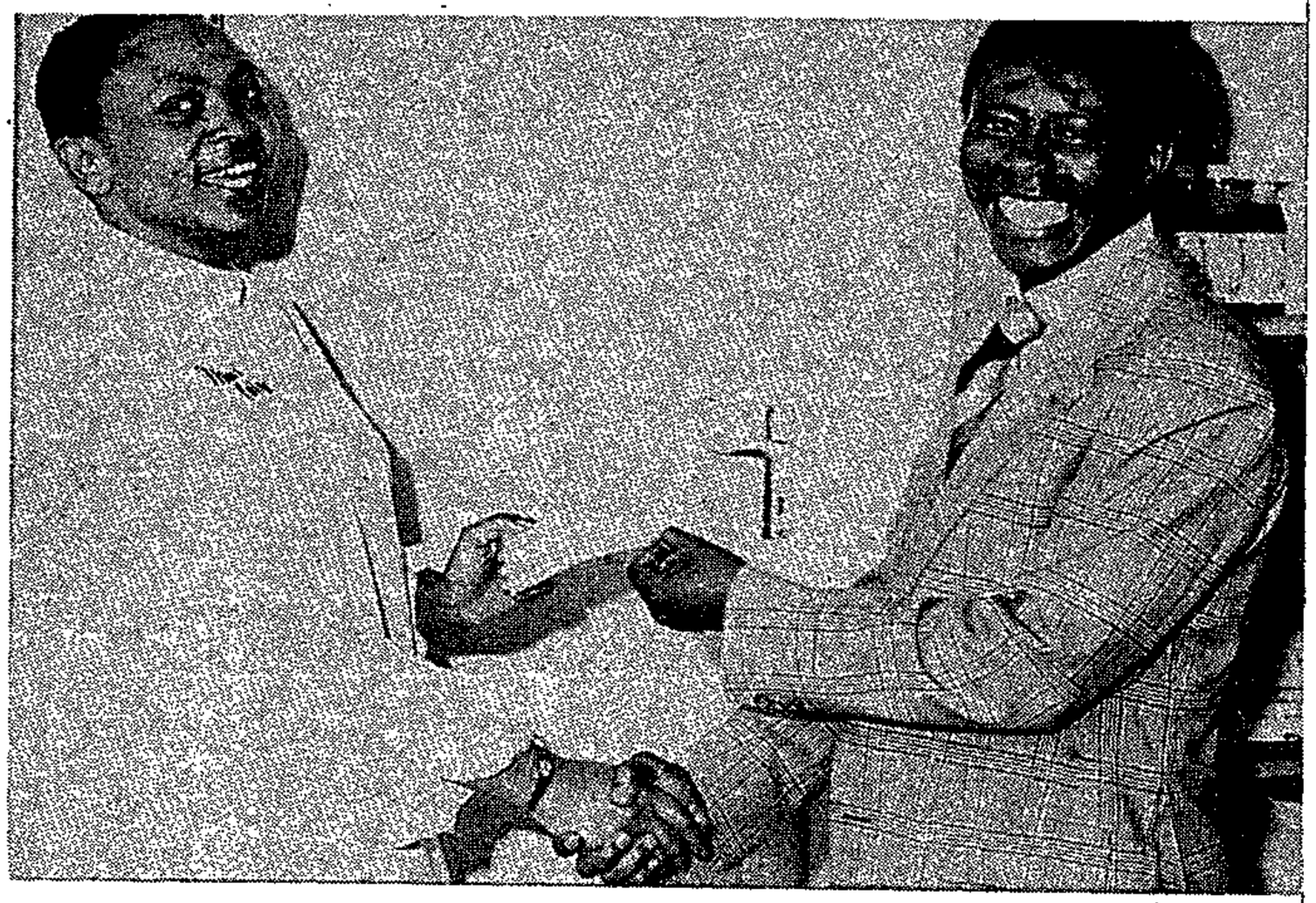
Bus boycott threat

Anger over Putco's 'No' to mourners



Miss Kgadi Musi of the New Africa Marketing presenting a cheque of R100 to the DCA's vice chairman, Mr John Motato.

By IKE MOTSAPI

MORE than 300 people who attended a memorial service for the Soweto Highway crash victims threatened to boycott Putco buses because Putco management refused to offer 50 buses for the burial on Sunday.

The service was held at Modisa Yo Botse Lutheran Church in Zone Four, Diepkloof. Another service was also held at Sefikeng Hall, Meadowlands and was organised by the Congress of South African Students (Cosas).

A speaker at the Diepkloof service was cheered when she called for the boycott of Putco buses starting from next Monday. She said it was ridiculous for Putco management to refuse to offer 50 buses to transport mourners during the burial on Sunday.

The speaker pointed out that most of the people who died during the accident where travelling in a Putco bus to work. The decision of whether to boycott Putco buses or not will be decided at another service due to be held today. at 6.30 pm.

The service will be held at the same venue. Another one will be held at the Methodist Church in Zone two.

Putco has offered a bus to each family during the burial. According to Putco's public relations officer, Miss J Gussenhoven, extra buses will be offered at reduced rates.

The Diepkloof Civic Association (DCA) has accepted an offer from the Black Funeral Undertakers Association (BFUA) to bury the dead free of charge.

The offer was accepted at the DCA's meeting held at the house of the chairman, Mr Isaac Mogase on Wednesday night.

The secretary of BFUA, Mr C S Poo, said his organisation offered to provide a hearse, family car and a coffin to each and every family.

An executive member of DCA, Mr John Motato, also told the meeting that the Soweto Bus Owners Association has also offered to provide 20 buses during the funeral.

The offer was also accepted by the meeting.

Representatives of various taxi associations attended the meeting. They promised to provide as many taxis as possible. They left saying that they were going to consult with their members and discuss the matter.

The New Africa Marketing, a black company from Soweto owned by Dr Nthato Motlana and Company, has donated R100 towards the burial of the 11. The South African Council of Churches (SACC) has donated R1 000.

The DCA has so far collected R1 792.

Father J Dala of St Michael Anglican Church in Alexandra said his church had started to collect funds to aid the bereaved families.

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0-1	0,17	0,08	0,10	0,21	0,78	0,29	0,49	0,48
	M	F	M	F	M	F	M	F
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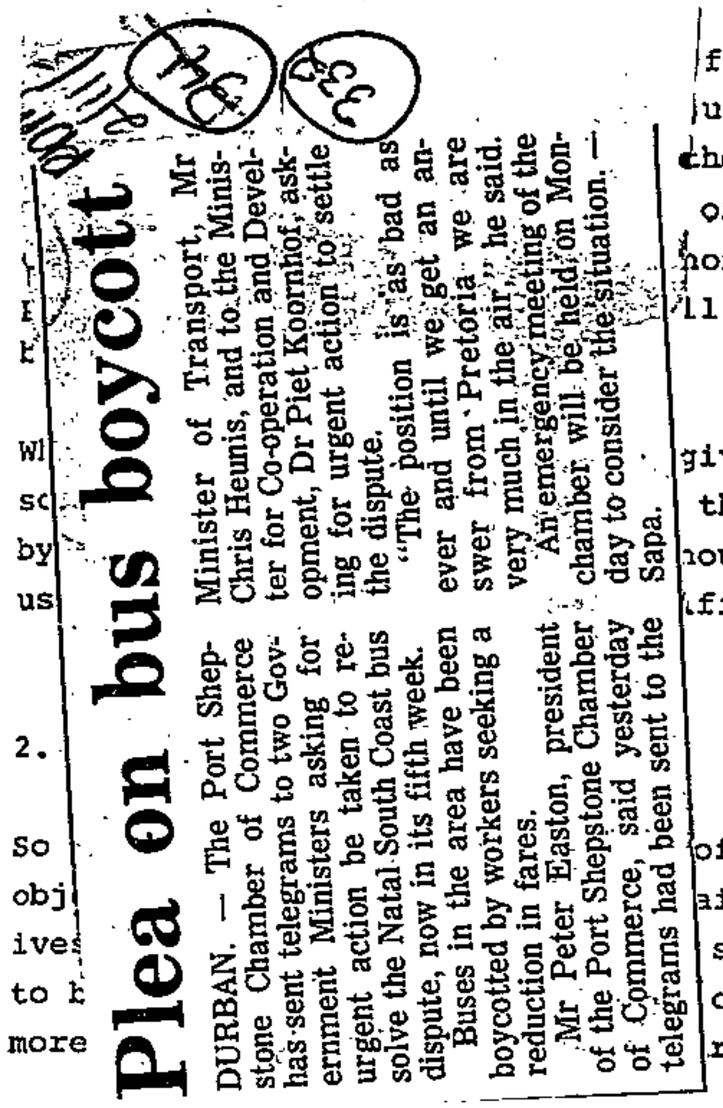

Plea on bus boycott

DURBAN. — The Port Shepstone Chamber of Commerce has sent telegrams to two Government Ministers asking for urgent action be taken to resolve the Natal South Coast bus dispute, now in its fifth week.

Buses in the area have been boycotted by workers seeking a reduction in fares.

Mr Peter Easton, president of the Port Shepstone Chamber of Commerce, said yesterday telegrams had been sent to the Minister of Transport, Mr Chris Heunis, and to the Minister for Co-operation and Development, Dr Piet Koornhof, asking for urgent action to settle the dispute.

"The position is as bad as ever and until we get an answer from Pretoria we are very much in the air," he said.

An emergency meeting of the chamber will be held on Monday to consider the situation. — Sapa.

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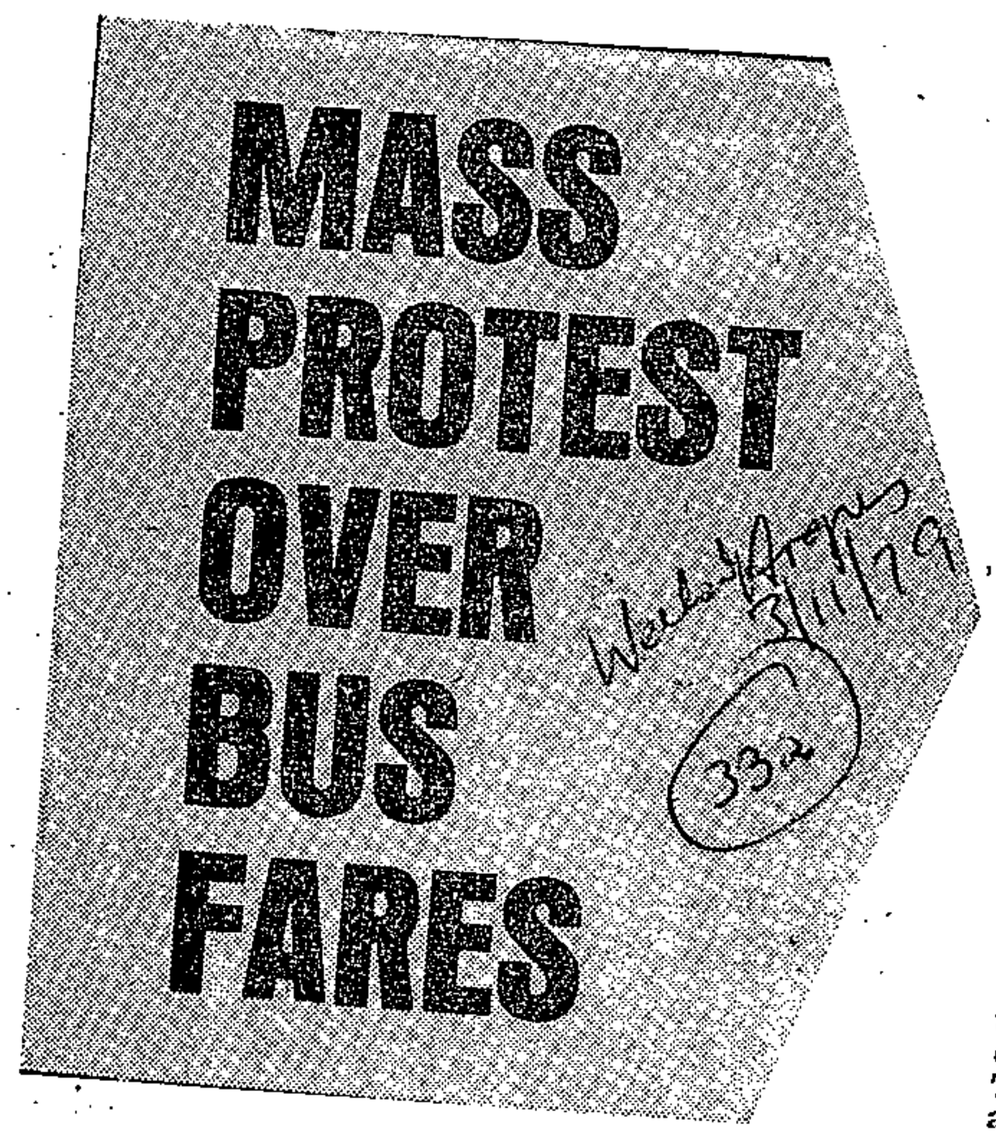

WEEKEND ARGUS,

Mitchell's Plain residents meet

A MASS protest meeting in the Westridge Civic Hall on Monday night will be held by Mitchell's Plain residents against bus fares, rates, house prices, Lentegeur policy and local government representation.

The meeting held by the Combined Mitchell's Plain Residents' Association (Compra) has been brought on by the second bus fare increase application this year which, if it is granted, will mean cash fare hikes of more than double this year.

Main speaker at the bus fare increase protest will be Mr Rommel Roberts, the man who recently challenged the Local Road Transportation Board's approval of City Tramways bus fare increases of between 60 and 100 percent, and had the fares ordered back to their pre-July level by the Cape Supreme Court.

Other speakers will be Mr Paul Patience, the executive member for transport for the Westridge and Portlands Ratepayers' Association.

Mr Patience, who is one of the 800 coloured shareholders in Associated Bus Holdings, the company which owns the Mitchell's Plain and Atlantis bus services, is one of the objectors to the fares application.

"There is no way my dividends from my few shares begin to offset what these hikes this year are costing me," he said.

In January, the Mitchell's Plain bus service successfully applied for increases of between 15 and 67 percent.

This application will mean that some cash fares will rise between 50 and 150 percent for the year, if granted before the end of 1979.

For example: The December fare on internal routes was six cents. The new fare applied for is 15 cents. For children, the same route fare was four cents in December and the new fare is for 10 cents.

The Nyanga Station/Visitors Bureau fare was 14 cents and the hoped for fare is 30 cents — or 114 percent.

For children the figures are nine cents and 16 cents — 78 percent. From Nyanga Station to Mitchell's Plain the figures are 20 cents, 35 cents and 75 percent.

From Hanover Park to the Visitors Bureau, the figures are 20 to 30 cents or 50 percent.

The meeting will start at 8 pm.

Jan

if it is too thick. Chill in a large bowl. Before serving pour on sour cream and sprinkle with chopped

Cat

, bring to boil.
from heat and soak
again, add rest of
eans are tender. Cool.
. Purée remaining
ly. Put a few reserved
Sprinkle with Worcester
Garnish with cream and
.

Sue J

Serve with whipped cream.

Peel brinjals and cut into Julienne strips.
Put into enamelled pot and cover with white vinegar and bring to the boil. Cook for as short a time as

The team should consist of a doc
aids' (such as first aid workers
should undertake pre-employment

At present, writes Levy, apart f
Cooper, *41) and arrangements in
treat industrial accidents and/o
are at least three organisations
Cape Western branch of the South
(about 20 doctors), the Occupatic

At the end of 1970, more than 70% of the White population but less than 1,5% of the Black population were covered by medical schemes. Cooper lists four types of medical schemes: those initiated by employers, those run by insurance companies, those initiated and run by trade unions and those established under industrial councils.

Industrial councils are formed by registered trade unions and employer associations in an industry to fix wages and working conditions, under the Industrial Conciliation Act. Africans, because they cannot be members of registered unions, do not participate in the bargaining process, but the

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was minimised.

The team is also involve
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visits, health education
is about R20 a year for

Cooper focuses on medica
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often operate on the pri
as finances build up), a
paid workers, demand hig
and a wider range of ben
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programmes - than medica

TRENCOR/MOBILE

Looking Better

Activities: *Investment holding company in the road and air transport sector in the Cape and SWA, as well as trading and manufacturing. Mobile Industries holds 49,3% of the equity, while the directors directly and indirectly hold 28%.*
Chairman: *N I Jowell.*
Capital structure: *1,4m ordinaries of 50c. Market capitalisation: R6,8m.*
Financial: *Year to June 30 1979. Borrowings: long- and medium-term, R8,6m; net short-term, R3,1m. Debt:equity ratio: 74,5%; Current ratio: 1,7. Net cash flow: R4,2m. Capital commitments: R683 000.*
Share market: *Price: 490c. (1978-79: high, 490c; low, 310c; trading volume last quarter, 8 000 shares). Yields: 42,1% on earnings; 9,0% on dividend. Cover: 4,7. PE ratio 2,4.*

	'76	'77	'78	'79
Return on cap %	20.6	25.7	15.3	17.7
Turnover (Rm)	44.2	53.8	51.1	68.5
Pre-tax profit (Rm) ..	3.6	4.3	2.7	4.2
Gross margin %	9.9	9.9	7.4	8.2
Earnings (c)	124.3	162.2	121.3	206.5
Dividends (c)	32	35	35	44
Net asset value (c) .	670	791	884	1 076

MOBILE
Share market: *Price: 160c. (1978-79: high, 160c; low, 95c; trading volume last quarter, 10 000 shares). Yields: 36,9% on earnings; 8,4% on dividend. Cover: 4,4. PE ratio: 2,7.*

	'76	'77	'78	'79
Earnings (c)	11,0	44,1	37,9	59,0
Dividends (c)	9,5	10,5	11,0	13,5
Net asset value (c) .	211	221	270	333

Despite operating in an industry affected by the recent fuel conservation measures, Trencor lifted pre-tax profit 53,9% to R4,2m (R2,7m) and improved trading margins. And chairman Neil Jowell expects the prime profit source, trailers, to increase its contribution again.

The big improvement in group sales and profits stemmed from a recovery in the Henred-Fruehauf trailer division, which reported buoyant trading despite slack private sector demand. The reasons for the improvement were that public sector orders offset lack of private demand, and the container facility, opened in August last year, beat target. This factory, in KwaZulu, operated at a profit after three months, and was up to full capacity by January. Container sales contributed

TAXED PROFIT CONTRIBUTION (%)

	1979	1978	1977
Engineering.....	38,0	1,3	29,9
Trading/other	41,4	38,7	24,1
Transport.....	20,6	60,0	46,0

ificant changes took place in lance sheet. Working capital was ed by additional long-term borrowaised when rates were more favourand the result was a better balance en long- and short-term money. erm borrowings, including the new 11,1% debentures and a R1,6m comprised 65,7% (54,4%) of the n (R8,1m) total borrowings. Despite ncrease, the group remained liquid higher 1,7 (1,6) current ratio and a ,5) times cover on annual interest easing payments. And annual gross Flow covers total debt 0,4 times.
reased borrowings and creditors fid higher stocks of R11,6m (R10,6m), a 29,4% higher fixed asset balance, rising extensions and additions to ufacturing capacity, and vehicles. last year's higher trading profits saw eturn on capital employed rise to (15,3%), and it should rise again

pex for the current year is planned at n, which will be financed internally. increased dividend cover last year additional finance arranged in conction with this year's cash inflow ld mean these plans do not hinder end potential.
obile Industries derived R302 000 last from its 49,3% interest in Trencor's dend disbursement, accounting for % of pre-tax income. This proportion d well increase as Trencor appears for a good year and should pay a set for a higher dividend. Finance income is the

Financial Mail November 9 1979

Trencor, at 490c, is on a 22-month high yielding an historic 9,0%. Mobile, also on a high of 160c, yields 8,7% and trades more freely, offering an easier way into Trencor.

Des Kilalea

group's other main profit source.

DISCUSSION

The crude death rates and the s
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The interpretation of these fi
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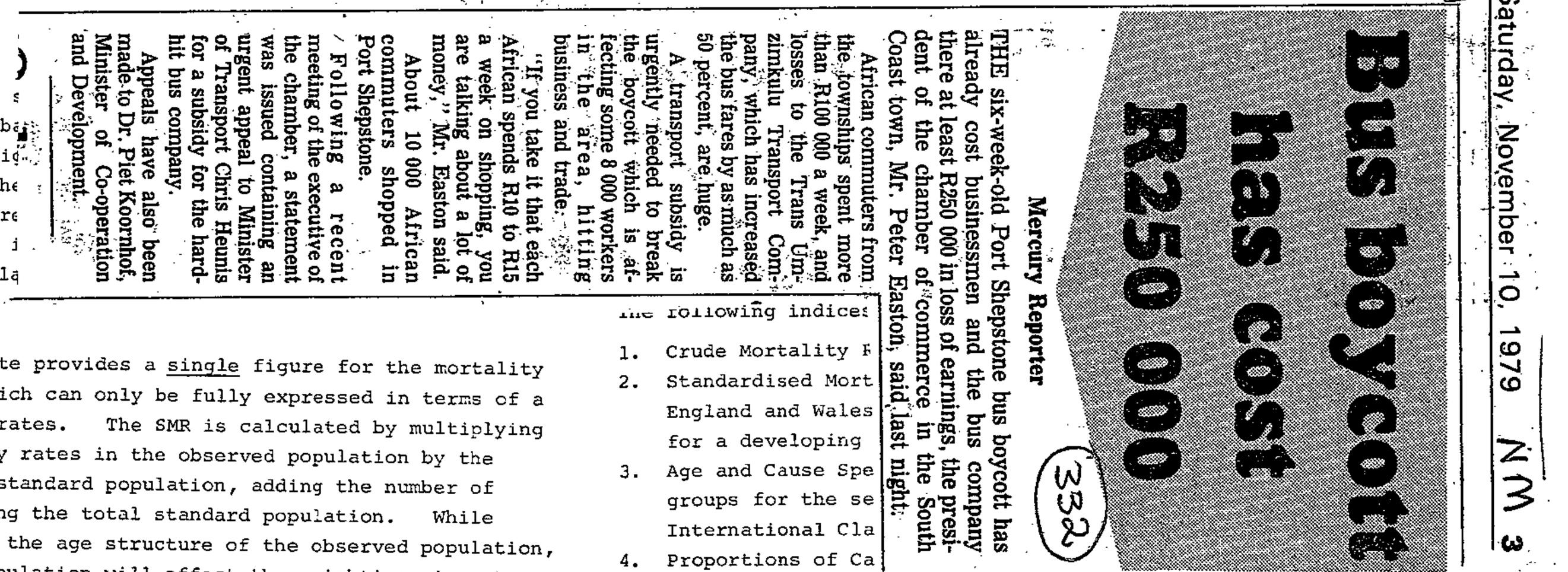

Saturday, November 10, 1979 NM 3

Bus boycott has cost R250 000

Mercury Reporter

THE six-week-old Port Shepstone bus boycott has already cost businessmen and the bus company there at least R250 000 in loss of earnings, the president of the chamber of commerce in the South Coast town, Mr. Peter Easton, said last night.

African commuters from the townships spent more than R100 000 a week, and losses to the Trans Umzimkulu Transport Company, which has increased the bus fares by as much as 50 percent, are huge.

A transport subsidy is urgently needed to break the boycott which is affecting some 8 000 workers in the area, hitting business and trade.

"If you take it that each African spends R10 to R15 a week on shopping, you are talking about a lot of money," Mr. Easton said.

About 10 000 African commuters shopped in Port Shepstone.

Following a recent meeting of the executive of the chamber, a statement was issued containing an urgent appeal to Minister of Transport Chris Heunis for a subsidy for the hard-hit bus company.

Appeals have also been made to Dr. Piet Koornhof, Minister of Co-operation and Development.

332

152

The standardised mortality rate provides a single figure for the mortality experience of a population which can only be fully expressed in terms of a series of age specific death rates. The SMR is calculated by multiplying all the age specific mortality rates in the observed population by the corresponding numbers in the standard population, adding the number of deaths so obtained and dividing the total standard population. While this figure is independent of the age structure of the observed population, the choice of the standard population will affect the weighting given to the deaths in the various age groups. The choice of an underdeveloped population as a standard will give great weight to infant deaths and little weight to deaths among the elderly, while a developed standard population will reverse the position. The choice of standard population affects the ranking of the mortality between the observed groups. There is no 'true' answer. As the Duke of Wellington said: 'There are lies, damned lies, and statistics'!

Infant mortality rates are summarised in Fig. 3. Once again, difficulty is experienced in obtaining data for Africans. Birth statistics for Africans are not published by the central government. The various medical officers of health[9] have estimated the infant mortality rates for their urban areas. These show considerable variation. (See also ref.15). A mean figure and the range are given in Fig. 2. These de facto figures should be interpreted with caution as sick infants are often brought to the cities from rural areas. An indication of the situation in the rural areas is given by a sample survey carried out in Cape Town and Transkei among Xhosa-speaking Africans.[12] An increase in infant mortality was observed with decreasing urbanisation, the figure for the completely rural areas being of the same magnitude as those parts of the world devoid of medical services. Fig. 4 summarises the age specific mortality rates of

the following indices

1. Crude Mortality F
2. Standardised Mort
   England and Wales
   for a developing
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   groups for the se
   International Cla
4. Proportions of Ca
5. Infant Mortality
6. Expectation of Li
7. Competing Mortali
   population under t
   particular cause of death were eliminated. It gives an indication of the relative effect of that cause on the expectation of life.

The calculation of rates involves a knowledge of the base population age specific population. No official estimates of this are available for inter-censual years. For whites, Asians and 'coloureds, the 1970 population has been projected forward using the age specific survival rates from 1970 and taking into account the actual births and deaths in the 0-4 age group. Allowance was made for migration.

For Africans, a different procedure was adopted as a population figure for only part of the country was required. The 1970 age distribution[10] by magisterial district was used, the numbers being adjusted by the 1974 gross population estimates by economic region.[11]

14/11/79 DD 332

CTC bid to increase fares

EAST LONDON — The Ciskei Transport Company has applied to the local Road Transportation Board to increase bus tariffs in the homeland.

Making the application are a member of the Ciskei Legislative Assembly and former Mayor of Mdantsane, Mr Garnet Manna Mpepo; a government nominee on Council, Mr Christopher Solomzi Qubeka; a senior lecturer at Fort Hare, Mr Coax Honestus Tamsanqa Lalendle and an ex-officio member of the legislative Assembly, Chief Alphin Mbuso Mqalo, of Alice.

Others are Mr Francois Stofberg Meisenholl (chairman), Mr Daniel Jacobs Viljoen (managing), Dr Johan Adendorff and Professor Pieter Johannes Welgemoed. In their application which appeared in the Government Gazette of November 23, they are named as directors of the Ciskei Transport Company, which trades as Gompo Transport and Bhisho Transport.

The applicants of Gompo ask for an amendment of fare schedules due to additional increase in respect of fuel, labour and other operating costs totalling approximately R870 120 a year.

Bhisho transport, in its application, asks for an amendment of fares due to increased costs since January this year totalling approximately R3 402 284 a year. The CTC operates with 427 buses.

When an announcement was made that bus tariffs were going to be increased there were objections and a court order was sought in October. The court ruled that increased fares were invalid and ruled the old fares should be reinstated.

The local Road Transportation Board later referred the matter to the National Transport Commission in Pretoria for consideration and decision.

The commission is due to hear representations about increased bus fares in Port Elizabeth.

A Port Elizabeth attorney, Mr Herbert Fischat, who is acting on behalf of the objectors, said in terms of the Road Transportation Act of 1977, such applications were normally referred to the local Transportation Board when objectors would have opportunity to make representations.

Mr Fischat said the matter had taken a different turn. The right of objection had been taken away as the Act did not make provision for an appeal against the finding of the commission.

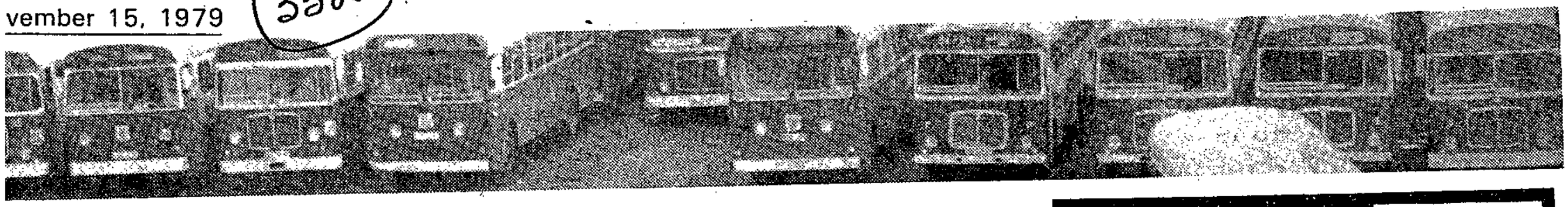
Mr Fischat said he was going to oppose the hearing of the matter by the commission.

LIFO for many years, assuming a trend of meaningless as it gr inventory valuation.

The apparent effect reveals a weakening there is actually a capital position.

Example 6

LIFO is applied for the first time during the current year and the LIFO adjustment (being the difference between the FIFO valuation and LIFO valuation of end of year inventory) is R10. The tax rate is 40%. Assume a bank balance of R20 and that tax is paid therefrom.



Getting down to bus basics

Insight
Dennis Henshaw

I HAVEN'T used a Corporation bus in 20 years, but I like to know that there's a regular service going past my house, just in case I might ever need to use it.

Multiply that personal statement by about 100 000 and you have the formula for the Durban Transport Management Board's inevitable annual deficit.

"I carry less than 10 percent of Durban's White population. Just about everyone in Durban insists on using his motor car — for work, for shopping, for pleasure — but expects us to maintain a frequent, cheap, night-and-day service in case of emergencies."

So says Mr. Marshall Cuthbert, general manager of the DTMB, targetman of every bus-user ("everyone of whom is an expert on public transport"), ratepayer, crank, trolley-bus freak, the odd city councillor with a chip on his shoulder, and a newspaper columnist whose hobby-horse is the 43 bus.

Complaints

Last week's cutbacks in bus schedules, which see most of the city's buses back in the garage by 8.30 p.m., and with swinging slashes in off-peak periods, have brought the usual crop of complaints.

But added to previous cuts in July, they have enabled Mr. Cuthbert to lop his estimated 1979/80 deficit from R3 400 000 to R1 500 000, the lowest for five years. He aims to reduce it even further.

Take the inflation factor into account and the R1 900 000 saving, in a year when the diesel price increased by 200 percent, becomes much more significant.

The DTMB has had to balance a number of tricky equations on the way and answer questions with statistics, which the public asks with its emotions. Such as:

- Don't increased fares and reduced services drive customers away? Wouldn't it rather pay to reduce (or stabilise) fares and increase frequencies?
- What about a multi-racial fleet? Wouldn't desegregation wipe out the deficit?
- Surely there's a call for an after-show run out to the suburbs?
- Why not use a small fleet of smaller buses for off-peak periods?

Most of the suggestions and complaints emanate from the individual wail: "Why isn't there a bus exactly when I need it?"

Closer

And for the past two and a half years this is precisely what Marshall Cuthbert and his staff have been trying to provide — a bus service tailored to the needs of its customers.

They're getting closer all the time, not losing too many customers on the way, paying those soaring fuel bills and reducing that deficit which the ratepayers and the City Council hate.

"At first," says Mr. Cuthbert, "we gave the public a service which was more elaborate than they were prepared to support. Now we're getting closer to their basic needs.

"We know we're inconveniencing some people; we're sorry, but we must. We can't run evening trips for two or three people — we weren't covering the cost of the diesel."

And he warns that there are probably further schedule cuts to come.

Subsidy

We are looking basically at the problem of Durban's White buses. The "green mambas" look after themselves.

With a 50 percent (plus) Government subsidy on fares, they break even. Patronage remains at a steady level, fluctuating only in sympathy with economic conditions.

But there has been a social revolution in White society since the age of the tram.

One post-war family in 10 owned a car, which usually was only used at weekends. Commuting by public transport was the accepted norm.

By the 60s it had become a car per family, then another car for the wife (working or otherwise), until today it is often a car for each member of the family.

"Now in South Africa we have a generation which has never used public transport was the accepted And throughout the Western world passenger loss on public transport is in direct relation to car population.

An orphan

"Add to this the population move out to the suburbs — longer, unprofitable bus routes — and a society orientated to comfort and convenience, and municipal transport has become an orphan."

Proof of his point came in an overseas visit last year. Mr. Cuthbert found that Edinburgh and Newcastle have similar-sized bus fleets to Durban.

Edinburgh's carries 145 million passengers a year, Newcastle's carries 140 million, Durban's carries 83 million (Black and White).

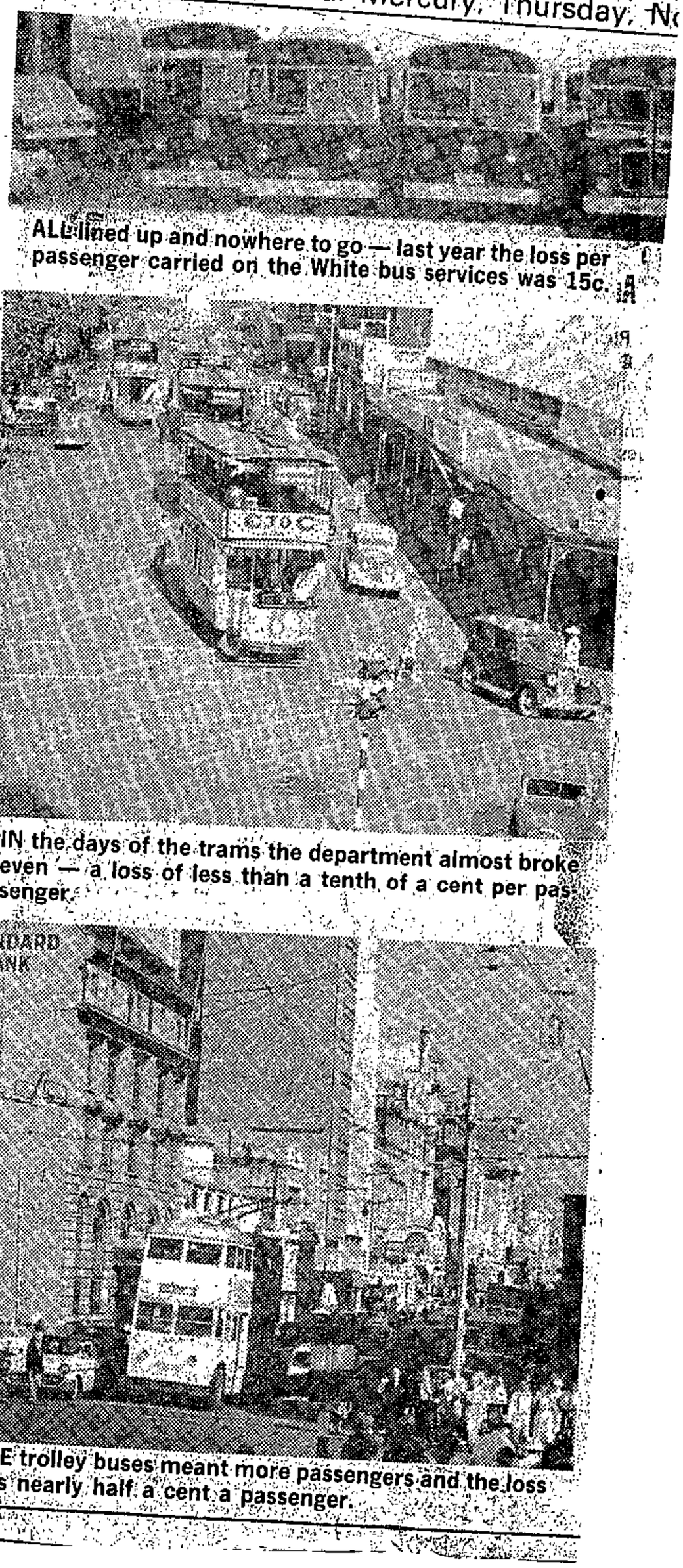
Condemning South African public transport to eternal orphanhood, according to Mr. Cuthbert, is the fact that there is no political muscle to tackle the problem in this country.

"In Europe, 60 percent of MPs and councillors use public transport; here I doubt if the figure is higher than five percent. With the lawmakers themselves affected, there has to be more awareness.

"And in South Africa there are big vested interests in the motor car. I don't see our White passenger loss trend ever being halted."

15/11/79

(358)



ALL lined up and nowhere to go — last year the loss per passenger carried on the White bus services was 15c.

IN the days of the trams the department almost broke even — a loss of less than a tenth of a cent per passenger.

THE trolley buses meant more passengers and the loss was nearly half a cent a passenger.

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,52	0,18	0,50	0,41	2,02	1,56	1,26	1,20
1-4	0,05	0,05	0,02	0,07	0,45	0,26	0,23	0,18
5-24	0,03	0,01	0,05	0,04	0,09	0,06	0,09	0,07
25-44	0,03	0,01	0,04	0,05	0,23	0,09	0,13	0,06
45-64	0,07	0,07	0,21	0,11	0,36	0,13	0,26	0,07
65+	0,18	0,13	0,00	0,15	0,47	0,18	0,44	0,15
ALL	0,06	0,04	0,07	0,06	0,25	0,14	0,17	0,12
NO.	128	85	26	23	289	164	366	187

Action on bus fares queried

A DIRECTOR and an employee of the Mitchell's Plain Bus Service submitted further affidavits in the Supreme Court, Cape Town, today alleging that they had told the applicant for an interdict against them, Mr Paul Patience, of the existence of the Local Road Transportation Board and its functions.

In a replying affidavit, Mr Patience admitted that they may have mentioned the LRTB during the meetings mentioned in their affidavits but that it had left no impression on him as to his rights as a commuter to appeal or to oppose busfare increases.

Mr Patience has applied for an interdict against the LRTB's decision to grant bus fare increases applied for by the bus company which were granted in February this year.

TIME DELAY

In his argument, Mr H Snitcher QC for Mitchell's Plain Bus Services said that Mr Patience did not have a clear right to bring a review action and that the time delay factor before bringing this action for the interdict was too great.

'Public bodies continue to perform their functions in the belief that what they are doing is correct.

Because there was no immediate reaction or attack on the decision of the board in February, they were obliged to renew and issue fresh certificates on the basis of that decision,' he said.

CERTIFICATES

The board had issued new certificates in June, operative from July 1, after an application by the bus company in June.

This had not been advertised, he said in reply to a question from the Bench because the law did not require it.

'Perhaps it flows from the legislature's intention that if a matter has not been dealt with before renewal then too much time will have elapsed.'

PUBLIC INTEREST

Where a long time had elapsed and new circumstances were in operation, then it was in the public interest that public bodies should not be subject to this sort of action where it could not be satisfied because it did not exist any more.

Mr Justice Watermeyer, acting Judge President of the Cape sitting with Mr Justice Friedman, is on the Bench.

Mr J Foxcroft, instructed by Syfret Godlonton-Fuller More Inc is appearing for Mr Patience. Mr H C Nel, SC, assisted by Mr G D van Schalkwyk and instructed by the Deputy State Attorney, appears for the chairman of the LRTB. Mr H Snitcher QC, assisted by Mr S Selikowitz and instructed by R Asherson and Company, appears for the Mitchell's Plain Bus Company.

(Proceeding)

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	2,90	2,22	7,81	4,85	32,20	28,78	13,54	14,15
1-4	0,22	0,28	0,90	0,69	5,32	5,45	2,46	2,13
5-24	0,05	0,06	0,17	0,11	0,21	0,23	0,18	0,16
25-44	0,20	0,12	0,37	0,33	0,94	0,72	0,66	0,52
45-64	1,46	0,92	3,33	1,85	4,88	2,14	2,75	1,72
65+	11,52	7,89	16,51	13,42	20,07	10,49	9,32	6,19
ALL	1,12	0,97	1,22	0,79	2,87	2,22	1,37	1,24
NO.	2336	2019	430	282	3270	2588	2858	1951

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	9752	7928	1135	804	3114	3140	2390	1921

HONEY CAKE

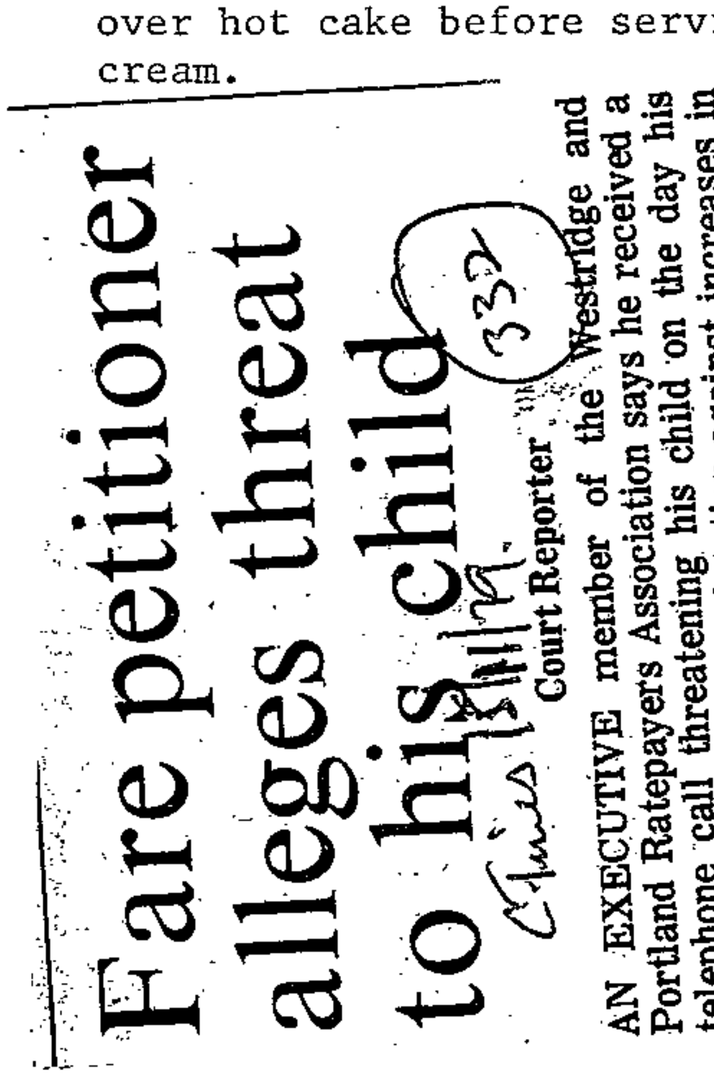
Jan

1 cup flour
4 t baking powder
2 T butter
1 egg
½ cup sugar
¼ t salt
½ cup milk

3 T honey
1½ T butter

Sift dry ingredients. Heat milk and 2 tablespoons butter until melted. Beat egg and add to milk and butter. Mix with dry ingredients and bake in buttered fairly deep pie dish approximately 20 minutes at 350°F or 180°C.

Melt honey and 1½ tablespoons butter and pour over hot cake before serving. Serve with whipped cream.



Fare petitioner alleges threat to his child

Court Reporter

AN EXECUTIVE member of the Westridge and Portland Ratepayers Association says he received a telephone call threatening his child on the day his attorney first threatened action against increases in Mitchell's Plain bus fares.

Mr Paul Patience was making a replying affidavit during an urgent application for an interdict against the chairman of the Local Road Transportation Board and Mitchell's Plain Bus Services Limited.

He was asking for a court interdict restraining the bus company from acting on the approval by the board of tariff increases. The decision was put into operation on February 19.

Mr Patience asked that the interdict act pending a review of the decision. He also asked for the bus company to be restrained from charging the higher fares.

Mr Patience, a clerk, said that last December the company applied for "drastic" increases in tariffs — amounting to about 17 to 67 percent. With every day that passed, the company obtained fares income to which it was not entitled.

Only after the Rommel Roberts case did he realize that the Mitchell's Plain bus fare increases might be set aside on the same basis.

"Furthermore I submit the board was well aware after the Roberts judgment that increased fares of other companies — amongst them the Mitchell's Plain bus company — were invalid for the same reasons."

Asked if he drove to work, Mr Patience said he stood at the bus stop but if the bus had not arrived by the time his brother passed, he would get a lift with him.

"I am not surprised at the allegations. For the past few days I have been uncomfortably aware of being watched and while I have no knowledge of the identity of the apparently anonymous informer of the company, I received a telephone call threatening my child late on November 8 — the same day that my attorney first threatened legal action in this matter."

Mr J G Foxcroft, for Mr Patience, submitted that the meeting of the board was inadequately advertised. Potential objectors were not given enough information. He submitted that Mr Patience was entitled to review the board's decision.

Mr H C Nel, SC, for the board, submitted that Mr Patience had not established that he would succeed in the review proceedings. Power to review was discretionary and one ground on which the court would refuse to exercise this was unreasonable delay.

Also, the permits granted to the company in terms of the board's decision expired on June 30.

The hearing continues today.

Mr Justice Watermeyer is sitting with Mr Justice Friedman. Mr J G Foxcroft, instructed by Syfret, Goldreich-Fuller Moore Inc, is appearing for Mr Patience. Mr H C Nel, SC, assisted by Mr G D van Schalkwyk, instructed by the Deputy State Attorney, is appearing for the Local Road Transportation Board. Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson, is appearing for Mitchell's Plain Bus Services Limited.

if it is too thick. Chill in a large bowl. Before serving pour on sour cream and sprinkle with chopped chives.

BEAN SOUP (Serves 8)

Cat

1 pkt sugar beans
1 slice beef shin or soupmeat
1 Kassler rib or bacon bones
handful soup celery chopped
2 bay leaves
1 onion studded with 8 cloves
2 carrots, chopped
2½ litres water
salt & pepper to taste

r with water, bring to boil.
es. Remove from heat and soak
ng to boil again, add rest of
mmer till beans are tender. Cool.
1 cup beans. Purée remaining
Heat slowly. Put a few reserved
rving bowl. Sprinkle with Worcester
th soup. Garnish with cream and
r croûtons.

LS

Sue J

cut into Julienne strips.
d pot and cover with white vinegar
and bring to the boil. Cook for as short a time as

BID TO STOP PUTCO BUS FARE INCREASES

PUTCO is to be taken to court to challenge the recent hikes in the busfares.

The validity of the increases which affected people from all over the Reef is being challenged by Miss Kathleen Mulligan of Mid-Ennerdale near Grassmere. She is challenging Putco on the basis of their notice in the Government Gazette.

She maintains that their notice in the gazette was not properly published. She says the application form applying for the increases was not properly filled. The court will be asked to set aside the increases.

Officials from Putco said they could not comment as the matter was still sub judice. They have already been served with Mrs Mulligan's papers.

Mrs Mulligan said within a year Putco has increased the fares on three occasions — June and November last year and October this year.

She says before she was paying R3,80 for a weekly ticket, but she is now paying R4,80.

Mrs Mulligan said she was involved in the residents association in Mid-Ennerdale. Many people have been coming to her to complain about the increased fares. This has made her to take it upon herself to challenge Putco.

Mrs Mulligan is citing Putco and the Local Road Transportation Board in her papers.

Clash looms over bid to raise fares

EAST LONDON — A clash is looming over a new CTC bid to increase its bus fares.

And the application assumes even more significance with a claim by an attorney yesterday that the CTC had not reduced its bus fares as ordered by the Supreme Court in Grahamstown.

The proposed increase would affect thousands of commuters in the Border - East Cape area.

In notices in the Government Gazette of November 9 the CTC stated that it was applying for an amendment of tariffs due to the increased cost of fuel, labour and other operating costs which will amount to R870 120 a year.

This follows the recent Supreme Court order forcing the CTC to reduce its fares on the grounds that its most recent increase had been granted on an application which did not comply with the terms of the Road Transportation Act.

In terms of the new application interested parties are allowed to lodge objections within 10 days to the secretary of the local Transportation Board in Port Elizabeth.

A Port Elizabeth attorney, Mr Herbert Fischat, said yesterday he was acting on behalf of those who had already lodged objections to the local Road Transportation Board, among them Mrs Maria Brauns, a Buffalo Flats divorcee, the Institute of Race Relations in East London and church organisations.

Mr Fischat said objections had been lodged because no proper motivation for the increases was set out in the gazetted application.

Meanwhile commuters said the CTC had not reduced its fares as ordered by the Supreme Court.

But the group manager, Mr H. G. Kaiser, said the court order applied only to fares which fell under the jurisdiction of the Port Elizabeth local Road Transportation Board.

Mr Fischat claimed, however, that the CTC was violating the order if it had not reduced all its fares.

Last month the CTC was ordered to revert to the fares that were paid by passengers before the most recent fare increase.

The order was brought before the court by Mrs Brauns.

The court ruled that the notice of application by the CTC to the Road Transportation Board for the raising of fares did not conform with the requirements of the regulations as laid down in the Act.

Mr Kaiser said yesterday he would again like to emphasize that the CTC was not to blame for the "most confusing state of affairs."

"It is a result of a legal technical error caused when the appropriate authorities failed to publish the necessary details of the proposed fare increases in the Government Gazette, as specified by the law", Mr Kaiser said.

Commuters said fares from Mdantsane to the city had been lowered from 30 cents to 24 cents for a single journey.

A school principal at Berlin, Mr W. Langa, said he paid 60 cents instead of the old fare of 43 cents from Berlin to Mdantsane. The court order had also affected commuters living in the Berlin environs, he said.

A clerk with the Ciskei Education Department at Zwelitsha, Mr Mzwayi Gwangxu, said he was travelling daily from Dimbaza to work and paid 40 cents instead of the old fare of 32 cents. He said to travel from Zwelitsha to King William's Town cost 20 cents instead of 13 cents.

A journalist, Miss Vatiswa Ntshanga, said when she travelled from King William's Town to her home at Izeli she paid the increased bus fare of 60 cents.

Commuters travelling to King Williams Town from Mdantsane said they were paying the increased fare of R1. Before the fares increased they used to pay 58 cents for a single journey.

Many people travelling to King had resorted to using taxis or pirate taxi which charged R1,50, because buses were taking a long route via Potsdam, Ndevana and Zwelitsha. — DDR.

Janson discharged

PRETORIA — The Minister of National Education and of Sport and Recreation, Mr Punt Janson, has been discharged from the H.F. Verwoerd Hospital. — SAPA.

Insurance won't pay out for Induna victim

SUNDAY POST
Reporter

THE owners of the ill-fated coaster, The Induna, Rennies Coasters, are trying to make a well known insurance company pay a R19 000 claim to the family of one of the ship's crew members.

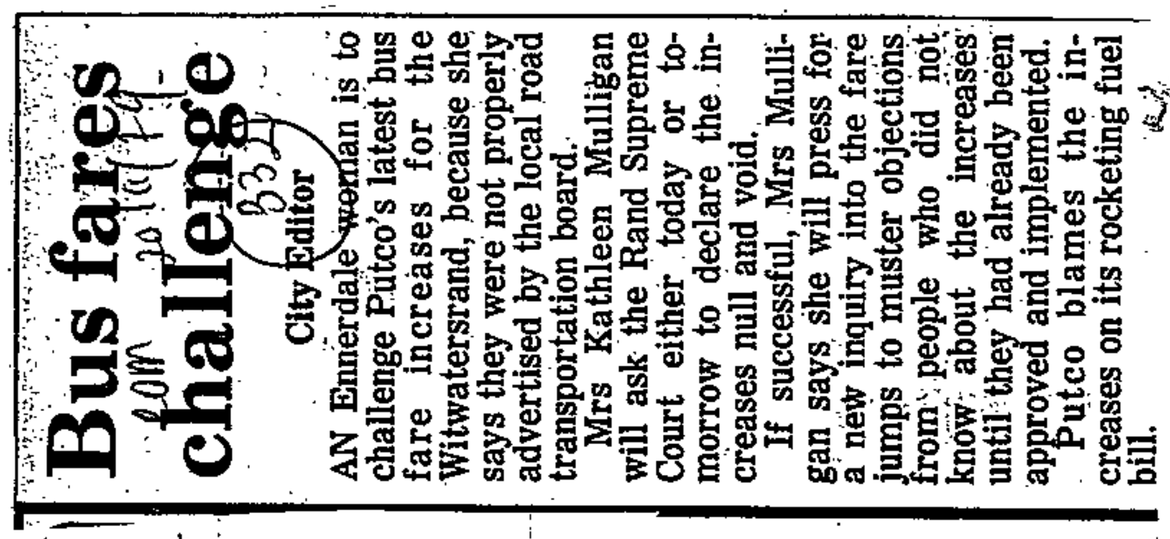
Mrs Ethne Kenton, secretary for the coaster's owners, told **SUNDAY POST** this week that although their first attempt with an insurance claim on behalf of Mr Moses Mdunge (26), a steward in the coaster, failed, they would continue pressing the claim.

"We will not leave things as they are, because we know very well that Mdunge was insured with Metropolitan Homes Trust Life Assurance.

"I was paying the stop order to the company," she said.

She said the insurance company claimed that they had not drawn up a policy for Mr Mdunge.

ALL CAUSES



Bus fares
challenge

City Editor

AN Emmerdale woman is to challenge Putco's latest bus fare increases for the Witwatersrand, because she says they were not properly advertised by the local road transportation board.

Mrs Kathleen Mulligan will ask the Rand Supreme Court either today or tomorrow to declare the increases null and void.

If successful, Mrs Mulligan says she will press for a new inquiry into the fare jumps to muster objections from people who did not know about the increases until they had already been approved and implemented.

Putco blames the increases on its rocketing fuel bill.

							B	
							M	F
							91,30	88,18
							10,23	9,93
							1.64	1,12
							4,78	3,70
							18,06	15,57
65+	73,62	54,55	92,20	82,93	96,90	71,79	53,38	45,89
ALL	9,44	7,40	8,03	5,51	14,62	11,00	8,77	8,13
NO.	19600	15374	2828	1967	16632	12847	18348	13062

XVI SYMPTOMS AND ILL-DEFINED CONDITIONS

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,54	2,10	1,24	7,00	6,86	19,69	19,83
1-4	0,04	0,04	0,21	0,35	0,75	0,77	2,58	2,48
5-24	0,01	0,01	0,09	0,06	0,08	0,03	0,21	0,23
25-44	0,05	0,05	0,28	0,17	0,42	0,31	0,72	0,78
45-64	0,44	0,18	1,73	1,04	1,73	1,02	3,80	3,64
65+	1,84	1,95	8,32	6,56	8,55	5,71	14,69	14,84
ALL	0,22	0,23	0,56	0,38	0,83	0,65	1,80	1,96
NO.	463	485	199	134	943	761	3765	3145

XVII ACCIDENTS, POISONINGS AND VIOLENCE (EXTERNAL CAUSE)

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,85	0,69	0,70	0,31	1,18	1,24	0,32	0,19
1-4	0,49	0,21	0,31	0,27	0,63	0,61	0,21	0,20
5-24	0,71	0,22	0,68	0,20	1,40	0,38	0,68	0,12
25-44	1,18	0,30	1,43	0,37	3,32	0,70	1,22	0,26
45-64	1,25	0,42	1,55	0,40	2,89	0,76	1,10	0,31
65+	1,26	0,71	1,34	0,91	2,19	0,90	1,02	0,53
ALL	0,95	0,33	0,95	0,29	1,91	0,56	0,89	0,20
NO.	1973	677	333	104	2175	652	1868	324

CTC reasons too brief — lawyer

EAST LONDON — The Ciskei Transport Corporation has not supplied sufficient information on its profits to justify an increase in its bus fares.

This is the claim of a Port Elizabeth attorney, Mr Herbert Fischat, who is acting on behalf of objectors to the increase in the price of CTC bus fares.

In a notice in the Government Gazette of November 9 the CTC said it was applying for an amendment in tariffs due to the increasing cost of fuel, labour and other operating costs which would amount to R870 120 a year.

The notice followed a recent Supreme Court order forcing the CTC to reduce its fares on the grounds that its most recent increases had been granted on an application which did not comply with terms of the local Road Transportation Act.

Mr Fischat said the CTC application did not break down the increased cost of the items. A proper indication of the percentage or the severity of the increase could not be obtained and there was no proper analysis of how the increased tariff would affect the several operating expenses of the company.

There had been no attempt in the application to relate the increase to the normal overheads of the company.

Mr Fischat said the information was so brief it was impossible for any objector to form an idea of the effect of the increases on the normal day-to-day operation of the company.

The second reason for his objection was the increase had been set out in the application with introduction of the new zone system in such a manner it was impossible for the public to appreciate the effect of the new fares, or to what degree their pockets would be touched, Mr Fischat said.

The application had been set out in such a way that no true comparison between the new fares and the existing fares could be obtained. Mr Fischat said the proposed fares were excessive in relation to the increase in cost.

The objectors did not accept the figure of R870 120 per year.

They contended the board should investigate the CTC's financial interest in making purchases for the company for such items as tyres and fuel through subsidiary companies. This system needlessly inflated the effect for the applicant company of any increase in raw material cost.

It syphoned profits out of the applicant company to the subsidiary companies.

Mr Fischat said the objectors requested the board to make an in-depth investigation into the financial affairs of all the related subsidiary companies of the CTC Bus Company.

This practice was unfair, inequitable, unjust and intolerable. The burden of this system was borne by the general public in the increased bus fares. They said the CTC was the sole means of transport in the very large area within the magisterial districts of East London, King William's Town, Peddie, Zwelitsha, Mdantsane and their environs for hundreds of thousands of members of the public including the poorer classes of the general public.

The increase in bus fares would cause extreme hardship. Further the increase in house rentals in the black townships added to the hardship.

The new increases would have the effect that the bread winners would bring home a smaller wage packet to feed and educate the less privileged black families.

The group manager of the CTC Bus Company, Mr H. G. Kaiser said he felt the press was not the correct channel through which to expound the merits of the re-introduction of the increased bus fares.

He said the bus company took pride in the efficient service and had tried to keep its fares as low as possible. This was borne out by the fact that fares had only been increased three times since 1974.

"Like all other industries, CTC, has had to bear the constantly spiralling costs of all essential commodities and has tried to absorb these costs as long as possible.

"When a situation arises, however, where we can no longer pay our own way, the inevitable result is a deterioration of the quality of services and the high standards of safety and efficiency on which we have always prided ourselves," Mr Kaiser said.

He added that all he considered necessary to say at present was that the proposed applications for increased fares would be investigated objectively by an independent firm of cost accountants, appointed by the National Transport Commission.

The CTC Bus Company had complied fully with the court order of October 18, Mr Kaiser said. — DDR

332

Judge orders Putco to lower its fares again

By Stuart Flitton

Increased fares on 1 075 Pretoria and Witwatersrand buses last month are to be dropped after a Rand Supreme Court order yesterday.

Mr Justice Melamet granted an urgent application by a Mid-Ennerdale clerk, Miss K Mulligan, against the chairman of the local Road Transportation Board (Johannesburg) and the Public Utility Transport Corporation (Putco) Ltd.

In terms of the order, a decision by the Board on September 25 this year to approve tariff increases on the buses — which came into effect on October 29 — was declared null and void.

The court ordered that the tariffs be reverted to the pre-October rates by December 9.

These are the affected areas

The areas which will be affected by the change in the Putco bus fares as ordered in the Rand Supreme Court yesterday are: Mid-Ennerdale, Eldorado Park, Soweto, Wynberg, Roodepoort, Western Coloured Township (Johannesburg), Meadowlands, Diepkloof, Baragwanath, Pretoria West, Dennilton, Mamelodi, Edenvale, Boksburg, Southern Johannesburg, Nancefield, Springs and Alexandra.

Miss Mulligan told the court she lived in Mid-Ennerdale, 38 km from Johannesburg, and had gone by bus to and from her central city job for many years.

"On October 22 this year I and other passengers were told by a bus inspector that the fares were going up the following week.

"This was the first I had heard of the increases," she said.

Miss Mulligan said that the increase on October 29 meant her weekly bus ticket had risen from R3 to R4,80 in under a year.

She said the increases had brought "much discontent and unhappiness" among commuters.

She said after Putco had applied to the local board for the increases, a notice was published in the Government Gazette.

Miss Mulligan said she was advised that the Gazette notice did not comply with parts of the Road Transportation Act because it:

- Didn't contain the full particulars of the application.
- Didn't indicate that the proposed amendments to the tariffs were increases, nor did they state the nature of the increases.
- Failed to indicate the classes of passengers affected by the increases.
- Didn't give any motivation for the application and was "vague, obscure and unintelligible."

She said Putco had been "unjustly enriched at the irretrievable expense of the public."

(iv) Proportional Mortality, accounted for by specific conditions.

(v) Expectation of Life. This was calculated both at birth (e_o) and at 45 years of age (e_{45}) for both males and females. It expresses the average number of additional years an individual would be expected to live beyond birth and 45 years.

For Africans, the proportional mortality was the only index calculated.

RESULTS

The infant mortality rates (IMR) and standardised mortality rates (SMR) for whites and 'coloureds' are provided in Fig. 2 and Fig. 3. Whilst the whites have experienced a steady decline in both of these indices since 1929, the 'coloureds' after an initial decrease, show a comparatively static IMR since 1950 and an increase in their SMR since 1960.

From 1941 to 1970, the white IMR has fallen from 50,9/1 000 to 21/1 000, an improvement of 57,6%. During this period, the 'coloured' IMR has decreased from 164,8/1 000 to 132,6/1 000, a change of only 19,7%. This is of particular concern when it is appreciated that the greater the IMR, the more easily should improvements be accomplished. The decrease in SMRs between 1941 and 1970 were 28,4% and 25,7% for whites and 'coloureds' respectively.

The age specific mortality rates are summarised in Fig. 4. Since death is inevitable, it is to be expected that decreases in the mortality experience of younger age groups will give rise to a corresponding increase in mortality amongst elderly persons. Thus, although it is to be expected that for both whites and 'coloureds' the mortality rates for persons over the age of 65 years have shown a rising trend, it is of some concern that the mortality rates have also increased between 1960 and 1970 for 'coloureds' in the 25-44 and 45-64 years age groups.

by 1970, this figure had decreased to 15,7%, indicating that the whites had improved disproportionately to the 'coloureds'. Similarly, for children 1 to 4 years of age, during the period 1941 to 1970, the white mortality experience as a percentage of the 'coloureds' had decreased from 15,2% to 7,1%. It should be noted that the 0 year age specific death rates are higher than the corresponding IMRs. This is because the denominator for the former is the number of live births whilst for the latter it is the mid-year populations under one year of age.

Fig. 4 provides an indication of the proportional contribution of selected causes of death to the overall mortality experience of the white, 'coloured' and African communities.

During the period 1929 to 1970, the whites have shown a changing spectrum of mortality which is classically associated with an improving health status. Infectious diseases have become less important and the major causes of death are increasingly related to Cardiovascular and Neoplastic diseases. The 'coloureds' and Africans, however, have a persistently high proportion of deaths caused by infectious diseases. The Africans exhibit a spectrum of mortality which is characteristically associated with developing communities, whilst the 'coloureds' appear to occupy an intermediate position between the whites and Africans, although it is clearly much more similar to the Africans than it is to the whites.

What is of particular concern about the 'intermediate' position of the 'coloureds' is that it would appear to incorporate the worst of both the developed and the developing experiences. This becomes apparent from Table II which provides a more detailed analysis of the different diseases contributing to the overall mortality of the whites and 'coloureds' in the form of cause specific mortality rates for defined age groups. Thus, although cardiovascular diseases are consistently responsible for a fairly small proportion of the overall mortality of the 'coloureds', Table I indicates that the actual rates for cardiovascular diseases have been fairly similar for both whites and 'coloureds' since 1941.

Clearly, the
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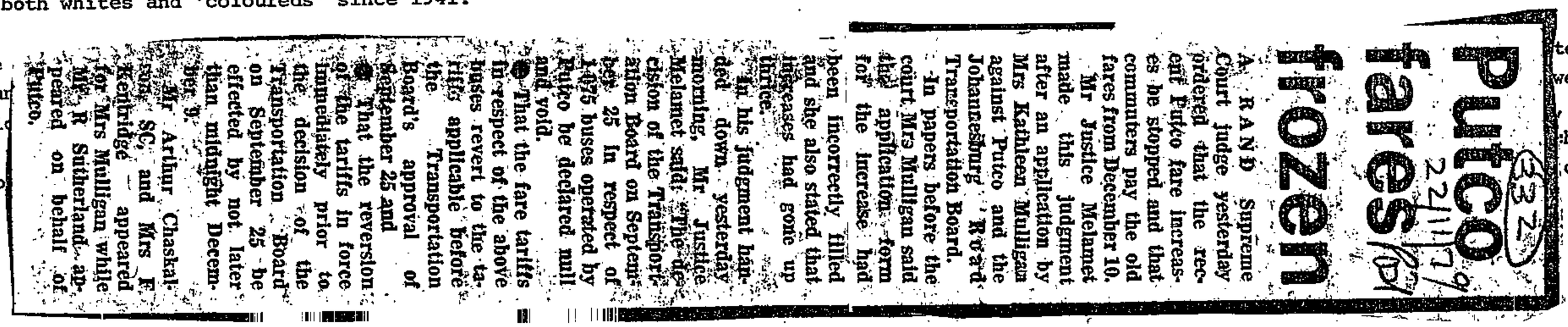
classificati
examine the
ease catego
Table II.



Putco fares frozen

A RAND Supreme Court judge yesterday ordered that the recent Putco fare increases be stopped and that commuters pay the old fares from December 10.

Mr Justice Melamet made this judgment after an application by Mrs Kathleen Mulligan against Putco and the Johannesburg Road Transportation Board.

In papers before the court Mrs Mulligan said the application form for the increase had been incorrectly filled and she also stated that increases had gone up thrice.

In his judgment handed down yesterday morning, Mr Justice Melamet said: "The decision of the Transportation Board on September 25 in respect of 1 075 buses operated by Putco be declared null and void.

"That the fare tariffs in respect of the above buses revert to the tariffs applicable before the Transportation Board's approval of September 25 and

"That the reversion of the tariffs in force immediately prior to the decision of the Transportation Board on September 25 be effected by not later than midnight December 9."

Mr Arthur Chaskalson, SC, and Mrs F Kentridge appeared for Mrs Mulligan while Mr R Sutherland appeared on behalf of Putco.

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SHIPPING

Money and the box

There's been dramatic growth in container traffic through SA ports this year, and plans are now being made to establish a fuller container service to Japan and the Far East.

Safmarine and the two Japanese lines which handle the bulk of the trade, K Line and NYK, are planning to further "jumboise" the vessels on the service, many of which have already been so modified.

Eight conventional breakbulk ships belonging to Safmarine have been altered to take in new container sections in the middle, with capacities of 200-300 TEUs (20 foot equivalent units) each. Now some of them will be further expanded to raise their capacity to 400-600 TEUs.

It is too early for fuller details to be disclosed, though the *FM* understands 1982 has been pencilled in as the start-up date for the new service.

The Japanese trade is described by shipping men as "lively and buoyant", but not big enough to justify introduction of very big cellular ships. The Far East accounts for about 15% of SA's foreign trade volume of some 70 Mt a year, with North America accounting for 15%, Europe 60% and the rest of the world 10%.

All-round improvement in the country's foreign trade has resulted in a marked pick up in container traffic after its slow start. In the first nine months of 1979, says SAR&H development engineer Roger Kennedy, deepsea container movements through SA ports were up 52% from 159 000 in the same period of 1978 to 242 000.

A further improvement of 5,5% is expected next year, says Kennedy. On the European trade, according to OCL chairman Sir Ronald Swayne, vessel utilisation has risen from 62% north-bound and 72% south-bound during 1977-78 to a projected 73% north-bound and 78% south-bound for 1978-79.

It is a heartening improvement for the container service, though there's still a long way to go. The SA-Europe Container Service's R2 billion investment was based on projections made in October 1975 that there would be 451 000 deepsea container movements during 1978. The actual figure for the whole year was 229 000.

Coastal traffic has also improved. In the first nine months of 1979 there were 98 000 container movements, an increase of 24% on the same period of 1978.

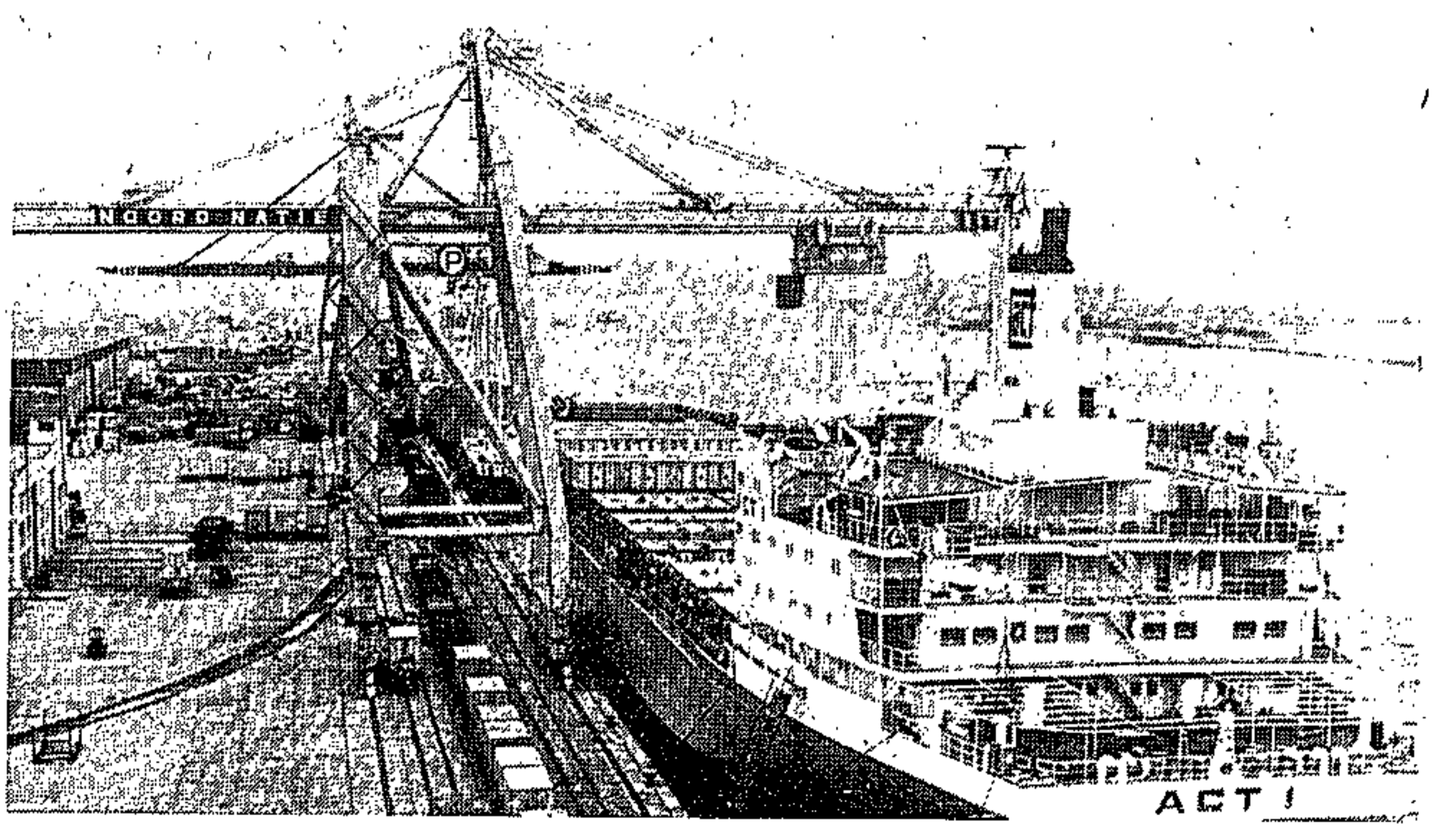
But the figure for the whole of 1978 — 112 000 container movements — was less than half the projected figure of 260 000.

In one area, however, the performance has been better than projected. Because of the imbalance of north-bound and south-bound traffic on the European trade, it was at one time feared that a third of all north-bound containers would travel empty.

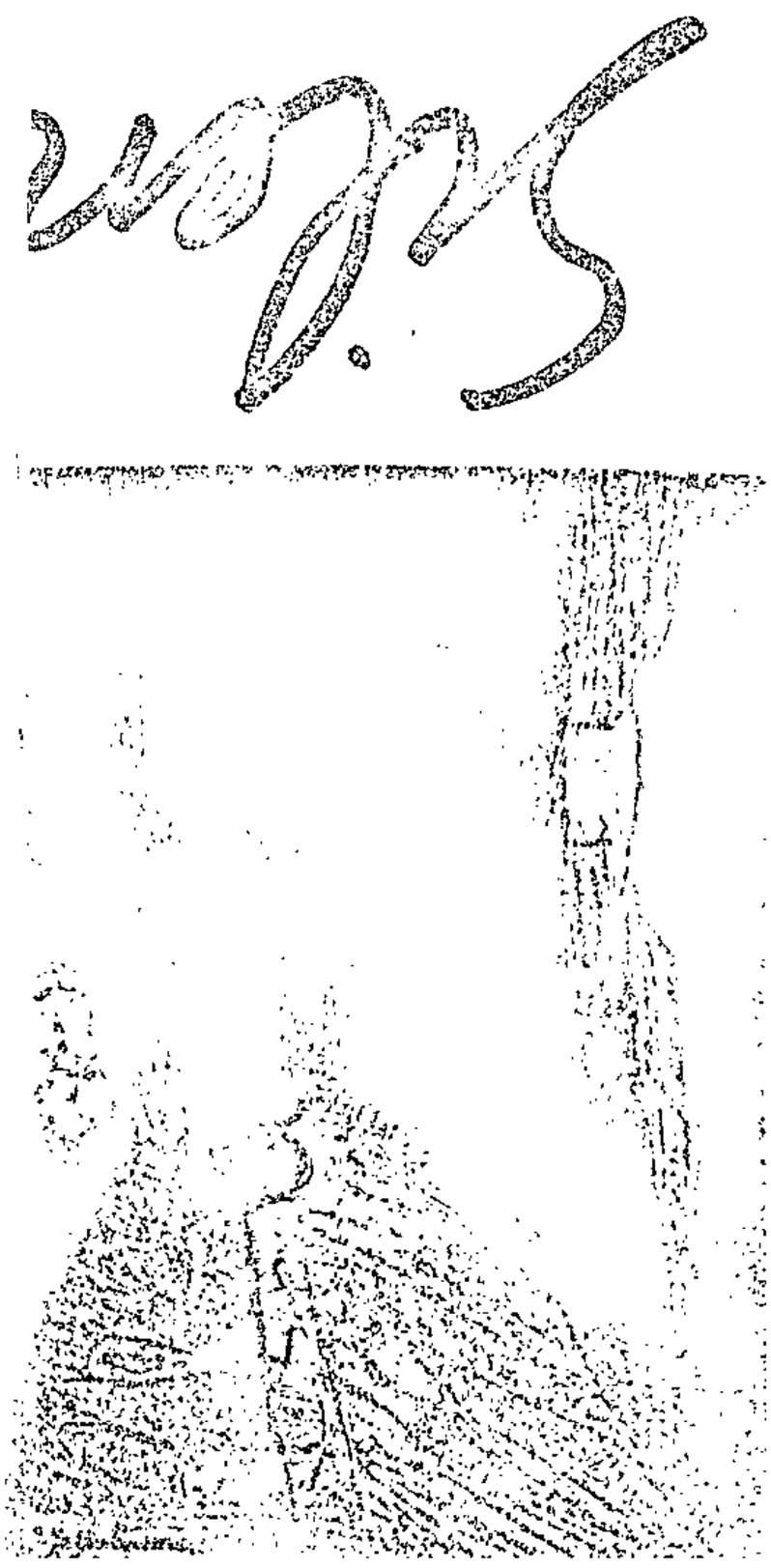
In practice, during 1978 the volume on the two legs was almost in balance. The gap has widened this year in response to improved SA economic conditions, which always lead to a higher level of imports.

Between 7,5% and 10% of the containers moving through the ports are empty, except for deepsea containers in Cape Town. This is because the region is a large exporter of fruit.

Overall, 40% of general cargo is now containerised, says Kennedy. This doesn't look too good when it is measured against the long-stated intention that 70% of containerisable cargo should move in containers, but it must be remembered that a lot of the general cargo is not economically containerisable.



Loading containers . . . heartening improvement



with selected major categories of disease. Clearly, this is an entirely hypothetical situation. However, these competing risks life tables not only provide an indication of the relative importance of various disease categories to both the overall mortality experience and also to expecta-

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Putco to try again
— but residents will fight

As residents close ranks to oppose any new move to lift bus fares, Putco could re-apply for increased fares in black areas on the Reef within the next week.

This follows the ruling in the Rand Supreme Court by Mr Justice Melamet that Putco should drop its fares to the levels before the October increase.

"We are still considering what we will do now, but we might re-apply for the increases next week. If not, the application will be made next year," said Mr C Bailey, Putco's operating executive, today.

"The fares have to go up if we are to meet our increased fuel costs."

Mr Don Matemane, a member of the Johannesburg Coloured Management Committee, was full of praise today for Miss Kathleen Mulligan, the 65-year-old Mid-Ennerdale resident who brought the application against Putco.

She claimed the fare increases were invalid and Putco was being unjustly enriched at the expense of the public.

"She is a wonderful woman who cares very much about what happens to her community," Mr Mateman said.

Residents in Eldorado Park — one of the 17 black areas affected by the increases — hope to form a co-ordinating body for all the commuters involved.

"We will channel complaints to Putco and oppose any application for another increase in fares. The increases hit us hard and it is a great relief that they have now been dropped," a spokesman for the residents said.

He said residents were not happy with the service provided by Putco.

ACKNOWLEDGEMENT

The writers wish to thank the Assurance Society for their

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the cost of raising the necessary funds has to be taken into account. The funds themselves are already justified by comparison with the alternative methods of provision, but there are additional costs involved in raising them: interest on loans, or administrative and incentive costs of raising taxation. These are normally insignificant for any given project, but may affect the overall amounts available for the health budget.

Where the methods of providing a given service use the same kinds of resources in different proportions, the decision-making can be simplified by means of Linear Programming, though health service choices cannot usually be presented in the simplified way required by this method.

2. CHOICE OF PROGRAMMES

So far, we have discussed methods of choosing means to obtain a given objective. But what tools are a[illegible] ives themselves? Can anything h[illegible] to be given to particular disease[illegible] more to child welfare clinics or

Overall criteria are needed, and [illegible] way that they can guide these det[illegible] problem is not only to relate res[illegible] to relate the various objectives t[illegible]

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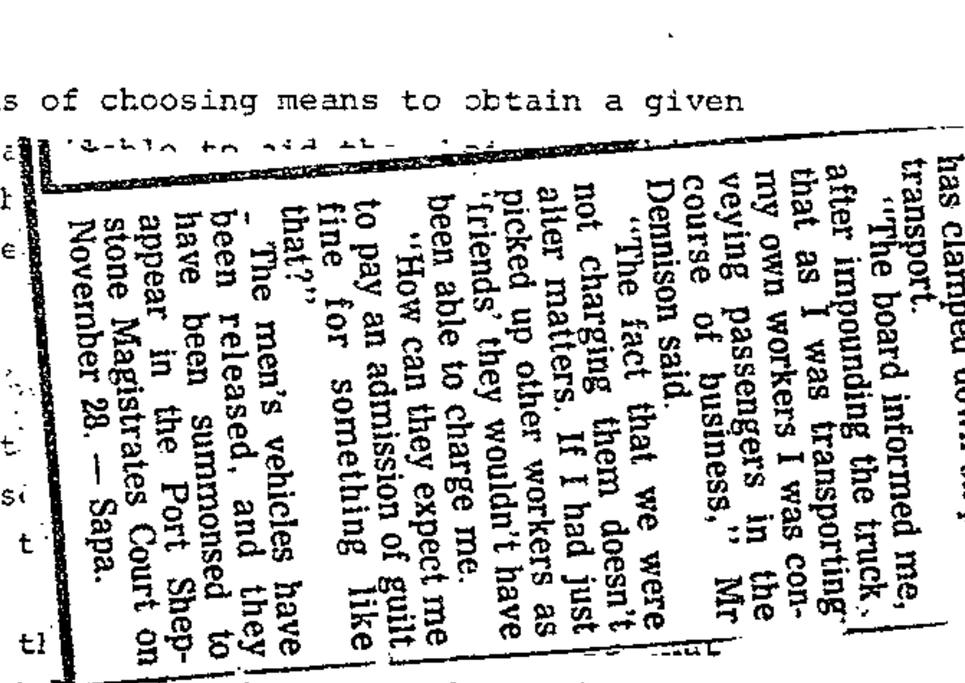

Boycott bosses won't pay fines

DURBAN. — The [illegible] businessmen ment Margate bu[illegible] have refused to [illegible] admission of g[illegible] after being ca[illegible] crackdown on ill[illegible] portation of w[illegible] volved in the S[illegible] bus boycott.

Mr Donald Dennison and Mr Bruce Woolley said they had not been pre[illegible] their businesses suffer because of the dis[illegible] its second mont[illegible]

Previously o[illegible] Road Transpor[illegible] turned a blind[illegible] pirate taxis an[illegible] hicles carrying[illegible] ers into the to[illegible]

But as the [illegible] tween the Tr[illegible] kulu Transpo[illegible] and commute[illegible] a 50% fare [illegible] shown no sig[illegible] the transpo[illegible] has clamped [illegible] transport.

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"The fac[illegible] not chargi[illegible] alter matte[illegible] picked up [illegible] 'friends' th[illegible] been able [illegible]

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[illegible] board informed me, [illegible]npounding the truck. [illegible] was transporting [illegible]n workers I was con[illegible] passengers in the [illegible] of business," Mr [illegible]son said.

[illegible]e fact that we were [illegible]harging them doesn't [illegible]mmatters. If I had just [illegible]d up other workers as [illegible]ds' they wouldn't have [illegible]ow can they expect me [illegible]y an admission of guilt [illegible] for something like [illegible] men's vehicles have [illegible]n released, and they [illegible] been summonsed to [illegible]ear in the Port Shep[illegible]e Magistrates Court on

(c) to know the effectiveness of a given amount of money when spent on different objectives, so that choices can be formulated in terms of the alternatives we might afford - so many geriatric day care centres, so many child welfare clinics, etc.

Financial statistics are not traditionally arranged on this basis but in categories such as 'salaries', 'transport', 'medicines', etc. A separation, e.g. between expenditure on different disease groups or age groups cannot be made.

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objectives, involves the presentation of expenditure data according to the objectives to which it is directed. Thus, projects to combat TB would be grouped together, geriatric problems, sanitation programmes, etc.

This is necessary:

(a) to know the cost of pursuing each objective;

(b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis;

The grouping of expenditure into programmes is an art. Pole, an economist in the U.K. Department of Health, writes:

> "Programme structure should, in my view, be mainly determined by the decisions to the taking of which one wishes it to contribute... One might suggest that where decisions are [illegible] a matter of poli[illegible] priori[illegible]

He adds:

> "In practice, it is not an easy matter to make a hard and fast distinction between technical matters and matters of values or utilities in the health services. From one point of view, the question whether to treat schizophrenics in hospital or in the community is a technical one. Which is the cheaper way to fulfil whatever are the society's requirements for the treatment of this group? But community care originally became fashionable as a good thing in itself. The practitioners are very apt to muddle the medical and economic arguments when it suits them, and the politicians and administrators equally so when it suits them, but the economist's concern is to keep them separate". [9]

Programme budgeting, then, entails the attempt at this separation, sorting out from the multiplicity of decisions those which can be made on the basis of administrative or economic, together with medical-technical criteria, and those in which the role of the public through political

Mortality rates greater than 5/1 000 appear in italics in Table I. For all of these major causes of mortali... and 'coloured' mortality ... the South African ... rates exceed those of the whites.

However, in this context, what requi... disease classification a certain amo... despite the fact that the overall ra... system are comparable for whites, As... broad category the mortality rates f... Table II provides the proportional c... diseases for the whites, Asians, 'co... Ischaemic Heart Disease is the major... Asian communities, Cerebrovascular D... latory Diseases in the 'coloured' an...

Similarly, if the Accidents, Poisoni... in greater detail, motor vehicle acc... ity in whites, 'coloureds' and Asian... the white community is suicide, whil... cide. For Africans, the latter is ...

The expectation for life at birth an... 'coloureds' is summarised in Fig. 6... an expectation of life for urban Afr... large measure of migration. The ch... of life for women in comparison to m... ties. However, what is of interest... life for the three communities. At... ratios are 1:0,91:0,76 for males and... of 45 these are 1:0,91:0,86 for male... The 'coloureds' are less disadvantag... males and females, a difference whic... infant mortality rate in this commun... Asian females have the worst expecta... communities, which is in marked dist... at e_o and males at e_{45}. The fact t... women have the highest mortality rat... digestive, genito-urinary and ill-de... contribute to this anomalous situati...

Fig. 7 summarises the percentage improvement in the expectation of life at birth subsequent to the total elimination of the mortality associated

Private airlines hit at SAA for not training pilots

By Kevin Murray, Air Correspondent

A dogfight is developing between private airlines and South African Airways over the training of pilots in South Africa.

The private airlines have accused the national carrier of "milking general aviation dry" by taking all its pilots—without ever doing anything to assist in training more pilots.

The row follows fears that aviation fuel price rises in South Africa could soon lead to a critical shortage of pilots.

Experts are concerned that the high price will curtail pilot training and force airlines in future to accept second-rate pilots who would lower flying safety standards.

The head of a private airline, Mr Martin Summerley, said: "SAA has an historically irresponsible attitude to general aviation.

"It has been drawing out pilots from scratch.

"I don't think we could ever pose a real threat to them as pilots will always want to fly sophisticated aircraft, like jetliners, no matter financial rewards."

A senior Johannesburg flying instructor said many overseas airlines were heavily engaged in pilot training.

"SAA has had it too good for too long, because demand has been higher than supply."

A spokesman for SAA said: "We believe there could well be a pilot shortage in the future. But there is no problem at the moment.

"We considered training pilots from scratch some years ago, but decided it wouldn't work at the time. But if the situation worsens then we will look at doing this again. The national carrier isn't altogether to blame for taking pilots — flyers naturally want to pilot jet aircraft."

Burglar shot dead

A man was shot dead at a garage in Johannesburg early today after a burglar alarm went off.

Police said that Mr L Roberts, the owner of Heriotdale Motors in Whitford Road, Heriotdale, went to the garage at 1.30 am when the alarm went off.

He arrived before the police and saw a man climbing out of a window. The man rushed at Mr Roberts, who fired a warning shot which was ignored. Several more were fired, some hitting the man.

He was taken to the General Hospital where he died on the operating table.

all causes of death. The proportional ...r disease categories of the International ...rision) to the overall mortality of the ... in Fig. 5. The whites show a typical ...rtality with Infectious and Parasitic ... (2,0%) and Neoplasms (15,6%) and Diseases ... being of major importance. For urban ...us and Parasitic Diseases make an import... ...rtality (19,5% and 23,5% respectively), ...ystem and certain causes of perinatal ... Within the category of Infectious ... diseases and tuberculosis are the most ...e 'coloureds' experience an interesting ...erdeveloped' mortality with a high ...hoeal diseases in the young and circu... ...at is also of interest is the relatively ...fined conditions, particularly in the ...rovides some indication of the pro... ...ervices to Africans in the urban areas. ...rum of mortality intermediate between ... 'coloureds' and Africans, on the other.

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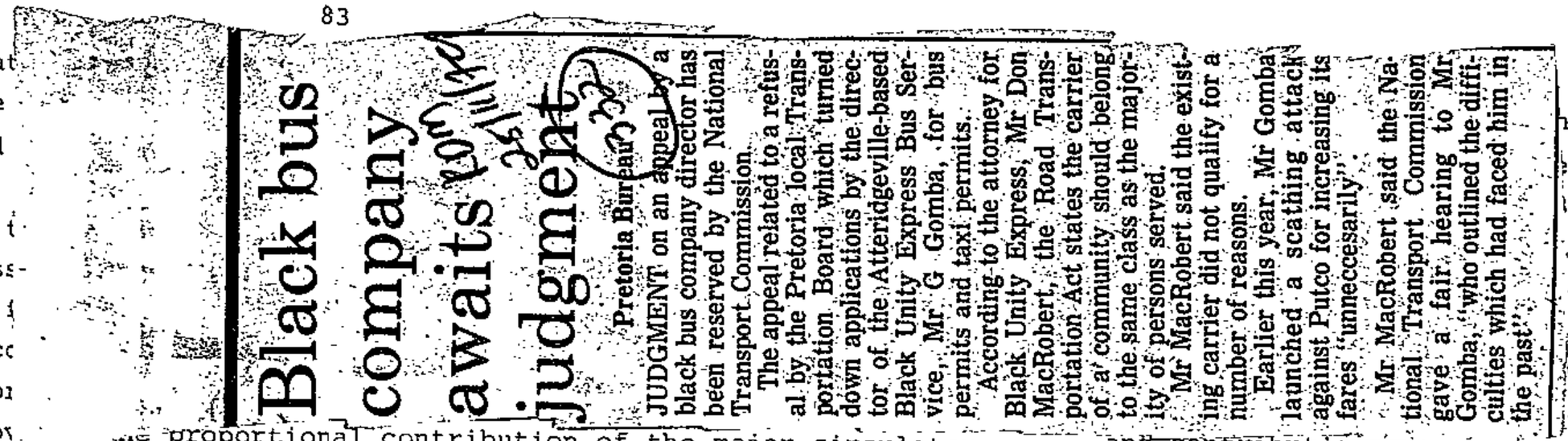
TWO MORE KILLED AS TAXI WAR CONTINUES

ABOUT two weeks ago, former Witwatersrand Taxi Association chairman, Mr Joseph Mncube was shot dead at his Soweto home in Zola. This week, two members of his association were killed at point blank range by an unknown gunman.

The riddle of the taxi war, which has been going on for a long time, remains unsolved.

"It would appear these people don't want the law to intervene in their differences and rather wish to settle them their own way and this will result in the war going on and on for ages and more people will continue being killed," said a taxi driver who refused to be named.

The latest victims of the unknown gunman are Mr Aaron "Bro Arie" Shezi (44), of 5134 Zone 5, Diepkloof and Mr Obed "Obie" Shabangu (42) of 178 Mofolo North.



Black bus company awaits judgment

Pretoria Bureau

JUDGMENT on an appeal by a black bus company director has been reserved by the National Transport Commission.

The appeal related to a refusal by the Pretoria local Transportation Board which turned down applications by the director of the Atteridgeville-based Black Unity Express Bus Service, Mr G Gomba, for bus permits and taxi permits.

According to the attorney for Black Unity Express, Mr Don MacRobert, the Road Transportation Act states the carrier of a community should belong to the same class as the majority of persons served.

Mr MacRobert said the existing carrier did not qualify for a number of reasons.

Earlier this year, Mr Gomba launched a scathing attack against Putco for increasing its fares "unnecesarily".

Mr MacRobert said the National Transport Commission gave a fair hearing to Mr Gomba, who outlined the difficulties which had faced him in the past".

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ant contribution to the overall mortality (19,5% and 23,5% respectively), with diseases of the respiratory system and certain causes of perinatal mortality also being of importance. Within the category of Infectious and Parasitic Diseases, diarrhoeal diseases and tuberculosis are the most important causes of mortality. The 'coloureds' experience an interesting combination of 'developed' and 'underdeveloped' mortality with a high death rate from enteritis and diarrhoeal diseases in the young and circulatory diseases in later life. What is also of interest is the relatively large number of symptoms and ill-defined conditions, particularly in the African community (22,5%). This provides some indication of the provision and utilisation of medical services to Africans in the urban areas. In general, the Asians have a spectrum of mortality intermediate between the whites on the one hand and the 'coloureds' and Africans, on the other.

Clearly, the presentation of the cause specific mortality data as proportional mortalities conceals a certain amount of information. Table I provides a more detailed analysis of these data in the form of cause specific mortality rates for defined age groups by sex, in the white, Asian and 'coloured' communities.

If the mortality rates (Table I) are compared with the proportional mortalities for the seventeen major disease categories (Fig. 5), it will be noted that despite the relatively minor proportional contribution made by circulatory diseases in the 'coloured' community, the actual rates for these diseases are higher than those of the whites. The reason for this apparent inconsistency is that the mortality rates for Infectious and Parasitic Diseases are so high that they effectively swamp the proportional mortality of the Circulatory Diseases in the 'coloured' community. In the white community, the mortality rates for most causes of death are so low, the importance of the Circulatory diseases become disproportionately exaggerated.

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Similarly, if the Accidents, Poisoning and Violence category is examined in greater detail, motor vehicle accidents are the major cause of mortality in whites, 'coloureds' and Asians, the second most important cause in the white community is suicide, whilst that for the 'coloureds' is homicide. For Africans, the latter is the main cause in this category.

The expectation for life at birth and at age 45 for whites, Asians and 'coloureds' is summarised in Fig. 6. It is not meaningful to calculate an expectation of life for urban Africans as this group is subject to a large measure of migration. The characteristically better expectation of life for women in comparison to men, is apparent for all three communities. However, what is of interest is the ratios of the expectations of life for the three communities. At birth, the white:Asian:'coloured' ratios are 1:0,91:0,76 for males and 1:0,88:0,77 for females; at the age of 45 these are 1:0,91:0,86 for males and 1:0,79:0,85 for females. The 'coloureds' are less disadvantaged at e_{45} as compared to e_o for both males and females, a difference which is largely attributable to the high infant mortality rate in this community. It is also noteworthy that Asian females have the worst expectation of life at age 45 of the three communities, which is in marked distinction from both males and females at e_o and males at e_{45}. The fact that for the 65+ age group, Asian women have the highest mortality rates for respiratory, circulatory, digestive, genito-urinary and ill-defined causes of death (Table I) may contribute to this anomalous situation.

Fig. 7 summarises the percentage improvement in the expectation of life at birth subsequent to the total elimination of the mortality associated

FIVE TIMES MORE TO DRIVE BY 2000!

PRIVATE TRANSPORT in black areas in and around Johannesburg will have increased 500 percent by the year 2000, a study released by the Johannesburg Metropolitan Transport Study (Jomet) reveals.

By POST REPORTER

And, according to Jomet, the number of blacks owning cars will in the same period have more than trebled. At present 23 percent of families own cars and by the year 2000, 82 percent will own cars.

To add to this, the black population in the areas will have increased by about 49 percent. The figure given by the study is that the population will have grown to more than 1½-million.

Other figures given are that whites in the Jomet area will have increased to 1 279 000, coloureds will have doubled to 227 000 and Asians would similarly have doubled to 103 000.

Because of this and that the present transport requirements fall far below what is needed, Jomet would like to have all people answer a questionnaire so it can plan transport requirements for the future.

A spokesman said at the weekend that the three roads from Soweto to town were totally insufficient.

Questionnaires have been drawn up and these are available at the Soweto Council chambers, Johannesburg libraries and the Civic Centre, Braamfontein.

The spokesman said the areas covered by Jomet are Johannesburg, Roodepoort, Alberton, Bedfordview, Edenvale, Elsburg, Germiston, Randburg, and Sandton.

This means the black areas included are Soweto, Diep-Meadow, Dobsonville, Klatlehong, Alexandra and Thokoza.

Taxi drivers angry over overloading by Putco

332
28/11/77

THE news that Putco has been given an exemption to overload buses, was this week described as "grossly unfair" by taxi owners.

"It is grossly unfair," said Mr G Dire, a taxi owner, "especially because the traffic department is unable to do anything about it, and they admit it."

Mr Dire and some of his colleagues in the taxi business, were reacting to a report that Putco has been overloading buses from as far back as 1974, and the subsequent admission by the Chief Traffic Officer that his department is powerless to do anything about it.

HARASS

"It is even more shameful that the very traffic department that is unable to act against Putco, does not hesitate to harass taxi people. Just the other day, I was fined R50 because I had an extra passenger in the car — a five-year-old girl — but Putco is allowed to pack people like sardines, with the blessings of the authorities," he concluded bitterly.

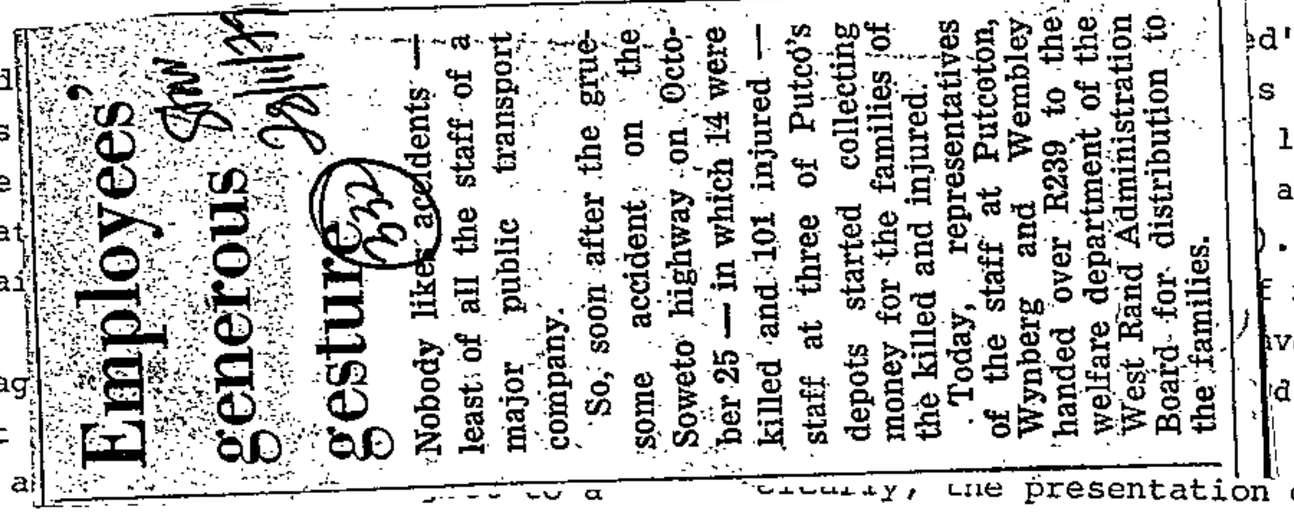
"Why is Putco being forced on the people," asked Dr Nthato Motlana.

"We condemn the projected overloading of buses, with the deliberate convenience of the transport authorities. Haven't we had enough accidents already," he asked.

Dr Motlana was adamant that people who can afford be allowed to buy buses and ferry other people all over the country.

"Why is Putco allowed to monopolise the black transport system? Let blacks be allowed to carry other blacks for gain, then we can start talking about free enterprise."

the South African population from all causes of death. The proportional contribution of the seventeen major disease categories of the International Classification of Disease (8th revision) to the overall mortality of the various communities is summarised in Fig. 5. The whites show a typical 'developed' country spectrum of mortality with Infectious and Parasitic Diseases being of minor importance (2,0%) and Neoplasms (15,6%) and Diseases of the Circulatory system (50,5%) being of major importance. For urban Africans and 'coloureds', Infectious and Parasitic Diseases make an important contribution to the overall mortality (19,5% and 23,5% respectively), with diseases of the respiratory system and certain causes of perinatal mortality also being of importance. Within the category of Infectious and Parasitic Diseases, diarrhoeal diseases and tuberculosis are the most important causes of mortality. The 'coloureds' experience an interesting


Employees' generous gesture

Nobody likes accidents — least of all the staff of a major public transport company.

So, soon after the gruesome accident on the Soweto highway on October 25 — in which 14 were killed and 101 injured — staff at three of Putco's depots started collecting money for the families of the killed and injured.

Today, representatives of the staff at Putcoton, Wynberg and Wembley handed over R239 to the welfare department of the West Rand Administration Board for distribution to the families.

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If the mortality rates (Table I) are compared with the proportional mortalities for the seventeen major disease categories (Fig. 5), it will be noted that despite the relatively minor proportional contribution made by circulatory diseases in the 'coloured' community, the actual rates for these diseases are higher than those of the whites. The reason for this apparent inconsistency is that the mortality rates for Infectious and Parasitic Diseases are so high that they effectively swamp the proportional mortality of the Circulatory Diseases in the 'coloured' community. In the white community, the mortality rates for most causes of death are so low, the importance of the Circulatory diseases become disproportionately exaggerated.

Mortality rates greater than 5/1 000 appear in italics in Table I. For all of these major causes of mortality, the Asian and 'coloured' mortality rates exceed those of the whites.

However, in this context, what requires emphasis is that by using the major disease classification a certain amount of detail is lost. For example, despite the fact that the overall rates for diseases of the circulatory system are comparable for whites, Asians and 'coloureds', within this broad category the mortality rates for specific diseases vary markedly. Table II provides the proportional contribution of the major circulatory diseases for the whites, Asians, 'coloureds' and Africans. Whilst Ischaemic Heart Disease is the major Circulatory Disease in the white and Asian communities, Cerebrovascular Diseases are the major cause of Circulatory Diseases in the 'coloured' and African communities.

Similarly, if the Accidents, Poisoning and
in greater detail, motor vehicle accidents
ity in whites, 'coloureds' and Asians, the
the white community is suicide, whilst that
cide. For Africans, the latter is the ma

The expectation for life at birth and at ag
'coloureds' is summarised in Fig. 6. It
an expectation of life for urban Africans a
large measure of migration. The characteristically better expectation of life for women in comparison to men, is apparent for all three communities. However, what is of interest is the ratios of the expectations of life for the three communities. At birth, the white:Asian:'coloured' ratios are 1:0,91:0,76 for males and 1:0,88:0,77 for females; at the age of 45 these are 1:0,91:0,86 for males and 1:0,79:0,85 for females. The 'coloureds' are less disadvantaged at e_{45} as compared to e_o for both males and females, a difference which is largely attributable to the high infant mortality rate in this community. It is also noteworthy that Asian females have the worst expectation of life at age 45 of the three communities, which is in marked distinction from both males and females at e_o and males at e_{45}. The fact that for the 65+ age group, Asian women have the highest mortality rates for respiratory, circulatory, digestive, genito-urinary and ill-defined causes of death (Table I) may contribute to this anomalous situation.

Fig. 7 summarises the percentage improvement in the expectation of life at birth subsequent to the total elimination of the mortality associated

berts's Cape Town victory against City Tramways (*Current Affairs* November 9) was on the grounds of technical defect in the advertising procedure. Mulligan maintained that the Local Road Transportation Board had failed to advertise and gazette the fares adequately and that the community was not aware of the intended increases.

However, as a direct result of Mulligan's victory and the gravity of the implications of the fare hikes to low income communities, a meeting will be held on Saturday to establish a special co-ordinating committee to deal with all complaints by commuters affected by future fare increases.

According to Mohammed Dangor, secretary of the Transvaal Labour Party and the Eldorado Park Ratepayers Association: "The committee will be comprised of people representing a wide range of community interests and will transcend party politics. More than 50 organisations have already voiced their support. Among others, Inkatha's Gibson Thula, Committee of Ten's Nthatho Motlana, and Bishop Tutu are expected to attend Saturday's meeting."

Like City Tramways, Putco has been subject to allegations of excess profitability, and it is expected that the council will call for a thorough investigation into this. Putco is not a public utility company, as is commonly believed, but a listed public company. It is 54% owned by family-controlled Carleo Enterprises — and is one of 23 companies in the group. The investigation is expected to involve the relationship between the bus and the other companies.

In response to allegations of "excess profitability," the group's financial controller Bob Button says: "Increased fuel prices cost the company R24 000 daily and R11 800 on the Witwatersrand alone. The company has also been forced to shoulder an additional fuel bill of R8,9m countrywide since June, while the bill has risen from R9m to R23,5m over the last year. Fuel now constitutes 25% of the company's running costs. We are forced to apply for price hikes on these grounds."

As the company report puts it: "The worldwide fuel crisis, which resulted in three major price increases during the last year, imposed severe strains on the company's management and profitability." However, in papers before the court, Mulligan alleged that "Putco has been unjustly enriched at the irretrievable expense of the public" because of the unlawful price hikes.

Both commuters and companies alike are committed to a resolution of their conflicting interests. Says Button: "Two months ago, government set up an inquiry into the profitability of bus companies applying for increased fares, after allegations that the profits of certain bus companies were being channelled to controlling companies. We are happy that we are

Fin 30·11 79

PUBLIC TRANSPORT

332

Putco and profits

Kathleen Mulligan scored a further victory for the commuter in the Rand Supreme Court last week. The urgent court application by this 65-year-old Mid-Ennerdale woman succeeded in setting aside Putco's application for busfare increases affecting 1 075 buses. The judge ruled that Putco fares in Soweto and 17 other areas should revert to earlier tariffs. Putco will reapply for increases in January.

Mulligan's success, like Rommel Ro-

Financial Mail November 30 1979

e has no reason to believe
regularity has taken place
ial loss to the company or
y (if any) which has been
s of the Public Accountants'
be necessary that such an
cation, a special audit sub-
nts on which he has already

subsequent to the date up to which the ... reported, were made up.

[Sub-s. (2) substituted by s. 23 (1) of Act No. 111 of 1976.]

(3) The directors of the company shall forthwith upon receipt of the said written notification appoint an auditor to fill the vacancy and shall lodge the said notification together with the return required under section 276 with the Registrar, who shall forthwith notify the auditor whose resignation has been tendered, of the receipt of the said notification and return. [Sub-s. (3) substituted by s. 23 (1) of Act No. 111 of 1976.]

(4) The resignation of an auditor shall become effective upon the receipt by him of the said notification by the Registrar, but shall for purposes of the said return be deemed to have taken place on the date of appointment under subsection (3) of an auditor to fill the vacancy caused by the resignation.

Rights, Duties and Remuneration

281. Auditor's right of access to books and to be heard at general meetings.—An auditor of a company shall—

(*a*) have the right of access at all times to the accounting records and all books and documents of the company, and be entitled to require from the directors or officers of the company such information and explanations as he thinks necessary for the performance of his duties as auditor;

(*b*) in the case of an auditor of a holding company, have the right of access to all current and former financial statements of any subsidiary of such holding company and be entitled to require from the directors or officers of such holding company or subsidiary all such information and explanations in connection with any such statements and in connection with the accounting records, books and documents of the subsidiary as he may consider necessary; and

[Para. (*b*) substituted by s. 25 of Act No. 64 of 1977.]

(*c*) be entitled to attend any general meeting of the company and to receive all notices of and other communications relating to any general meeting which any member of the company is entitled to receive and to be heard at any general meeting which he attends on any part of the business of the meeting which concerns him as auditor.

P. T. O

No links to the north a blow to local hauliers

RDM 3/12/79

932

A BREAKDOWN in negotiations to open a direct road link between South Africa and Zambia, Malawi and Zaire could spell the final blow for local hauliers, a spokesman for the Professional Hauliers Association said yesterday.

"We are past the critical stage. Men who carved empires in the road haulage business, and played an indispensable part in commerce and industry, are now crumbling and going into liquidation," Mr Brian Isaacs, the association's legal adviser, said yesterday.

The hauliers, he said, were losing business worth more than R100-million a month because of the destruction by Zimbabwe Rhodesia of the Kazangula Bridge.

Negotiations to open another direct road link between South Africa and Zambia at Katima Mulilo in the Caprivi Strip had fallen through because of Zimbabwe Rhodesian pressure on the South African authorities, according to the hauliers.

The association said that the secret negotiations had been progressing favourably over the past few months. The Zambians had already built customs facilities at Katima Mulilo when South Africa suddenly imposed new conditions which Zambia refused to accept.

Argus 3/12/79

Bus fares: Request for postponement

THE objectors to the Mitchell's Plain and Atlantis bus services fares increase applications asked for a postponement of the hearing today.

It was said their counsel was involved in another Supreme Court action today and was unable to attend the hearing before the Local Road Transportation Board.

This was put to the board's chairman, Mr F H C Nel by Mr Andrew Dalling of Syfret, Godlonton-Fuller Moore Inc, representing the objectors.

Mr Dalling said that he was unable to proceed with the hearing due to lack of expert assistance. By this he meant expert witnesses as well as counsel.

Mr L R Dison, SC, was fully briefed on the series of hearings relating to bus fare tariff increase applications and it had not been possible to brief other counsel in the time available.

Mr Dalling said he received notice of today's hearing on November 14.

Asked by the chairman why none of the objectors were at the hearing today and whether they were serious, Mr Dalling replied that they had intended no disrespect by not being present but were aware that he was to apply for a postponement and as ordinary commuters they were very concerned with their work and with the bus fares.

INTERJECTION

Referring to Mr Dalling's clients, Mr Harry Snitcher, QC, interjected 'puppets' when Mr Dalling mentioned them but following an objection withdrew the remark.

"They are not my puppets and they are very serious in their objection. They are all representatives of various bodies and they do not toy with their money.' Mr Dalling said.

He said similar expert witnesses would be brought in the hearing on the City Tramways bus fare applications before the National Transport Commission on Wednesday.

This would involve company fragmentation, manner of financing, fixed assets — 'the buses' — intra-group financial details and methods of depreciation. He suggested a postponement of today's hearing until the NTC had decided on the evidence. It could have a bearing on the local board's decisions.

In reply to a question from the chairman, he said that the experts were not available today because of the shortness of time.

The hearing was adjourned.

Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Ashcroft and Ashcroft, appeared for Atlantis Bus Services Pty Ltd and Mitchell's Plain Bus Services Pty Ltd, both of whom have applied for increased bus fares of between five and 50 cents.

Roberts to speak at bus fare meeting

Argus 3/12/79

332

A PROTEST meeting against the proposed bus fare increases and higher water and electricity tariffs will be held in the Moravian Crèche Hall in Manenberg on Wednesday night.

The meeting will be addressed by Mr Rommel Roberts, a social worker who recently brought a successful court action against the City Tramways' bus fare increases.

The meeting is being organised by the Manenberg Civic Association.

50 pc on Plain fares sought

Bid to postpone bus fare application fails

Argus 4/12/79 332 81

THE chairman of the Local Road Transportation Board, hearing the fare increase applications by the Mitchell's Plain and Atlantis bus services, yesterday refused two applications by the objectors' attorneys — one for a postponement and the other for documents.

OF the 6 123 204 people using the Mitchell's Plain bus service in the financial year from July 1979, 61 percent will have to pay 17 percent more and 18 percent 50 percent more, if an application for bus tariff increases to the Local Roads Transportation Board is granted.

Four percent of bus users would not have to pay an increase and four percent would have to pay a 67 percent increase, according to estimates presented by Mr H Snitcher, QC, for the Mitchell's Plain and Atlantis bus services.

ATLANTIS

In the case of Atlantis, he said 56 percent would not have to pay an increase, while 22,5 percent would pay 15 percent more and 21,5 percent would pay 20 percent more.

If the fares were not granted Mitchell's Plain Bus Services Ltd would lose R225 787 in the coming year. The figure for Atlantis would be R127 081.

PROFIT

If the increased fares were granted, Mitchell's Plain service would show a R42 019 net after tax profit and Atlantis R11 515. These reflected a return on capital employed of 3,98 and 3,32 percent respectively.

Mr Snitcher was assisted by Mr S Selikowitz, and instructed by R Asherson and Asherson.

Mr A Dalling of Syfret Godlonton-Fuller Moore Inc appeared for the eight objectors.

In the first, Mr A Dalling, of Syfret, Godlonton-Fuller Moore Inc, for the seven objectors to the Mitchell's Plain bus fare increases, asked for a postponement because counsel, Mr L R Dison SC, was involved in the Supreme Court and could not attend the hearing.

He said that he was unable to argue on the merits of the application because he had not been briefed to do so, and asked that the hearing be postponed for a month.

Mr Harry Snitcher QC, for Mitchell's Plain Bus Services, opposed the application. He said the fares increase was 'a matter of some urgency.'

Not present

The chairman of the two-man board, Mr F H C Nel, with him Mr H van Huysteen, refused Mr Dalling's application for the postponement. He said that as the objectors and their representative bodies were not at the hearing, they did not seem serious in their objections.

Mr Dalling said that the objectors, the Combined Mitchell's Plain Ratepayers' Association, the Westridge and Portland, the Woodlands, Rocklands and Strandfontein ratepayers' associations, Mr Paul Patience, Mr Patrick Williams and Mr Johnny Yssel, were serious but had stayed away because they were aware that all he could do was apply for a postponement.

Documents

'They are ordinary commuters, fare paying passengers of the applicant,' he said. 'If there is any blame, then I must apologise for it.'

He then asked the board to call for various documents relating to the company applying for the tariff increases, including the balance sheets of the company, its holding company, the holding company's holding company, Tollgate Holdings, any companies within this group which had dealings with Mitchell's Plain Bus Services, or derived their income directly or indirectly from buses owned or operated by the bus service.

Opposing the application, Mr Snitcher said that the Road Transportation Act was framed so that the National Transport Commission could appoint a person to investigate these aspects of a company under Section 3.1 (g).

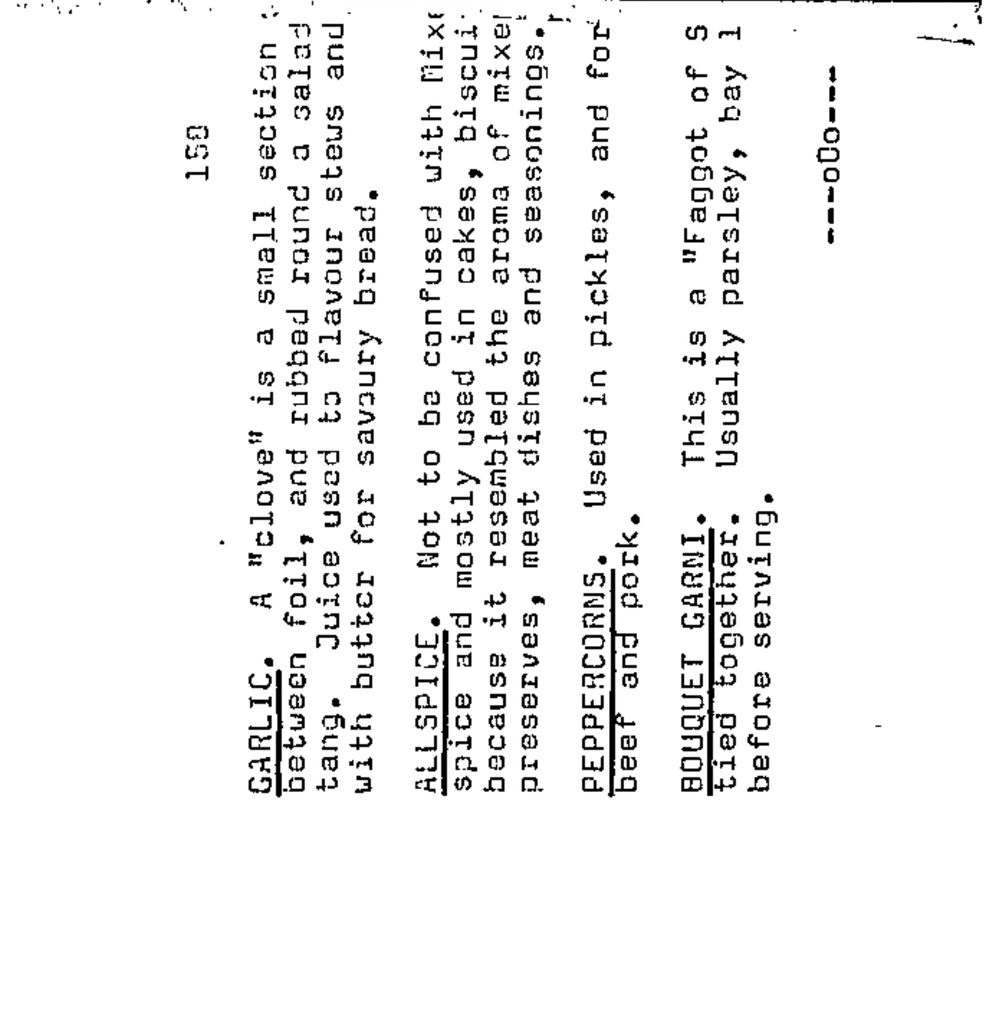
A firm of Cape Town auditors had been appointed by the NTC who had gone into 'all the books, all the accounts and all related matters', he said. They had produced a report of 31 pages and a summary which gave the fullest details of the fares application.

He then asked the board to release the report by the auditors but in terms of Section 15 (4), he asked that certain portions 'should be withheld from the public gaze.'

Confidential

They dealt with matters of a 'highly confidential nature' and had details of companies associated with the applicant.

The chairman, after an adjournment, refused Mr Dalling's request. He granted Mr Snitcher's request and said the board would make available the pages of the report not objected to by the applicant.



DDR

332

Bus firm warned by committee

DD 5/12/79

EAST LONDON — The Management committee for Coloureds in East London expressed their dissatisfaction with the services rendered by the Ciskei Transport Corporation in the Coloured areas at the meeting of the Committee last night.

The Committee discussed the proposed increase in the bus fares and other complaints regarding the service. Two officials of the Corporation, Mr C. Adams and Mr J. Smith were invited to attend the discussion.

After the discussion the two officials agreed to accompany members of the Committee on an inspection of the bus routes today to try to iron out the problems.

Several members voiced their dissatisfaction over certain services that had been discontinued in certain areas and re-routed.

Mr Adams explained that the Corporation had to please both the Coloureds and the blacks. He said one of the reasons why the routes had been changed was to take the congestion away from the Douglas Smit Highway.

After the discussion, the chairman of the Committee, Mr J. H. Nash, said he wanted to be frank and told Mr Adams that they were dissatisfied with the service. If it did not get better they would no longer support it. — DDR

AY DECEMBER 5 1979 Argus 5/12/79 (332)

Fares hearing put off

THE sitting of the National Transport Commission in Cape Town to hear City Tramways' application for bus increases has been postponed indefinitely. The hearing was due to start today.

This was announced to the applicants and objectors by the commission in a telex sent to them yesterday.

The commission said the hearing would take place at a date to be announced later, subject to a Supreme Court review action brought by Mr Rommel Roberts against the commission, the Local Road Transportation Board and City Tramways.

The application for the review was filed with the Supreme Court last week and asks the court to declare the commission's decision to hear the application invalid, along with other decisions made by the local board.

This is the second time the City Tramways application for fares has been postponed since August 21 when the Supreme Court set aside a decision by the local board in July sanctioning an increase in fares.

There are two sets of objectors to the present application, Mr Rommel Roberts and 31 others, and the Green and Sea Point Ratepayers' Association and three others.

Bus fares: Court order sought on authority

CT 6/12/79

332

Chief Reporter

AN URGENT application for an order declaring that the National Transport Commission has no jurisdiction to consider and decide on a fresh application by the City Tramways Company for an increased bus-fare tariff in the Cape Peninsula, has been filed on behalf of Mr Rommel Roberts, a community worker.

Normally applications of this kind are heard by the Local Road Transportation Board but in this case the NTC, the parent body in Pretoria to which any appeals against LRTB decisions must be made, decided to deal with the fresh application itself.

The NTC was to have heard the new application at the LRTB offices in Cape Town yesterday, but the hearing has been postponed indefinitely pending the outcome of Mr Roberts's application, which has been set down for hearing in the Supreme Court next Wednesday.

This has been the sequence of events in the Peninsula bus-fare saga:

● City Tramways' original application came before the LRTB in Cape Town in July. This was granted in full the same day by the LRTB and the new tariff came into effect almost immediately, with increases ranging from 30 to 100 percent. No objectors appeared at the hearing of the application and it was afterwards claimed that this was because the Department of Transport had given inadequate notice of the application.

● In August Mr Roberts, in an urgent application to the Supreme Court, challenged the board's decision. The court ruled in his favour and, on a technicality, declared the LRTB's decision null and void.

● City Tramways appealed against this decision and this had the effect of "freezing" the bus-fare situation pending the outcome of the appeal.

● But Mr Roberts, in a second urgent application, called for a court order which would have the effect of putting the court's judgment in his first application into immediate operation. This application too was granted.

● City Tramways accordingly had to revert to the old tariff, which is still in operation.

● In September, City Tramways lodged a fresh application with the LRTB.

● The National Transport Commission appointed a special ad hoc LRTB to hear this fresh application, but the objectors to the increases called for a Supreme Court ruling on whether this ad hoc board was properly constituted.

● No ruling in this matter has been given yet, but in the meantime the National Transport Commission has decided to hear the new application itself.

GARLIC. A "clove" is a small section of the bulb, is used crushed between foil, and rubbed round a salad bowl, to give the salad a tang. Juice used to flavour stews and sauces and with seafood. Mixed with butter for savoury bread.

ALLSPICE. Not to be confused with Mixed spice, which is a mixture of spice and mostly used in cakes, biscuits, etc. Allspice is so named because it resembled the aroma of mixed spice. It is used ground in preserves, meat dishes and seasonings.

PEPPERCORNS. Used in pickles, and for boiling in brawns, tongue, salt beef and pork.

BOUQUET GARNI. This is a "Faggot of Savoury Herbs", or a bunch of herbs tied together. Usually parsley, bay leaf, and thyme are used, removed before serving.

---oOo---

K.W.V., PAARL, TELLS US

That skilfully chosen wine turns a meal into a banquet. Taken regularly in moderation, as it should be, wine is everywhere considered a most pleasurable aid to health. It brings good digestion, good humour, and an air of gracious living.

Learn to choose wines well, so that they blend with each occasion, every course. Learn to add the zest of wine to your cooking. It tickles up the delicate flavour of almost any dish.

For storing wines, use a cupboard in a quiet, cool corner of the house, or under the stairs. Corked bottles must lie flat so that the cork remains moist; screw capped bottles may stand upright. Place the sparkling wines in the lowest, coolest racks, then the white, then the red, and finally the dessert wines at the top.

Cool down white wines in the [illegible] them. [illegible] ...prise any meat - and add flavour - soak for an hour or two before cooking. Always warm before adding to hot food. Curry tends to kill any table wine; but a sweet muscatel wine can be sipped with it. Do not blunt your palate before meals by taking spirits.

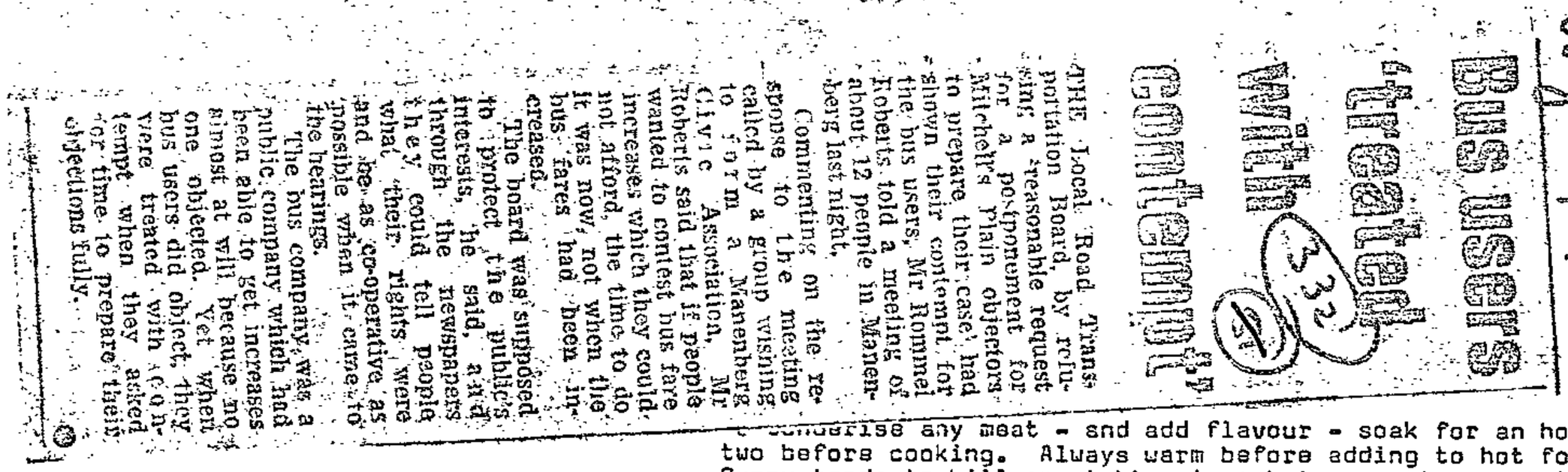
Preserve left-over wine in a bottle with a thin film of fresh oil and use for cooking.

To remove ring stains left on polished wood by bottles and glasses, rub well with a damp cloth dipped in cigarette ash and oil. Then repolish.

Rinse glassware in warm water with a little ammonia added to it. This will make the glass sparkling bright.

Wine is Harmony. What melody there is for
the Connoisseur in a glass of brilliant wine

André L. Simon.



Bus users fight rise with petition

THE Local Road Transportation Board, by refusing a reasonable request for a postponement for Mitchell's Plain objectors to prepare their case, had shown their contempt for the bus users, Mr Rommel Roberts told a meeting of about 12 people in Manenberg last night.

Commenting on the response to the meeting called by a group wishing to form a Manenberg Civic Association, Mr Roberts said that if people wanted to contest bus fare increases which they could not afford, the time to do it was now, not when the bus fares had been increased.

The board was supposed to protect the public's interests, he said, and through the newspapers they could tell people what their rights were and be as co-operative as possible when it came to the hearings.

The bus company was a public company which had been able to get increases almost at will because no one objected. Yet when bus users did object, they were treated with contempt when they asked for time to prepare their objections fully.

Comwaso to fight Putco fare hikes

A COMMUTERS association which will be known as the Commuters Watchdog Association (Comwaso) has been formed to fight Putco's new application for an increase in bus fares.

The formation of the association is the brainchild of two members of the Coloured Management Committee (CMC), Mr Mohamed Dangor and Mr Don Mateman who had appealed to Putco bus users to register their objections to the fare increases.

By Phil Mtimkulu

The fare increases which were already in operation were overruled by a Rand Supreme Court judge at the instigation of a 65-year-old resident of Mid-Ennerdale, Miss Kathleen Mulligan.

Mr Justice Melamet ordered that the Putco fare increases should be stopped and commuters pay the old fares from December 10. In papers before the court Miss Mulligan said the application form for the increase had been incorrectly filled and she also stated tha fares had gone up thrice.

Putco has since intimated that it will reapply for increased bus fares in the black areas. Ms Joan Gussenhoven, public relations officer for the company could however not say when the reapplication will be made. But it is unlikely to be this year.

Mr Mateman said the response to their appeal has been tremendous. "We have received calls from Mabopane, Atteridgeville, Thokoza, Vosloorus and locally. We intend to fight Putco's re-application and we intend to take them to court again," said Mr Mateman.

Dr Nthato Motlana, the chairman of the Committee of Ten said they were throwing their weight behind the efforts of Mr Mateman and Mr Dangor. He said he had conveyed this to them. "They will guide us in this fight. We are going to send delegates to their meetings to discuss strategy," he said.

MEMORANDUM

Dr Motlana said after Putco's intention for a re-application is known, the next step would be a compilation of a memorandum opposing the application. Putco will be compelled to give reasons why they are increasing the fares while on the other hand the people will show how the increases will affect their budgets.

Miss Kathleen Mulligan. She took Putco to court and saved much needed cash for commuters.

DD 7/12/79 (332)

Black bus ban called disgrace

EAST LONDON — An East London commuter has complained about what he calls "a ridiculous situation" where the municipality's buses are not allowed to pick up black passengers at certain times even though the bus is not completely full.

Mr D. P. Ikin wrote a letter to the Daily Dispatch complaining about the situation. He said recently he wanted to catch a bus at about 1.45 pm. There were about eight blacks waiting at the bus stop.

When the bus arrived the driver called him from the back of the queue and told him he could board. The blacks were not allowed to board.

As there were only about five white passengers on board, he asked the driver why the blacks were not allowed on. He was told that blacks were only allowed to board at certain times.

Mr Ikin called the situation "ridiculous" and said it was a disgrace. He blamed the municipality for the situation.

The councillor with the transport portfolio, Mr Glen Warner, said buses were not allowed to pick up blacks during peak hours.

Thereafter each bus was allowed to pick up about 15 blacks. He said the time Mr Ikin referred to fell under the peak-hour period and they were bound to abide by the rules of permit issued to them by the Road Transportation Board.

"People don't understand that we do not make the laws but have to obey them."

He said the municipality had recently applied to the board for a blanket permit so their buses would be able to transport all races at all times and thus become fully multiracial and he hoped to hear from the board soon.

He added that a group of people were opposed to the move to become multiracial.

Mr Warner said originally the Ciskei Transport Corporation opposed their application for a blanket permit but the last application had not been opposed. — DDR

Bus firms need State aid — report

Star 7/12/79 (332)

Own Correspondent

Rising fuel prices mean relief will have to be granted soon to bus companies serving black commuters, according to the annual report of the Corporation for Economic Development, released in Pretoria yesterday.

The report also warned that the fuel cost rises, which added an extra R10,7-million in operating costs to the CED bus companies this year, would have an even more serious effect on transport economics next year.

"As a result of the price rises, operating costs have now increased by 70 percent from 1,75 cents to 2,5 cents per passenger-kilometre," says the report.

"Since cost increases of this nature cannot be passed on to the commuter through fare increases, relief of some sort will have to be forthcoming soon.

"A position has been reached where the cost increases could have serious financial implications for the entire bus transport business.

"Owing to ever-increasing costs the industry will not be able entirely to absorb fuel increases or to pass them on to passengers without causing serious social problems," the report said.

Turning to industrial development in the black states during 1979, the report said 27 factories providing 4 095 jobs were established. Nearly R32-million was spent on improvements to infrastructure of growth points, erection of buildings and on industrial loans.

Sixteen new agricultural projects were started this year with an investment of nearly R20-million. These included three coffee projects which could replace imported coffee and create job opportunities.

The report says it was reasonable to assume that the spiralling fuel prices and fuel conservation measures will have a negative effect on the rate of industrial growth in the black states.

The price of job creation in the industrial sector was much slower than the objective of 15 000 jobs a year which the CED had set for itself.

(7) Nothing in this section shall be construed as under of compensation or damages which may be payabl tion of his appointment as director or of any appointmer or as derogating from any power to remove a dire.to section.

Restrictions on Directors, their Powe

221. Restriction of power of directors to issue sh anding anything contained in its memorandum of articles, the all not have the power to allot or issue shares of the company of the company in general meeting.

(2) Any such approval may be in the form of a ectors, whether conditional or unconditional, to allot or issu ion, or in the form of a specific authority in respect of any par shares.

(3) If any such approval is given in the form of ectors, it shall be valid only until the next annual general m it may be varied or revoked by any general meeting of t annual general meeting.

(4) Any director of a company who knowingly or issue of any shares in contravention of subsection (1), shall l mpany for any loss, damages or costs which the company may have sustained or incurred thereby, but no proceedings to recover any such loss, damages or cos shall be commenced after the expiration of two years from the date of the allotment.

222. Restriction on issue of shares and debentures to direc (1) No provision in any memorandum or articles or in any resolution of a comp rizing the directors to allot or issue any shares or debentures convertible into of the company at the discretion of the directors, shall authorize the allotment or issue of any such shares or debentures to any director of the company or his nominee, or to any body corporate which is or the directors of which are accustomed to act in accordance with the directions or instructions of such director or nominee, or at a general meeting of which such director or his nominee is entitled to exercise or control the exercise of one-fifth or more of the voting power, or to any subsidiary of such body corporate unless—

(*a*) the particular allotment or issue has prior to the allotment or issue been specifically approved by the company in general meeting; or

The Cape Times, Saturday, December 8, 1979 13

Fewer tankers rounding Cape

By George Young, Shipping Editor

UNCERTAINTY of oil supplies from the Persian Gulf, particularly Iran, has influenced volume of tanker business round the Cape, and there has been a bigger draw-off from Western depots including the Caribbean, North and West Africa.

The offlimits victualling services testify to a downturn in number of tankers calling, compared with last year. There has not been the same formidable orders for Christmas goodies in the stores lists, and it is assumed the tankers have been switched to other loading terminals.

There is currently an attempt to secure a bigger quota from the Persian Gulf in view of an imminent reduction in supplies by various depots, including Saudi Arabia, and an increase in price.

The tendency for oil freight rates to rise has put the tankers back in the black, and the rerouting of cargoes to ensure supplies in specific terminals at the right time has produced a bigger demand for carriers. For instance, oil denied the Americans by Iran is fetching up on the open market whence it is delivered to a European or West Indies depot, then purchased by the Americans. The cargo is reloaded and carried to the new buyer.

It is estimated that the devious routes followed by tankers accounts for at least ten percent additional carrier tonnage being employed.

There is no shortage of oil anywhere at present, but because of the round-about route it takes from source to ultimate destination, the delivery costs are higher.

Massive loads

There are still formidable loads of oil coming round the Cape consigned to Europe and America, aggregating about 1 500 000 a day. Some parcels, such as that in the Sea Saint to Rotterdam this month total 340 000 tons. She is being paid roughly R1,8 a ton for its transport. A slightly higher rate is being paid to the tanker Julian lifting 275 000 tons to Spain, and even more — about R2,10 a ton — to the Khark moving 220 000 tons to Northern Europe.

Although for political reasons little is said about oil cargoes moving in and out of South Africa, there is no international secrecy about tanker movements and their cargoes and it is possible to anticipate a month in advance what ships and cargo can be expected to use the Cape route in transit.

It is quite certain that in the event of hostile action against tankers off the African seaboard, the Western countries will be quick to dispatch naval protection. But this need not necessarily be at the Cape because the laden tankers must travel through more dangerous waters before they reach here.

ITIONAL AND METABOLIC DISEASES

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	1,99	2,2	9,81	6,60	55,55	51,04	29,36	27,05
1-4	0,16	0,13	0,76	0,79	8,27	7,48	3,56	3,42
5-24	0,02	0,02	0,07	0,08	0,21	0,21	0,20	0,22
25-44	0,06	0,03	0,17	0,20	1,14	0,78	0,36	0,45
45-64	0,25	0,13	0,75	0,45	3,30	1,37	2,15	1,27
65+	1,04	0,72	1,61	1,98	5,48	2,78	5,45	2,93
ALL	0,19	0,15	0,56	0,45	3,33	2,69	1,66	1,61
NO.	399	315	198	159	3792	3146	3472	2593

			A		C		B	
			M	F	M	F	M	F
	0,43	1,03	0,69		0,58	0,45		
	152	1170	809		3472	715		
			,06	0,21	2,27	1,68	2,31	1,96
			,00	0,05	1,27	1,08	1,02	1,29
			,01	0,01	0,01	0,01	0,02	0,02
			,08	0,08	0,08	0,05	0,06	0,07
45-64	0,09	0,12	0,39	0,88	0,28	0,42	0,24	0,61
65+	0,39	0,59	1,61	2,59	0,81	1,28	1,04	1,44
ALL	0,05	0,08	0,12	0,18	0,28	0,26	0,22	0,33
No.	114	173	43	63	316	307	455	530

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2.3.4 Balance she the principle object-

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LIFO for ma ces, tends to become

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there is actually a strengthening of the working capital position.

Putco under fire

DIEPKLOOF residents yesterday resolved to oppose any fare increase by Putco.

The resolution was taken at a meeting held at St James Anglican Church, Zone Three.

The residents said Putco wanted to profit all the time. They pointed out that the Commuters' Watchdog "will fight any fare increase." They expressed disgust at the way they were being treated by Putco.

The residents said they were going to write to Putco that they would like to see shelters at all the bus stops.

"We want our bus stops to be as posh as those of whites. We want Soweto to be beautiful like any white suburb."

They said that they were aware that Putco had already applied to increase fares. They resolved that should Putco's application be successful before they went to court, then they would pay the old fares.

Example 6

LIFO is applied for the first time during the current year and the LIFO adjustment (being the difference between the FIFO valuation and LIFO valuation of end of year inventory) is R10. The tax rate is 40%. Assume a bank balance of R20 and that tax is paid therefrom.

Back to old fares

TODAY YOUR Putco bus ticket is back to what it was during October.

Putco bus fares went up by 25 percent towards the end of October. But last month after a successful court application, Putco was ordered to reduce the fares and yesterday was given as the deadline.

The application was brought by Miss Kathleen Mulligan who lives at Mid-Ennerdale.

The Rand Supreme Court judge, Mr Justice Melamet ruled that the decision of the Transportation Board on September 25 in respect of 1 075 buses operated by Putco be declared null and void.

Putco have, however, intimated that they will apply again for a fare increase.

rural areas or cause of deaths' according to the Bantu Reference Bureau (Personal Communication). At least 50 000 deaths among Africans were not registered. These occur mainly in the rural areas. It is estimated that about 10% of the deaths in the main urban districts are not registered for Africans.

METHODS

The following indices were calculated:

[illegible].

Mortality Rates. Two standard populations were used: ales representing a developed population and Mexico 1960 ing one.

Specific Death Rates. Calculated mainly in five year age seventeen major divisions of the eighth revision of the Classification of Diseases (ICD).

Causes of Death.

lty Rates.

Life. Calculated for 1970, the last census year.

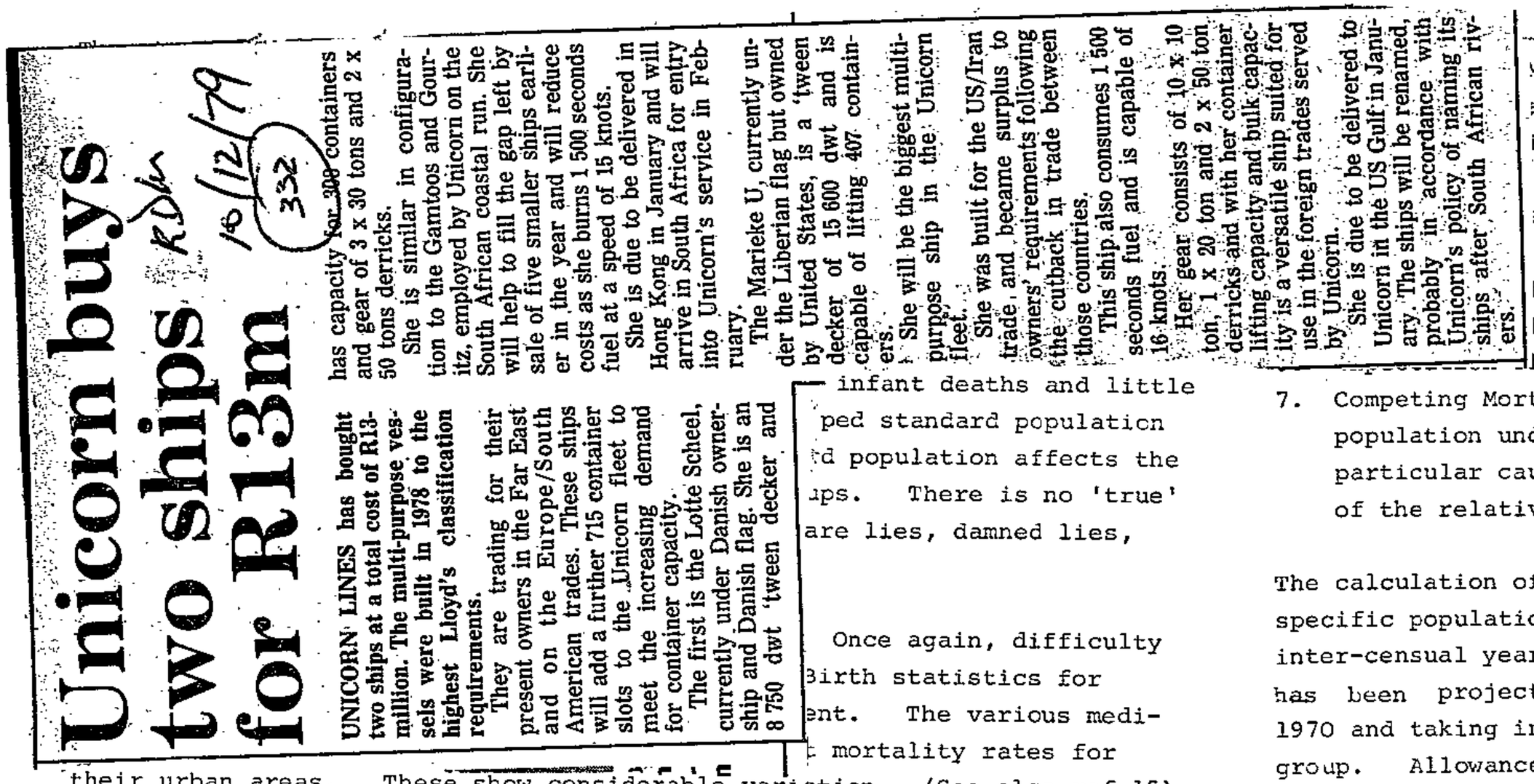
7. Competing Mortality Risks.[8] This is the mortality experience of a population under the hypothetical conditions which would exist if a particular cause of death were eliminated. It gives an indication of the relative effect of that cause on the expectation of life.

The calculation of rates involve a knowledge of the base population age specific population. No official estimates of this are available for inter-censual years. For whites, Asians and 'coloureds, the 1970 population has been projected forward using the age specific survival rates from 1970 and taking into account the actual births and deaths in the 0-4 age group. Allowance was made for migration.

For Africans, a different procedure was adopted as a population figure for only part of the country was required. The 1970 age distribution[10] by magisterial district was used, the numbers being adjusted by the 1974 gross population estimates by economic region.[11]

DISCUSSION

The crude death rates and the standardised mortality rates for whites, Asians and 'coloureds' and urban Africans are presented in Fig. 1. The interpretation of these figures is confounded by the differences in the underlying structure of the population. The population pyramids of the various groups were pictured in Part I with the exception of the urban Africans, which appears in Fig. 2. This population shows an excess of healthy working males and lack of elderly persons as a result of the migratory labour situation.



Unicorn buys two ships for R13m

KDM 15/12/79 332

UNICORN LINES has bought two ships at a total cost of R13-million. The multi-purpose vessels were built in 1978 to the highest Lloyd's classification requirements.

They are trading for their present owners in the Far East and on the Europe/South American trades. These ships will add a further 715 container slots to the Unicorn fleet to meet the increasing demand for container capacity.

The first is the Lotte Scheel, currently under Danish ownership and Danish flag. She is an 8 750 dwt 'tween decker and has capacity for 300 containers and gear of 3 x 30 tons and 2 x 50 tons derricks.

She is similar in configuration to the Gamtoos and Gouritz, employed by Unicorn on the South African coastal run. She will help to fill the gap left by sale of five smaller ships earlier in the year and will reduce costs as she burns 1 500 seconds fuel at a speed of 15 knots.

She is due to be delivered in Hong Kong in January and will arrive in South Africa for entry into Unicorn's service in February.

The Marieke U, currently under the Liberian flag but owned by United States, is a 'tween decker of 15 600 dwt and is capable of lifting 407 containers.

She will be the biggest multi-purpose ship in the Unicorn fleet.

She was built for the US/Iran trade and became surplus to owners' requirements following the cutback in trade between those countries.

This ship also consumes 1 500 seconds fuel and is capable of 16 knots.

Her gear consists of 10 x 10 ton, 1 x 20 ton and 2 x 50 ton derricks and with her container lifting capacity and bulk capacity is a versatile ship suited for use in the foreign trades served by Unicorn.

She is due to be delivered to Unicorn in the US Gulf in January. The ships will be renamed, probably in accordance with Unicorn's policy of naming its ships after South African rivers.

infant deaths and little

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Once again, difficulty

Birth statistics for

ent. The various medi-

mortality rates for

their urban areas. These show considerable variation. (See also ref.15). A mean figure and the range are given in Fig. 2. These de facto figures should be interpreted with caution as sick infants are often brought to the cities from rural areas. An indication of the situation in the rural areas is given by a sample survey carried out in Cape Town and Transkei among Xhosa-speaking Africans.[12] An increase in infant mortality was observed with decreasing urbanisation, the figure for the completely rural areas being of the same magnitude as those parts of the world devoid of medical services. Fig. 4 summarises the age specific mortality rates of

Priest slams homelands 'surrender'

By DIAGO SEGOLA

HOMELANDS which had opted for "tribal" independence had done so as an act of self-surrender and had succumbed to the divisive policy of the Nationalist Government, a meeting in Soweto was told yesterday.

"Transkei, BophuthaTswana and Venda have given up the long walk to the top of the mountain. Furthermore, they defend their tribal pursuit by saying there is no alternative, that fragmentation of land on ethnic lines remains the only solution to the problem of political domination and racial discrimination," said Father Buti Tlhagale, of the Black Priests' Solidarity Group.

He was speaking in Diepkloof on "Black Unity" at a meeting called by the Diepkloof Civic Association.

It was the people who had opted for independence who were driving the "wedge of division" among blacks, he said.

"What is most repulsive is that these promoters of tribal pursuits — in defence of their ethnic interests — have now resorted to launching an attack on black solidarity because it threatens their provincial outlook and dissipation of their energy on village affairs."

Another threat to black unity stemmed from "sheer white avariciousness which derives from the implacable lust of the capitalist system."

Mr Godfrey Matsepe, of Diepkloof Civic Association, said that while Putco had applied to have its fares raised early next year, it was the people who were keeping the corporation running while it did nothing to improve the comfort of commuters.

Mr I Mogase, also of the DCA, said if Putco raised its fares nobody in Diepkloof would pay.

Dr Nthato Motlana, chairman of the Soweto Committee of 10, said there was no reason why Putco should have a monopoly in running the bus service in black townships.

"There has been lot of talk about a free enterprise system. How free is it when there are these monopolies. This monopoly should end and blacks should be able to buy buses and run them in their areas," he said.

UF not responsible for houses to rent

IT IS not the responsibility of the Urban Foundation to provide rented accommodation for the thousands of people without houses.

This is the common view of Dr Nthato Motlana, the chairman of the Committee of Ten and Mr Pat Dempster, manging director of the Transvaal region of the Urban Foundation. They said this in response to an attack launched on the Foundation last Sunday by a Meadowlands resident at a branch meeting of the Soweto Civic Association (SCA).

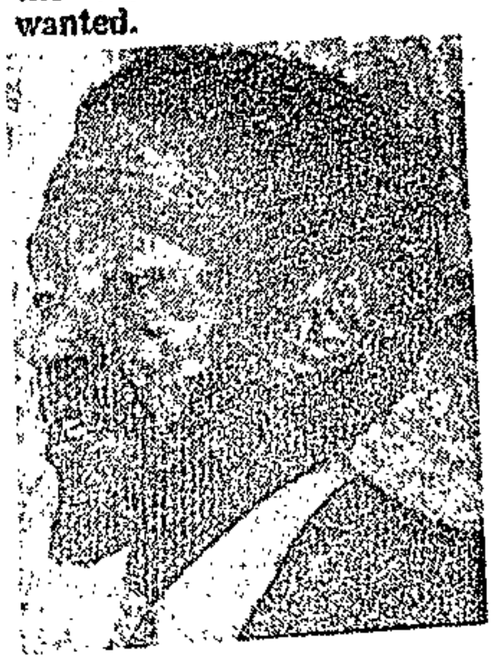
By PHIL MTIMKULU

With thousands of people on the waiting list and with the concerned Government department only talking about the housing shortage, many people looked upon the Urban Foundation and the private sector at large to provide accommodation for them. But seemingly only few people have been able to get assistance.

The main gripe of the people as deduced from what Mr Justice Motsoagae said at the meeting is that houseless people on the low income bracket will never be able to get an assistance. Mr Motsoagae said if the people found it difficult to pay the ordinary rent how were they expected to repay a loan worth thousands.

Dr Motlana said he did not want to be seen as defending the Urban Foundation. But he said the Urban Foundation cannot help all the people while the Government whose responsibility it is to provide housing is wasting money on the homelands. He said it was the State's responsibility to provide low cost housing for the people.

Mr Dempster outlined their field of operation to POST. He said they were engaged in an experimental scheme using new methods and ideas to make the private sector contribute to the housing scheme. So far the Foundation was involved in a home improvement scheme, low cost housing scheme and a scheme where people can use their own money to build the kind of house they wanted.



Dr Nthato Motlana . . . "State must provide housing."

Mr Dempster said the Urban Foundation did not pretend that they will be able to house everybody. He said rented accommodation needed large capital amounts and they had limited funds.

Meanwhile Putco has also responded to criticism levelled at it at the Diepkloof Civic Association (DCA) meeting in Diepkloof on Sunday. One speaker said the bus company should provide shelters for commuters. Ms J Gussenhoven, public relations officer for Putco, yesterday said the erection of shelters was the responsibility of local authorities, not Putco's.

Back to old fares

PUTCO fares in Johannesburg and Soweto went back to normal yesterday.

This comes shortly after a Rand Supreme Court judge Mr Justice Melamet, ordered that Putco charge the old fares after an application brought by Mrs K Mulligan (65) of Entlerdale.

After the order operating executive of Putco Mr O T Bailey said his company will reapply for fare increases after Christmas.

In the routes checked by POST people said they were paying the old fares they used to pay before the fare increases.

buses to multiracial

EL

go

111/12/79 DD

EAST LONDON — A full-time multiracial bus service for East London has been approved by the Road Transportation Board.

Municipal buses will in future be allowed to convey all classes of passengers simultaneously on all service routes, regardless of times and numbers.

The service will be introduced as soon as the permit required by law and discs required to be displayed on buses are received.

This was disclosed at the monthly meeting of the city council here last night.

The council has in recent years made continual endeavours to permit an unlimited number of black passengers on municipal buses.

An application lodged to the board in June, 1977 was unsuccessful and in February last year the council resolved to assign the town clerk, Mr J. J. Human, to pursue negotiations with the board.

Mr Human met members of the board here on November 29 and following the meeting the council received the board's approval of its application last week.

The councillor in charge of transport, Mr Glen Warner, said last night the existing bus routes would remain unchanged.

If the need arose to extend the existing service, the council would require permission from the board, said Mr Warner.

He was confident that constant losses made on the bus service would be substantially decreased with the multiracial service.

"But I am more delighted about what this will do for race relations in the city. We will certainly save a lot of respect between the races," said Mr Warner.

Councillors unanimously welcomed the approval of the application last night. — DDR

Bus fare dispute: Shareholders' Association seeks new iniative

332

By PAUL DOLD
Financial Editor

THE Cape Town bus fares dispute took a dramatic turn at Tollgate's annual meeting yesterday when the Shareholders' Association formally proposed that the current impasse over bus fares be solved through the creation of a committee representing all parties.

Mr I Goldberg, representing the association made the proposal in the form of an informal special resolution and the chairman of the meeting, Mr D G Malan, acting in the absence of Mr I Pasvolsky said the board would consider the suggestion. Owing to the short notice it was impossible for the proposal to be formulated into a special resolution.

Mr Goldberg proposed that the committee consist of Tollgate executives, parties who were opposing the bus company in its application for higher fares, the Shareholders' Association representing investors and senior government representatives.

Speaking on behalf of small investors Mr Goldberg said that Tollgate, which was operating as a private company in a free enterprise economy, was fully entitled to recover the additional R6,5m costs flowing from the increased fuel price.

"The bus company has no collusion with the oil sheiks and a solution for the high fuel costs will have to be found. The bus company was being faced with the prospect of virtually most of its profits being wiped out by fuel costs.

The bus subsidiary accounted for 64,2 percent of total group profits of R10,1m.

He was hopeful that negotiation between all the interested parties would lead to a compromise solution.

But he made it clear that as a private investor he would not be party to any agreement which would lead to higher dividends for shareholders causing suffering to the poor.

Fare rises flowing from any compromise would have to be used to offset the increased fuel bill which Tollgate is facing. He suggested two ways in which the additional costs could be partly offset..

● The group could be exempted from licence fees in the same way as municipal bus companies operating elsewhere in the republic.

● Depreciation on the replacement cost of the bus fleet worth some R60m could be allowable against tax. These two measures could lead to a tax saving of some R2m.

If necessary, the Shareholders' Association would consider backing a private memeber's bill due to the special nature of the bus company operations to achieve these two objectives.

Soon after the start of the meeting the chairman, Mr D G Malan, read out the following statement:

As shareholders will have noticed from the press this company's subsidiaries — City Tramways Limited and Port Elizabeth Tramways have been subjected to litigation in the Supreme Court flowing from applications for tariff increases submitted by them to the prescribed authorities.

These applications for higher tariffs have been necessitated by greater operating costs, resulting mainly from fuel and wage increases.

They have arisen through circumstances beyond the control of our subsidiaries and the problems surrounding the applciations for fare increases have not been occasioned by anything done by the companies themselves.

At this very moment an application attempting to prevent the National Transprot Commission from hearing the application by City Tramways Limited for a tariff increase is being considered in the Supreme Court in Cape Town.

As the matter is now sub judice, and also because of the fluid nature thereof, it would be improper and not in the company's interests to discuss or comment on the situation at this meeting today.

● Mr Goldberg made it clear that he was not commenting on the merits or the issues of the application being heard by the Supreme Court and he was allowed to address the meeting.

Mr I Goldberg

(Issue No. 11) 645

...ttention on page 2, col. 2

any memorandum or articles or in any resolution of a company authorizing the directors to allot or issue any shares or debentures convertible into shares of the company at the discretion of the directors, shall authorize the allotment or issue of any such shares or debentures to any director of the company or his nominee, or to any body corporate which is or the directors of which are accustomed to act in accordance with the directions or instructions of such director or nominee, or at a general meeting of which such director or his nominee is entitled to exercise or control the exercise of one fifth or more of the voting power, or to any subsidiary of such body corporate unless—

(a) the particular allotment or issue has prior to the allotment or issue been specifically approved by the company in general meeting; or

...uthority to the directors, ...s in their discretion, or ...tment or issue of shares.

...uthority to the directors, ...e company by any ...d. Unless previously ...ll lapse on the ...

...s.—(1) No provision in ...in the allotment or issue ...compensate the company ...ted or incurred thereby, ...ll be commenced after ...

ss. 220–222

...f the company to whom ...it before or after receipt ...

...because it was received ...may (without prejudice ...read at the meeting.

...he representations need ...mpany or of any other ...ights conferred by this ...y matter.

...person's costs on an ...the director concerned, ...

...person removed there- ...respect of the termina- ...ing with that of director ...ay exist apart from this ...

...tain Acts

...1.—(1) Notwithstanding ...of a company shall not ...he prior approval of the ...

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,02	0,03	0,20	0,21	0,06	0,16	0,06	0,06
1-4	0,01	0,01	0,02	0,00	0,02	0,04	0,01	0,01
5-24	0,00	0,00						

Commission a farce, court told

13/12/79 332

A NATIONAL TRANSPORT COMMISSION meeting, at which it was decided to direct local boards to refer bus fare increase applications to them for hearing, was described as a 'farce held behind closed doors,' in the Supreme Court yesterday.

Mr L R Dison SC, for Mr Rommel Roberts, was arguing before Mr Justice Friedman, with him Mr Justice Fagan, in an application to have the decision of the NTC invalidated, and to have decisions by the Cape local board also declared invalid.

He argued that the proceedings started in another building where representatives of City Tramways met a government legal adviser. The legal adviser was of the opinion that the commission could direct the local boards of Cape Town and Port Elizabeth to refer the hearings back to them.

MINUTES

'The whole thing started at 11 am. The minutes of the commission show that the whole things was over by 12.15. The papers say the meeting was called in the afternoon. That means it started after 12.

'You can't just call three people who happen to be on the commission together in the same building. There must be notice of the meeting served on the other members too. The whole thing was a farce behind closed doors — a rubber stamp,' he said.

He further argued that the local board, which had recused itself from hearing the City Tramways fares issue, which led to the appointment of the ad hoc board, was not in a position to make a decision in response to the NTC directive.

Mr H C Nel, SC, for the local board and the NTC, began his argument by citing the old Road Transportation Act of 1948 which provided that the commission could hold meetings at different places at the same time.

He explained that the commission was made up of experts in different fields of transport, and therefore it was possible for different bodies to consider applications in various places at the same time.

Mr L R Dison SC, assisted by Mr J Foxcroft, instructed by Suffet Godlonton-Fuller Moore Inc, appears for Mr Roberts.

Mr H C Nel SC, assisted by Mr G D van Schalkwyk, instructed by the Deputy State Attorney, appears for the Local Road Transportation Board and the National Transport Commission.

Mr H Snitcher QC, assisted by Mr I J Farlam, instructed by R Asherson and Asherson, appears for City Tramways. (Proceeding)

1-4	0,05	0,05	0,02	0,07	0,45	0,26	0,23	0,18
5-24	0,03	0,01	0,05	0,04	0,09	0,06	0,09	0,07
25-44	0,03	0,01	0,04	0,05	0,23	0,09	0,13	0,06
45-64	0,07	0,07	0,21	0,11	0,36	0,13	0,26	0,07
65+	0,18	0,13	0,00	0,15	0,47	0,18	0,44	0,15
ALL	0,06	0,04	0,07	0,06	0,25	0,14	0,17	0,12
NO.	128	85	26	23	289	164	366	187

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,33	1,10	0,21	1,80	1,59	0,13	0,10
1-4	0,05	0,06	0,02	0,10	0,15	0,17	0,02	0,04
5-24	0,07	0,06	0,09	0,10	0,14	0,17	0,11	0,13
25-44	1,09	0,44	1,31	0,70				
45-64	9,75	4,44	14,76	10,70				
65	42,19	32,93	55,30	47,72				
ALL	4,70	3,81	3,22	2,25				
NO.	9752	7926	1135	804				

	W		A					
	M	F	M	F				
0-1	2,90	2,22	7,81	4,85	32			
1-4	0,22	0,28	0,90	0,69	5,32	5,45	2,46	2,13
5-24	0,05	0,06	0,17	0,11	0,21	0,23	0,18	0,16
25-44	0,20	0,12	0,37	0,33	0,94	0,72	0,66	0,52
45-64	1,46	0,92	3,33	1,85	4,88	2,14	2,75	1,72
65+	11,52	7,89	16,51	13,42	20,07	10,49	9,32	6,19
ALL	1,12	0,97	1,22	0,79	2,87	2,22	1,37	1,24
NO.	2336	2019	430	282	3270	2588	2858	1951

GARLIC. A "clove" is a small section of the bulb, is used crushed between foil, and rubbed round a salad bowl, to give the salad a tang. Juice used to flavour stews and sauces and with seafood. Mixed with butter for savoury bread.

ALLSPICE. Not to be confused with Mixed spice, which is a mixture of spice and mostly used in cakes, biscuits, etc. Allspice is so named because it resembled the aroma of mixed spice. It is used ground in preserves, meat dishes and seasonings.

PEPPERCORNS. Used in pickles, and for boiling in brawns, tongue, salt beef and pork.

BOUQUET GARNI. This is a "Faggot of Savoury Herbs", or a bunch of herbs tied together. Usually parsley, bay leaf, and thyme are used, removed before serving.

---oOo---

K.W.V., P A A R L, T E L L S U S

That skilfully chosen wine turns a meal into a banquet. Taken regularly in moderation, as it should be, wine is everywhere considered a most pleasurable aid to health. It brings good digestion, good humour, and an air of gracious living.

Learn to choose wines well, so that they blend with each occasion, every course. Learn to add the zest of wine to your cooking. It tickles up the delicate flavour of almost any dish.

For storing wines, use a cupboard in a quiet, cool corner of the house, or under the stairs. Corked bottles must lie flat so that the cork remains moist; screw capped bottles may stand upright. Place the sparkling wines in the lowest, coolest racks, then the white [illegible] and finally the [illegible] wines at the [illegible]

13/10/81

Walk out at PE bus fares hearing

THERE was a mass walk out by the bulk of the objectors to proposed bus fare increases when the National Transport Commission sitting in Port Elizabeth turned down an application by a counsel for postponement for at least a month.

The National Transport Commission sat in Port Elizabeth yesterday to hear an application by the PE Tramways for increased bus fares. It continued hearing the application in the absence of the majority of objectors who numbered 15. Included among the objectors who marched out was Mrs Dolley Beaton, a Gelvandale housewife.

Two advocates, Mr Con Cubitt, Mr Chetty and the instructing attorney, Mr Herbert Fischat also walked out with objectors. A big crowd that turned up to hear the application from the black townships also followed the objectors.

Mrs Beaton was one of a number of people who successfully opposed a previous attempt this year by the bus company to increase fares.

APPLICATION

As a result of that action, PT Tramways lowered fares to what they were before July 24, when the local Road Transportation Board approved application for fare increases. At yesterday's hearing Mrs Beaton first objected to the continuation of the hearing. Her counsel Mr Cubitt said the proper thing to do was to adjourn indefinitely. He had based his plea on an application filed before the Port Elizabeth Supreme Court.

Mr Cubitt said the commission would be anticipating the findings of the court if it carried on with the hearing. "That would be tantamount to contempt of court," he said. He said people of Port Elizabeth owe the bus company a fair hearing and the bus company also owes the people a fair hearing. Later Mr Cubitt amended his plea to a postponement for a month.

The objectors who remained when others walked out were the representatives of the Coloured Management Committee, the Indian Management Committee and the Port Elizabeth Community Council which was represented by its chairman, Mr Norris Singapi.

Other objectors included P C van Staden Venter and Company, Algoa Bay Council for the Aged, Mrs A Henry, R Daddy and 33 people represented by Mr Cubitt and Mr H Fischat.

In hot weather, do not hesitate to mix soda water with ordinary [illegible] a refreshing outdoor drink. It's an age old custom in [illegible] In really hot weather, try chilling sherry before [illegible]t as an 'appertizer' muscatel.

[illegible]ise any meat - and add flavour - soak for an hour or [illegible]e cooking. Always warm before adding to hot food. [illegible]ds to kill any table wine; but a sweet muscatel wine [illegible]pped with it. Do not blunt your palate before meals by [illegible]rits.

[illegible]eft-over wine in a bottle with a thin film of fresh [illegible]e for cooking.

[illegible]ring stains left on polished wood by bottles and [illegible]ub well with a damp cloth dipped in cigarette ash and [illegible] then repolish.

Rinse glassware in warm water with a little ammonia added to it. This will make the glass sparkling bright.

Wine is Harmony. What melody there is for
the Connoisseur in a glass of brilliant wine

André L. Simon.

Argus 14/12/79

Transport body 'empowered to act'

332

THE National Transport Commission (NTC) was the guardian of the transport industry and it was aware of the serious position resulting from bus fare disputes all over the country, the Supreme Court, Cape Town heard today.

The court was hearing an application by a Cape Town community worker, Mr Rommel Roberts, for an order declaring that the NTC had no jurisdiction to deal with a fresh application for an increase in City Tramway's fares and its decision to do so should be set aside.

MAXIMUM BENEFIT

Mr H Snitcher, QC, appearing for City Tramways, said the relevant Acts and the NTC's object was to promote and encourage the development of transport and achieve maximum benefit and economy of transport services for the public.

Since a Supreme Court decision in August ordering City Tramways to revert to fares approved in 1977, fare increases all over the country had similarly been set aside.

Mr Snitcher said the NTC had the power to advise and direct local road transportation boards in the performance of their duties.

The Commission has 'over-riding authority to act at any stage when it considered it necessary in the public interest.'

Therefore, the NTC had a right to direct the LRTB of the Cape to refer City Tramway's application for a fare increase to it.

It was only at the adjudicating stage, when the application was actually heard, that the principle of fairness was required and objectors could state their cases.

Mr Snitcher compared the NTC's action with that of the Attorney General's power to prosecute people or a city council's power to expropiate property.

'No court can interfere with that decision,' he said.

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Stevedore companies form body

CT 14/12/79.

REPRESENTATIVES of the four major stevedoring companies agreed at a meeting called by the SA Stevedoring Council in Durban on Wednesday to form a National Employers' Association to represent their stevedoring employers.

Delegates agreed that the association would provide a central platform for negotiation between employees and management which would promote sound industrial relations "in a spirit of co-operation and goodwill".

The association will be formed in terms of the Industrial Conciliation Act and delegates have expressed themselves in favour of workers exercising trade-union rights through the Industrial Council system.

Delegates agreed that the association would talk and listen to any worker representation, including all registered and unregistered trade unions. However, it would enter into negotiations only with registered representative unions.

TABLE II

	WHITE		ASIAN		COLOURED		BLACK	
	Male	Female	Male	Female	Male	Female	Male	Female
	115 1.2%	121 1.5%	28 2.5%	15 1.9%	120 3.9%	139 4.4%	49 2.1%	56 2.9%
	212 2.2%	389 4.9%	115 10.1%	127 15.8%	190 6.1%	276 8.8%	273 11.4%	212 11.0%
	5737 58.8%	3118 39.3%	537 47.3%	246 30.6%	845 27.1%	566 18.0%	148 6.2%	66 3.4%
	1587 16.3%	2181 27.5%	273 24.1%	239 29.7%	939 30.2%	1278 40.7%	772 32.3%	749 39.0%
	59 3.0%	41 6.1%	41 12.3%	2 1.9%	680 31.3%	167 25.6%	806 43.1%	89 27.5%
Total Accidents, Poisoning and Violence (E800-E999)	1973 100%	677 100%	333 100%	104 100%	2175 100%	652 100%	1868 100%	324 100%

* E979 "Suicide and self inflicted poisoning by motor vehicle exhaust gas" is a code used in South Africa which does not appear in I.C.D. (8th revision).

See Ref. 13.

F.M. 14/12/79 332

TRUCK RENTALS

Loading up

SA's truck rental market jumped an impressive 32% to R8,5m over the past year, and all the indications of an even better year are there for 1980. So says Glenn van Heerden, MD of Avis and chairman of the SA Vehicle Renters Association (Savra).

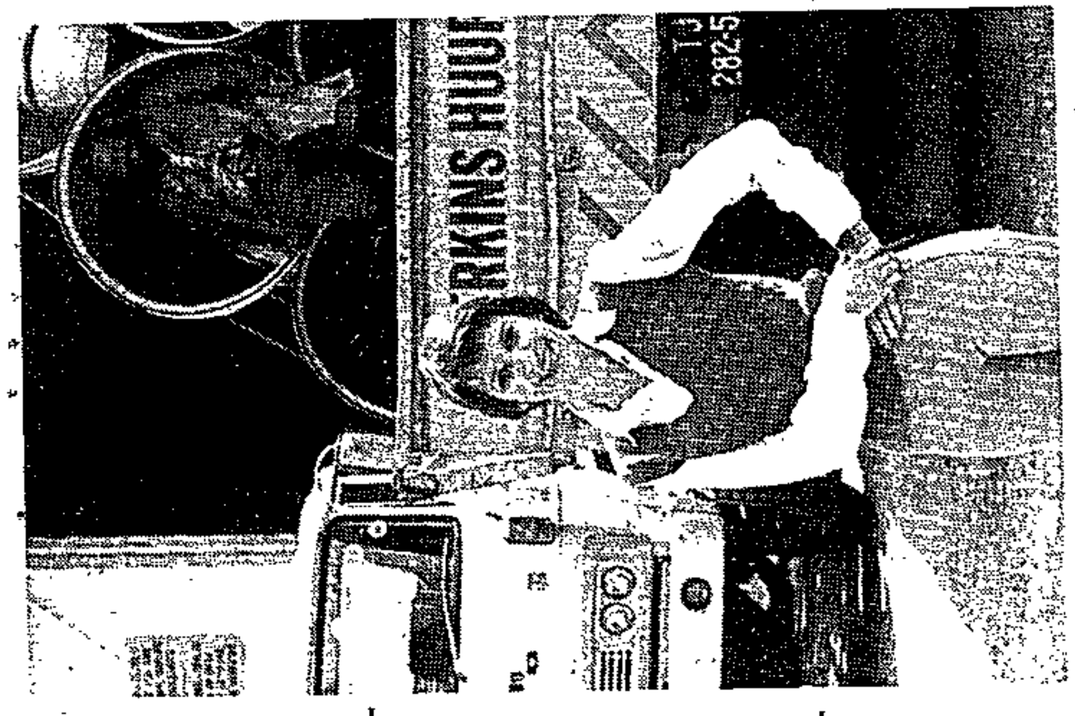
This growth could be misleading, however, he warns — "It's still an infant industry and we're working off a small base." Inflation is also not taken into account. For the 15 companies with 1 400 truck units spread across the country, the boom in business has come along with the upturn in the economy. Helga Hilber, director of Dan Perkins Truck Hire, says business only really started picking up after July, and the company has improved takings 12% on the second half of last year. "No one's buying trucks," she says. "And as the economy picked up, builders got busier and so did we!"

Van Heerden expands on this view. "Local content programmes have pushed commercial vehicle prices up, while the downturn in the economy saw the postponement of fleet replacements." The result has been that an increase in activity has found firms without transport, and they've moved to renting. "In this way they can reduce overheads and push the saving in capital expenditure into other projects," explains Van Heerden.

Fuel price is another aspect, says Supreme Car and Truck MD Lawrence Hirson, whose company reckons on a 25% share of Reef business worth R1,6m. "If a vehicle's there, it'll be used. If it means renting a truck, management tends to think more about rationalising trips." Hirson claims 1979 is the busiest year his company has had, with prospects for 1980 even better.

Another aspect of the business is full-maintenance truck leasing. Van Heerden says that it is a new development on the market, but won't affect rental. "It'll be worth a substantial amount in due course," as fleet owners replace existing fleets on full-maintenance plans, thus releasing capital for use elsewhere. Benefits accruing are a reduction of customer responsibility with running and operating costs consolidated into one monthly statement.

But truck renting still remains very much the baby brother of the car rental business, Van Heerden points out. He calculates that the annual market is worth R18m from 4 000 cars and that growth in the past has been based on local business. "The immediate area of expansion is in the direct market, that is holiday makers using public transport to get to their destination and then renting."



Hilber . . . business started improving after July

Financial Mail December 14 1979

CT 15/12/79 (332)

Bus-fare hearing judgment reserved

Staff Reporter

JUDGMENT was reserved yesterday in the Supreme Court hearing in which community worker Mr Rommel Roberts has applied for an order declaring that the National Transport Commission (NTC) had no jurisdiction to deal with a fresh application by City Tramways for bus-fare increases.

Mr Roberts is arguing that the NTC convened a meeting improperly when it decided to have the application for a fares increase referred to it, and that fairness was violated by not allowing him to state his case on the decision.

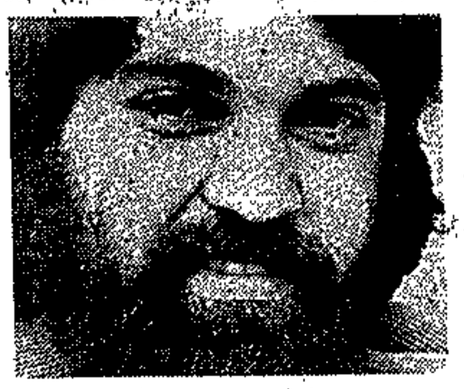
The NTC decision followed a visit to Pretoria by City Tramways representatives after an ad hoc Local Road Transportation Board had postponed a fares hearing so that its jurisdiction could be tested in court.

A postponement had been granted and the board had directed a procedure to regulate future proceedings should it be necessary to continue hearing the application.

Mr H Snitcher, for City Tramways, said he saw a "certain pattern" in what was happening and that there was "a procrastination in this matter".

But lengthy delays over a review might seriously prejudice both City Tramways and the public. The additional expenditure City Tramways sought to recover was more than R6 million a year and the company operated a very extensive public service throughout the Peninsula.

Advice by a government legal adviser, Mr G F Smalberger, that the NTC could hear the application, was perfectly legitimate. He and the NTC were entitled to act upon it. When told on October 25 of



Mr Rommel Roberts

the NTC's decision, Mr Roberts took no steps to object.

The hearing by the NTC had been set down for December 5. More than a month after being told of the NTC's decision, Mr Roberts had launched the current proceedings.

Earlier yesterday, Mr H C Nel, SC, appearing for the chairmen of the LRTB and the NTC, said that for the court to rule in favour of an applicant over a decision, the applicant would have to show that the decision was likely to cause him prejudice. Neither actual nor potential prejudice had been proved.

He dismissed an appeal that a "decision" of the LRTB to refer City Tramways' application to the NTC needed reviewing. The LRTB could not decide the matter, as it was obliged by law to refer a matter when so directed.

The referral had not been a decision of the board but the result of an "administrative function".

He dismissed an allegation that the NTC had decided at an improperly convened meeting to hear the fares application. Act 44 of 1948 provided that NTC meetings could take place simultaneously without all the members being present at each meeting.

Mr Justice G Friedman is presiding, with Mr Justice J J Fagan. Mr L R Dison, SC, appears with Mr J G Foxcroft for Mr Roberts, both instructed by Syfret-Godlonton-Fuller Moore Inc. Mr H C Nel, SC, appears with Mr G D van Schalkwyk for the chairmen of the LRTB and the NTC, both instructed by the Deputy State Attorney. Mr H Snitcher, QC, appears with Mr I G Farlam for City Tramways, both instructed by Asherson and Asherson.

Commission reserves decision on bus fare hike application

15/12/79

PORT ELIZABETH — The National Transport Commission has reserved its decision on an application by CTC Bus Company Ltd, East London, for increased bus fares.

The commission, under the chairmanship of Mr H. van Zyl, was asked to allow the bus company to increase fares to 1,5c per kilometre. The present charge is 1c.

Earlier the commission heard argument by Mr C. Cubitt on behalf of 30 objectors and Mr H. Fitchat representing the Institute of Race Relations that the commission had no jurisdiction to hear the inquiry because an application had been made in the Supreme Court by Mrs Maria Brauns contesting the validity of the commission's decision on October 2, 1979 to hear the application and decide on the matter themselves.

They also applied for a postponement of four to six weeks because they were notified about the hearing of the application on December 5 and did not have sufficient time to prepare the case.

The application for postponement was turned down.

The legal representative of the bus company, Mr A. T. de Klerk, said the company had accumulated nearly R500 000 losses since April.

After an application to the Road Transportation Board in March, it was agreed fares could be increased.

They were increased in August but Mrs Brauns successfully applied to have them reduced and the old rates came into effect in November.

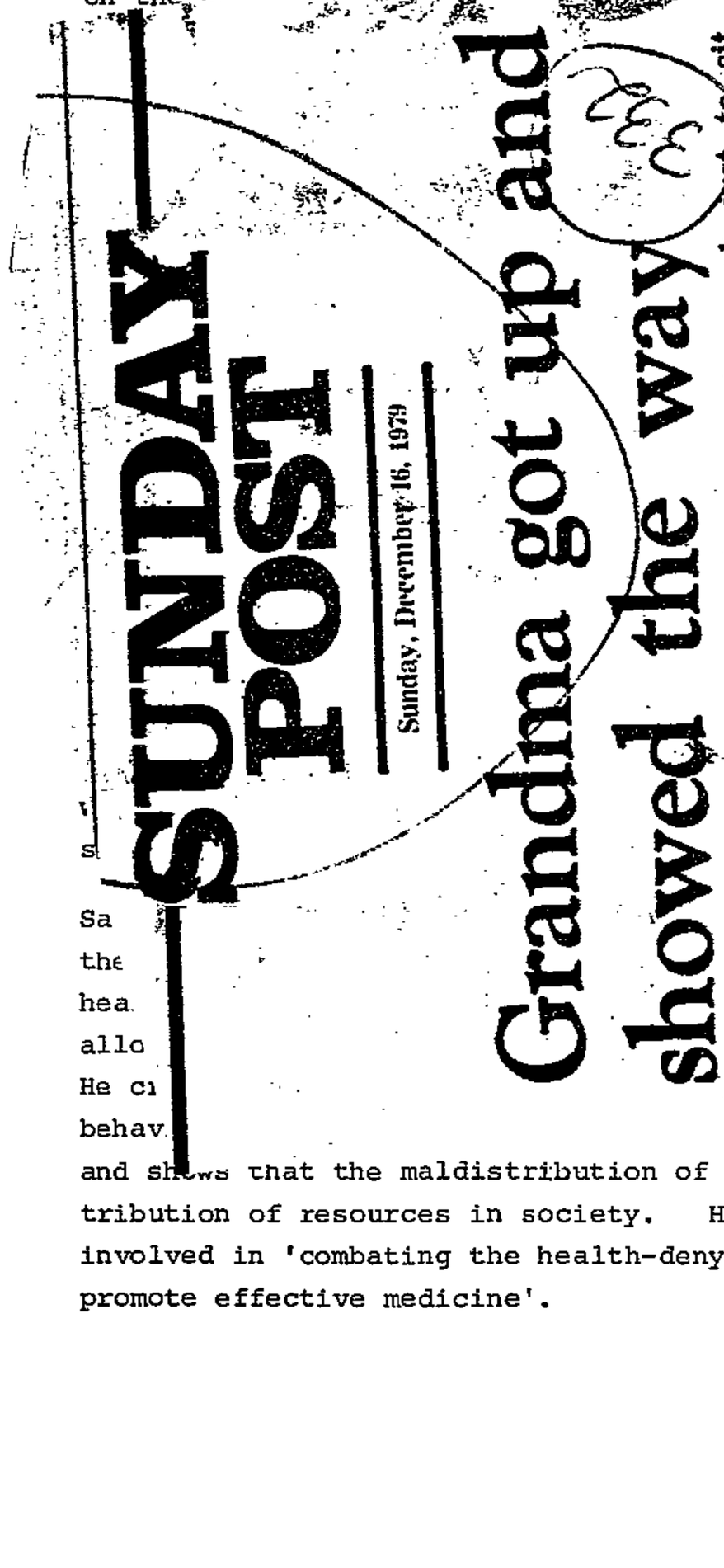
Because of this reduction, Mr De Klerk contended, the company had to shoulder a considerable financial burden.

Reacting to criticism by the commissioners concerning the discrepancies in the fares charged for various distances, the operations manager of the company, Mr M. B. Howarth, said it was only to Mdantsane where the distance was so short that flat rates were introduced.

It was also revealed the Department of Transport subsidised all but one route. — DDR.

(a) Neglect of preventive medicine by most practitioners and inadequate budgetary provision for it. Savage also notes the excessive expenditure on cure.

(b) Both also note the maldistribution of doctors and health services. Kirsch describes this in geographical terms, and in terms of inappropriate institutions. He notes the concentration of doctors throughout the world in urban areas. Savage describes this as [illegible] on the [illegible]



SUNDAY POST

Sunday, December 16, 1979

Grandma got up and showed the way

A 65-YEAR-OLD grandmother has successfully put many of us to shame.

While we were sitting around bemoaning our lot, she became so incensed when Putco announced yet another fare increase recently that she stood up, shook her fist in the face of the giant company, and stomped off to court to get some action.

The result was that eventually Putco was ordered to revert back to the old fares on almost 1 000 buses throughout the Witwatersrand and Pretoria.

In this day of dynamic political movement, Ms Kathleen Mulligan's achievement might be seen as a nice domestic gesture, but somewhat trivial and irrelevant in the broader scheme of things. But it is anything but that.

Ms Mulligan has demonstrated in a very practical and simple way that if you feel strongly enough about injustice to get up and try to do something about it, you can win — even entirely on your own. And this surely is what so much of South Africa's politics is all about.

If an elderly woman can, by feeling strongly enough and keeping her wits about her, achieve something like this alone, what is stopping we younger folk getting action on a whole host of things that make life as a black person thoroughly miserable.

Ms Mulligan's lesson is that it is not enough just to sit around talking about changing things. Change only comes when someone has the courage to stick his neck out and actually do something about it.

What we need are people of talent who feel strongly enough about low wages, unfair employment practices, high prices, poor schooling, inadequate public transport, insufficient housing, official indifference towards crime, to thoroughly investigate their history and even their position in law (both South African and international), and to fight them by every means — in debate, through the columns of newspapers, in the law courts, and shows that the maldistribution of doctors is a mirror of the maldistribution of resources in society. He sees the need for doctors to become involved in 'combating the health-denying aspects of apartheid in order to promote effective medicine'.

Other contributors (e.g. Adler, Vol.2) would regard the nature of the economic system, rather than the legal structure of apartheid as the root cause of the 'Inverse Care Law', as it is apparent to some degree throughc the third world and in most 'western' societies. Both Adler and Savage, although not denying the need for medical reforms, regard these as inseparable from changes in the wider social structure if they are to be

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(a) Neglect of preventive medicine by most practitioners and inadequate budgetary provision for it. Savage also notes the excessive expenditure on cure.

(b) Both also note the maldistribution of doctors and health services. Kirsch describes this in geographical terms, and in terms of inappropriate institutions. He notes the concentration of doctors throughout the world in urban areas. Savage describes this as a concentration in South Africa on the needs of the white and urban populations; but he also implicitly recognises an international dimension when he notes the applicability to South Africa of the 'Inverse Care Law' originally described by Hart, as it appears in Britain; 'the availability of good medical care tends to vary inversely with the need of the population served'.[5]

(c) Inappropriate institutions, particularly 'disease palaces' are associated with this geographical bias

Granny wins lone battle against Putco

Ms Kathleen Mulligan

By ZWELAKHE SISULU

A 65-YEAR-OLD granny ... Ms Kathleen Mulligan, ... has been fighting a lone ... increase by Putco ... and she's winning. This week thousands of ... Reef and Pretoria com... muters paid lower fares ... on Putco buses only be... cause of her efforts. Last month Ms Mulligan ... successfully brought an ... application against Put... co's increased bus fares ... and the court ordered ... the company to revert ... to its old fares. Now she is determined ... she will do it again. If Putco reapplied for ... another increase I will ... fight it again. The in... crease in the fuel price ... does not affect Putco ... alone, it affects all of ... us equally," rallied the ... one-woman campaigner. "When people were mov... ed from Sophiatown ... and Newclare the Go... vernment promised they ... would not pay higher ... fares by being moved ... away from industries ... and that subsidies ... would be provided. "We did not elect to live ... where we are. We were ... put there and I don't ... see why we have to pay ... the price of other peo... ple's actions," she add... ed. A committee to keep ... watch over bus fare in... creases has been form... ed with members from ... Soweto, Eldorado Park, ... Pretoria and other ... areas. Called Watchdog, ... it will oppose the Putco ... hike in fares. ... said

apartheid, ... services. Pay differentials are aggravating ..., and Savage shows that it would cost only R1,4 million p.a. to pay equally qualified doctors the same salary, and R4,2 million p.a. to give equally qualified nurses the same pay.

Savage, however, differs considerably from Kirsch on the tractability of these problems. He attributes the misallocation of resources in the health sector to interests than to ideas, and points out that this misallocation affects society as a whole and not merely the medical profession. He criticises those who, like Illich, believe that one can change the behaviour of individuals without altering the behaviour of the system, and shows that the maldistribution of doctors is a mirror of the maldistribution of resources in society. He sees the need for doctors to become involved in 'combating the health-denying aspects of apartheid in order to promote effective medicine'.

Other contributors (e.g. Adler, Vol.2) would regard the nature of the economic system, rather than the legal structure of apartheid as the root cause of the 'Inverse Care Law', as it is apparent to some degree throughc the third world and in most 'western' societies. Both Adler and Savage, although not denying the need for medical reforms, regard these as inseparable from changes in the wider social structure if they are to be effective.

2.2 Public or Private : The Options

The debate on what has come to be called 'socialised medicine' concerns which method of health care provision is most *efficient* and which best satisfies the condition of *equity*. Efficiency ... afford it that some basic public provision should be made fc the indigent. The rising cost of medical care, particularly in the Unite States and some European countries, has forced a reassessment of this position by health economists of all persuasions.

The free market position is argued by Rees (*27): If a good or service car be bought and sold between individuals, and all relevant costs and benefit are taken into account in the market transactions without spilling over tc outsiders (excludability), and there are no economies of scale,[6] then individual preferences as expressed through their purchasing power can be met efficiently when the good is distributed through a free market so that neither can alter the price on their own, and no combination of buyers or sellers exists that can influence the price to their own advantage. In addition, there must be no information constraints on buyers and sellers. If these conditions are fulfilled, private provision will be efficient, although the possibility of efficient allocation may also exist under othe conditions. The advantage of a private market are generally taken to be the minimal need for information transmission before an efficient distribu tion can be reached.

(332)

Plain's fares approved —may go up in January

Argus 19/12/79

(81)

THE increased bus fares for Mitchell's Plain, varying from five to 50 percent more, have been approved by the local Road Transportation Board and may be implemented from January 1.

This was disclosed today by Mr T E Brice, a director of Associated Bus Holdings, owners of the Mitchell's Plain Bus Services Ltd, who said he had received official notice of the increases approval yesterday.

So far no official notice has been received for the Atlantis Bus Services Ltd, who also applied for fares increases.

The notification from the local board said the increases were granted as applied for.

These include increases in clipcard prices where the increase in subsidies covers only 50 percent of the increase.

According to figures supplied during the application hearing, 61 percent of the passengers will pay 17 percent more, 18 percent will pay 50 percent more and four percent will pay 67 percent more.

Atlantis bus fares to go up

Argus 21/12/79

332

CASH bus fares to Atlantis will increase by between 17 and 50 percent on January 1 although clip card fares will remain unchanged, an Atlantis Bus Service spokesman said today.

Mr T E Brice, director of Associated Bus Holdings, the owners of the bus service company, said the Local Road Transportation Board's letter confirming approval of the fares arrived yesterday.

Earlier this week, the company received confirmation that Mitchell's Plain bus fares would rise between five and 67 percent.

NOT AFFECTED

In its application hearing, the Atlantis Bus Service claimed 56 percent of its passengers would not be affected by the increases, 22,5 percent would have to pay 15 percent more and 21,5 percent would have to pay 20 percent more.

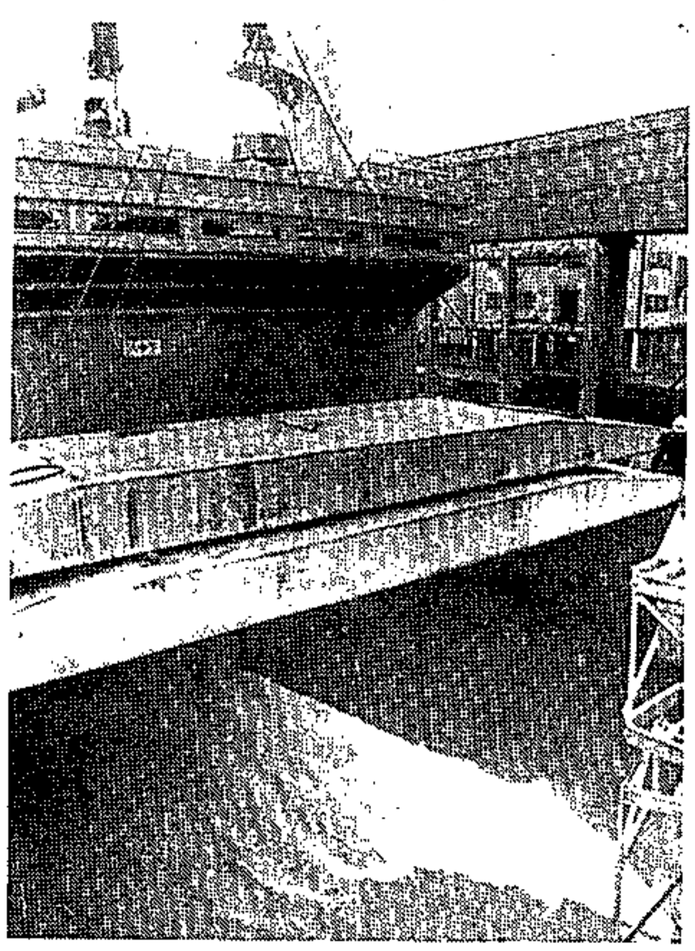
The 50 percent increase was in the internal fare which had risen from 10 to 15 cents.

SHIPPING F.M. 21/12/79 332

Expansion in bulk trades

National shipping line Safmarine plans to spend more than R150m on bulk carriers over the next few years. It hopes to take advantage of what it believes will soon be a chain reaction of inter-regional development in southern Africa.

This optimism is based on expectations of "a return to normality" in the sub-



Bulk carrier . . . the hope for the future

continent as well as expectations that gloomy oil news from Caracas will hasten the switch to coal-based energy in the West.

Its first priority, however, is to consolidate growing ascendancy in Far Eastern and Japanese trades (*FM* November 23) by going fully cellular. Plans are well advanced to call for tenders for construction of a 1 200-box container ship to team up with three other cellular ships (two Japanese and one European) earmarked for the trades.

While this does not represent Safmarine's current share of the trade, the line has first option to provide a fifth container ship should the volume of trade so increase. Meanwhile, Safmarine will provide a back-up service by placing jumboised break-bulk freighters on the Far Eastern service. Two or three of the freighters are to be modified to increase their container capacity from 200 to 400-600 boxes.

In expectation of further strengthening of bulk trades out of southern Africa, Safmarine is shortly to call for "indicative" tenders for the construction of three new bulk carriers to replace some of the 6 - 8 bulkers which the company employs on time charter. It is learnt that the company is interested in dry bulk ships of 125 000 dwt, 100 000 dwt and 70 000 dwt whose most likely initial employment will be on the intensified coal run, exports of which are expected to go to 30 Mt next year.

Potentially, Safmarine is in the market for at least six new bulkers but it prefers to charter one-third of its requirements to avoid the embarrassment of over-capacity when trades are down. The company has been looking at the second-hand market but has found nothing to its satisfaction. Because of the present boomlet in the bulk shipping market, vessels are over-priced in relation to their fuel efficiency. Moreover, the company has had nothing but bad luck in the second-hand market.

It's a fair bet that the company will exert increasing pressure to secure a bigger share of SA bulk trades with importing nations. In general cargo trades it has brought its share in line with the so-called Unctad code of shipping: 40% borne in ships flying the flag of the exporter, 40% in ships of the importing country and 20% carried by third party "cross-traders."

Safmarine's share of bulk cargoes has increased from 618 000 t in 1977 to 1,8 Mt in 1979 which includes dry tonnages carried in international cross trades, as well as oil — a business which the company has since abandoned with the sale of its two supertankers, *Kulu* and *Gondwana*.

With SA (and Rhodesian?) bulk trades likely to reach volumes running well over 100 Mt next year it will be interesting to observe whether the national carrier will follow the trend that has taken root among developing countries, to insist that the Unctad liner code for general cargo now be extended to the much bigger business of bulk shipping too.

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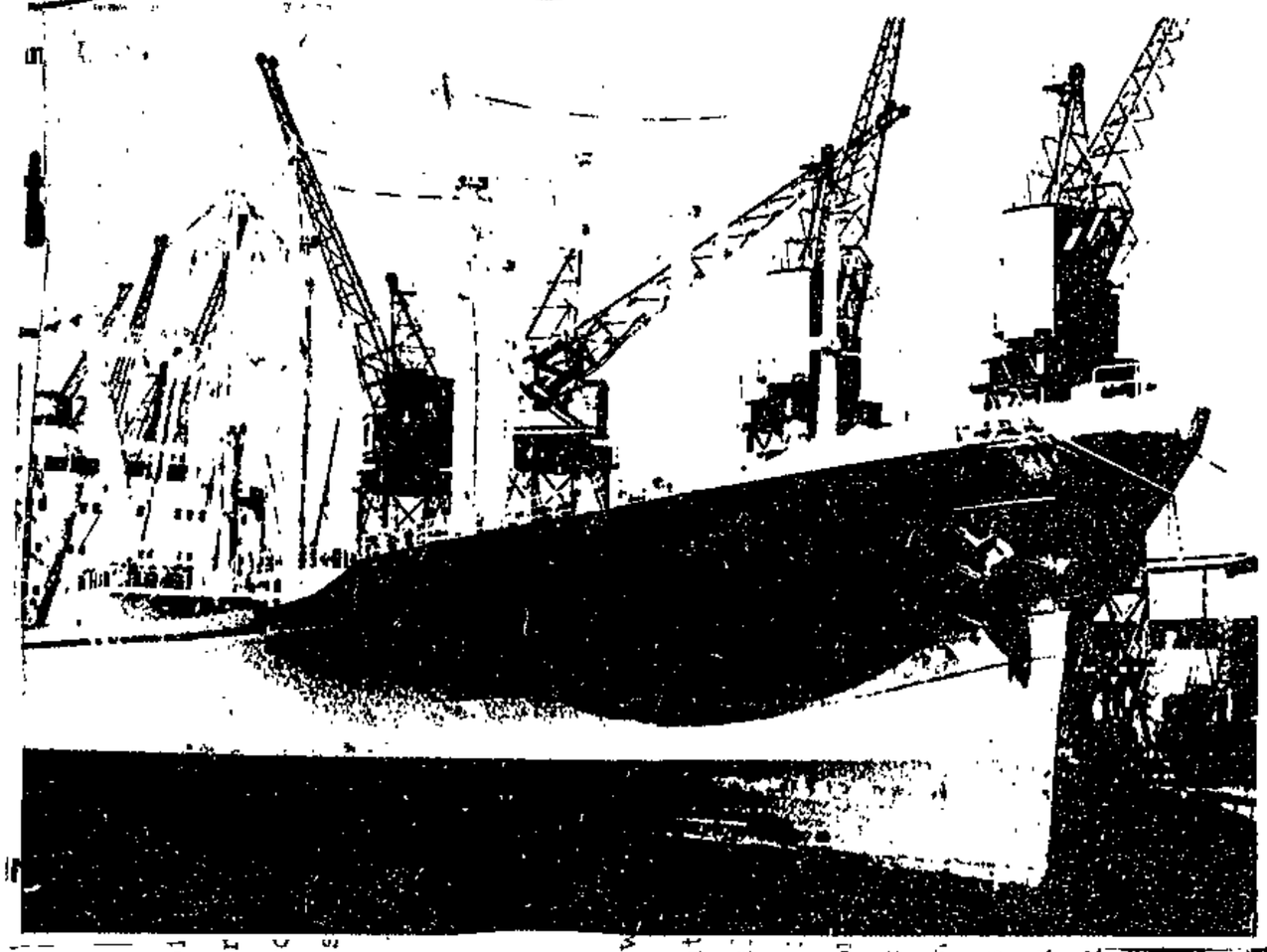

Shipping lines on crest of the wave

By ANDREW McNULTY

AFTER several years in the doldrums, shipping lines and agents are riding high and are budgeting for still better business in the next few years.

This emerges from discussions with leading companies in the shipping sector this week.

A general quickening in the economy has injected new life into this sector as exports and imports have climbed.

The industry expects this to continue as the economy's growth rate moves upwards during 1980.

Shipping sources also point to several other factors which they believe could significantly boost traffic through South African ports.

These include:

- The diversion of Zambian traffic, most notably copper, through South Africa since the closure of its alternative sea routes.
- Relaxations of import controls. Large categories of consumer goods may now be imported without a permit, and the 7.5% import surcharge is widely expected to go soon.
- Lifting of Rhodesian sanctions, which is already taking place and could be followed by heavy foreign aid. At the least, barring serious breakdown of law and order, it should mean the passage of Rhodesian mining products such as chrome.

None of these will mean much on its own. But together they could have a significant impact.

Of leading shipping agents, Rennies has already benefited from the contract to handle Zambia's total copper exports that are shipped through South Africa.

Dr P J Kieser, managing director of the South African Foreign Trade Association (Safto), warns that a rand strengthening on gold and a world economic slowdown would contribute to South Africa's battling to maintain export growth in volume terms in 1980.

But expanded infrastructural projects such as Richards Bay will benefit bulk transporters.

The national shipping line, Safmarine, has embarked on a major expansion into dry bulk transport and is to spend some R150-million on carriers over the next few years.

Safmarine forecasts a hefty 25% growth in dry bulk business during 1980.

Also, projects such as Sasol, Koeberg and new mines are adding to demand for imported components and materials.

A Safmarine spokesman told Business Times that he expected the liner transport, which carries these goods, to grow in 1980-84 at an annualised compounded rate of about 3% to 4%. This compared with the predicted international growth rate of about 2% to 3%.

Tonnages rose by at least 5% in this category in the past 12 months, rising to 10% in the past six months. At least 5% growth in tonnage is expected for 1980.

He noted that there has been a geographical shift in traffic, with trade swinging from Europe towards the Far East and the US, a result partly of the weakening yen and dollar.

General cargo export tonnages are expected to be about a percentage point lower than imports in 1980.

A leading clearing and forwarding agent says it conservatively forecasts total growth in value terms next year of at least 12%.

Neil Sempill, local chairman of the Europe-South African Conference, says that, largely on imports, southbound tonnages from Europe have risen about 10% in the year and no slowdown is expected.

"I'm cautiously optimistic that we can look forward to a better year. But the key is whether there is major capital investment by the private sector," he says.

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THOUSANDS ATTEND BURIAL

Mourners from all walks of life at the smash victims' mass burial in Atteridgeville at the weekend.

POST Reporter

THOUSANDS of people from Pretoria and other parts of the Transvaal yesterday attended the mass burial of five Atteridgeville people who died in the

Esther (31), his wife's sister, Mrs Daisy Buys, her daughter Charmaine (5) and another sister, Magedile Dipuo Basson (9).

The service was conducted by Rever-

clear that the entire Atteridgeville community had come to pay their respects to the dead. Everybody was present and the scene was moving. Papza, as he was popularly

24/12/94 (332)

Northern Transvaal in a horror accident.

This was the biggest funeral in Pretoria since that of Dr William F Nkomo. It was also a moving funeral that portrayed the grief the community shared with the family.

Those buried were Wilfred "Papaza" Maflgatho (30), his wife

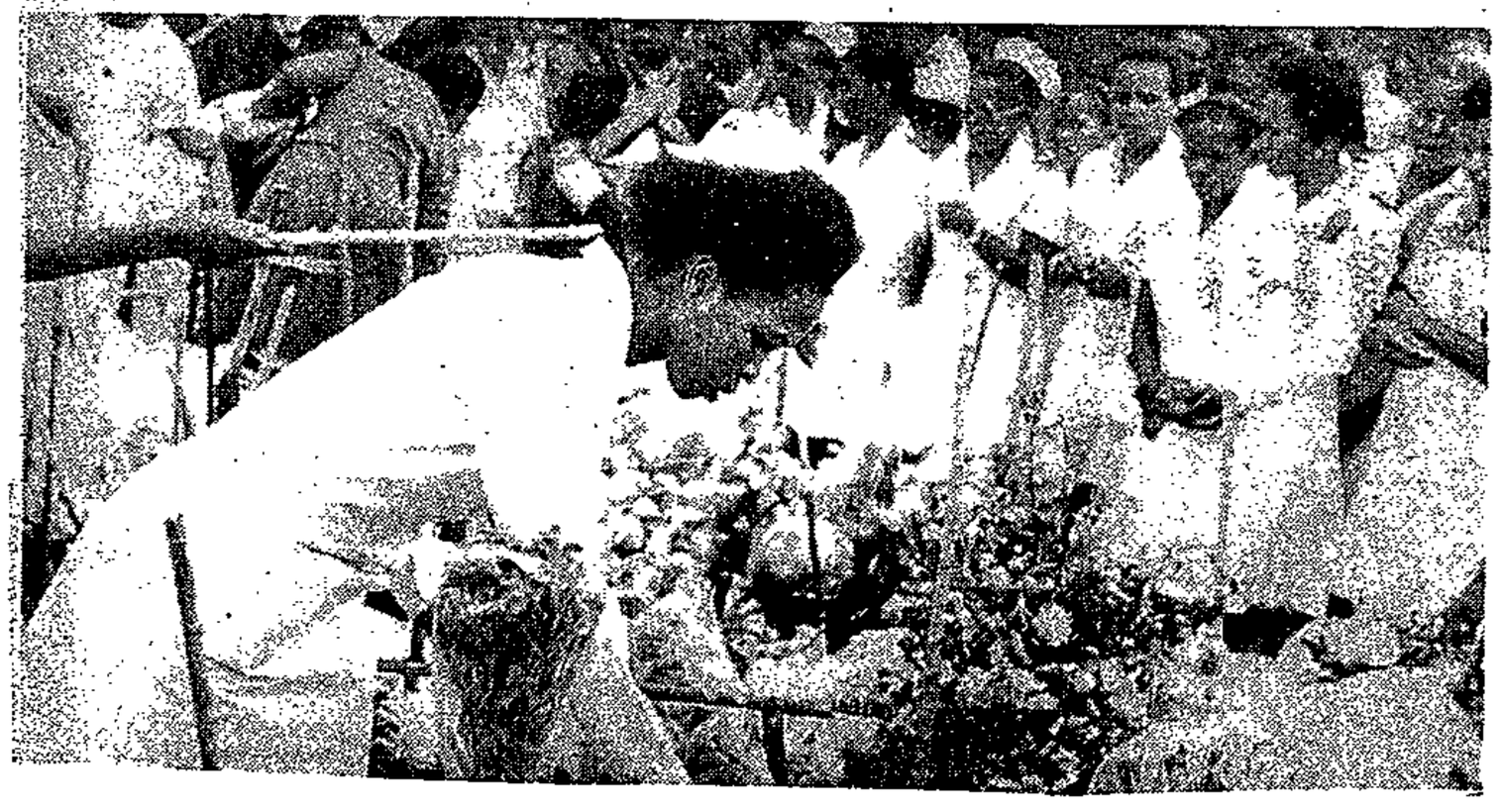
end of Isebe of the Anglican Church. It started at 8 am to leave for the cemetery at 12 noon. Putco made six buses available and the local Atteridgeville and Saulsville Taxi Owners Association supplied a free taxi service.

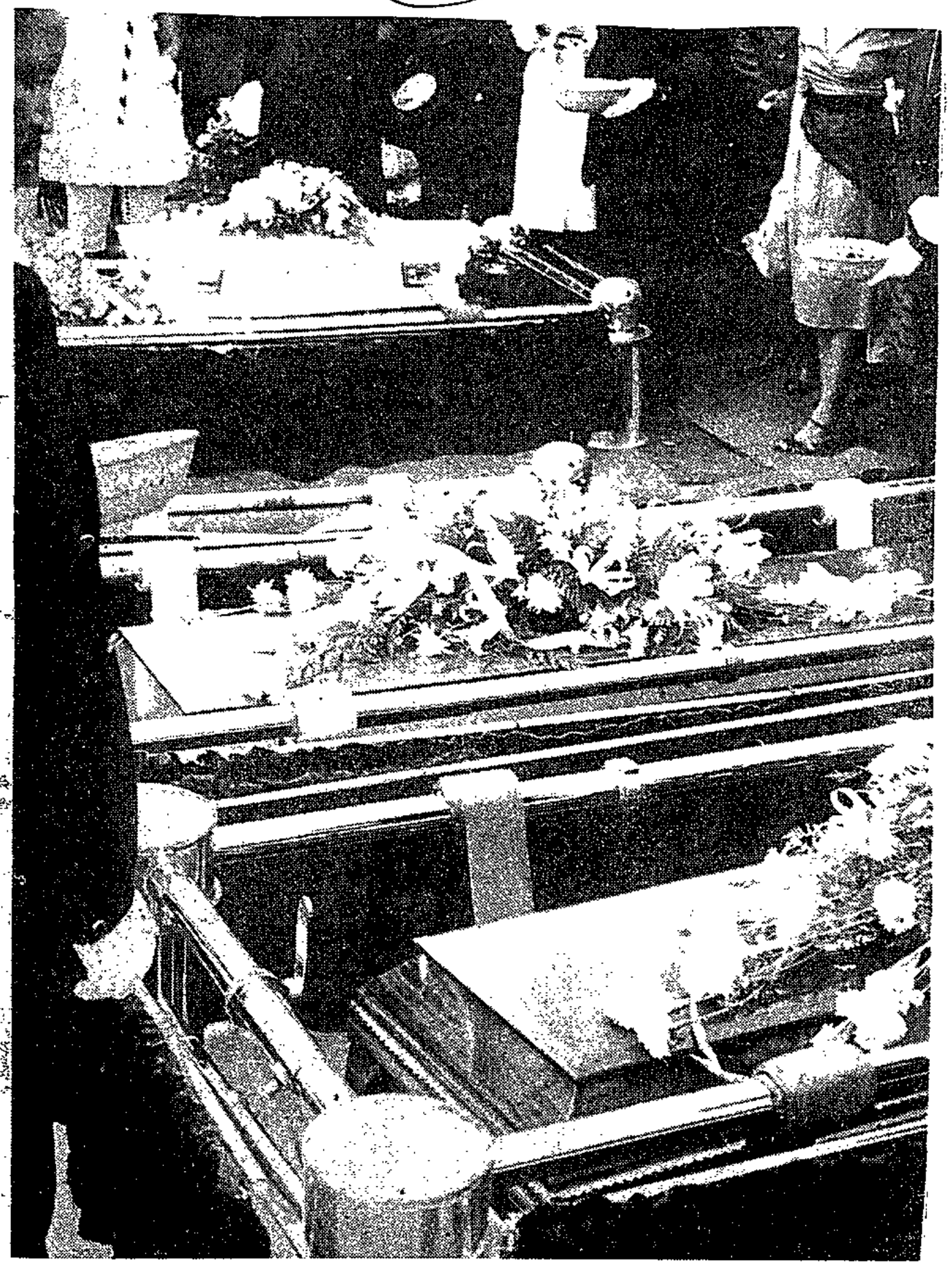
From the numbers at the funeral it was known, was buried in reverence by thousands.

There were moving scenes at the church and cemetery as people jostled with each other and many wept openly.

● Pictures by Thomas Khosa.

A leading community worker, Mr Mike Rantho, conducts a choir at the funeral.





"And may their souls rest in peace" . . . some of the coffins of the five smash victims buried in Atteridgeville at the weekend.

people injured in the Benoni train ... a donation from Mr Tom Boya.

R1 500 to crash victims

By Mzikayise Edom

OVER R1 500 was given to 19 families of the victims of the Benoni train crash at the weekend.

The presentation took place at the Lionel Kent Centre, Daveyton. It was done by Mr Silumko Tom Boya, chairman of the interim committee handling affairs in connection with the Benoni train crash.

The interim committee was formed a few days after the crash. Members staged fund-raising shows and collected donations from the community for families of the dead and injured.

Five people were killed and 85 injured on August 31, when a mobile crane smashed into a train at Northmead railway station, derailing two coaches and ripping a third open. Three more people later died at the Boksburg-Benoni hospital.

The names of the dead were: Mrs Muriel Mabona, Mr Bongani Busakwe, Mr David Khoza, Mr Simon Mathebe, Mr Louis Khumalo, Mr William Ngwenya, Miss Jane Bhekoni and Mr Madosha Gundwani.

Seven of the eight bereaved families were given a total of R1 100. Mr Boya said the family of Mr Gundwani could not be traced. The rest of the money was given to 12 victims who were critically injured.

Mr Boya said they have asked the Daveyton Community Council for a site where a monument would be built in memory of the dead. He also said memorial services would be held every September.

DIGNITY WATCH
DIGNITY WATCH does not appear today. It will be published in our next edition which is on Thursday. POST will not be published tomorrow or on Boxing Day.

Post 24/12/79.

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Putco again plans fare boost

RDM 27/12/79 343 332

By HARRY MASHABELA

THE Putco bus company has re-applied to the Road Transportation Board to increase fares by between 5% and 25% on the Witwatersrand and parts of Pretoria from Monday, January 7.

Last month the Rand Supreme Court rejected Putco's proposed fare increases on the application of a private citizen, Ms Kathleen Mulligan, of Mid-Ennerdale, on the grounds that Putco had not published full details of its higher fares in the Government Gazette.

The increased fares, sought for services given to blacks, coloureds and Indians in their areas as well as between these areas and places of employment, were published in a 370-page Government Gazette last Friday.

Some of the areas affected are Soweto, Alexandra, Bosmont, Lenasia, Eldorado Park and townships on the East Rand.

Fare increases for adults range from 5c to 10c a trip. For commuters on on weekly tickets the increases range from 15c a week to 35c.

Ms Mulligan said the applications for increases were invalid and that the bus company was unjustifiably being enriched at the expense of the public. The action was won on a technicality because Putco had failed to give details in its notice in the Government Gazette.

PAM KLEINOT reports that at least 20 prominent organisations have objected to Putco's proposed fare increases on the grounds that they are unreasonable and not in the public interest.

This was disclosed yesterday by Mr Mohammed Dangor, acting chairman of the Commuters Watchdog Association (Comwaso). He described the proposed increases as a "political bomb".

Commenting on Putco's latest application for the increases, Mr Dangor said: "I am very disappointed that Putco have applied so soon.

"They have shown total disregard for the commuters by their ill-timed application during the festive season — which I consider to be a sly and underhand move on the part of Putco."

The Legal Resources Centre will contest the fare increases on behalf of the objectors, who include churchmen and community leaders.

Putco again seeks increase in fares

Putco has reapplied to increase its bus fares on the Witwatersrand by an average of 5c a trip for cash fares and between 1c and 3c a trip for season tickets.

The proposed increases are the same as those Putco introduced in October but had to shelve after a successful application in the Rand Supreme Court by Ms Kathleen Mulligan of Mid-Ennerdale.

A spokesman for the bus company said a date for the hearing before the Johannesburg Road Transportation Board had not yet been fixed. Putco's application was published in Pretoria on Friday in the Government Gazette.

Some of the areas affected by the application are Soweto, Alexandra, East Rand Townships, Lenasia and Eldorado Park.

Cash fares for the trip from Alexandra to Noord Street would go up from 20c to 25c and five-day season tickets from R1,50 to R1,60.

Proposed fare increases from Diepkloof to the city are: from 30c to 35c a trip for cash fares and from R2,20 to R2,35 for season tickets.

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inciple object-

ions to LIFO is that inventories are consistently being understated. [14] After the application of LIFO for many years, the inventory valuation, assuming a trend of rising prices, tends to become meaningless as it grossly misstates the current inventory valuation.

The apparent effect of LIFO on working capital reveals a weakening structure whereas in real terms there is actually a strengthening of the working capital position.

Example 6

LIFO is applied for the first time during the current year and the LIFO adjustment (being the difference between the FIFO valuation and LIFO valuation of end of year inventory) is R10. The tax rate is 40%. Assume a bank balance of R20 and that tax is paid therefrom.

Japa adopts family of train crash victim

By MZIKAYISE EDOM

THE Jazz, Art and Poetry Association (Japa) from Wattville, Benoni, has adopted a destitute family whose breadwinner was killed in the Benoni train crash in August.

This was announced this week by Mr Boysie Marokane, Japa's chairman. The family is that of Mr David Khoza.

Mrs Khoza and her family, adopted by Japa.

The family has no house of their own. There are eight children and all of them are still at school.

Their mother, Mrs Annah Khoza, is working and earns R20 a month.

PROVIDE

Mr Marokane said his association would provide the family with food, clothes, educate the children and pay rent for the family.

Mr Marokane said: "This family needs help and the only people who can come to their rescue is the black community. They have lost their breadwinner and this poor woman has to look after eight schoolgoing children with her R20 a month earnings.

At the weekend, over R1 500 was given to the families of the victims of the crash.

The presentation took place at the Lionel Kent Centre. It was done by Mr Silumko Tom Boya, chairman of the interim committee handling affairs in connection with the Benoni train crash.

KILLED

Five people were killed

Post 28/12/79

Putco fare hikes move to meet shift opposition

By WILLIE BOKALA

PUTCO'S new application for busfare increases will definitely not be considered by the Johannesburg Road Transportation Board before the company's proposed increase date of January 7.

What is more, the Legal Resources Centre, representing the Commuters Watchdog Association, several other organisations and individuals, have lodged an objection with the Transportation Board against Putco's application.

A spokesman for the Transportation Board said yesterday that the Board would sit only in mid-January and although a date had not been set to consider the fare application, it would definitely not be before January 7.

Putco has re-applied to the Board to increase fares by between five percent and 25 percent on the Witwatersrand and parts of Pretoria. In its application the company said it hoped to recover R2 345 000 by June 1980 provided they were able to implement their new fares by January 7.

Putco's new application follows a rejection by a Rand Supreme Court judge of the company's original proposed fare increases after a private citizen had taken it to court on grounds that the company had not published full details of its higher fares in the Government Gazette.

Immediately after the court order Putco reapplied again. The increases are to affect Soweto, Alexandra, Bosmont, Lenasia, Eldorado Park and the East Rand black townships.

In some cases if not all, the company's new application bore the same increases as applied for previously.

This means that from Baragwanath to Kew commuters will have to pay 10 cents extra for single trips and 30 cents more for season tickets. Fares at the moment are 20 cents a single trip, R4,20 (five days) and R5,10 (six days).

The objectors' notice which was sent to the Board yesterday morning includes the following grounds of objection.

- Insufficient information has been provided in the application of the income and expenditure of Putco, and on the profitability of the routes in respect of which fare increases are sought.
- The extent of the increases sought as unreasonable and not in the public interest.
- The objectors desire to be represented at the hearing of the application and to participate fully in the inquiry into whether the application should be granted.
- If the fare increases are granted, Putco is likely to make profits which are excessive in relation to the capital actually invested by shareholders.

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STATUTES OF THE REPUBLIC OF SOUTH AFRICA — *Companies Act*

ss. 166–168

166. No allotment or acceptance if application not considered within 40 days. — (1) No allotment of shares offered to the public by a company shall be made, and no application to purchase any shares offered to the public by a company shall be accepted, and no acceptance of any offer to purchase any shares offered to the public by a company shall be made, if the application or offer has been made on an application form which was not issued to the applicant with, or which was not accompanied by, a prospectus as required by section 155, or if the application or offer was made more than 40 days after the date on which the prospectus was issued, or if the applicant for the shares, at the time of his application, was in fact aware of its contents.

(2) Any director or officer of a company who knowingly is a party to the contravention of subsection (1), shall be guilty of an offence.

167. Voidable allotment where section 155 not complied with. — (*a*) When an allotment or an acceptance of an offer in respect of shares in a company has been made by a company to an applicant, and every director and every officer of the company is liable to compensate the applicant, in contravention of any provision of section 155, every director and every officer of the company concerned and the applicant for the shares may at the instance of the applicant concerned recover any loss or damage sustained by the applicant by reason of the allotment or acceptance, and not later.

(*b*) The provisions of paragraph (*a*) shall not prejudice any right of action which any person may have against any person concerned apart from the said paragraph (*a*) being in the course of being complied with.

(2) (*a*) When an allotment or an acceptance of an offer in respect of shares in a company has been made by a company to an applicant, every director and every officer of the company is liable to compensate the applicant for any loss or damage sustained by the applicant by reason of the allotment or acceptance, every director and every officer of the company concerned and the applicant for the shares may at the instance of the applicant recover any loss or damage sustained or incurred by the applicant by reason of the allotment or acceptance, and not later.

(*b*) No proceedings to recover any loss or damage referred to in paragraph (*a*) shall be instituted after the expiration of two years from the date of the allotment or acceptance.

168. Minimum interval before allotment of shares. — (1) No allotment or acceptance of an offer in respect of shares or acceptance of a prospectus, and no proceedings shall be taken in respect of the issuance of a prospectus, until the beginning of the third day after that on which the prospectus is first issued or such later time (if any) as is stated in the prospectus.

[Para. (*a*) substituted by s. 1 (*a*) of Act 46 of 1973.]

(*b*) The beginning of the said third day or such later time is in this section and section 169 referred to as "the time of the opening of the subscription lists".

(2) For the purposes of subsection (1) the prospectus shall be conclusively presumed to be the prospectus which was first issued as a newspaper advertisement, or if no such advertisement was issued, the prospectus which was first issued before the third day after that on which it was first issued as a newspaper advertisement, or if no prospectus was issued, the day on which it is first issued in such manner as may be prescribed.

[Sub-s. (2) substituted by s. 1 (*b*) of Act 46 of 1973.]

(3) The validity of an allotment or acceptance of an offer in contravention of the provisions of subsection (1) shall not be affected, but every director of the company concerned, and every director of a company which is the offeror, and, if the offeror is a company which has no directors, every person who knowingly is a party to the contravention, shall be guilty of an offence.

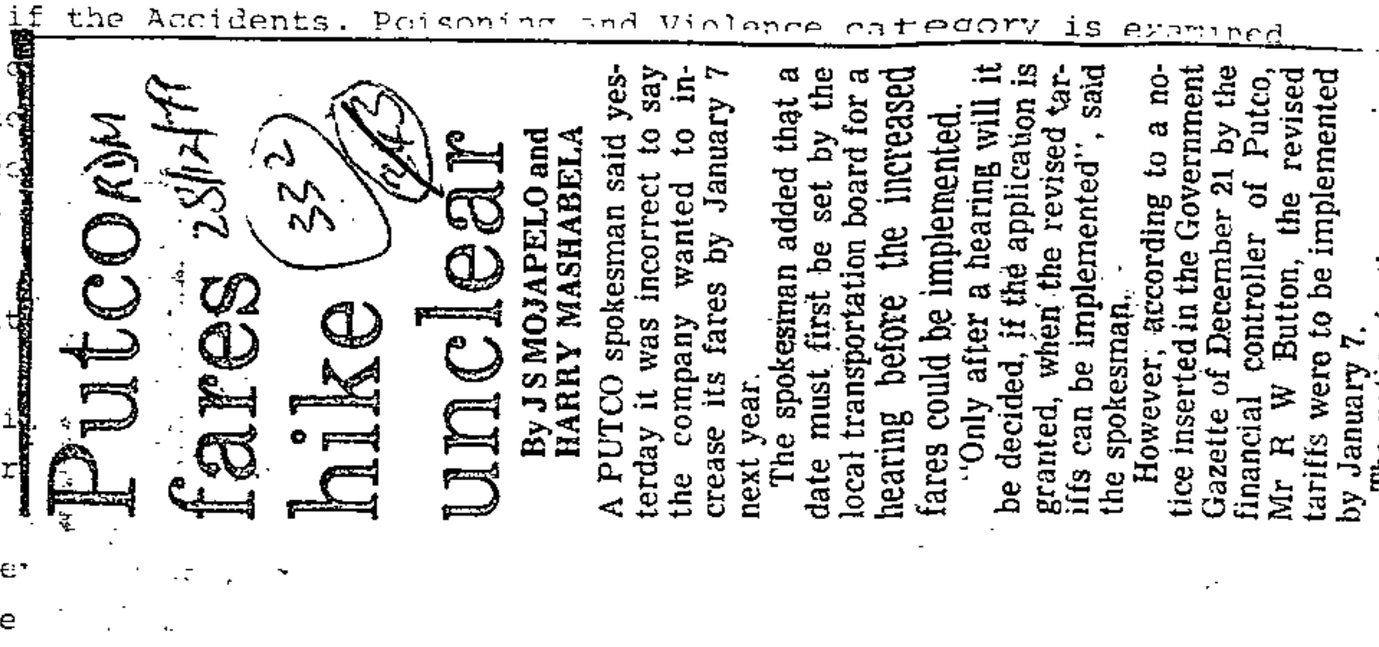
(4) An application for shares of a company which has issued a prospectus or a prospectus shall not be revocable before the time of the opening of the subscription lists or offer, and any provision to the contrary shall be void, and on the third day, of a public notice under section 169 (1) the application shall be revocable, and the liability under that section of the person who made the application shall cease.

[Sub-s. (4) substituted by s. 1 (*c*) of Act 46 of 1973.]

(5) In reckoning any number of days for the purposes of this section, Saturdays, Sundays and public holidays shall not be taken into account.

(Issue No. 11)

the South African population from all causes of death. The proportional contribution of the seventeen major disease categories of the International Classification of Disease (8th revision) to the overall mortality of the various communities is summarised in Fig. 5. The whites show a typical 'developed' country spectrum of mortality with Infectious and Parasitic Diseases being of minor importance (2,0%) and Neoplasms (15,6%) and Diseases of the Circulatory system (50,5%) being of major importance. For urban Africans and 'coloureds', Infectious and Parasitic Diseases make an important contribution to the overall mortality (19,5% and 23,5% respectively), with diseases of the respiratory system and certain causes of perinatal mortality also being of importance. Within the category of Infectious and Parasitic Diseases, diarrhoeal diseases and tuberculosis are the most important causes of mortality. The 'coloureds' experience an interesting combination of 'developed' and 'underdeveloped' mortality with a high death rate from enteritis and diarrhoeal [illegible]



Putco fares hike uncleared

By JS MOJAPELO and HARRY MASHABELA

A PUTCO spokesman said yesterday it was incorrect to say the company wanted to increase its fares by January 7 next year.

The spokesman added that a date must first be set by the local transportation board for a hearing before the increased fares could be implemented.

"Only after a hearing will it be decided, if the application is granted, when the revised tariffs can be implemented", said the spokesman.

However, according to a notice inserted in the Government Gazette of December 21 by the financial controller of Putco, Mr R W Button, the revised tariffs were to be implemented by January 7.

The notice in the gazette is an application by Putco for revised tariffs. It is addressed to the Johannesburg Transportation Board.

"Should this application be granted by your board, it would enable us to recover, by 30/6/80, an approximate amount of R2 345 000, provided that we are able to implement the revised tariffs by 7/1/80," Mr Button said in the notice.

Mr Button said in the application that the new fares were necessary due to the increased fuel price announced by the Government last June.

"This company is not in a position to carry this additional expense. This increase will add an amount of approximately R4 300 000 per annum to our fuel bill in the Witwatersrand", Mr Button said.

According to Putco, the commuters to be affected are in Greater Soweto, the East Rand, Wynberg and some Pretoria residential areas.

The present application for the increased fares comes after the Rand Supreme Court rejected the first application on technical grounds last month.

Mortality rates greater than 5/1 000 appear in italics in Table I. For all of these major causes of mortality, the Asian and 'coloured' mortality rates exceed those of the whites.

However, in this context, what requires emphasis is that by using the major disease classification a certain amount of detail is lost. For example, despite the fact that the overall rates for diseases of the circulatory system are comparable for whites, Asians and 'coloureds', within this broad category the mortality rates for specific diseases vary markedly. Table II provides the proportional contribution of the major circulatory diseases for the whites, Asians, 'coloureds' and Africans. Whilst Ischaemic Heart Disease is the major Circulatory Disease in the white and Asian communities, Cerebrovascular Diseases are the major cause of Circulatory Diseases in the 'coloured' and African communities.

Similarly, if the Accidents, Poisoning and Violence category is examined [illegible] ung and circu- [illegible] s the relatively [illegible] cularly in the [illegible] of the pro- [illegible] the urban areas. [illegible] diate between [illegible] s, on the other.

[illegible] data as propor- [illegible] n. Table I [illegible] n of cause [illegible] the white, Asian

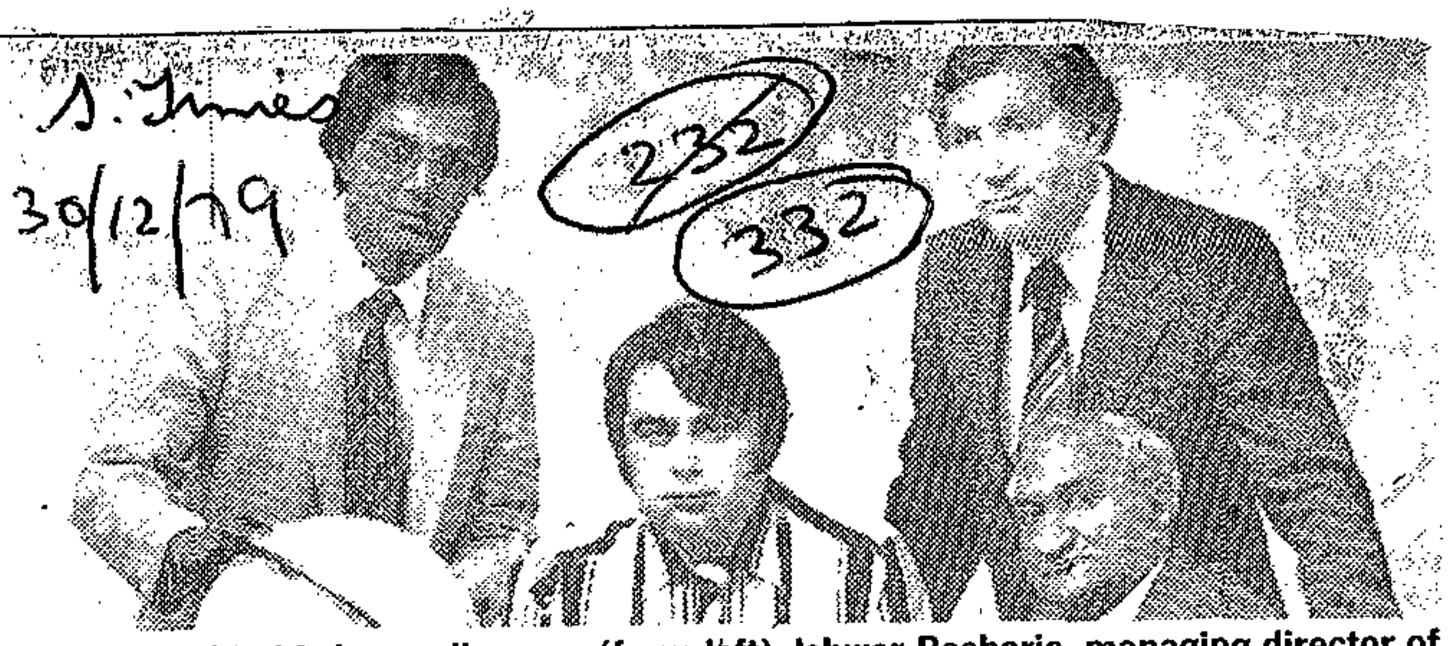
If the mortality rates (Table I) are compared with the proportional mortalities for the seventeen major disease categories (Fig. 5), it will be noted that despite the relatively minor proportional contribution made by circulatory diseases in the 'coloured' community, the actual rates for these diseases are higher than those of the whites. The reason for this apparent inconsistency is that the mortality rates for Infectious and Parasitic Diseases are so high that they effectively swamp the proportional mortality of the Circulatory Diseases in the 'coloured' community. In the white community, the mortality rates for most causes of death are so low, the importance of the Circulatory diseases become disproportionately exaggerated.

The expectat[illegible] 'coloureds' [illegible] an expectati[illegible] large measur[illegible] of life for [illegible] ties. Howe[illegible] life for the [illegible]

ratios are 1:0,91:0,76 for males and 1:0,88:0,77 for females; at the age of 45 these are 1:0,91:0,86 for males and 1:0,79:0,85 for females. The 'coloureds' are less disadvantaged at e_{45} as compared to e_o for both males and females, a difference which is largely attributable to the high infant mortality rate in this community. It is also noteworthy that Asian females have the worst expectation of life at age 45 of the three communities, which is in marked distinction from both males and females at e_o and males at e_{45}. The fact that for the 65+ age group, Asian women have the highest mortality rates for respiratory, circulatory, digestive, genito-urinary and ill-defined causes of death (Table I) may contribute to this anomalous situation.

Fig. 7 summarises the percentage improvement in the expectation of life at birth subsequent to the total elimination of the mortality associated

Mystery shrouds R300m shipping deal



The men behind Lakonea lines are (from left), Ishwar Beeharie, managing director of SA operations; Kostas Konstantakos, managing director of overseas operations; Riaan van Schalkwyk and Gopaul Bhagat.

By VERA BELJAKOVA and G R NAIDOO

MYSTERY surrounds a giant South African-Greek shipping deal involving hundreds of millions of rands.

For reasons of "national interest" the parties to the deal are reluctant to disclose precise details of the controlling interest and the full nature of key operations, or to provide a description of commodities carried and their ultimate destinations.

In an exclusive interview it was revealed this week to Business Times that Lakonea Lines (Pty) Ltd, a Durban-based shipping company, which only registered this month, has acquired a substantial interest in Lakonea Lines of Athens, whose assets are said to exceed R700-million and which owns seven tankers and three bulk carriers, with capacities ranging between 220 000 and 250 000 tons each.

Anticipated group turnover for the first five years of trading is no less than R1 500-million.

Company spokesmen explain: "We freight Middle East produce to all parts of the world from our overseas office, selling on the free market on condition that our vessels are used. Spot cargo at sea can be diverted anywhere, but all negotiations are clinched in Durban."

According to a source close to the group, some R300-million has been borrowed from a European national bank to finance the deal. This loan is to be repaid within 10 years at a rate of 9,7%.

The SA company, with a mixed board of directors, claims to have clinched a "substantial" shareholding in the Greek conglomeragate, in addition to substantial interests in other related subsidiaries in ship-owning, shipping, clearing and forwarding, and the negotiating of international contracts for primary raw materials, agricultural produce and bulk-manufactured goods.

By securing this shareholding, the SA company has acquired an indirect interest in extracting industries in the Persian Gulf, says Riaan van Schalkwyk, business consultant and one spokesman for the shipping company.

The mixed board of directors includes Kostos Konstantakos, 31, MD of Lakonea Athens and a third-generation member of a Greek shipping family, who emigrated to South Africa 10 years ago, and Gopal Bhagat, a Durban restaurateur, now in control of the shipping finances.

Business consultant Mr Van Schalkwyk is on the board of an associated US-registered import-export company and another associated Transkei sea-produce company.

Lakonea Lines is part of an 18-month-old group of companies, South African Financial Enterprises (the Safe group of companies) concerned with finance and business consulting.

Safe controls several subsidiaries — such as the "fairly" inactive property company Safe Homes: Infla-Protector (for potential live and film promotions, but which currently promotes the black golfer Phillip Mhlongo on the Sunshine Circuit); and an insurance brokerage held in partnership by Safe's four directors.

Safe also claims to have interests in sea products, especially in the Transkei, through another new associated Transkei company, Transkei Sea Harvest.

Mr Van Schalwyk is a representative director for the Safe group in the Transkei Coastal Enterprises company with an SA arm, Safe Seafoods, responsible for marketing the Transkei seafoods.

"We have a potential export market worth R10-million a year for seafoods which we will sell mainly to the US and the EEC where we enjoy revolving letters of credit to the value of $11-million," explains Mr Van Schalkwyk.

Safe, which does not want to set up new ship chandlers' business is, however, investigating from its European office the feasibilitiy of acquiring an interest in an existing ships' chandlers' concern in South Africa. It remains to be seen if these new companies will survive the rough waters of international shipping competition.

	C		B	
	M	F	M	F
	0,06	0,16	0,06	0,06
	0,02	0,04	0,01	0,01
	0,01	0,01	0,01	0,01
	0,00	0,01	0,01	0,01
	0,06	0,04	0,01	0,03
	0,13	0,15	0,03	0,03
	0,02	0,03	0,01	0,01
	21	31	23	21

W		A	
M	F	M	F
0,02	0,03	0,20	0,21
0,01	0,01	0,02	0,00
0,00	0,00	0,01	0,01
0,01	0,01	0,01	0,02
0,02	0,02	0,03	0,03
0,11	0,11	0,13	0,15
0,01	0,02	0,02	0,02
30	34	7	7

	C		B	
	M	F	M	F
	2,02	1,56	1,26	1,20
	0,45	0,26	0,23	0,18
	0,09	0,06	0,09	0,07
	0,23	0,09	0,13	0,06
	0,36	0,13	0,26	0,07
	0,47	0,18	0,44	0,15
	0,25	0,14	0,17	0,12
	289	164	366	187

W		A	
M	F	M	F
0,52	0,18	0,50	0,41
0,05	0,05	0,02	0,07
0,03	0,01	0,05	0,04
0,03	0,01	0,04	0,05
0,07	0,07	0,21	0,11
0,18	0,13	0,00	0,15
0,06	0,04	0,07	0,06
128	85	26	23

TRANSPORT — PRIVATE - GENERAL

1 Jan 1980 ~ 30 March 1980

ALL CAUSES

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	21,76	16,18	40,44	27,11	133,70	119,02	91,30	88,18
1-4	1,17	0,94	2,42	2,39	17,22	16,21	10,23	9,93
5-24	1,05	0,46	1,31	0,74	2,26	1,25	1.64	1,12
25-44	3,02	1,47	4,33	2,48	8,80	4,96	4,78	3,70
45-64	17,46	9,49	26,27	18,72	24,27	17,87	18,06	15,57
65+	73,62	54,55	92,20	82,93	96,90	71,79	53,38	45,89
ALL	9,44	7,40	8,03	5,51	14,62	11,00	8,77	8,13
NO.	19600	15374	2828	1967	16632	12847	18348	13062

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,54	2,10	1,24	7,00	6,86	19,69	19,83
1-4	0,04	0,04	0,21	0,35	0,75	0,77	2,58	2,48
5-24	0,01	0,01						
25-44								
45-64								
65+								
ALL								
NO.								

AZAPO TO DISCUSS BUS FARE HIKES

By ZWELAKHE SISULU

THE PROPOSED Putco fare hikes, which have raised widespread protests, will be discussed at a branch meeting of Azapo this afternoon.

The bus company has made a second application within three months to have bus fares on the Witwatersrand and Pretoria increased.

Putco's first increase in fares in November, which was opposed by 65-year-old Mrs Kathleen Mullan, were found illegal and the company had to revert to its old fares.

The second application, which is presently before the Johannesburg Transportation Board, has already been opposed by various community organisations.

A spokesman for Azapo said assistance to workers at the Ford plant in Port Elizabeth who went on strike would also be discussed with a view to raising funds.

Wide-ranging community projects which may be initiated this year will also be discussed.

The meeting will be held at the DOCC in Orlando East at 2 pm.

0-1	0,85	0,69						
1-4	0,49	0,21	0,31	0,27	0,63	0,61	0,21	0,20
5-24	0,71	0,22	0,68	0,20	1,40	0,38	0,68	0,12
25-44	1,18	0,30	1,43	0,37	3,32	0,70	1,22	0,26
45-64	1,25	0,42	1,55	0,40	2,89	0,76	1,10	0,31
65+	1,26	0,71	1,34	0,91	2,19	0,90	1,02	0,53
ALL	0,95	0,33	0,95	0,29	1,91	0,56	0,89	0,20
NO.	1973	677	333	104	2175	652	1868	324

Putco gets an Azapo threat

IF PUTCO is adamant about increasing the bus fares the Azanian People's Organisation (Azapo) will call upon the blacks to boycott the buses and foot it to their "places of slavery" and other destinations.

By PHIL MTIMKULU

This was a resolution which was unanimously accepted at AZAPO's Soweto branch meeting which was held yesterday at the Orlando YMCA.

Putco came under heavy criticism from members at the meeting. Speaking from the floor, one member said the people were brought by force where they are staying. He said those who are responsible for bringing the blacks to the townships which are far away from the factories should subsidise the peoples' fares.

At the end of the stormy discussions the following resolution was accepted unanimously:

We as Azapo, involved as workers and depending on Putco for transportation to and from places of slavery and being underpaid, hereby resolve that;

- Putco should not increase the fares, and, if,
- Putco is adamant in increasing the fares we protest and call upon the blacks to boycott the buses and foot it to their places of slavery and other destinations.

Earlier the meeting had decided that the fund-raising committee of the branch should start a fund-raising campaign to the Ford workers who are jobless. The meeting also agreed in principle that the conditions of employment of other Ford workers in the Transvaal should be investigated once the Port Elizabeth grievances are fully known.

The issue of black students attending school in white areas also provoked a stormy debate. One speaker said after the June 76 uprisings there was an exodus of black students to white areas. He said since their attendance had political implications what was the attitude of the organisation.

Another speaker said it was sheer hypocrisy for some people to talk of fighting Bantu Education yet their children were at Lower Houghton, King David, Swaziland and Lesotho.

But the president of Azapo, Mr Curtis Nkondo, said the blacks themselves were responsible. He said they did not respond when at Regina Mundi in 1977 it was agreed that halls and churches should be used and teachers who had resigned should teach the students.

TABLE II

	WHITE		ASIAN		COLOURED		BLACK	
		Female	Male	Female	Male	Female	Male	Female
		121 1.5%	28 2.5%	15 1.9%	120 3.9%	139 4.4%	49 2.1%	56 2.9%
		389 4.9%	115 10.1%	127 15.8%	190 6.1%	276 8.8%	273 11.4%	212 11.0%
		3118 39.3%	537 47.3%	246 30.6%	845 27.1%	566 18.0%	148 6.2%	66 3.4%
		2181 27.5%	273 24.1%	239 29.7%	939 30.2%	1278 40.7%	772 32.3%	749 39.0%
		7926 100%	1135 100%	804 100%	3114 100%	3140 100%	2390 100%	1921 100%
		287 42.4%	122 36.6%	28 26.9%	572 26.3%	161 24.7%	282 15.1%	59 18.2%
		104 15.4%	42 12.6%	13 12.5%	84 3.9%	18 2.8%	76 4.1%	11 3.4%
homicide (E960-E969)		41 6.1%	41 12.3%	2 1.9%	680 31.3%	167 25.6%	806 43.1%	89 27.5%
Total Accidents, Poisoning and Violence (E800-E999)	1973 100%	677 100%	333 100%	104 100%	2175 100%	652 100%	1868 100%	324 100%

* E979 "Suicide and self inflicted poisoning by motor vehicle exhaust gas" is a code used in South Africa which does not appear in I.C.D. (8th revision).

See Ref. 13.

The Cape Times, Saturday, January 5, 1980 13

Suez to increase big ship tariffs

By George Young, Shipping Editor

COMPETITIVE advantage of the Cape route should be improved this year when the Suez Canal increases again its transit tariffs for big ships.

The Egyptian Government has sent invitations to 96 maritime countries to have delegates attend the meetings proposed in March when it is expected that the transit dues, which were raised by 50 percent for dry cargoes last July, are to come under review again.

The canal expects to provide facilities also for laden tankers, drawing about 17 m, to use the waterway and avoid the long haul round the Cape to the west, and at the same time facilitate a ballast passage for empty VLCCs which may have discharged in European terminals.

The question of safety when gas filled tankers are confined in the narrow waterway must still be settled, because a tanker explosion there would have serious consequences for other shipping.

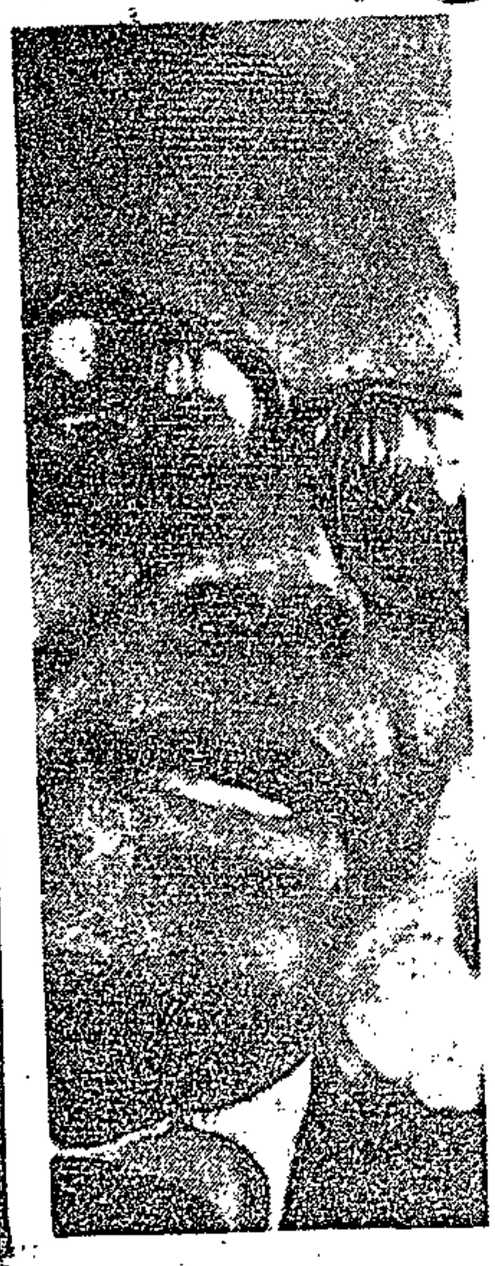
Big companies, including Shell and BP have already been in communication with the canal authority about the ballast transit of their VLCCs when returning to the Persian Gulf. When empty even the largest can be accepted in the Suez Canal.

The Cape route has always enjoyed substantially improved revenue when the canal has been closed, but at other times it has had to provide some inducement to ships on the Australian trade which, by saving canal dues, have an additional 1 300 miles steaming round the Cape.

The railway port authority in the years before World War II provided inducement for bunker traffic by providing important concessions in dock charges, but these are no longer available.

It could help fill some of the empty quays and improve tug revenue if more of the transit shipping was induced to use the port facilities, not to mention the now famous off-limits victualling service opposite Sea Point.

BUSINESSMAN HITS AT THEBEHALI



By MALOSE MATSEMELA

THE Director of the Black Unity Express, Bus Service (BUBS) Mr Joseph Gomba, yesterday slated the Soweto Council chairman, Mr David Thebehali for allegedly accepting business partnership with whites.

Mr Gomba said in an interview in Pretoria that Mr Thebehali should realise that he is a civic leader and not a true business inclined person.

He said there are laws made by the Government restricting and grant every trad- and operating business in the black areas.

Blacks are also not allowed to trade in white areas because of the same "oppressive laws" drafted in the "whites only" government.

In order for blacks to enter into partnership with them, the Government should first repeal their laws and grant every trader the right to trade where he likes.

He also attacked Putco's intention to raise tariffs in Pretoria and Johannesburg black townships.

He said it was high time that Putco also realised that the black man cannot just swallow without chewing. Putco is naive as far as the suffering of a black man is concerned. Their fares shall be met with protests from the community, Mr Gomba added.

Complaints

ANY complaint about the editorial content of POST Transvaal can be addressed to The Editor, POST Transvaal, PO Box 6663, Johannesburg 2000 or to The Registrar, South African Press Council, PO Box 10537, Johannesburg 2000.

Any complaints about advertising content of this newspaper can be addressed to The Secretary, Advertising Standards Authority of South Africa, PO Box 10537, Johannesburg 2000.

Private enterprise to get say on transport

Star 3/1/80

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By Kevin Murray, Transport Reporter

The Government has launched a drive to include private enterprise in transport planning as South Africa moves into the 1980s faced with crucial energy problems.

The Minister of Transport, Mr C J Heunis, has called on the private sector to establish a national transport advisory committee.

Transport experts see the move as the first concerted effort by the Government to achieve better co-ordination of transport in South Africa.

They say the plan will allow much greater efficiency in land, air and sea transport and will boost the economy.

The Federated Chamber of Industries, the Association of Chambers of Commerce, the Automobile Association, the Commercial Aviation Association, the South African Shipping and Forwarding Agents and many other private sector representative bodies will meet this month to discuss the formation of an advisory committee.

Proposals will then be submitted to the Department of Transport.

Commerce and Industry has welcomed the plan as the first major positive step towards greater self-rule in transport planning by the private sector.

A senior economist of the Federated Chamber of Industries, Mr A Hamond-Tooke, said: "Under this new deal there will be a huge improvement. Until now the transport scene has been fragmented into small pressure groups, but now one body will advise the Government on transport matters.

"It will provide for a transport as the body monitors and advises on transport."

He said the era of independent transport empires was over. It would no longer be possible for various municipalities to run bus services on different principles, for ex-

TP taxi association meets on Sunday

By ALLINAH DUBE

THE Atteridgeville-Saulsville Taxi Association will hold a public meeting on Sunday.

The meeting will be held at the Hotel Mphebatho in Atteridgeville at 10 am. This will be in preparation to register a non-profit making voluntary association of taxi owners — Royal Taxi Fund.

The aim of the association is to constitute, organise, maintain and administer the fund. All local taxi owners are requested to attend.

Big walk to pay for bus fare battle

THE Combined Mitchell's Plain Ratepayers' Association (Compra) is to organise a sponsored walk to try to raise R12 000 towards the cost of its unsuccessful legal bid to block bus fare increases.

The increased bus fares for Mitchell's Plain — as high as 67 percent in some cases and averaging about 20 percent — were approved finally by the local Road Transportation Board last month after a long legal wrangle.

They were implemented on January 1.

Mr Paul Patience, transport executive for Compra, said he hoped the walk would raise between R10 000 and R12 000.

Meanwhile commuters from Mitchell's Plain to other areas are still angry about the fare increases.

R1,15 FARE

Mr Patience said that passengers travelling from Mitchell's Plain to the city now paid 35c one-way for the first leg to Hanover Park. They paid 40c from Hanover Park to Mowbray and another 40c from Mowbray to town.

'This means some people pay R2,50 every day to get to work and back. If the city tramways get the 100 percent increase it wants, people will pay then R3 or R4 a day to commute,' said Mr Patience.

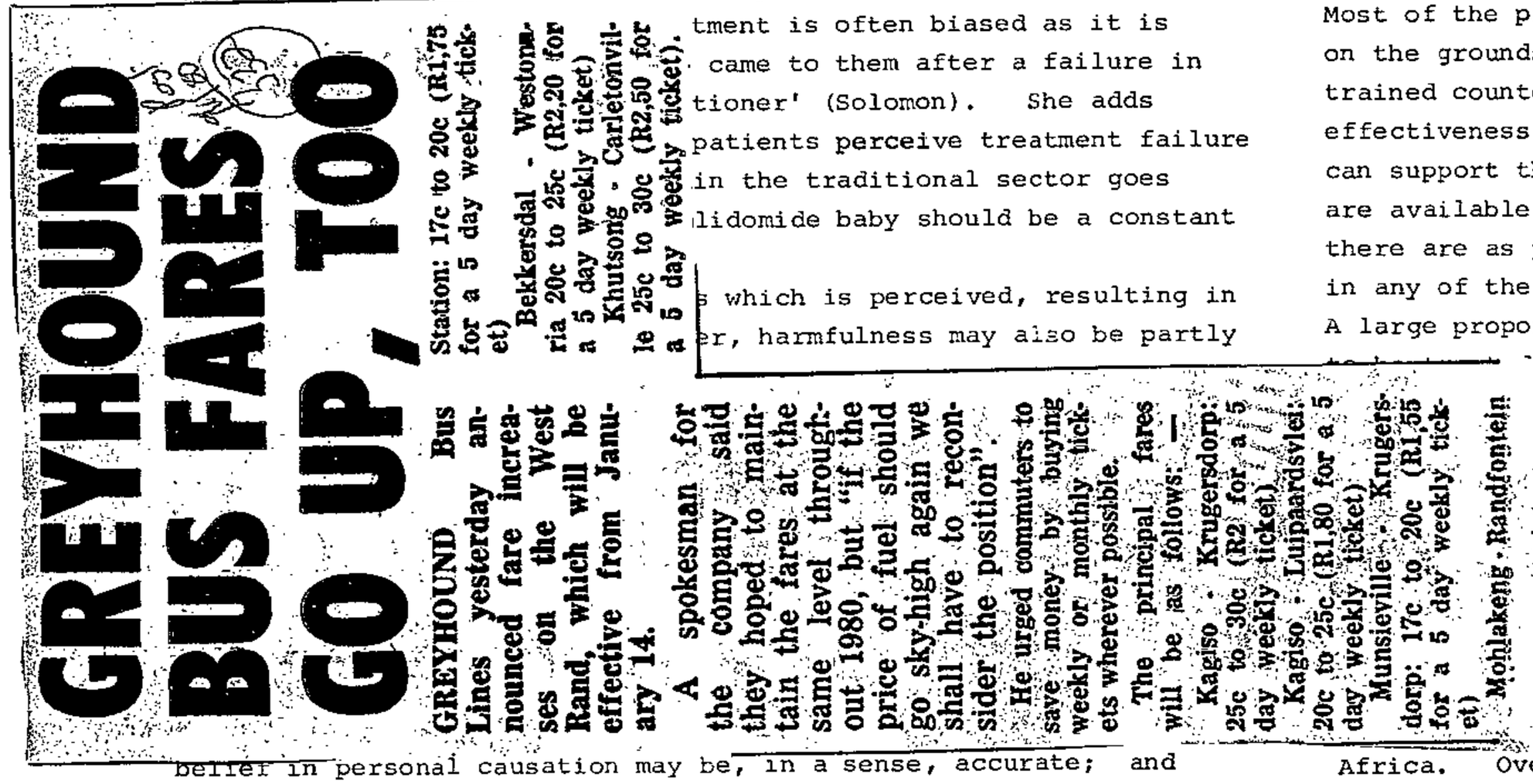
Mr T E Brice, a director of Associated Bus Holdings which owns Mitchell's Plain Bus Services Ltd, said that, statistically, the bulk of passengers — 61 percent — using his company's buses now paid 17 percent more for their fares.

Whisson (*14), Watts (*7) and Holdstock (*15) show that diviners and herbalists continue to practise widely in the town as well as in the country. Westcott (Ch.12) and Holdstock note that problems dealt with extend far beyond the strictly medical, to a wide variety of problematic relationships and material losses or needs.

Monica Wilson (Vol.2) and Schweitzer (Vol.2) also regard many prophets and priests in independent churches as indigenous healers; they see healing as a large part of their role and utilise a variety of traditional and religious symbolic processes to this end. They are consonant with the culture and environment of their adherents. Schweitzer attributes their increasingly important role to the conflict which indigenous healing may present to Christian beliefs, and perhaps also to the fact that the movement is particularly concerned with problems resulting from urbanisation.

A number of reasons are presented for the frequent hostility towards such healers from Whites and from the medical profession in particular.

(i) Lack of knowledge, in itself engendering suspicion. The world views underlying indigenous healing are for the most part inaccessible to the Western-trained White doctor, and may appear inconsistent with a scientific approach. Such experience medical doctors have



tment is often biased as it is
came to them after a failure in
tioner' (Solomon). She adds
patients perceive treatment failure
in the traditional sector goes
lidomide baby should be a constant

s which is perceived, resulting in
er, harmfulness may also be partly

belief in personal causation may be, in a sense, accurate; and divining techniques may be anxiety-relieving as well as anxiety-causing.

No mention is made of professional jealousy among competing practitioners. It may be that the secure position of the Western-trained medical practitioner is not threatened by indigenous healing, as its manifest effectiveness in certain conditions ensures a demand already in excess of supply.

It is probably on the basis of their effectiveness or otherwise that indigenous practitioners will ultimately be recognised by the wider medical profession or not. The papers presented contributed much on this score, although, as Schweitzer says, it is difficult to evaluate the effectiveness of indigenous healing because the 'goals and objects of treatment are not defined within a biomedical idiom'; the definition of 'normality' and 'illness' are different.

Various papers recorded that indigenous healers on occasion referred patients to Western-trained doctors and also to mental hospitals. Schweitzer notes that the fee may be returned to the patient if she does not appear satisfied.

In view of the undoubted satisfaction of the patients and their apparent improvement under the care of the *igqira*, Bührman, herself a practising psycho-analyst, goes on to discuss the reasons for this success. (See Ch.13, Vol.2).

Most of the papers recommend some degree of recognition of indigenous healers on the grounds that they are effective, often more so than their Western-trained counterparts, though a better understanding of the reasons for this effectiveness may be needed before scientifically trained health personnel can support this. Additional grounds are that so few medical practitioners are available in many urban and rural locations. Holdstock notes that there are as yet 'no registered Black clinical psychologists or psychiatrists in any of the urban townships, there is only a handful of social workers'. A large proportion of physical ailments are psychosomatic and less likely

ctively by Western medicine. Further, recognition would
to take place which would result in an attitude less
tient on the part of Western-trained doctors (Watts *7)
des to learn from each other.

TH SERVICES

ackground.

describes the origins of the mental health service in South Africa. Overcrowding grew from 8% in 1916 to 25% in 1960. Commissions

(iv) Proportional Mortality, accounted for by specific conditions.

(v) Expectation of Life. This was calculated both at birth (e_o) and at 45 years of age (e_{45}) for both males and females. It expresses the <u>average</u> number of additional years an individual would be expected to live beyond birth and 45 years.

For Africans, the proportional mortality was the only index calculated.

RESULTS

The infant mortalit
for whites and 'col
the whites have exp
since 1929, the 'co
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From 1941 to 1970,
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the age of 65 yea
the mortality rates have also increased
in the 25-44 and 45-64 years age groups.

Putco adamant on bus fares

PUTCO has taken note of the sentiments expressed by the people who are opposed to the bus fare increase but they are nevertheless going ahead with their application to restore the increase.

Mr C T Bailey, operating executive, said no date has yet been fixed for their hearing by the Johannesburg Road Transportation Board. But he confirmed that it will be heard within the next two weeks.

He further said Putco has not been approached nor telephoned by any-

body protesting about the fare increase. The commuters' Watchdog Association (COMWASA) is the co-ordinating body of the people who are fighting the bus fare increase.

The Azanian Peoples' Organisation (Azapo) has however warned Putco to desist from increasing the fares. Azapo has said if Putco is adamant about increasing the fares they will call upon blacks to boycott the buses.

Putco had already increased the bus fares last year when Miss Kathleen Mulligan obtained an interdict that declared the new increases null and void. Putco immediately made known their intention of re-applying to have the fares restored.

The imbalance between the age specific mortality rates of whites and 'coloureds' has improved or remained constant for persons between the ages of 5 and 64. However, for children less than 5 years of age, the gap between whites and 'coloureds' is widening. In 1941, white children under one year old experienced 28,0% of the mortality of 'coloured' children;

by 1970, this figure had decreased to 15,7%, indicating that the whites had improved disproportionately to the 'coloureds'. Similarly, for children 1 to 4 years of age, during the period 1941 to 1970, the white mortality experience as a percentage of the 'coloureds' had decreased from 15,2% to 7,1%. It should be noted that the 0 year age specific death rates are higher than the corresponding IMRs. This is because the denominator for the former is the number of live births whilst for the latter it is the mid-year populations under one year of age.

Fig. 4 provides an indication of the proportional contribution of selected causes of death to the overall mortality experience of the white, 'coloured' and African communities.

During the period 1929 to 1970, the whites have shown a changing spectrum of mortality which is classically associated with an improving health status. Infectious diseases have become less important and the major causes of death are increasingly related to Cardiovascular and Neoplastic diseases. The 'coloureds' and Africans, however, have a persistently high proportion of deaths caused by infectious diseases. The Africans exhibit a spectrum of mortality which is characteristically associated with developing communities, whilst the 'coloureds' appear to occupy an intermediate position between the whites and Africans, although it is clearly much more similar to the Africans than it is to the whites.

What is of particular concern about the 'intermediate' position of the 'coloureds' is that it would appear to incorporate the worst of both the developed and the developing experiences. This becomes apparent from Table II which provides a more detailed analysis of the different diseases contributing to the overall mortality of the whites and 'coloureds' in the form of cause specific mortality rates for defined age groups. Thus, although cardiovascular diseases are consistently responsible for a fairly small proportion of the overall mortality of the 'coloureds', Table I indicates that the actual rates for cardiovascular diseases have been fairly similar for both whites and 'coloureds' since 1941.

Clearly, the broad diagnostic categories used in this analysis conceal a certain amount of information. However, because of the changes in disease classification which have taken place since 1929, it is not possible to examine the temporal changes of mortality rates in greater detail. Disease categories with rates greater than 5/1 000 appear in italics in Table II. It will be noted that the mortality experiences of the 'coloureds'

Councils slated on Putco issue

BOTH Mamelodi and Atteridgeville Community Councils were yesterday criticised for not taking practical steps against Putco's fare increases.

Accusing them were residents who said allegations that the councillors were not aware of the proposed bus fare increases were untrue.

Meanwhile the Atteridgeville Community Council which last week said it would not support the fare hikes did not object. The chairman of this council, Mr Z Z Mashao, told **POST** that nothing has been done so far, but the council would decide on what steps to take.

The mayor of Mamelodi, Mr W Aphane, said it would be unfair to comment on behalf of the council which was not consulted by Putco. Asked by **POST** if he was aware of the fact that the council was not elected by Putco, but by the community and it should therefore safeguard their interests, he retorted: "Nor are you elected by the people."

"If you want to know the reason why we did not object, I'll also ask you why those people did not inform me about the fare increases," Mr Aphane said.

A resident, Mr Hosiah Leballo said, the council is quick to tell people that they are against fare increases but they do nothing practical about it.

Another resident, Mr Joseph Mondlana, said: "One cannot expect any good from the councillors as they are only concerned about their business. All they do is to secure their friendship with white companies."

A Mamelodi medical practitioner, Dr D Itsweng, said it is unfair for the council to ignore the matter while it was long in the light. "Putco's fare increase needed a follow up by the community because they are most hard hit."

The director for the Black Unity Express Bus Service (Bueds), Mr J Gomba, criticised and charged the council for not helping the community they claim to represent. He said the fact that the council met Putco 10 days ago justifies that they are completely or partly involved in the hikes.

Roberts action on bus fares fails

CT 15/1/80

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Chief Reporter

THE Supreme Court yesterday dismissed with costs an application by a community worker, Mr Rommel Roberts, for an order declaring that the National Transport Commission had no jurisdiction to deal with a fresh application by City Tramways Limited for bus fare increases in the Cape Peninsula.

The judgment, given by Mr Justice Friedman with Mr Justice Fagan concurring, has the effect of enabling the NTC to proceed with its hearing of the fresh application, which was to have come before it on December 5.

A new date for the postponed hearing has yet to be announced.

Mr Roberts claimed in his application that the NTC had convened a meeting improperly when it decided to have the application for a fares increase referred to itself by the Local Road Transportation Board in Cape Town, and that he as an ojector had been prejudiced by this.

Mr Justice Friedman in his written judgment yesterday said he was satisfied that no prejudice had been caused to Mr Roberts by the alleged irregularity.

It was not as if the LRTB might have acted differently if it had had a formal meeting, he added. The terms of the Road Transportation Act were such that a referral was inevitable.

Third application

The judge said he found there was no ground for interfering either with the action taken by the NTC or by the Local Road Transportation Board.

This was the third urgent application in the bus fare issue in which Mr Roberts has been the applicant. In his first application, last August, Mr Roberts succeeded in having the LRTB's decision in July to grant City Tramways' application for bus fare increases declared invalid.

City Tramways appealed against this judgment and this had the effect of "freezing" bus fares pending the outcome of the appeal.

Mr Roberts in a second urgent application succeeded in his call for a court order which would have the effect of putting into immediate opera-

judgmen

TIS & MONIS STRIKE

st a month 88 workers at the Fattis & Monis factory in Bellville Sout have strike. They struck because five of the fellow workers were dismissed. The say the dismissals were because all five were members of a trade union. n was trying to negotiate for better pay and hours of work - R40 a week hour working day. A director of the factory says these demands are "out roportion" and unreasonable and would lead to "disruption" in his firm.

ls of the 10 000 member union (the Food & Canning Workers Union) say the d men had signed a document giving the union rights to negotiate for better ns. The factory has refused to negotiate with the union. It says the men laced by machinery and that it was part of a cut-back of staff.

those dismissed are 'Coloured', more than half the men on strike are contract workers, In spite of the threat of being endorsed back to the s, the African workers have stood firm with their 'Coloured' brothers and On the first day of the strike men from the Department of Labour tried to 'Coloured' & African workers who had gathered outside the factory. The refused to be separated. One said, "We were all there for the same purpose."

solidarity with the striking workers are increasing. At a solidarity last week more than 500 university and college students from U.W.C., Hewat, a Training College and Bellville Technical College called for workers to tated and for a boycott of Fattis & Monis products.

ern Province Traders Association says it will instruct its members not the factory's products unless there is negotiation.

h African Council of Sport (SACOS) has called on all sports bodies and affiliated to SACOS to support [redacted] ycott of the factory's product

ting at U.C.T. over 500 studen Monis products.

Monis insist that there is nc is worried about the calls fo much of the factory's trade on going by employing scab wo production has been slowed do

Fattis & Monis? Fattis and Monis is the factory which produces the q products: All Record flour products including self-raising flour, Cake read flour, Sifted flour, Unsifted flour, Wjeatie Treat flour; All with the Fattis & Monnis brand name including icecream cones, wafers, , macaroni, spagetti, large & small shells, ribbon noodles - broard, lain and green, rings and dilatines; All the above noodles and spagettis following brand names: Bisto, [redacted]

waiting for the board to tell them of the date.

On the other hand Putco said they were also

However, the Local Resources Centre representing objectors said it had been told that they might be advised on the date at the end of the month which means the application may be heard only in February.

The application would be discussed or whether a tentative date would be set during the meetings. "I can't say anything about it. I cannot say how long the whole thing will take before we call a meeting".

DATE FOR PUTCO FARE HIKE HEARING STILL UNCERTAIN

By WILLIE BOKALA

PUTCO'S re-application for busfare increases is unlikely to be heard by the Johannesburg Road Transportation Board before the end of this month.

A spokesman for the board said yesterday that a date had not been set yet. The board was still negotiating with both Putco and objectors and they would be advised later about the date for the fares to be considered.

He said the Transportation Board would meet on January 17, 22 and 29. But he refused to say whether

Court rejects application on bus fares

Own Correspondent

CAPE TOWN. — The Supreme Court dismissed with costs yesterday an application by a community worker, Mr Rommel Roberts, for an order declaring that the National Transport Commission had no jurisdiction to deal with a fresh application by City Tramways Limited for bus-fare increases in the Cape Peninsula.

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City Tramways appealed against this judgment and this had the effect of "freezing" the bus-fare situation pending the outcome of the appeal.

But Mr Roberts, in a second urgent application, succeeded in his call for a court order which would have the effect of putting into immediate operation the earlier judgment in his favour in spite of the notice of appeal that had been given.

The company subsequently made a fresh application for increases on the same scale as those granted by the LRTB in July, and the NTC appointed a special ad hoc LRTB to hear the new application. But after objections had been raised about the ad hoc board's constitution, the NTC decided it would deal with the new application itself.

Taxi owners meet on kombi grievances

THE Phomolong Taxi Association will hold a meeting this morning at Merabe Hotel, opposite Phomolong Station.

The secretary of the association, Mr William "Pani" Selebogo said the discussion will be on the harassment they get from traffic officers. He said they bought kombis designed for 10 passengers but were told at the testing department that they should carry nine passengers instead.

They have been issued with tickets for carrying ten passengers. He appealed to all kombi owners to bring those tickets to the meeting. All taxi owners operating between Phomolong and Johannesburg should attend the meeting which starts at 10 am.

Putco is petitioned

By CHRIS MORE

THE Diepkloof Civic Association (DCA) yesterday petitioned Putco to drop the proposed re-increase of busfares.

The petition signed by 1 478 commuters, was presented to Mr J T Buys, Depot Superintendent at Putcoton by the chairman of the association, Mr Isaac Mogale and two executive members, Messrs Godfrey Matsepe and John Motata.

The petition follows the court action which reversed the fare increases effected by Putco last October. The fare hikes were stopped a month later — November, after a successful application for an interdict by Mrs Cathline Mulligan.

After the action Putco applied for the re-increase of the fares.

The outcome of the application to the Johannesburg Road Transportation Board is still pending.

The signatories to the petition demanded that:

1. Putco should not ask for fare increases due to the fact that we earn low salaries for our daily services to the white community.

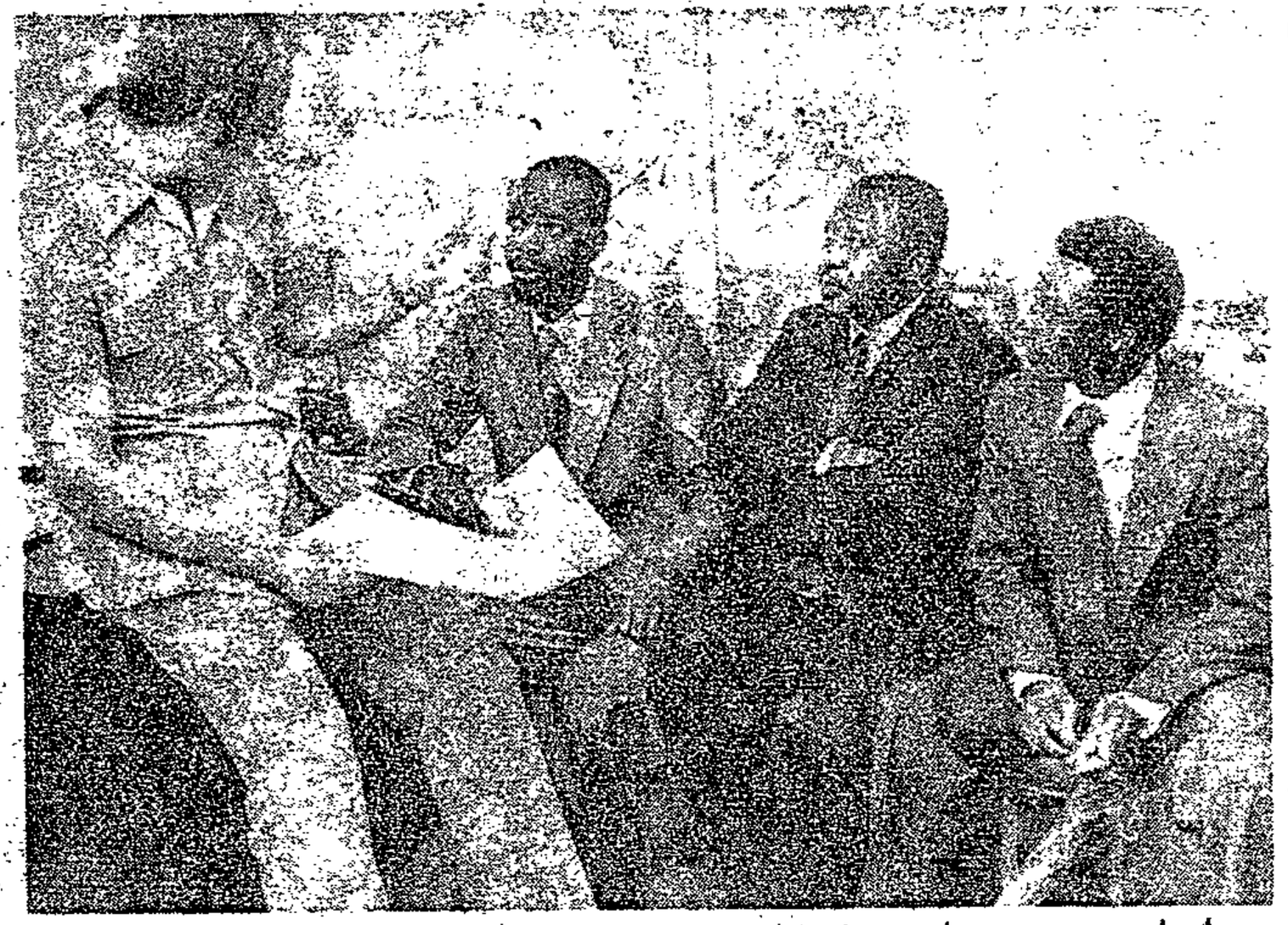
2. We want Putco to improve the services of buses to and from our destinations, as services rendered presently are very poor.

3. That Putco adhere to the codes of cleanliness for the buses are presently in an unhealthy state.

4. That Putco erect shelters at all bus terminals and bus stops.

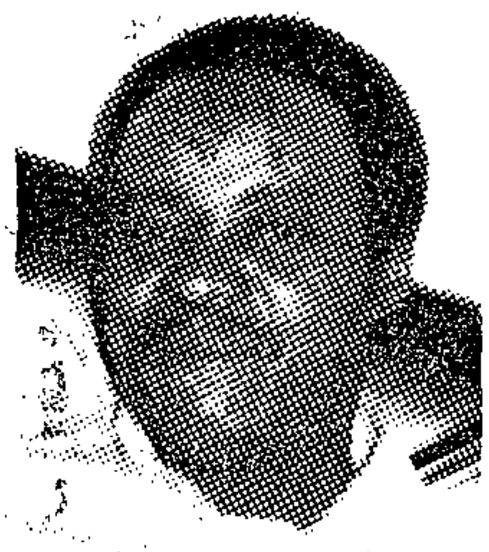
5. That the present system of weekly tickets be done away with immediately and a loose leaf or alternatively seasonal tickets be introduced, as provided for white commuters.

6 In conclusion, we the undersigned, demand speedy action towards rectification of the services you offer, and that a reply be made through a newspaper with a wide circulation.



Members of the Diepkloof Civic Association who presented the petition to Mr J T Buys at Putcoton yesterday, are Messrs Godfrey Matsepe (left), Isaac Mogase (chairman) and John Motata.

Pic: Absy Mnisi



DEAD: Albert Malinga

1 dead, another injured, car burnt out

Bloody taxi war rages

Post 13/32 17/1/80

By IKE MOTSAPI

THE Soweto taxi war which has been waged since 1961 appears to have claimed another victim at the weekend while another taxi owner is in a serious condition at Baragwanath Hospital.

The death of Mr Albert Malinga (39) of Dlamini comes less than five weeks after three other taxi owners were gunned down in two separate incidents.

Mr Malinga was shot dead in Klipspruit on Sunday night. His friend, Mr John Manne (70), a former member of the banned African National Congress is fighting for his life at Baragwanath. Mr Manne is being treated for head injuries.

His car was found burnt out in an open veld near Pimville on Tuesday afternoon by more than 50 taxi owners who were searching for him.

Mr Manne, of 2166 Rockville, is chairman of the Senaoane Taxi Owners Association.

He went missing from home on Sunday at about 9 am and his family traced him to Baragwanath on Tuesday. They feared for his life as there was an election of executive members of the Senaoane Taxi Association and warring faction within the association on Sunday, according to his wife, Mrs Grace Manne.

Mr Malinga, who also went missing since Sunday morning, was found shot dead. His family traced his body to the Government mortuary.

Police are investigating.

He will be buried on Sunday at the Avalon Cemetery. The funeral service will be held at his house at 12 noon. At 3 pm the cortege leaves for the burial at the cemetery.

Malinga is survived by his wife Clara Malinga and four children.

Mr Joseph Mncube (49), chairman of the Witwatersrand Taxi Association, was shot dead by unknown gunmen at his Zola home in November last year.

A week later, Mr Obed "Obbie" Shabangu (42) of 178 Mofolo North and his friend, Mr Aaron "Bra Arie" Shezi (44) of 5134 Zone 5 Diepkloof, were gunned down less than 15 hours after they had received a bogus police message asking them to report to the Brixton Police.

The taxi war goes as far back as 1961 when a Rand Supreme Court Judge Mr Justice Jansen said: "Unlawful intimidation must be crushed with all the vigour of law".

He said this when acquitting Mr Johannes Mangole, chairman of the Johannesburg Non-European Taxi Association, who had been charged with the murder.

Call to review bus subsidies

(81) 332
18/1/80 Argus

THE factor which would determine whether there was peaceful co-existence or bloody strife in South Africa would be the quality of life, the chairman of the Combined Mitchell's Plain Ratepayers' Association (Compra), Mr Chris Stevens, said last night.

Opening a meeting of the association in the Westridge Civic Centre, which was also attended by representatives of civic associations in Lotus River, Guguletu, Nyanga, Crossroads, Belhar, The Strand and Macassar, he said the increase of bus fares from January 1, increased financial burdens and this must affect the quality of life.

The secretary of Compra, Mr Edward Kai, said he would be amazed if the people of Mitchell's Plain and other dormitory areas did not state their case for a share of the Treasury's bonanza stemming from the huge gold price increase.

People in dormitory areas like Mitchell's Plain who were compelled to commute had a case for a mandatory bus fare subsidy, he said.

MOTION

The meeting adopted a motion, proposed by Mr Kai, that: 1. We endorse the previous and current legal initiative undertaken by Compra, against bus fare increases.

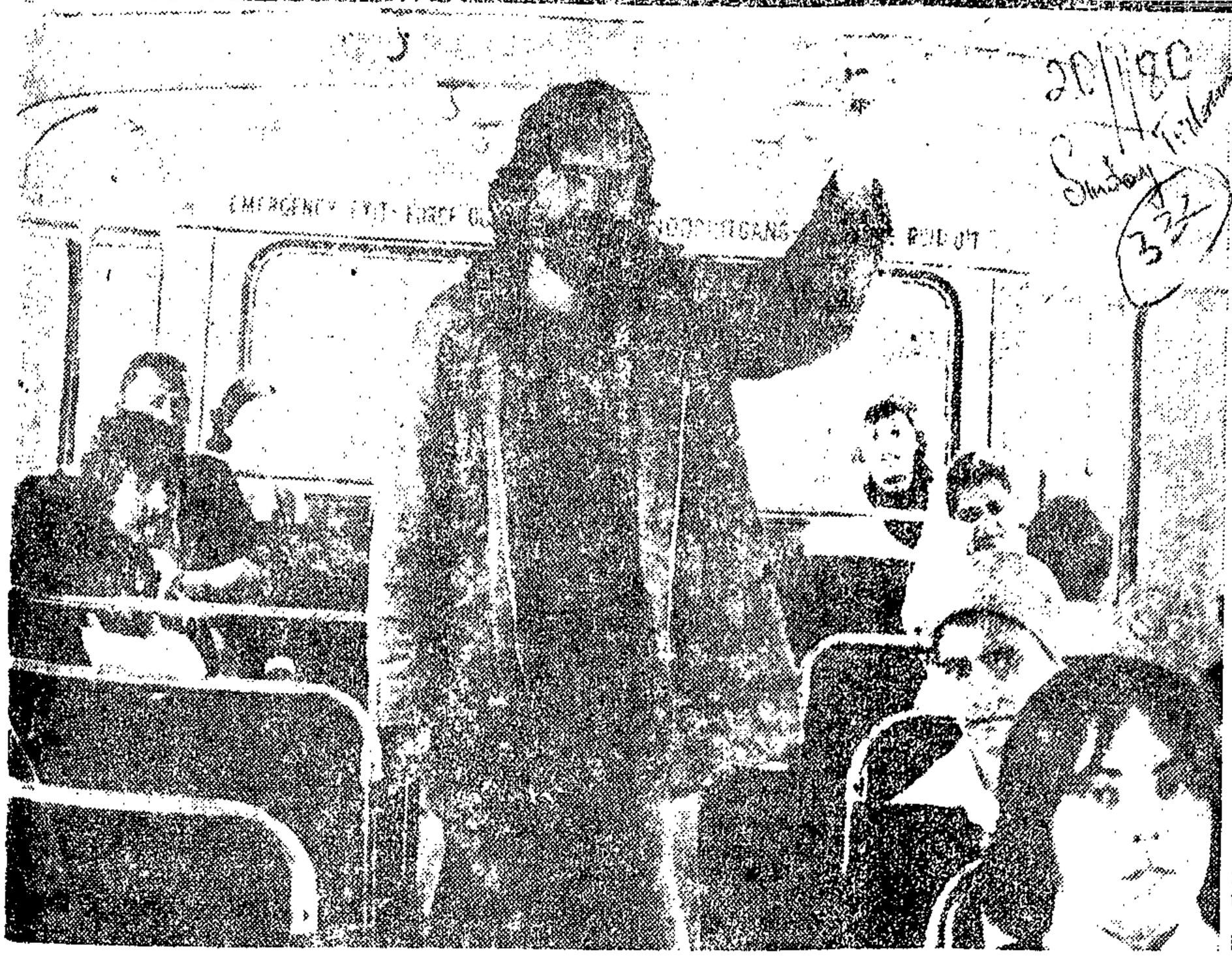
2. We call on Compra to make an urgent appeal to the Government, in concert with other public-minded bodies, to review bus subsidies; inter alia in Mitchell's Plain, and the financing of bus companies.

(3) We fully support the introduction of a strong and reputable local taxi association and service, particularly combi taxis, as a competitive service to the present bus monopoly.

The meeting was asked to support a big walk tomorrow to raise money towards the legal cost incurred by Compra in its unsuccessful legal action. The walk starts from the visitors' centre at 2 pm.

After the Iranian crisis and the Russian invasion of Afghanistan comes the Cart

Now U.S. gets



Rommel Roberts travelling on a Cape Town bus recently

Cape fares now huge

Tribune F

BUS FARES crusader Ro year successfully applied to have massive Cape To now faces possible financ

Mr Roberts, 30, a coloure time in unpaid voluntary co hero of a large section of t the fare increases — some were declared invalid by the

City Tramways, the com introduced the increases, and to their original level.

Mr Roberts brought tha huge costs and, as he said churning." But the gamble p was ordered to pay his costs.

THE CIRCULATORY SYSTEM

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F		M	F	M	F
0,21		1,80	1,59	0,13	0,10
0,10		0,15	0,17	0,02	0,04
0,10		0,14	0,17	0,11	0,13
0,70		1,54	1,27	0,73	0,78
10,70		10,33	8,25	4,61	5,01
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2,25		2,74	2,69	1,14	1,20
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THE RESPIRATORY SYSTEM

	C		B	
F	M	F	M	F
4,85	32,20	28,78	13,54	14,15
0,69	5,32	5,45	2,46	2,13
0,11	0,21	0,23	0,18	0,16
0,33	0,94	0,72	0,66	0,52
1,85	4,88	2,14	2,75	1,72
9,42	20,07	10,49	9,32	6,19
0,79	2,87	2,22	1,37	1,24
282	3270	2588	2858	1951

20/1/80

337

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Tragedy

Writer Adam Small, currently in a full-time social welfare post, praised Mr Roberts' bus fare campaign, and said it would be a tragedy if the public, who cheered him for what he was doing, now just sat back and did nothing.

"He helped to raise the conciousness of the community concerning exploitation. When bus fares and so on go up, people tend to moan but not act. He helped to teach the community to take a greater interest in its own affairs."

Mr Small said Mr Roberts' bus fare crusade had been an "anti-apartheid" action because of the Group Areas Act, which had forced people away from the central areas of Cape Town, was one of the reasons people had to pay such heavy bus traved expenses.

In an interview this week Mr Roberts told me: "There is no possibility of my being able to pay that amount of money."

"My lawyers tell me the court's decision is eminently appealable, but I could never afford such an action."

"Whatever happens to me, I do not regret it. It is part of the price one has to pay for justice."

eporter

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But this man who to
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handed this month to
another gamble — a
now faces legal costs e
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He admits he could
pay this figure even if
estate was sequestrated

The personal blow f
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Court to have a Natio
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hearing into a fresh fa
increase application
City Tramways set asi
failed, and Mr Just
Friedman ordered him
pay the costs of the thr
respondents, the NTC,
local Road Transportat
Board, and City Tra
ways.

And a single ticket hassle

AN employee in Industria, Mr Samuel Shabangu (53) of Diepkloof is forced to buy single tickets when travelling to and from work because a Putco bus driver does not allow him in the bus with a weekly coupon.

Mr Shabangu said he had been using the weekly coupon from Diepkloof to Longdale all along. He travelled in a 6 am bus before the new driver who took over on January 7 told him to buy single tickets. He tried to explain to him that he had been using the coupon but the driver was not prepared to listen.

He said he reported the matter to Putco officials at New Canada depot. Two black officials told him that he should buy weekly coupon.

He bought the coupon on Saturday January 12 but on Monday the driver again told him to buy single tickets.

He said: "I have been using this coupon all along. This new driver tells me to buy single tickets which cost 20c each. That means I spend 40c a day. I reported the matter to Putco officials but nothing has been done so far".

TWO WEEKS

"This thing has been going on for two weeks now and it appears that the Putco officials are not willing to solve this problem. The driver also said that he would not allow people who work in Longdale to board his bus."

The Operating Executive of Putco, Mr C T Bailey has said he is going to investigate the

Mr Samuel Shabangu . . . . has been using single tickets for two weeks because a driver of Putco does not allow him to use his weekly coupon.

No mention is made of professional jealousy among competing practitioners.

... so than their Western-trained counterparts, though a better understanding of the reasons for this effectiveness may be needed before scientifically trained health personnel can support this. Additional grounds are that so few medical practitioners are available in many urban and rural locations. Holdstock notes that there are as yet 'no registered Black clinical psychologists or psychiatrists in any of the urban townships, there is only a handful of social workers'. A large proportion of physical ailments are psychosomatic and less likely to be treated effectively by Western medicine. Further, recognition would enable a dialogue to take place which would result in an attitude less damaging to the patient on the part of Western-trained doctors (Watts *7) and enable both sides to learn from each other.

the hands of a traditional practitioner' (Solomon). She adds 'The fact that many of their own patients perceive treatment failure at their hands and seek out help in the traditional sector goes unreported. The case of the Thalidomide baby should be a constant reminder'.

(ii) The harmfulness of some treatments which is perceived, resulting in physical illness or death. However, harmfulness may also be partly related to:

(iii) The presence of charlatans practising beside healers who have undergone an apprenticeship, which she notes is a matter of concern to qualified healers. They would prefer the recognition of a professional association, but Wilson feels that the best control is exercised by patients themselves, who go to those who help them.

(iv) Whites tend to confuse divining and witchcraft (Wilson).

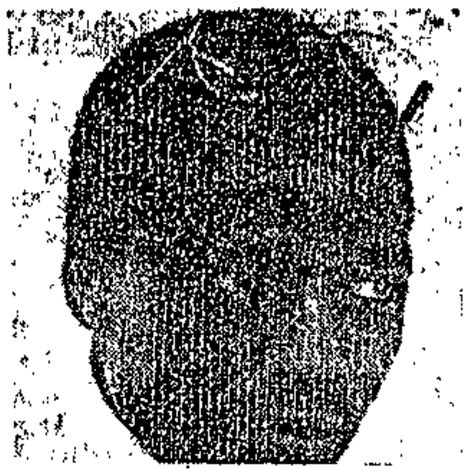
(v) The belief in a personal causation of disease can exacerbate quarrels or personal anxiety. Wilson concedes that there is some truth in this charge, although in the case of mental illness the belief in personal causation may be, in a sense, accurate; and divining techniques may be anxiety-relieving as well as anxiety-causing.

9. MENTAL HEALTH SERVICES

9.1 Historical Background.

Solomons (Vol.2) describes the origins of the mental health service in South Africa. Overcrowding grew from 8% in 1916 to 25% in 1960. Commissions

SUNDAY POST
SCRIPT
S Post 20/1/80



Being banned or banished is just one of the inhumanities "permantig kaffirs" have to suffer, writes SAM MABE, who takes a critical look at South African society.

332

THAT we blacks are exploited is a fact which needs no yapping about. We may be used to it but we have never loved it. Especially when whites accumulate incredible amounts of wealth, which surpass their lifetime needs, at our expense.

They deny us everything that identifies us with humanity while misusing us to better their lot in fields of science, politics, economy, technology and what have you.

They have acquired so many strategic advantages over us that more often than not, in our dealings with them, we are forced to meet them on their own terms rather than on mutually agreed ones.

They decide what our labour is worth, where we should sell it, where we should live, who we should associate with, what to say and where to say it.

This, they achieve with ease because they have us. They have jails to lock us in, big vans to take us there not to mention the bannings and banishments and you-know-what for the "permantig kaffirs."

Azapo has threatened to stage a bus boycott if Putco increases its high fares. Azaso and Cosas have pledged their support for the boycott.

Well, since some people in Pretoria cannot tell the difference between instigating action and merely identifying action, I will say nothing more about this boycott. But, I am sick and tired of Putco and the way they seem to think we pick money from trees.

Putco enjoys a transportation monopoly in the black areas, and in connivance with the Government, they make representations to the Transportation Board to prevent us obtaining licences to operate our own bus and taxi services which we could run much better than Putco.

They know that given the choice, taxis would be more preferable than buses. To frustrate us, they give taxi licences to only a few blacks so that we are forced to resort to their unkempt and dirty buses.

We end up in a situation where taximen lose popularity because they overload their vehicles, when the fault lies in taxi shortage.

And Putco offers no pleasant solution to our transport problems. In their buses, we still suffer the indignity of cowboy driving in some cases, stains of filth on the windows, inside and outside, the hard unpadded seats and worst of all, the fatally dangerous overloading to which the authorities [illegible] their eyes.

And this Government red tape is everywhere. In trains, for every 14 coaches, they allow us only two first class coaches, they allow us only loaded that we don't enjoy the comfort they offer and decide to get back where they want us, in third class.

From where I live, a third class return ticket to town costs 23 cents and a 1st class one costs 85 cents. How do you imagine people using these different class coaches regard one another. With contempt of course.

However, Putco must be joking if they are thinking of price increases now. They should be content with what we pay them and should leave us in peace.

Putco tries Pta hikes

WHILE everyone is waiting for a date on a hearing for Putco's recent re-application for higher busfares, the company has applied for separate increases in certain parts of Pretoria.

Putco has been invited by the Road Transportation Board to attend a meeting to discuss the Pretoria fares on February 11. The increases were advertised in the Government Gazette on November 30.

This means that residents are likely to find themselves faced with an increase should the Transportation Board approve the company application. This application was made separate from the one which resulted in a Supreme Court action last year.

The information that Putco had applied for a separate increase for certain sections of Pretoria and that the board would be sitting to consider the fares next month came to light yesterday while **POST** was trying to find out about a sitting for their recent re-application late last year.

Spokesmen for the Transportation Board refused to comment on the matter yesterday and later referred inquiries to the secretary of transport. "We have no comment to make on the matter. Forget about asking for my name too," a spokesman said.

Mr C T Bailey, operating executive of Putco, confirmed that they had applied for increases for Pretoria and the hearing would be on February 11. "I have received a notice to that effect and shall have our representative present there," he said.

However, he said no date had been set for a hearing on Putco's re-application on fares forced down by the Supreme Court after an urgent application brought against the company by Ms Kathleen Mulligan last year.

A spokesman for the Legal Resource Centre also said they had not received a notice about the hearing date yet. She said they were not in a position to contest the Pretoria busfare increase hearing coming up next month as no one had objected and there was not enough time left.

and outpatients' departments are the same; they are partial complements.

The possible alternative situations must be considered to gain an idea of the opportunity cost of the Day Hospitals. If there were no Day Hospitals, their patients would either be attending outpatient departments or deterred by the distance to the hospitals or by the waiting time and crowding, would be consulting a private general practitioner -- a considerably more expensive option in terms of bills payable and medicines to be purchased. Alternatively, the CPA might have been forced, by staff and patient dissatisfaction, to extend existing outpatient departments, in areas where land is expensive, or it might have decided to build a whole new hospital with attached outpatient department, perhaps between Heideveld and Guguletu where the G.F. Jooste Post-Acute Hospital was built. Patients might also be delaying their visit to a doctor until advanced pathology set in, with the associated higher cost of curing them, increased morbidity and possible dea[illegible]. The possibility also exists that the existence of convenient rela[illegible] cheap (from the patients' point of view -- 50c if correct income [illegible] cealed) medical care, has led to some social iatrogenesis [4] -- a reduced inclination and ability for self-care so that trivial com[illegible] 'are taken to the doctor' for professional care.

The figures for capital costs, direct operating costs, average cos[illegible] patient, attendances, average length of stay and those relating to maternity are taken from published reports or calculated from recor[illegible] kept by individual hospitals for their own purposes. Information indirect objective costs -- transport costs and waiting times -- and on subjective elements were collected by means of a survey of 1 000 patients, half at Groote Schuur Outpatient Department, and half at five Day Hospitals selected as representative of the different sized Day Hospitals that exist on the Cape Flats. Results are at the 5% significance level. There is very little published work on the structure and staffing of the health system in the Cape Peninsula -- so a great deal of information is the result of personal investigation and discussion with those responsible for running these services.

Footnotes:

(1) Cape of Good Hope Province - Estimates of Additional Expenditure to be defrayed from the local funds for the year ending March 1950 and March 1977.
(2) See Feldstein, Ch.1.
(3) Nurock (1974) P.1053.
(4) Illich "Medical Nemesis".

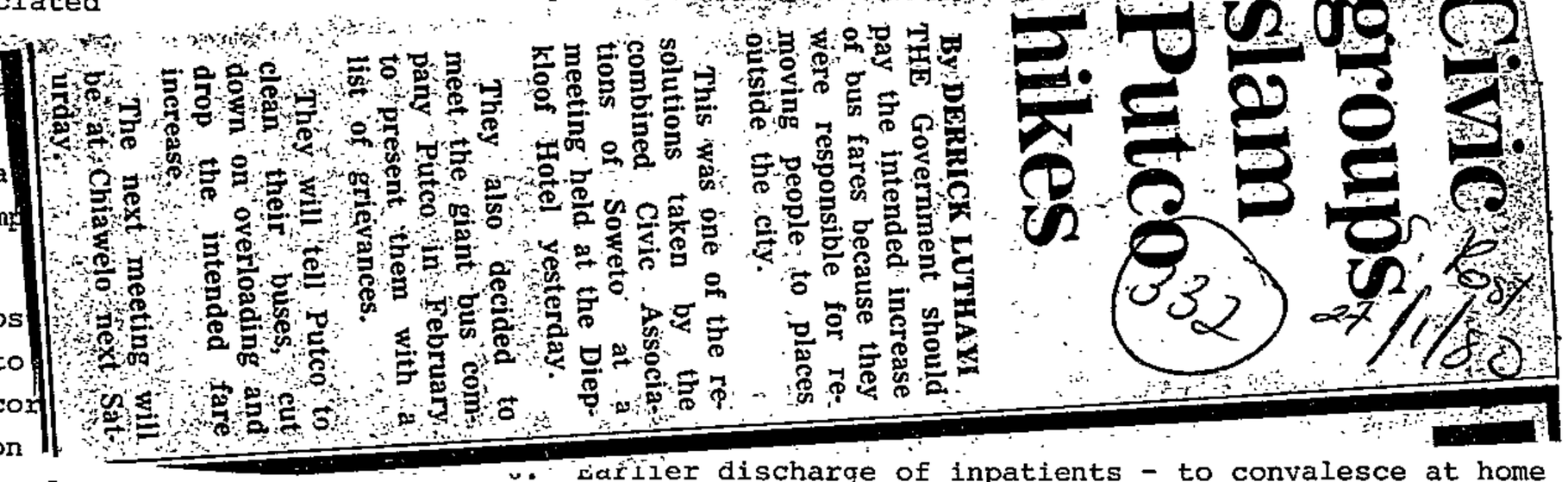
. / ...

2. The health centre concept.

(2.1) The aims of the Day Hospitals

The Day Hospitals were established with the following aims:[1]

1. Decentralisation of outpatient services - bringing medical and nursing care to the indigent group of patients in their own areas.
2. Reduction in transportation costs - to reduce the costs to hospitals of transporting indigent outpatients to outpatient departments, and to reduce costs to patients who paid for their own transport.
3. Reduction in outpatient department costs - by a better matching of patient and facility.
4. Decongestion of outpatient departments in all hos[illegible]ls -


Civic groups slam Putco hikes

By DERRICK LUTHAVI

THE Government should increase pay the intended increase of bus fares because they were responsible for re- moving people to places outside the city.

This was one of the re- solutions taken by the combined Civic Associa- tions of Soweto at a meeting held at the Diep- kloof Hotel yesterday.

They also decided to meet the giant bus com- pany Putco in February to present them with a list of grievances.

They will tell Putco to clean their buses, cut down on overloading and drop the intended fare increase.

The next meeting will be at Chiawelo next Sat- urday.

5. Earlier discharge of inpatients - to convalesce at home under the supervision of district sisters and social workers. This would result in a higher turnover of beds in hospital.
7. To provide more facilities for general practitioners to work in hospitals thereby halting and reversing the trend of ousting them. In essence, the Day Hospitals would provide a general practitioner service for the indigent who could not afford a private GP.

The decentralisation is aimed to encourage patients to attend the Day Hospital in their own area, enabling an emphasis on the community rather than on illness, although as long as Day Hospitals provide only curative care, they remain a disease service rather than a health service.

of enquiry led to the introduction in 1963 of psychiatrists and psychologists in the structure of Department of Health posts. Until this time, care had been mainly custodial. Robbertze notes that this led to a reorganisation and a rapid growth in services.

The expansion of care was permitted largely by the discovery of psychotropic drugs in the late 50s, which would enable 'responders' to be discharged on outpatient treatment, and their average stay reduced to about 6 weeks. Private institutions (controlled by Smith Mitchell & Co) were set up to provide custodial care for chronic patients who did not respond to psychotropic drugs. Overcrowding was still acute. The Lamont Commission, whose report was published in 1967, describes many of the buildings as 'uninhabitable', 'human warehouses'. Between 1970 and 1976, the private companies made available another 7 500 beds. In 1976, the number of inpatients resident in State institutions was down to 16 800; rated bed capacity fell by 3 000 with the closing of the worst buildings.

9.2 The Racial Distribution of Facilities

'In 1976, one in 360 Whites and one in 900 Blacks were recognised as being disordered'. (Solomons). Whites had relatively two to five times as great a change of being a resident inpatient at a state mental hospital over the past 60 y
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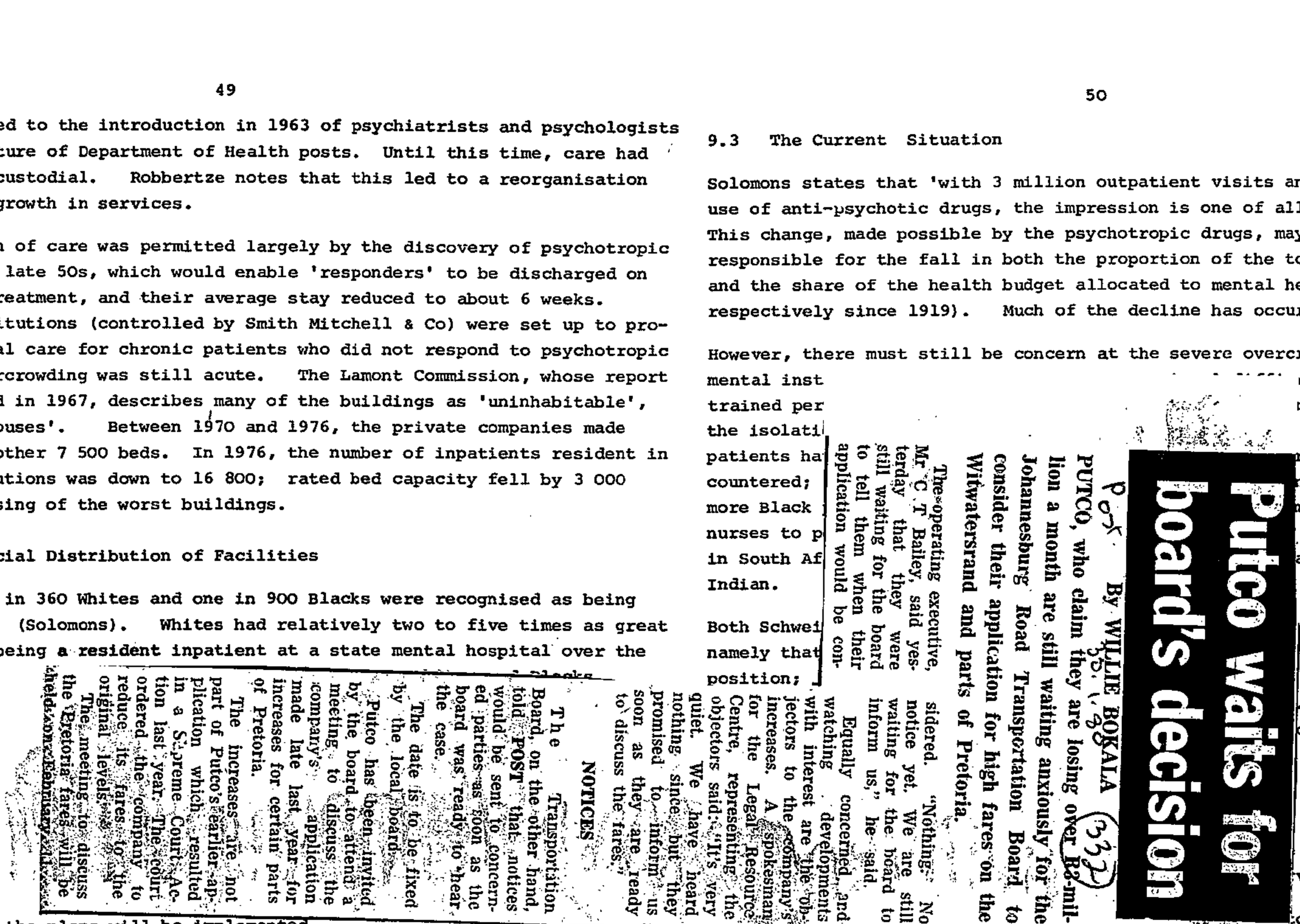

Putco waits for board's decision

By WILLIE BOKALA

PUTCO, who claim they are losing over R3-million a month are still waiting anxiously for the Johannesburg Road Transportation Board to consider their application for high fares on the Witwatersrand and parts of Pretoria.

The operating executive, Mr C T Bailey, said yesterday that they were still waiting for the board to tell them when the application would be considered. "Nothing" No notice yet. We are still waiting for the board to inform us," he said.

Equally concerned and watching developments with interest are the objectors to the company's increases. A spokesman for the Legal Resource Centre, representing the objectors said: "It's very quiet. We have heard nothing since but they promised to inform us soon as they are ready to discuss the fares."

NOTICES

The Transportation Board, on the other hand, told POST that notices would be sent to concerned parties as soon as the board was ready to hear the case.

The date is to be fixed by the local board.

Putco has been invited by the board to attend a meeting to discuss the company's application made late last year for increases for certain parts of Pretoria.

The increases are not part of Putco's earlier application which resulted in a Supreme Court Action last year. The court ordered the company to reduce its fares to the original levels.

The meeting to discuss the Pretoria fares will be held on February 23.

Smith Mitchell and Company

Solomons traces the history of the companies in providing private accommodation, first for TB and later for mental patients. The Department of Health initially provided nursing staff and still employs most key staff. In 1975, under severe pressure from many, including international sources, Smith Mitchell began to move towards a more therapeutic concern involving 'individualised activity therapy'.

9.3 The Current Situation

Solomons states that 'with 3 million outpatient visits annually and the wide use of anti-psychotic drugs, the impression is one of all-round improvement'. This change, made possible by the psychotropic drugs, may be to some extent responsible for the fall in both the proportion of the total government budget and the share of the health budget allocated to mental health (by 60% and 80% respectively since 1919). Much of the decline has occurred since 1970.

However, there must still be concern at the severe overcrowding in some Black mental inst ulty in recruiting
trained per ns, lack of incentives,
the isolati work with psychiatric
patients ha rs are slowly being
countered; ng and employing
more Black mbers of assistant
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o the questions as to what determines the demand for mental health services (or the detection of 'need'); whether urbanisation was responsible for the generation of a greater degree of mental illness or for the forms of therapy sought out by its victims; why a crisis in the supply of services prevailed for so long and why it was resolved in the way it was.

Bus boycott: six men are convicted

SIX men were convicted and sentenced on charges under the Riotous Assemblies Act in the Magistrate's Court in Pietermaritzburg yesterday following unrest among bus commuters in October last year.

The court found that the men were members of an armed group who threatened and intimidated commuters at a bus terminus, preventing them from boarding buses.

The men are: Dennis Makhaze, 32; Allois Mdlalose, 18; Arthur Zondi, 27; Stanley Zondi, 28; Hezekia Mkhize, 24 and Mandla Zondi, 32.

All six were sentenced to R60 or 60 days imprisonment on the first two counts. Five men were sentenced to R100 or 90 days on the second count, and Mr Allois Mdlalose was sentenced to R50 or 60 days on the third count.

Evidence was led that the intimidation occurred after an announcement that bus fares would be increased.

Capt. Harold Halkett, who was in command of 30 riot squads — earlier told the court that when he arrived at the terminus there had been a group of men armed with sticks and shields in the middle of the road. After arresting seven people "who were in a group of their own," he ordered a teargas canister to be fired into the crowd to disperse them.

The six men were charged and convicted on three counts under the Riotous Assemblies Act:

- Unlawfully attending a public gathering.
- Failing to disperse when ordered to do so by the police.
- Preventing members of the black community from boarding buses with threats and suggestions of violence.

All six have told the court they were wrongly arrested. They had merely been standing in a queue waiting to board buses, they said. They admitted an armed group was "walking up and down and shouting that we should not board the buses as the fares have been increased."

In rejecting their evidence the magistrate said they had been identified by Capt Halkett, and it was "highly improbable that the police would arrest innocent people in full view of a crowd." There was "no doubt" about their identity.

Addressing the court in mitigation, the defence said no one had been injured by their threats.

"This is not the conduct of terrorists, and it was not an attempt to overthrow the authority of the state."

Picketing was acceptable in other countries, and this was a similar crime. "The men felt strongly that they were being overcharged and badly served by the buses, and they decided to rectify, this by organising a boycott as there were few other means at their disposal," the defence said.

Non-State airports get terror warning

CAPE TOWN — An appeal to non-State airports to safeguard themselves against terrorist attacks has been made by the Minister of Transport Affairs, Mr Chris Heunis.

Addressing the South African Airways International Air Safety Seminar in Johannesburg yesterday, he said the large-scale increase of terrorism in the air and at airports was one of the gravest international aviation problems facing free world governments.

"Up till now, we in the Republic have only been involved in one incident of hijacking and we are very fortunate in having so far escaped this curse of terrorism at our airports.

"We have taken the necessary steps to put the security measures at our airports on a firm footing."

This had been brought about through legislation introduced in 1978.

"The department, however, is only responsible for the safety of state airports and I would like to appeal to all licence holders of non-state airports to do everything within their means to ensure the safety of their airports."

Mr Heunis said investigations so far by the Margo Commission refuted the allegation that there was an uncontrolled increase in the fatal aviation accident rate in South Africa.

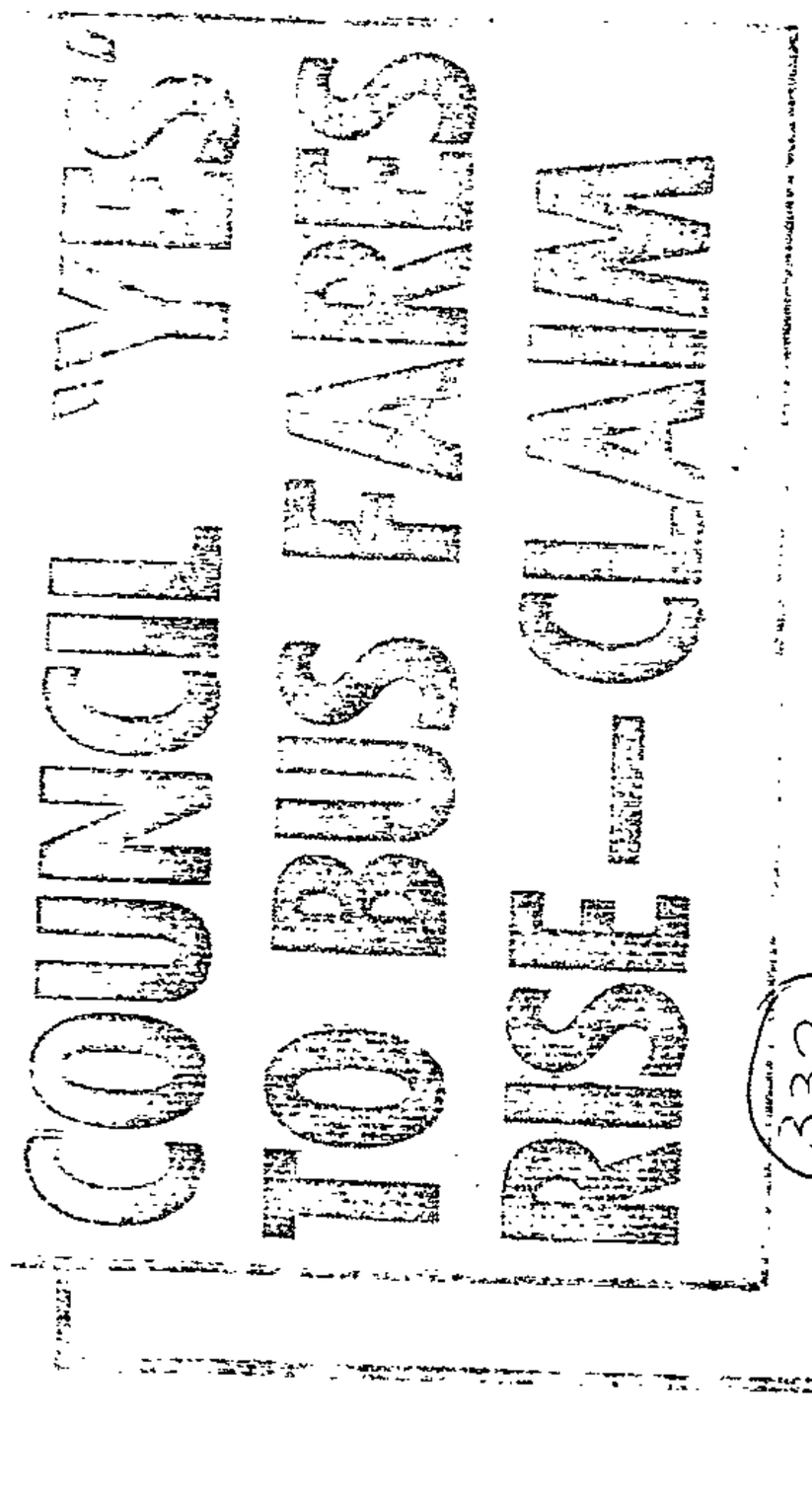
"On the contrary there was a consistent decrease in the number of fatalities each year since 1977 and the South African safety record compared very well with the whole of the Western world."

life, mean that more information may be hidden by a complete cost-benefit analysis than is revealed. Some economists would still defend cost-benefit analysis on the grounds that this process only makes value judgements explicit about the money value of life which are made regularly, but implicitly (e.g. in the decision to build a bridge or deepen a mine with given safety precautions), on the implicit assumption that the lives which will inevitably be lost are not worth the cost of the additional precautions which would be required to save them. Many other economic decisions are of this nature. Constructing factories, creating jobs, regulating the movement of labour, dam building, agricultural development, marketing boards, all affect the amount and pattern of disease and death. Yet their

achieving the same objectives can be useful even if they, too, merely provide a framework for the organisation of incomplete data. Linear programming may be useful where production processes can be more readily defined.

King (*43) takes another approach to the choice of technique in the health services. He discusses a 'microplan', a system of simple, low-cost techniques for the provision of primary child care. In this way, a group of techniques is made available to countries which do not have the resources in skilled manpower to develop them entirely for themselves.

Herod Westcott sees a need for


COUNCIL WIDENS
TO BUS FARE
RISE—CLAIM
332
By DERRICK LAUREAU
THE Sowerbo Council is alleged to have given Putco the
light to increase bus fares.
The allegations were made by Mr Isaac Mogosoa, chairman of the Sowerbo Civic Association, at a meeting of the Sowerbo Associations and Communities Welfare Organisation at Clanwelo yesterday.
He said the day's meeting, at which they were preparing a memorandum to present to Putco on Saturday in regard to the proposed bus fare in
Putco has ... placed to the Road Transportation Board for a general fares increase which operates on bus routes. The ... also ... be heard later this month.
Mr Mogosoa said they were told by officials of the ... the Council ... the Sowerbo Council
Two-stage plan, says Clwyd leader
... agreed to ... also attended ... Executive ... increase of ...
... Mr ... Mr ... Mr

MCA meet tonight

THE Meadowlands Civic Association will hold a general meeting tonight at the Sefikeng Hall to discuss a petition they intend sending to Putco protesting about the proposed increase in bus fares.

The meeting which will start at 6.30 pm will also discuss possible assistance to the family of Fannie Mafoko who was shot dead during the Silverton siege.

The Civic Association is joining forces with other organisations which are trying to block Putco from raising the fares.

The fares were increased but Putco was forced to bring them down after a successful court application.

A spokesman of the organisation, Mr Ernest Mabalane said they had a catalogue of grievances against Putco. He said firstly, blacks are not responsible for staying far away from their places of employment.

WAGES

Among the points which they want Putco to consider before raising the fares are;

- Meagre wages earned by blacks,
- More and better bus shelters,
- Buses should be on schedule,
- Overloading should be stopped,
- Buses should be serviced before leaving the depot.
- Drivers should improve their manners.
- More buses should be added and they should be kept clean.

Accused tells of threats by police

A SOWETO man alleged in the Vereeniging Circuit Court yesterday that he was implicated in crimes of armed robbery, attempted murder and car theft by Soweto taxi owners because they are waging a war against pirate operators.

This claim was made by Christopher Gideon Gwala (30) of Moroka Township before Mr Justice le Roux.

Gwala said that he was implicated in the case by William Junior Nhlapo and Joseeph Sipho Sibeko, who are big guns of the Soweto Taxi Owners Association He said there was war between taxi owners and pirate operators and many people had died already.

He said the taxi owners are way-laying pirate taxis and killing the drivers. He also said taxi owners claim that they pay for business licences while pirates pay nothing.

Gwala told the court that he knew Nhlapo and Sibeko by sight only, although he knew that they are taxi owners in Soweto. He said that when the alleged offences were committed he was busy operating his taxi in Soweto as a pirate taxi owner. Gwala told the judge that he never made a statement to Lieutenant J de Pont as alleged. He claimed that he was forced to sign the statement which had already been written.

But, he said, he told the police that he would make a statement to his lawyer. Gwala testified that he told Mr J Rossouw, the Vereeniging magistrate to whom he had made a confession, that he had been assaulted and threatened of being killed by police in order to make a statement implicating him in the offences.

"After my arrest, I was taken to a cell in Vanderbijlpark police station where I was shown a certain person who was badly assaulted and handcuffed and locked in a cell. Later I was shown a photo and a story of a person who was shot at the Pelican Nightclub in Orlando West. I was then locked next to the cell of the assaulted person," alleged Gwala.

He claimed that he never slept that night after being shown the photo and the person as he feared that he would also be beaten in the same manner. The next day, Maj C Serfontein asked him to make a statement as Nhlapo and Sibeko had implicated him in the offences. "I agreed to make a statement to the magistrate, whom I told that I was forced and threatened to make the confession."

Gwala alleged that the magistrate questioned Lieut de Pont about the allegations of being forced, threatened and assaulted and warned him not to do so in future.

Mr John Rossouw said Gwala was brought to him to make a confession but he refused after he had told him he had been forced and threatened by police. He said he stopped writing a confession from Gwala after he alleged that he was assaulted and forced to make a confession.

Asked by the court why he allowed Gwala to go back with Lt de Pont and did not take any action on the allegations, Mr Rossouw could not answer.

The State alleged that Gwala robbed security guards, of R24 697,81 and others of R38 897,08.

It is further alleged that he shot and injured Andrew Bothma and stole a car.

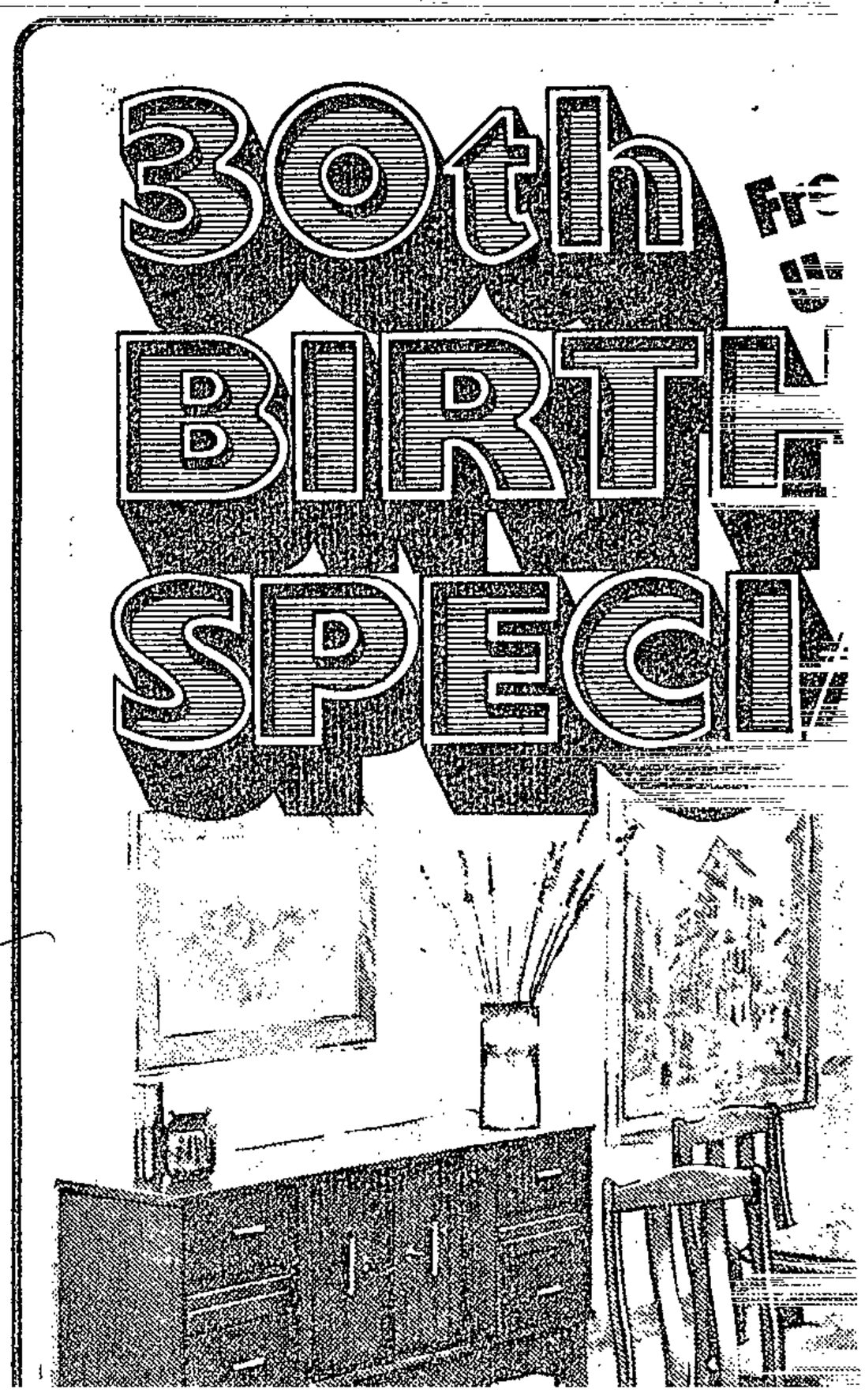
The case continues.

BUILD YOUR FORTUNE ON BRICK-LAYING

THE building industry will employ many more artisans this year with the increase in building activities, especially in black housing in the urban areas.

There is an acute shortage of qualified bricklayers at present, which means that more and more people need to be trained.

The part-time bricklaying courses provided by the Brick Development Association in the Pretoria-Witwatersrand-Vereeniging area can be an important



Residents threaten to boycott Putco

Post 14/5/82 332 31/5

By IKE MOTSAPI

SOWETO residents last night threatened to boycott Putco buses and instead use taxis if Putco management increase bus fares.

The decision was taken at a meeting called by the Meadowlands Civic Association (MCA), a branch of the Soweto Civic Association (SCO).

The meeting was held at Sefikeng Hall in Zone One Meadowlands and was attended by more than 300 people.

Mr Leonard Mosala, a member of the Soweto Committee of Ten, said his committee will consult the taxi people to help transport residents at a reduced price "while we are fighting Putco."

He said his committee had met Putco to discuss the impending increases, but "Putco management refused to listen to our pleas concerning the increases".

He said: "We black people now have to use our economic power that will bring fruits in the end."

Ms Mankekolo Mahlangu, the secretary of the Committee of Ten, said while people boycotted Putco buses, they should realise that they will be suffering. She said: "This will be the positive suffering and people must take part in the fight."

Putco waits for hearing

The Road Transportation Board has still not given Putco a date for a hearing on proposed fare increases, according to the company's operating executive, Mr C T Bailey.

"We are ready to implement increases but we have to wait for the board," he said.

profit maximisation in the form of incentives to widen the spread between costs and revenues will be restored; and that providers within the organisation (doctors, hospitals, technicians) will be motivated to engage in preventative practices, avoid duplication of equipment, and raise the throughput. Yet whether they will prove a successful general alternative in rich countries and rich communities within others remains to be seen.

Some observers are sceptical. The enhanced attention to preventative services predicted a priori is not generally evidenced nor is its efficacy proven where such treatments have been identified in practice. Diminished hospital use can mislead because HMOs operate a tight bed supply and work by making people wait, whi
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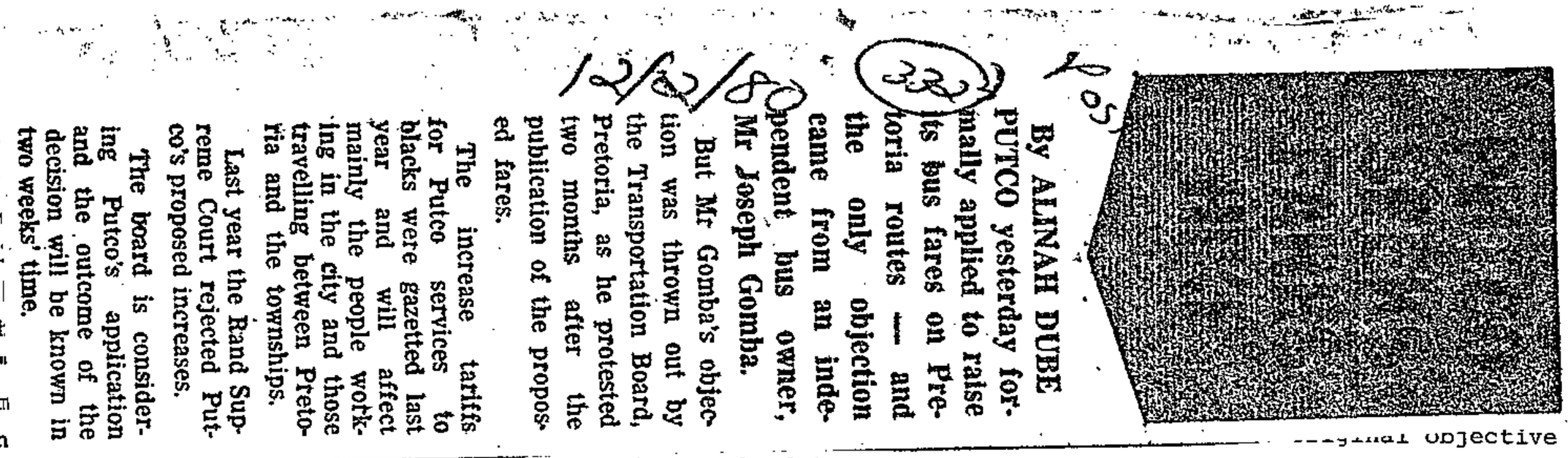
economic terms. If so, their establishment
and increase the distance between the health
populations. In sum, "HMOs are a mixed bag"
"cannot today be considered seriously as a m
health care expenditures in this country /Un
seeable future" (Klarman 1977: 230).



12/2/80 Independent bus
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(iv) National systems of health insurance financed either through or with the assistance of the public sector for all or designated target groups in the total population are an identifying feature of late capitalism in its social democratic form. This category merges at the edges with (v) below, but if the "insurance principle" is to have any meaning at all, it is necessary to keep it distinct. The purpose of health <u>insurance</u> is to prevent or compensate large financial losses that take place with relatively low probability through serious or lengthy illness. But originally, to be eligible for this coverage, the subscriber had to pay a regular premium and possibly a fixed share of costs beyond a certain minimum. No contribution implied no risk sharing and no valid claim.

In recent times, with the coming of state intervention, this tidy picture has disintegrated. National systems now rely either upon social insurance as the principal instrument of financing via compulsory pay-roll taxes on employers as in France and West Germany, or health is one element in a package deal of benefits for targeted groups, paid entirely or in part from general tax revenues. Programmes initiated in the United States under the Johnson administration in 1966 are examples of the latter. Medicare covers assisted medical aid for those over 65 (about 24 million in 1975) and is national in character, i.e. uniform across states. Medicaid provides assistance to some 25 million people medically indigent because of low income, and is also public sector based but with inter-state variation. However, the Canadian system is perhaps the clearest

original objective was to set up a health system, in the words of the 1946 Bill, "available to everyone regardless of financial means, age, sex, employment or vocation, area of residence or insurance qualification" (quoted in Drummond 1978:69). No insurance principle is applicable since access for an individual does not depend upon a prior financial contribution. Funding sources in 1970-71 were 80 per cent central government, 15 per cent local government and contributions, and 4-5 per cent by patients for private beds, drugs, spectacles and dental treatment (Forsyth 1973: 10). For 1974, an official source gives the breakdown as 97 per cent "public funds" and the remainder "payments by patients" (OHE 1976: 1).

At the present time in the United States, proposals to enact more comprehensive arrangements are being hotly debated. Virtually all suggestions have in common the enlarged use of federal financing to increase public

The delegation from Nyanga United Women's Association, who were yesterday turned away at Tollgate House when they arrived to speak to the general manager of Tollgate Holdings, Mr D J B King, about the lack of a bus service to Nyanga. From the left are Mrs Rina Phuthego, Mr Leon Mqhahayi, Mrs Elizabeth Smous, Mrs Agnes Mdaka, Mrs Gertrude Mdaka, Mrs M Hollow, Mrs Jane Mcanyangwa and Mrs Jane Sahati.

CAPE TIMES 14/2/80 (332) (360)

Bus chief turns back women

Staff Reporter

A DELEGATION of Nyanga residents was yesterday refused an interview with the manager of Tollgate Holdings, Mr D J B King, when they approached him to complain about the lack of bus services to Nyanga.

The group, from the Nyanga United Women's Association, came to ask Mr King for the establishment of a regular bus service to the township.

"We have been here in the past and Mr King promised to take a census, but nothing has happened," the association's spokeswoman, Mrs M Hollow, said.

She said: "No buses have come into Nyanga since the riots of 1976. The bus routes were converted without taking into account the needs of the people."

Mrs Hollow said the lack of a bus service affected the whole of Nyanga because buses stopped only on the outskirts of the township.

A Cape Times photographer was ordered by the chief security officer at Tollgate Holdings to leave the premises and take photographs from the street. The man said: "I'll confiscate your camera."

In a message to the delegation, Mr King told them to form a committee and make an appointment to see him.

An official at Tollgate, who refused to give his name, would not comment on the issue and said the residents would "have to go through the proper channels".

New Tramways hearing in March

(332) CAPE TIMES 14/2/80 (340)

Chief Reporter

A FRESH application by City Tramways Limited for an increase in its bus-fare tariffs on routes in the Cape Peninsula is to be heard by the National Transport Commission on March 10.

The NTC has given notice that interested parties will be given an opportunity to make verbal representations to it on that date, in the offices of the Local Road Transportation Board in Cape Town.

City Tramways' fresh application was to have been heard in December, but the competence of the NTC to consider it (such applications are usually heard by local road transportation boards, with the NTC as the body of appeal) was challenged by a community worker, Mr Rommel Roberts, and the hearing was postponed.

Last month the Supreme Court rejected an application by Mr Roberts against the NTC hearing, and ruled that the commission was competent to hear the fresh application.

● The Green and Sea Point Ratepayers' and Residents' Association, which opposed the original fare-increase application by City Tramways, has also given notice that it will oppose the fresh application, which is for increases on the same scale as asked for originally, last July.

The association holds that the increases asked for are "excessive, inordinate, unreasonable and inequitable having regard to the interests and requirements of the public".

Talks on Nyanga bus service today

CAPE TIMES 15/2/80 332 360

Staff Reporter

THE general manager of City Tramways Limited, Mr D J B King, has issued a statement on an incident this week in which a delegation of Nyanga residents was refused an interview with him when they approached him to complain about a lack of bus services in Nyanga.

Mr King said there were "several different, regular services operating to and from the terminus in the centre of Nyanga". These operated from Claremont and Mowbray stations and from the northern suburbs. There were some 706 trips in and out of the terminus daily. Routes into Nyanga had been rationalized about 4½ years ago.

Because of major road construction in the area, NY1, the main road though the township, had been closed and it was "impossible to run buses this way". The service had been re-routed along Emms Drive temporarily, Mr King said.

"Once NY1 was opened again, the buses returned to that route and buses no longer run along Emms Drive. The reason for this is simply that people living between Terminus Street and Lansdowne Road have adequate services operating along Lansdowne Road to Crossroads from Claremont station."

Mr King said "it should be pointed out that, at the time the delegation called to see me — and I stress that they were unannounced and had no appointment — I was busy in a meeting. My staff told the delegation that if they made an appointment I would be happy to see them."

An appointment had been fixed for today, when Mr King will meet the delegation.

Mrs M Hollow, a spokesman for the delegation, said this week that no buses had gone into Nyanga since the 1976 riots and that the bus routes had been converted without taking into account the needs of the people.

FATTIS & MONIS STRIKE

For almost a month 88 workers at the Fattis & Monis factory in Bellville Sout have been on strike. They struck because five of the fellow workers were dismissed. The workers say the dismissals were because all five were members of a trade union. The union was trying to negotiate for better pay and hours of work. R40 a week and an 8 hour working day. A director of the factory says these demands are "out of all proport[illegible] in his firm.

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The South Af[illegible] schools aff[illegible] and a boyco[illegible]

At a meetin[illegible] Fattis & Monis product[illegible]

Fattis & Monis insist that there is no 'dispute'. H[illegible] says he is worried about the calls for a boycott of [illegible] blacks as much of the factory's trade is with black[illegible] production going by employing scab workers in the [illegible] However production has been slowed down.

Who are Fattis & Monis? Fattis and Monis is the f[illegible] following products: All Record flour products incl[illegible] flour, Bread flour, Sifted flour, Unsifted flour,[illegible] products with the Fattis & Monnis brand name inclu[illegible] cake cups, macaroni, spagetti, large & small shel[illegible] narrow, plain and green, rings and dilatines; All [illegible] under the following brand names: Pick 'n Pay, Pot[illegible] Roma; Philadelphia flour and Koeberg Mille pack m[illegible] control a number of Bakeries including Wrenck Tov[illegible] Good Hpe Bakery in Elsie River and Ultra Bakery

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Tollgate peak

RDM 20/2/80

Financial Reporter 332

TOLLGATE Holdings, the diversified financial and industrial group, reports a higher taxed profit of R5 013 000 for the six months to December last compared with R4 851 000 in the 1978 half-year.

Earnings a share were up at 45,1c from 43,6c. The interim dividend, which was declared in December last, was unchanged at 10c.

Reason for the conservative dividend policy is Tollgate's big capital expansion programme. Capital commitments at the end of December were R10 552 000, to be financed out of existing cash resources and the group's cash flow.

The share is solid, but the slow dividend growth is a deterrent to investors who want quick income growth.

Town on a time bomb

Last time black workers boycotted the bus service but next time things could get much worse . . .

Another increase in bus fares for black workers in Ladysmith will set off explosion, say black leaders

By Maureen Griffin

THE bleak poverty of thousands of black people, intensified by an enforced 20 kilometre separation from their only hope of work in Ladysmith, is a time-bomb that could blow stability there sky-high.

Black leaders warned this week the bomb will go off if there is another bus fare increase for workers.

The workers must travel from the township they didn't want to move to in the first place to factories where wages don't even pretend to keep pace with the rising cost of living.

Fare increases were introduced in September last year, bringing to 90 percent the increases commuters have had to face in one year.

The bus company withdrew its demands, however, when Ezakheni Township's 9 500 workers boycotted the buses in a month-long protest that forced the Government to launch an inquiry into their grievances.

The inquiry took the form of a committee representing workers, KwaZulu Transport (who provide the bus service), and leaders of commerce and industry in Ladysmith.

They met on February 8, in Pietermaritzburg, and their findings have been reported to Dr Piet Koornhof, Minister of Co-operation and Development, who has stayed the proposed hikes pending a Government decision on the best course to take.

While the Government struggles to defuse the situation, KwaZulu Transport insists that a fare increase is imperative. Workers say they won't pay more until their wages rise considerably, and employers are adamant that it's up to the Government to improve fare subsidies.

The Sunday Tribune learnt this week that when KwaZulu Transport (owned jointly by the Corporation for Economic Development and the KwaZulu Development Corporation) was granted its increase in September, the Department of Transport ruled that there were insufficient funds for a subsidy and passengers would have to bear the entire increase.

Although the increase granted to the bus company was only 14 percent, to the passenger it worked out at a 33 percent hike (from R2,10 to R2,80) in an area where wages are notoriously low, and where township rents had almost doubled only a year

Chief Owen Sithole (right), chairman of a liaison and consultative committee consisting of worker representatives and bus company employees, with Mr Elliot Mngadi, mayor of Ezakheni and vice chairman of the committee

dent of the Ladysmith Chamber of Industries, told the **Tribune** this week: "If, instead of doubling fares within a year, KwaZulu Transport had upped them in step with wage increases, there would not have been a problem.

"How can anybody expect wages to keep up with rents and busfares when these double in a year?

"All of a sudden industry is the ogre, but we don't see how the blame for fare increases can be placed on our shoulders.

Mr Sithebe, one of three people who represented workers on the committee that reported to the Government on the boycott, said: "Our oral evidence also included the assertion that the Government must pay for its policies.

"We were moved to Ezakheni against our will from places that were in many cases so near to Ladysmith that we didn't need a bus service. We could cycle into town.

"Many people who were on privately-owned properties were uprooted and

reveal how much they paid their workers.

According to the records of the local Black Allied Workers Union, one woman who is described as a "runner" in the clothing trade receives R6 a week. Another whose job description is omitted earns R8,70 a week gross, but for the week ending October 9, 1979 she received only R5,96 after deductions.

According to Mr Chris Peckett, group manager of KwaZulu Transport, fuel price hikes, the cost of buses and escalating operating costs were some of the factors contributing to the need for a further fare increase.

24/2/80

332

before.

After the fares were reduced to their pre-September level and buses were once more in use, a liaison committee representing workers approached commerce and industry to discuss wages.

Gilbert Richmond, president of the Ladysmith Chamber of Commerce, told the committee that a study he had made of wages paid by commercial undertakings in the town had satisfied him that these were very fair.

The Ladysmith Chamber of Industries refused to meet the committee, maintaining that the correct negotiating procedure was through the medium of industrial councils, properly constituted factory liaison committees, or through the Wage Board. It would be unconstitutional for the chamber to act as a wage negotiating body.

Martin Winter, president of the Ladysmith Chamber of Industries, said: "We have no comment to make."

Subsidy

"Our chamber is making representations to the Government to increase the subsidy for the commuter."

But Stephen Sithebe, KwaZulu MP representing the Emnambithi area on the outskirts of Ladysmith, argued: "If wages were sufficient at the time of the fare increase, people would not have boycotted the buses.

"When the increase was introduced, employers gave workers just that amount that was needed to pay the extra fare. But why should the workers pass on their wage increase to the bus people? They are not working for the bus company.

"If commerce and industry won't pay decent wages, then the commuter can't pay the bus company."

told they were a black spot in a white area.

"The Government must pay for these policies by increasing subsidies, and in future whenever there is need for a fare increase, the Government must push up the subsidies."

The Wage Board has determined wages for men learner machinists in the clothing trade in Ladysmith at a minimum of R8.50 a week, and for women at a minimum of R7,40 a week. After three years a qualified male machinist is paid a minimum of R17,80 a week, and a qualified female machinist receives a minimum of R14 a week.

The **Tribune's** attempts to establish how much workers in the clothing trade earn in Ladysmith were unsuccessful. Of the five companies approached, spokesmen were either unavailable or declined to

Die loon van die skeerders is 10 sent per skaap geskeer en 'n skeerder skeer gemiddeld 50 skape per dag. Party skeer 40 skape en ander wat meer bedrewe is skeer 80 skape per dag. Die lo[n] afhangende van die v[l]

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Buoyant earnings for Safmarine

5 Times 24/2/80 (332)

By JOHN SPIRA

SA Marine Corporation (Safmarine) reports substantially higher earnings of 31c a share for the six months to December 31, 1979 — 77% higher than the figure for the latter half of 1978. Safmarine earned 60,9c a share in the year to June 30, 1979.

The result was achieved on a capital which rose from R34,3-million to R51,4-million following the group's rights issue in December last year.

Accordingly, the percentage improvement in trading profits (118% to R14,8-million) was well in excess of the percentage gain recorded in per share earnings. Turnover for the six months rose 26% to R183-million.

The interim statement ascribes the improved results to the further expansion of the company's services and "a welcome, though relatively small, improvement in the level of the Republic's general cargo trade."

The conversion of break bulk cargo to the container mode has continued steadily, resulting in a growing utilisation of Safmarine's fleet of container ships.

Demand has strengthened in the bulk trade, with a beneficial effect on previously depressed freight rates.

The report says that profitability is continuing to improve, "but the current international political situation makes it impossible to forecast final year-end results with any degree of certainty.

"Safmarine, however, remains strongly competitive and should perform well, particularly as the second half of the financial year is normally a more favourable period."

The shares yield 5,4% at the ruling 315c.

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Safmarine spring goed weg

SOUTH AFRICAN MARINE CORPORATION (Safmarine) het in die eerste gedeelte van sy boekjaar besonder goed weggespring deur sy wins ná belasting met 167 persent op te stoot. Die besturende direkteur mnr. M. de W. Marsh, is ook besonder optimisties oor die vooruitsigte van die tweede helfte van die jaar, wat beteken dat die maatskappy vanjaar 'n belaste wins van meer as R30 miljoen kan toon as alles goed verloop.

Safmarine het in die ses maande tot 31 Desember 'n wins na belasting van R16 miljoen getoon. Hoewel hierdie syfer 'n wins van R5,2 (R0,2) miljoen insluit wat met die verkoop van 'n boot gemaak is, is dit nogtans aansienlik hoër as die totale wins van R6 miljoen wat in die ooreenstemmende tydperk die vorige jaar getoon is. Die maatskappy he die afgelope ses maande ook sy uitgereikte kapitaal vergroot van 34,3 miljoen tot 51,4 miljoen aandele. Afgesien hiervan was die verdienste per aandeel nogtans hoër op 30c (17,5c).

Mnr. Marsh sê die verbetering in Safmarine se resultate die afgelope ses maande is te danke aan voortdurende uitbreiding van sy dienste asook 'n welkome verbetering, hoewel relatief klein, in Suid-Afrika se algemene vrag. Hy sê die omskepping van groot maat vrag na houers neem steeds toe, wat ook tot 'n beter benutting van die groep se houerskepe en ander geriewe gelei het.

Hy sê verder dat die maatskappy se winsgewendheid steeds besig is om te verbeter, maar die politieke onsekerheid maak dit baie moeilik om enige betekenisvolle vooruitskatting te waag. Hy sê Safmarine bly egter sterk mededingend en beho vir die volle boekjaar te vaar as in ag ge word dat die resulta die tweede helfte van jaar gewoonlik beter kan beteken dat die skappy vir die volle jaar 'n wins van m R30 miljoen kan too besonder goed ve met die vorige ja syfer van R20,9 mil

Safmarine se a verhandel op die o op die Johannesbur fektebeurs teen 31 aandeel. Indien die skappy vanjaar 'n wi R30 miljoen kan to 'n redelike konserw beraming is, sal dit huidige aandeelpry dienste opbrengs va as 18 persent to

RDM 25/2/80

Another Kei Air record

(332)

TRANSKEI Airways Corporation reports a jump of more than 300% in airfreight carried in February compared with January 1979.

"The freight figure of nearly 6 000 kg reflects a 321% increase over the same period last year, and the February figures look even more impressive," says the managing director, Mr Maurice Pike.

He believes that the airline's new agreement to carry mail and newspapers plays a part in the upsurge in freight carried, but attributes most of it to a swing from the traditional centres of Durban and East London to send freight to Transkei.

The 40-seat jep-prop aircraft used on the daily run between Jan Smuts Airport and Umtata is also showing steady passenger growth, and the two King Air executive aircraft available for charter work at Rand Airport are barely able to cope with demand.

The airline expects to carry about 12 000 passengers on its scheduled services this year, compared with 5 100 two years ago.

Sale of tanker boosts Safmarine profit to R16m

(332 CT 26/2/80)

SOUTH African Marine Corporation reports pre-tax profit of R20m (R7m) on increased capital on turnover of R183m (R145m) in six months ended December 31

Earnings per share were 31 cents (17,5), taxed profit R16m (R6m), tax R4m (R1m).

Issued share capital R51,44m (R34,29m) following rights issue.

The company said in an interim statement half-year profits benefitted from the sale of a tanker for R5,2m.

Profitability is continuing to improve but the current international political situation makes it impossible to forecast results for the full year with any degree of certainty, it said.

The company, however, remains strongly competitive and should perform well, particularly as the second half of the financial year is normally a more favourable period, it added. — Reuter

mways auditors' report

(332) (S 27/2/80.

to be made in terms of this authority (Section 3 of the Road Transportation Act of 1977) by the auditing firm of Theron van der Poel, of this City.

"In our letter to you of November 23 we submitted that the hearing of this application cannot proceed until your commission has made available for inspection the report prepared by the investigating auditors. To date you have not made this report available to the four objectors nor have you furnished reasons for your refusal to do so.

"It will be contended at the hearing that your commission cannot and should not proceed with the hearing until the report has been made available to the objectors.

"Indeed, it is a matter of public interest and importance to know in advance of the hearing how the applicant for the increase in the bus tariffs is motivated and on what grounds and calculations such increases are based."

● The Green and Sea Point Ratepayers' and Residents' Association is objecting to the fresh application on grounds, among other things, that the proposed new tariffs, "whatever the applicant's additional costs may be, are excessive, inordinate, unreasonable and inequitable, having regard to the interests and the requirements of the public".

Ratepayers call for Tra

Chief Reporter

THE GREEN and Sea Point Ratepayers' and Residents' Association has called on the National Transport Commission to make available for inspection an auditors' report on City Tramways Limited before the NTC sits in Cape Town on March 10 to hear a fresh application by the company for an increase in its bus fares.

The increases asked for are on the same scale as those granted to City Tramways by the Local Road Transportation Board in June last year — a decision which was subsequently, on technical grounds, declared by the Supreme Court to be invalid.

The ratepayers' association, and three other individual objectors to the application, have also told the NTC that the commission's decision to exercise its right to hear the fresh application itself "is a diminution of the rights of the objectors".

"On applying this procedure your commission, which normally acts as the court of appeal for a decision of the Local Road Transportation Board, will now deprive the objectors of their right to appeal should that be deemed necessary."

Mr S L Gross of the Cape Town firm of attorneys, Arthur E Abrahams and Gross, says in a letter on behalf of the ratepayers' association to the chairman of the NTC in Pretoria: "It is common knowledge that your commission caused an investigation

Safmarine profit doubles

(332)
RDM
26/2/80

Financial Reporter

SOUTH AFRICAN Marine Corporation (Safmarine) increased turnover by 26,2% during the half year to December 1979, compared with the same period of 1978, with the result that trading profit more than doubled from R6,8-million to R14,8-million and taxed profit spurted to R16-million from R6-million.

The cherry on the top was R5,2-million earned as profit on the sale of ships. In the comparable first half of 1978, sale of ships brought in R200 000 in profit. The group's tax bill went up from 14,2% to 20%.

Earnings a share rose to 31c from 17,5c on the new share capital of 51 439 552 shares which is 50% higher than the capital in issue on December 31 1978.

The directors report that the half year's figures reflect the continuing increase in the group's level of activity resulting from the expansion of services and a relatively small improvement in the level of South Africa's general cargo trade.

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DEPARTEMENT VAN VERVOER

No. 390 29 Februarie 1980

WET OP VERVOERDIENSTE VIR SWARTES, 1957 (WET 53 VAN 1957), SOOS GEWYSIG

Kragtens artikel 2 (2) (a) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verleen ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, hierby aan die gebiede onder die regsmag van die stedelike plaaslike besture van Springs en Edenvale vrystelling van toepassing van gemelde Wet met ingang van 1 Maart 1980.

J. C. HEUNIS, Minister van Vervoerwese.

No. 391 29 Februarie 1980

WET OP VERVOERDIENSTE VIR SWARTES, 1957 (WET 53 VAN 1957), SOOS GEWYSIG

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsmag van die stedelike plaaslike besture van Springs, Edenvale en Kempton Park met ingang van 1 Maart 1980 tot 'n gebied waarin die bepalings van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgewer in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 Maart 1980 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

DEPARTEMENT VAN WATERWESE

No. 359 29 Februarie 1980

OORDRAG VAN BEVOEGDHEDE INGEVOLGE DIE WATERWET, 1956 (WET 54 VAN 1956)

Kragtens die bevoegdhede my verleen by artikel 165 van die Waterwet, 1956 (Wet 54 van 1956), dra ek, Abraham Jacobus Raubenheimer, in my hoedanigheid van Minister van Waterwese, hierby die bevoegdhede soos volledig hieronder beskryf, oor aan die bekleërs en toekomstige bekleërs van die ondergenoemde poste in die Departement van Waterwese.

A. J. RAUBENHEIMER, Minister van Waterwese.

Bevoegdhede	*Aan wie oorgedra*
Artikel 78 (2) (b)	
Die aanstelling van die lede van 'n komitee en die aanwysing van een van hulle as die voorsitter van die komitee, om die Minister van advies te bedien in verband met die likwidasie van die sake van 'n besproeiingsraad.	Sekretaris, Adjunksekretarisse en Besturende Ingenieur (Toesighouding).
Artikel 80 (1)	
Die aanstelling as lid van 'n besproeiingsraad van enige persoon benoem deur 'n plaaslike bestuur wat deur daardie raad van water voorsien word, om daardie plaaslike bestuur in daardie raad te verteenwoordig in gevalle waar 'n genomineerde van daardie plaaslike bestuur nie as lid van die raad verkies word nie.	Sekretaris, Adjunksekretarisse en Besturende Ingenieur (Toesighouding).

DEPARTMENT OF TRANSPORT

No. 390 29 February 1980

BLACK TRANSPORT SERVICES ACT, 1957 (ACT 53 OF 1957), AS AMENDED

In terms of section 2 (2) (a) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, hereby exempt the areas under the jurisdiction of the urban local authorities of Springs and Edenvale from the operation of the said Act with effect from 1 March 1980.

J. C. HEUNIS, Minister of Transport Affairs.

No. 391 29 February 1980

BLACK TRANSPORT SERVICES ACT, 1957 (ACT 53 OF 1957), AS AMENDED

In terms of section 2 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authorities of Springs, Edenvale and Kempton Park to be an area in which the provisions of the Act shall apply, with effect from 1 March 1980, in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 March 1980.

J. C. HEUNIS, Minister of Transport Affairs.

DEPARTMENT OF WATER AFFAIRS

No. 359 29 February 1980

DELEGATION OF POWERS UNDER THE WATER ACT, 1956 (ACT 54 OF 1956)

Under and by virtue of the powers vested in me by section 165 of the Water Act, 1956 (Act 54 of 1956), I, Abraham Jacobus Raubenheimer, in my capacity of Minister of Water Affairs, hereby delegate the powers fully described hereunder, to the incumbents and future incumbents of the under-mentioned posts in the Department of Water Affairs.

A. J. RAUBENHEIMER, Minister of Water Affairs.

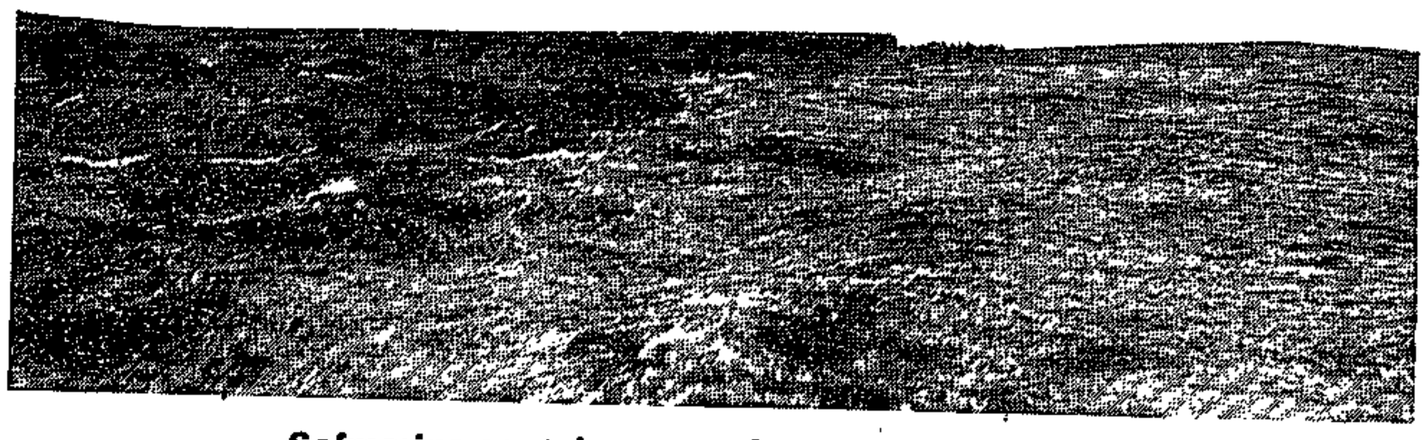
Powers	*To whom delegated*
Section 78 (2) (b)	
The appointment of the members of a committee and the designation of one of them as chairman of the committee, to advise the Minister as to the liquidation of the affairs of an irrigation board.	Secretary, Deputy Secretaries and Managing Engineer (Superintending).
Section 80 (1)	
The appointment as a member of an irrigation board, of any person nominated by a local authority supplied with water by that board, to represent that local authority on that board in instances where a nominee of that local authority is not elected as a member of that board.	Secretary, Deputy Secretaries and Managing Engineer (Superintending).

SAFMARINE

Making headway

Safmarine's highly geared situation has resulted in it making excellent headway in the six months to end-December. Turnover rose 26,2% to R183,0m (R145,0m), from which a 117,6% higher trading profit of R14,8m (R6,8m) was achieved. However, the R20,0m (R7,0m) pre-tax figure was boosted by a R5,2m profit on the sale of the *St Gondwana*, a tanker.

In the past two years, sales of capital equipment have been a regular feature. During the previous year, the *Kulu* and the *SA Tugelaland* were sold for a combined profit of R4,0m. So there is growing evidence to warrant the treatment of these sales as trading profit — as does Safmarine.



Safmarine container vessel . . . more to come

Certainly, it appears that eight of Safmarine's older bulk vessels could be offloaded as new container vessels and bulk carriers are brought on stream in the next two years. For example, Safmarine plans to order a 1 200-box container ship and three bulk carriers ranging between 70 000 dwt and 125 000 dwt to bolster trade with Japan. The container ship could be followed by a sister ship if Far East trade warrants it. The bulk carriers are intended to help cope with intensified coal exports.

It was probably due to these plans that Safmarine decided to go ahead with its one-for-two rights issue, increasing the number of shares in issue to 51,3m (34,3m) and raising an additional R35,9m in shareholders' funds.

For the moment, Safmarine is perfectly happy with its 300% debt:equity ratio, which is not alarming for a shipping company. However, this is all very well when business is brisk but, in any downturn, the leverage works in reverse.

The effect of the rights issue on earnings was partly offset by the capital gain on the *St Gondwana*, which boosted taxed profit to R16,0m — 166,7% higher than the previous year's R6,0m. And, even allowing for the additional shares, earnings grew by 77% to 31,0c (17,5c).

According to the directors, the profit improvement reflects increased activity resulting from the broader service offered and slightly improved SA cargo trades. And, in the bulk trade and market, increased demand has resulted in rising freight rates.

Although the directors consider it impossible to forecast year-end results in the light of international politic' uncertainties, they point out that the second half is normally a more favourable period. For instance, last year second-half earnings amounted to 43,4c, 25,9c higher than the first half's 17,5c. This year, second-half earnings of 60c could be achieved and a 3,6-times covered 25c dividend is possible. At 330c, the share is on a 7,6% prospective yield, and discounts near-term prospects.

Peter Pittendrigh

Taxi drivers lash out at outsiders

By MALOSE MATSEMELA

AFRICAN TAXI owners lose thousands of rands to whites, Indians and coloureds who operate their taxis in the townships — and the Government does nothing about it.

This was said at a meeting by the Black Unity Express Bus Service (Buebs) and the Saulsville and Atteridgeville Taxi Club (SATC), at the Mbolekwa Stadium yesterday.

RUINED

Addressing the meeting, Mr J Gomba who is director of Buebs said three quarters of the business is ruined by illegal taxis which are increasing in the townships.

He said the unlawful operation was exposed when the law, that local taxis should print names and addresses of owners on the front door. When the law was implemented, most cars belonging to whites and Indians were revealed.

105 332 3/3/80

Fast bus service from Mdantsane

D 1/3/80

EAST LONDON — An express bus service will come into use between Mdantsane and East London on Monday. The service, for people with weekly workers' tickets, will operate from Zones 5A, 7, 8 and 9 to the West Bank and the Pontoon Road terminus.

Buses operating these services will have special "Express" emblems on the front of the bus and the passenger door side and will have special stops in the chosen zones.

Buses will only stop at these stops and travel non-stop to West Bank and the city centre once on the Qumza Highway. They will not stop at Highway terminus.

The system is expected to reduce travelling time by up to half an hour and ease congestion at Highway terminus.

Insurance offer to lift clubs

Staff Reporter

ALL private motorists who use their vehicles for lift club purposes this year could now pay a slightly increased premium — R20 instead of R17 — which automatically covers all passengers, said Mr Barry Gibbs, manager of an insurance association.

He said recent government amendmends to lift club rules were welcomed and should encourage more people to use lift clubs.

In the past lift club members had to register their vehicles with all the insurance companies carrying insurance on the vehicles of the various club members.

"Now merely the correct classification of the vehicle — group 2(c) — and the payment of the slightly increased premium will automatically provide cover for passengers conveyed in terms of the Motor Vehicle Assurance lift club regulations.

"All private motorists who may use their vehicles for lift club purposes during the coming year should pay the extra amount with their renewal from May 1, 1980, even though they have no definite plans to join a lift club at this stage," he said.

Higher dock fees will be passed on

(332)

Cape Times 8/3/80

By GEORGE YOUNG, Shipping Editor

THE hiking of tariffs in the already highly profitable ports of South Africa is not the best way of winning friends and influencing people, specially those shipowners who send their craft round this way and constitute potential clients for the bunker wharves. But the off-limits business could benefit.

Unfortunately, the tariffs offer no inducement for the transit ship as in former years, and by the time a caller has paid for berths, tugs, light dues, pilots etc his account is already in thousands of rands.

There have been occasions when two tugs have been used when one would appear to have been adequate, and representatives of owners must satisfy themselves that the service been rendered a ship is for the benefit of the customer, not a means for boosting revenue for the administration.

R324 an hour

Tugs are expensive at around R324 an hour each, and when a ship uses two and these are kept hanging on headlines for up to two hours, then the shipowner has paid nearly R1 400 on pilot and tugs to reach the wharf.

For the vessels paying dock-dues in winter and have themselves secured to an insecure berth, the attendance of tugs to keep them there can result in an additional account running to more than R20 000.

In the final result it is inevitable that higher port costs for shipowners must brush off on tariffs, like the incessant hikes in bunker costs.

The regular client must provide for an additional 20 percent in his disbursements at each port of call, and it is hardly likely that owners would elect to carry this additional burden.

Small profit margin

The fact that the ports are still required to peel off portion of their surplus to bolster less profitable railway departments is a sobering thought, and Scandinavian shipowners for instance are scarcely inspired by the idea that portion of their payments are channelled to railing livestock in the Free State.

For the tramp working on a small margin of profit the higher port charges will require him to give careful attention to his homework, particularly if his loading schedule in South Africa includes a Saturday when work ceases but the tariff continues.

Many of the rough commodities from South Africa, such as cement and fertiliser are labour intensive, and time consuming, but they pay the lowest freights and owners will think twice about accepting them if the higher port tariffs are to absorb the small profit. In the long run, the general cargo wharves must see fewer clients.

Blaze rages in 'jinx' ship

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ARGUS 10/3/80

Argus Correspondent

DURBAN. — Even though the 833-ton refrigeration vessel, Exportrader, is being cut up for scrap, the 'jinx' has not left the ship.

A fire raged through the vessel gutting large sections of the ship berthed at the container terminal in the harbour here last week.

It is thought the blaze started when oil in the bilges ignited. Two fire engines, and a fire-fighting tug, took over an hour to put the blaze out.

No one was injured.

Exportrader, considered a 'jinx' ship in shipping circles, had been bought by a scrap metal company in December last year.

AUCTIONED

She has been auctioned twice in the past year after her previous owners were declared insolvent and throughout her sea-going existence she has been plagued by ill-fortune.

On her last trip to Durban her cargo of beef, destined for Mauritius, went rotten, causing a terrible stench all over the harbour, and she was also involved in transporting Angolan refugees after she 'mysteriously' docked in Luanda two years ago.

She has also twice been attached by the sheriff of the Supreme Court following insolvency claims, and has been the centre of several crew pay disputes during her 36-year maritime career.

Battle of bus fares carries on

Argus 7/3/80

THE battle between City Tramways and objectors who do not want increased fares will be resumed when the National Transport Commission sits in Cape Town on Monday.

Since July last year, when Tramways increases averaging 36 percent were granted by the Local Road Transportation Board and then overturned by the Supreme Court in August, several attempts to have the application reheard have been thwarted.

After the Supreme Court decision, the local board recused itself from hearing the application again and an ad hoc board was appointed by the Minister of Transport, Mr Chris Heunis.

However, when this was challenged with a threatened Supreme Court action by Mr L Dison, SC, the counsel for Mr Rommel Roberts and 31 others, the National Transport Commission, the governing body, elected to hear the application itself.

LEGAL ADVICE

But after taking legal advice, the commission called for a fresh application and planned to sit in December to hear it.

This was again postponed when Mr Roberts brought an action against it for decisions it took. This was dismissed by the Supreme Court in January.

The commission then set down March 10 as the date of its next hearing.

Tramways will then face two main groups of objectors. One group consists of Mr Roberts and 31 objectors, among them religious and civic leaders, mainly from the townships areas.

The other group is that led by Mr Chris Joubert and the Green and Sea Point Ratepayers' and Residents' Association.

AN OBJECTION

The association has lodged an objection with the commission saying that it will now have lost its right to appeal to the commission against any decisions. This was one of the points raised by Mr Dison in his argument in the Supreme Court, but was dismissed by the presiding judge, Mr Justice Friedman.

Normally, this would be heard by a local board and if objectors disagreed with its decision, they would have the right to appeal to the commission before resorting to the courts. The contention is, that, although the commission has the right to decide to hear the application itself, it will automatically cancel the right to appeal.

MAIN ISSUES

But one of the main issues that may lead to further Supreme Court litigation is the question of access to documents relating to the application. Previous attempts to gain access to the papers motivating the application, books and accounts of companies applying for increases in fares and companies relating to them, have been unsuccessful.

Representing City Tramways will be Mr Harry Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson.

Mr Rommel Roberts will be represented by Mr A Dalling of Syfret Godlonton-Fuller Moore Inc. The 31 other objectors will be represented by Mr Arthur Chaskalson, SC, assisted by an advocate not yet named, instructed by the Legal Resources Centre, Johannesburg.

Mr Sam Gross, of Arthur E Abrahams and Gross, will represent the Green and Sea Point Ratepayers' and Residents' Association and three others.

Tramways tell of fuel costs

ARGUS 10/3/80

NCE the last fuel price ...se to the public in ... last year, City Tram...ys fuel prices had in...ased by 5,75 cents a ...e, Mr Harry Snitcher, for City Tramways, said ...y.

...ddressing the National ... Commission's ...ng of the Tramways' ...ication for increased ...s fares, Mr Snitcher ... this was an indication of the sort of fuel price increases projected in the original application in May last year.

This increase added about R800 000 to Tramways' annual fuel bill.

He said that from the current month they anticipated further increases of up to 16,45 percent which took into account the current rate of inflation, and various other factors.

He said City Tramways were very conscious of the effects of the increases on their customers and did everything to mitigate the costs of increased fares.

The company, however, was entitled to make a profit commensurate with the rate of inflation.

The hardship to the travelling public was not a point of consideration for the commission. What they were to monitor was that any fare increases were fair and reasonable in the light of their past experience and the information available to them from City Tramways and the independent auditors appointed by them to investigate the fares increase application.

Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson, appear for City Tramways. Mr A Chaskalson, SC, assisted by Miss R Naidoo, instructed by the Legal Resources Centre, appear for 31 objectors. Mr A Dalling of Syfrets Godlonton-Fuller Moore Inc appears for Mr Rommel Roberts. Mr Sam Gross of Arthur E Abrahams and Gross, appears for the Green and Sea Point Ratepayers' and Residents' Association and three others.

(Proceeding)

Proposed fares 'within reason'

CAPE TIMES 11/3/80

Staff Reporter

CITY TRAMWAYS' experts kept within the bounds of reasonableness when they worked out their proposed new fare structure, Mr H Snitcher, QC, said yesterday.

He was addressing the National Transport Commission's hearing of City Tramways' application for increased bus fares in the Peninsula.

It was impossible to go into each area separately, he said. In the past there had been "a whole mish-mash", with different fare structures for each route. But as a result of merged operations, it had become possible to rationalize.

Data was collated on a continuous basis with points such as stopping and starting, peak hours, whether a service would be kept going in a non-peak period and other related issues being taken into account.

However, in an area such as Constantia, where most people used their own transport, it was necessary to charge higher fares in order to continue to provide a service to that area.

Marginal routes

There had been contention about marginal routes, with some routes being run at a loss, "but we have to provide a service", he said. Some of these had to be subsidized by revenue from more profitable routes, otherwise there "wouldn't be a bus service at all".

Minimum zoning fares, worked out on a mileage basis, would be 35c for 0-5 km, 40c for 5-10 km, 45c for 10-15 km, 55c for 15-20 km and 60c for more than 20 km.

The zoning system meant that if the company had to apply a strict zonal fare structure from Cape Town to Mowbray, the fare would have been 35c, while in fact it was 25c, because Mowbray was an interchange point.

The fare from Cape Town to Diep River, on the other hand, was 55c, in accordance with the zonal fare structure.

The hearing continues today.

The National Transport Commission hearing the application, consists of Mr H C van Zyl (chairman) who is commissioner for road transportation, Mr B Stabbert, the commissioner for national roads, Mr J Germishuys, the commissioner for civil aviation, Mr J A S Louw, a member, and Mr F Niksch, the commissioner for urban transport.

Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson appeared for City Tramways. Mr A Chaskalson, SC, assisted by Miss R Naidoo, and instructed by the Legal Resources Centre, appeared for 31 objectors. Mr A Dalling of Syfret Godlonton-Fuller Moore Inc appeared for Mr Rommel Roberts who has objected to the increase. Mr S Gross of Arthur E Abrahams and Gross appeared for the Green and Sea Point Ratepayers and Residents Association and three other objectors.

A rusty support holds up asbestos sheets at the Elsie's River terminus.

Hot wait for bus passengers

Staff Reporter

PASSENGERS waiting for buses at the Elsie's River terminus must stand in the rain or swelter in the heat until their buses arrive as the roofs of the shelters are in poor condition.

The terminus in Elsie's River has supports for shelters but sheets of the asbestos roof have been broken or blown away.

Mr J Endale, an Elsie's River businessman, has complained to City Tramways and the Goodwood municipality but no action has been taken to repair the wrecked shelters.

Mr Endale said there was no protection from the elements and, although it was a busy terminus, there were no toilet facilities.

A City Tramways spokesman, Mr J Genade, said that the terminus was not the Tramways' responsibility and the company has complained to the Parow and Goodwood municipalities.

Mr J R de Villiers, Goodwood's Town Clerk, said the terminus had not been inspected and that no complaints had been received in the past year.

"The public are not slow to complain and we have had no reason to look at the terminus as we have had no complaints about it," he said.

Mr De Villiers said the channels for complaint were always open and the municipality would only act on complaints received.

The sun streams through gaps in the roof of the Elsie's River bus terminus while commuters wait for their buses

14/03180

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A gap in the roof of a shelter at the Elsie's River bus terminus.

Tramways want to be 'privileged'

CAPE TIMES 12/3/80

Staff Reporter

CITY TRAMWAYS' request for increased bus fares was made on the assumption that the company was entitled to maintain its present financial position, and the company was asking to be put in a privileged position, Mr A Chaskalson told the National Transport Commission yesterday.

The commission is hearing the City Tramways' application for increased bus fares in the Peninsula. Mr Chaskalson appears for 31 objectors.

The fuel increase was one of a few risks attaching to public transport operations. He asked why all of this should be passed on to the public, and not just a portion of it.

The commission should look at the company's financial position to see whether it was able or should be required to absorb part of the increases the company expected the public to absorb, he said.

Earlier the commission had refused Mr Chaskalson's request to see and study the balance sheets of City Tramways for the period July 1 to December 31, 1979, and other documents which were at the disposal of both City Tramways and the commission.

Mr Chaskalson handed in some of the audited balance sheets of City Tramways, which set the turnover figure for 1979 at R29,2 million. This consisted of revenue from bus operations.

The comparative figure for 1975 was R15,9 m, for 1976 R19 m, for 1977 R23,5 m, and for 1978 R26,7 m. This trend showed a steady growth of income from R15,9m to R29,2m and showed that the company's turnover had almost doubled since 1975.

Further, the company's after-tax profits, as shown on the audited balance sheets, showed that the doubling of these profits coincided with the introduction of the zoning system. In 1977 the after-tax profits were R2,07 m and in 1978 they were R4,10 m.

If the company was awarded the fare increases they were after, it would catapult them forward in the same way as it did in 1977, when last they were awarded fare increases.

Despite the 240 percent increase in the price of fuel between January and July 1979, the company's profits "managed to go up from R4,1 m to R4,19 m. The company was clearly able to absorb part of the fuel increase in that period, Mr Chaskalson said.

The dividends pulled out of the company by shareholders in the three years, from 1977 to 1979, showed that showed that during that period R7,3 m had been taken out of the company, which was about R2 m more than the capital invested by shareholders.

Performed 'magnificently'

Mr Chaskalson suggested that the City Tramways not be allowed to make "superprofits". The company had performed "magnificently" between 1975 and 1979. Their shares were increasing in value, and their parent company, Tollgate Holdings, was the most successful company in South Africa last year.

Mr Chaskalson handed in a newspaper report which showed Tollgate Holdings to be one of the top hundred companies in 1979, and the fastest-growing company.

"Today's commuters are paying for tomorrow's buses," he said. It would perhaps be more satisfying if the commuters of 10 years time could pay for their own buses, he said.

If City Tramways was bought out by a municipality the company would make "an absolute capital killing".

The hearing continues today.

The National Transport Commission hearing the application, are: The chairman, Mr H C van Zyl, who is commissioner for road transport, Mr B Slabbert, the commissioner for national roads, Mr J Germishuys, the commissioner for civil aviation, Mr J A S Louw, a member and Mr F Niksch, the commissioner for urban transport.

Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson, appeared for City Tramways. Mr A Chaskalson, SC, assisted by Miss R Naidoo, instructed by the Legal Resources Centre, appeared for 31 objectors. Mr A Dalling of Syfret, Godlonton-Fuller Moore Inc appeared for Mr Rommel Roberts who has objected to the proposed increase. Mr S Gross of Arthur E Abrahams and Gross appeared for the Green and Sea Point Ratepayers' and Residents' Association and three other objectors.

Higher rates again in most areas

(332) RDM 10/3/80.

VIRTUALLY all sections of the freight market continue firm with higher rates again being recorded in most major trades, reports Afromar.

An exception was the quieter Atlantic grain area where rates dropped about 50c for large carriers to the Continent. However, inquiry for the smaller vessels strengthened further with a 28 000-tonner obtaining $40 for grain from US Gulf to Taiwan — an increase over the last fixed.

Inquiry is expected to increase, and with the opening of the Great Lakes soon, the market seems set to maintain the firmer tendency.

SA FREIGHT MARKET

Russian grain chartering has tended to monopolise activity from the River Plate, and demand from this area is not at the strength originally forecast.

'Tweendeck tonnage enjoys considerable interest in all areas and boom conditions seem to prevail in the car-carrier section.

Chinese inquiry is also broadly based worldwide, with improved rates seen for time charter and voyage basis for this account.

The Far East is firm and goes from strength to strength with particular emphasis on the handy-sized bulk-carrier units where the plentiful demand far outstrips availability of tonnage.

In the tanker section prospects for VLCCs in the months to come are gloomy. Freight rates have fallen to a level under breakeven for running expenses. The marked rise in rates for large tankers during practically all of 1979 caused an exodus from lay-up and with the subsequent rapid fall of demand from the beginning of this year, heavy congestion and availability was and is being experienced in the Arabian Gulf.

An example of this is the report that spot dirty units rose from an early February total of 3 600 000 dwt to nearly 14-million dwt by the end of the month. Most of this tonnage is of 200 000 tons and larger.

South Africa remains firm, with good demand across the board and heavy inquiry particularly for bulk movements.

A rash of late reported grain fixtures were flushed out to various destinations, including Taiwan/Japan and Singapore. Iran, Mombasa and Venezuela also featured.

A Greek 14 000-tonner recorded $34,15 a ton for maize to Venezuela for March loading — an increase of 65c over last reported.

Fixtures were also concluded to Mombasa and Japan at undisclosed rates.

Inquiry for Beirut, Japan and Arabian Gulf and Venezuela is available for March/April.

A total of 11 000 tons of anthracite Durban to Japan quotes for March/April and coal inquiry in various sizes circulates for Continent, Mediterranean and Far East. A 27 000-tonner was reported taken on private terms for South Korea.

South African account seeks offers for a contract up to 350 000 tons Durban to South Korea between April and October.

Norwegian receivers quote a contract of manganese ore from Port Elizabeth over this year. Various mineral quotations are numerous, including andalusite/chrome Port Elizabeth to Italy, up to 10 000 tons of concentrates Saldanha Bay to US west coast and 10 000 tons of ferroalloys Durban to Italy for March shipment.

Several quotations for Maputo loading are also quoting for ferros, chrome and steel cargoes to US Gulf, the Continent and Far East.

Healthy miscellaneous inquiry includes granite and alloys from Durban to Taiwan, timber poles Port Elizabeth to Muscat, slag from Richards Bay to Italy and bagged soda ash Mombasa to various South-East Asian ports.

South African time charterers took tonnage for coastal trading, and demand both for 'tweendekers and bulkers was evident, with rates hardening for handy-sized bulk carriers to the Continent.

Giant shipyard plan advancing

ARGUS 11/3/80

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Argus Bureau

PORT ELIZABETH. — The developers of a R230-million ship repair yard in Algoa Bay have drawn up a framework for its implementation, and say they have been assured of financial backing.

The managing director of Algoa Dockyard Development Company, Mr Henry Combe, said all the indications were that the money would be raised.

SHAREHOLDERS

The final financial arrangements would ideally be on a 51 percent South African and 49 percent overseas shareholding basis.

The package would have to involve as many countries as possible to make the shipyard an international venture and assure support for it.

Mr Combe said the yard in Algoa Bay would not adversely affect Cape Town's dry dock as he believed some people feared. On the contrary it would boost the Cape Town dry dock because South Africa would be established as a ship repair country.

ARGUS 13/3/80

We don't want charity — Gross

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~~41~~

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THREE little words — 'Thanks for nothing' — summed up the reaction of Mr Sam Gross of the Green and Sea Point Ratepayers' Association to the undertaking by City Tramways to carry pensioners on pension days in off-peak hours at 10c a ride.

Mr Gross made his comment at yesterday's hearing by the National Transport Commission into Tramways' application for bus fares increases.

On Tuesday, Mr H Snitcher QC announced the proposed scheme on behalf of City Tramways. It is subject to details of administration being worked out and new fares being approved by the commission.

'We don't want charity,' Mr Gross said yesterday. 'What we want is for pensioners to be carried at any time during the month in off-peak periods.

'It would cost Tramways nothing. The buses are half empty anyway.'

He added that he allied himself with many of the arguments submitted by Mr A Chaskalson SC, who appears for 31 objectors at the hearing. He asked the commission not to grant any fares increase but to grant any additional cost needs to Tramways out of subsidies.

Mr Gross, of Arthur E Abrahams and Gross, was appearing on behalf of the Green and Sea Point Ratepayers' and Residents' Association and three others.

Mr Snitcher, for City Tramways, said the full fares increase was necessary for the company to maintain its position. They were not out to make 'super profits'.

Tramways were aware of the hardships that increased bus fares would involve. Although they did all they could to alleviate them by motivating subsidies, there were other agencies in government which should try to ease the situation.

Judgment was reserved.

STU13-9 EXAMINATION RESULTS IN FACULTY ARTS AS AT 29 02 80 PAGE 1

14149 B.A./~~B.Sc.~~ YEAR : 4 14149

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL			
~~102531X~~	~~BURROW~~	~~ROSEMARY KATHERINE~~	~~102101~~	~~AFRIKAANS~~	~~UP~~	~~(50)~~	~~4~~	~~102531X~~

* TOTAL NUMBER OF STUDENTS 1

DEAN

REGISTRAR (ACADEMIC)

TAXIMEN MEET

BY MESHACK MOTLOUNG

THE Johannesburg Noord Taxi Association, formerly known as the Alexandra Taxi Association, will hold its first meeting at 130 Fifteenth Avenue today at 10 am.

Mr Adam Moeketsi, the secretary, said they were worried about Putco and this would be the main item on the agenda.

All taxi owners and drivers are invited to attend as this meeting is not only the first, but is also regarded as most important.

Post 11/3/80

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Putco and objectors still waiting

By WILLIE BOKALA

PUTCO and objectors to its application for higher bus fares are still waiting for the Johannesburg Road Transportation Board to give them a date for the hearing of the application.

A spokesman for the board said this week a date has not been decided on yet. He said the board would hold four meetings this month but could not say if the aplication would be discussed at one of the meetings. "We shall, however, inform both parties on the date," he said.

The bus company has made a re-application to have their bus fares increased by between five percent and 25 percent on the Witwatersrand and parts of Pretoria.

They re-applied a few days after their first application — approved by the board — was nulified by a Supreme Court judge who ordered that the already implemented fares be reduced to their original level before September last year. The first increases were the same as those contained in the new application.

At least 20 prominent organisations and more than 50 individuals objected to the proposed fare increases on the grounds that they were unreasonable, unfair and not in the public interest.

Putco, at that time, claimed it was losing over R3-million a month on their bus service in the Witwatersrand and Pretoria.

In Pretoria the Road Transportation Board has approved of Putco's application for increased fares and the bus company is waiting for the go-ahead from the board to implement the increased fares.

The Pretoria Transportation Board last week came under fire from Mr J Gomba, a Saulsville taxi owner and bus company director who said they were to blame for the chaos in the taxi business in the black township in Pretoria by issuing licences to non-Africans to operate taxis in the area.

This practice was contrary to the Road Transport Ordinance which stipulated that Africans should be served by people of their own colour, he said.

Mr Gomba said many taxis which run between the city and Mamelodi, Atteridgeville and Saulsville were owned by people in Laudium and Eersterus. He said while this went on, African taxi owners were being harassed by board officials and traffic inspectors for running on wrong routes.

A spokesman for the board said Mr Gomba should put his complaints in writing for consideration.

Subsidy for Tramway fares urged

CAPE TIMES 13/3/80

81 360 332

Staff Reporter

THE National Transport Commission's hearing into City Tramways application for increased bus fares was completed yesterday and the board's decision will be given at a date to be announced.

During yesterday's proceedings it was revealed by Mr H Snitcher, who appeared for City Tramways, that the idea of a combination rail-bus ticket was under consideration.

Mr A Chaskalson, for 31 objectors, suggested that to allow City Tramways an across-the-board increase of up to 30 percent would be generous to them.

Appealing to the commission that such an increase should be met in part by a government subsidy, he said: "I submit that it is right that the commuter should be subsidized". He urged the commission to recommend to the minister "as generous a subsidy as possible".

An increase of 30 percent would give the bus company a good and reasonable return, would protect them and they would be better able to provide good service.

"If you keep fares down on the Cape Flats, you will be doing a public service," he said.

Mr Andrew Dalling, appearing for Mr Rommel Roberts, said it could not be "anything but against public policy" to ignore the circumstances and capacity of commuters to pay for a service they must use.

Last bastion

The commission was "the guardian and the last bastion of public interest in this matter". Mr Dalling said he agreed with Mr Chaskalson's suggestion of an increase of between 20 and 30 percent across-the-board.

He said that from early July till September 7, 1979 the applicant had charged "not a reasonable or unreasonable fare, but a fare which was found to be unlawful".

Mr S Gross, appearing for the Green and Sea Point Ratepayers and Residents Association and three other objectors, said he did "not quite" associate himself with Mr Chaskalson's "consent or concession to" a 30 percent across-the-board increase. He submitted there was no valid ground or justification "for any increase at all".

Saying that passengers had been "deprived" of a conductor service, he maintained that buses with no conductors "constitute a hazard for the passengers".

Pensioners

Referring to City Tramways plan to charge pensioners a nominal fare on the day they collect their pensions, Mr Gross said: "I say thank you for nothing ... we don't want it."

Pensioners should be given that right or privilege during off-peak hours throughout the month, he said.

The chairman, Mr H C van Zyl, said that in other cities ratepayers subsidized the municipality to convey pensioners free of charge.

Mr Snitcher said one important fact remained uncontroverted. This was that the company had in fact been subjected to considerable increased costs. The basic factors of the increase were not in dispute. Increased wages and the cost of fuel were the two major factors in increased costs.

The overall percentage increase of the new fare structure would be 35,6 percent, Mr Snitcher said.

He said further that to say, as Mr Gross had suggested, that to have a nominal fare for pensioners would not cost the company anything, was not true. There would be a loss of revenue.

He suggested it was the duty of "other agencies" to come to the assistance of these people.

There was no reason why the company should provide a special service to pensioners, though if representations were made "in the proper quarters", City Tramways would give its "unadulterated, unstinted support".

Mr H Snitcher, QC, assisted by Mr S Selikowitz, instructed by R Asherson and Asherson , appeared for City Tramways. Mr A Chaskalson, SC, assisted by Miss R Naidoo, instructed by the Legal Resources Centre, Johannesburg, appeared for the 31 objectors. Mr A Dalling of Syfret Goollonton-Fuller Moore Inc appeared for Mr Rommel Roberts who has objected to the proposed increase. Mr S Gross of Arthur E Abrahams and Gross appeared for the Green and Sea Point Ratepayers' and Residents' Association and three other objectors.

'Cops harass us' says Benoni taxi group

By MZIKAYISE EDOM

THE Benoni Joint Taxi Association claimed this week that the local Traffic Department is harassing them and that it has struck off the road more than 50 taxis in the past two months as unfit to continue carrying passengers.

This was said yesterday by Mr Noel Mlokoti, chairman of the association. He said: "The Traffic Department is harassing my association because of bad relations between us and the Traffic Department. I have tried to meet them on many occasions to iron out our differences, but to no avail.

"Members of my association are getting ticket after ticket by the local traffic cops, trying to discourage them to continue operating as taxi men in future."

He said "No stopping" signs were recently put up near the Wattville clinic and the shopping complex near the Indian section "to discourage us from carrying passengers getting there and to have us working at a loss."

Mr D Jones, the Benoni chief traffic officer, said yesterday that as far as he was concerned, there was no such an association as the Benoni Joint Taxi Association.

He said: "We do not write off taxis as 'unfit to carry passengers, but we check them first and if we find that they are a danger or unfit to carry passengers, we write them off. As far as I know, taxi drivers have nothing to do with Mr Mlokoti. He is not representing them as he claims, but he is representing himself as an individual."

Mr Jones said Mr Mlokoti was asked last January by the Town Council of Benoni to present them with the constitution of his association. "Instead, he brought the constitution of Ma-Africa Taxi Limited and not his Association's constitution. In October last, I asked him to bring the bank statement of his Association and up to now he has done nothing about that," Mr Jones said.

Mr Mlokoti said his organisation had no connection whatsoever with Ma-Africa Taxi Limited and that the constitution he presented to the town council, was that of his Association.

Mr Noel Mlokoti taxi official.

STU15-9 EXAMINATION RESULTS IN FACULTY ARTS AS AT 29 02 80 PAGE 1

15016 B.A./LL.B. YEAR : 1 15016

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL		
						1	154230R
					UP (59)	1	157795R
					UP (50)	1	1555620
					UP (57)	1	156581X
					ABS	1	155082F
					UP (56)	1	157855G
					UP (59)	1	154395A
					F	1	155823Y
					UP (56)	1	1501966
					F (31)	1	158314F
					UP (50)	1	156503L
					2- (64)	1	038176A
					ABS	1	115449N
					UP (55)	1	159727R
					F (47)	1	162529M
					ABS	1	161080M
					UP (51)	1	157638R
					ABS	1	155155X
					F	1	156583Z
	YNE MILES LUTHER	102101	AFRIKAANS		UP (50)	1	153752X
	SE	003202	ROMAN LAW & JURISPRUDENCE	IF	(49)	1	156337F
	HAMED FAIQ	105104	LATIN I	F	(34)	1	154745B
	NATHAN GLANT	102101	AFRIKAANS	UP	(50)	1	156056B
	NARD BADOR PETER	105104	LATIN I	UP	(50)	1	154272M
	UNEN RENEE	105104	LATIN I	UP	(50)	1	154933E

UCT

Survey on bus needs for blacks

Mercury Reporter

THE Durban City Engineer's Department is carrying out a study of bus transport in Lamontville to establish the needs of bus commuters and identify problems they experience with the present service.

A team of interviewers will visit about 400 homes in Lamontville where they will discuss with regular bus users details of their journeys and the problems they face. The interviews will take place during the next four weeks — in the evenings and at weekends.

A spokesman for the department urged the people of Lamontville to assist in the study.

A similar survey was also conducted on the Intertown buses on Tuesday. Passengers were questioned to determine whether the bus service was adequate or whether improvements were needed.

Far East rates lead the surge

SA FREIGHT MARKET

FREIGHT RATES continued to advance last week, with the Far East market again leading the way, reports Afromar.

Transatlantic grain firmed considerably for all sizes for March and forward demand looks set to maintain the tone.

Business to the East was quieter. River Plate grain is generally quiet in the open market, with the Russians taking most of the business.

The Great Lakes season opens on March 24, but little fixing has been reported and charterers are experiencing difficulty in covering early positions — particularly on contract basis — against owners' rate ideas.

Chinese movements of wheat from Canada increased the tempo in this area, adding to the strength of the Far East generally. Demand by these charterers is known to be strong from all quarters, but in an effort to hold rates, their activity has been cautious.

Generally, owners are bullish and trying to force rates higher by watching the market. This applies particularly to handy-sized tonnage for time charter. Time charter for the larger bulk carriers continues to be interesting, with the fixture of a 115 000-tonner to the Japanese at $4 a ton deadweight (more than $15,13 a day) for five to seven years, with delivery towards the end of 1980.

South African inquiry continues to outstrip tonnage availability in this area and remains firm. Grain cargoes are quoted to various destinations and charterers are battling to obtain vessels even at current levels.

Up to 13 000 tons of anthracite quotes $22 a ton for three ports of discharge in Japan for March/April shipment against owners' ideas of $35.

French charterers paid $29 to a 25 000-tonner Durban to Dunkirk for end of March, a $3 increase over last reported for the same size from Maputo.

Business was also concluded to the French Mediterranean for similar size and position.

Further inquiry exists for up to 33 000 tons, but on time charter basis from Durban to France for April accoiint of Continental charterers' Europe-an principals.

Shell seeks up to a 120 000-tonner from Richards Bay to the Continent for April loading and will probably cover on time charter.

The feature in this section is the numerous coal quotations from many quarters, especially to Spain, and mostly for Maputo loading. Tonnage is asking about $3 a ton more than last done for cargoes to Korea or Taiwan.

A 15 000-tonner was paid $28 for manganese ore Port Elizabeth to Norway for March — an increase of $1,70 a ton over previously recorded.

Ores and steel inquiry is still plentiful to the US, the Continent and the Far East, with a 16 000-tonner taken on time charter for a trip to the Continent at more than $7 000 a day. These improved levels were repeated with other charterers for similar movements.

An over-aged 14 700-tonner under the Greek flag was fixed to cover a trip to the Far East at a reasonable rate under the circumstances of $5 325 daily for South African account.

A considerable volume of miscellaneous cargoes and parcels of minerals circulates, seemingly without drawing much interest.

Coastal time charter is inactive, but handy-sized bulk carriers increased rate levels for fixtures on trip employment to the Continent. The 35 000-ton size category is particularly scarce and is still hardening rate ideas. This has spread to the smaller sizes, causing an upward trend there as well.

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1/3/80

STUD13-9 EXAMINATION RESULTS IN FACULTY ARTS AS AT 29 02 80 PAGE 1

13030 BACHELOR OF ARTS YEAR : 3 13030

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL			
1025211	ARNOLT	PETER HARRY KARL H	603202	BUSAL LAW & JURISPRUDENCE IUP		(57)	4	1025211
0772019	ANDREWS	DAVID ARIAN	107301	ENGLISH III	3	(56)	4	0772019
1014AB	BASKIN	MELANIE ANN	114101	RELIGIOUS STUDIES I	UP	(54)	S	1011480
1018758	BUSSE	PETER GRAHAM	004301	PSYCHOLOGY III	3	(52)	4	1018752
1146941	CUOKE	JOHN GEORGE	006204	GEOGRAPHY IIA (HALF COURSE)UP		(51)	4	1146941
1154186	CUPIDO	ODILE ARLENE	101202	AFRICAN LANGUAGES XHOSA II UP		(50)	4	1154186
1114058	CURTIS	RICHARD MARK	911201	MATHEMATICS IIA M204	UP	(55)	4	1114058
1009976	FABER	LESLEY SHARON	911103	MATHEMATICS IB	F	(41)	5	1009976
0980970	FRANK	SUSAN	004301	PSYCHOLOGY III	UP	(57)	4	0980970
1136128	GALZOUNIS	EUSTRATIOS JOHN	603501	ROMAN LAW II	UP	(63)	4	1136128
1018538	KLIJN	CLENA JANET	110201	AFRICAN HISTORY I	UP	(50)	4	1018538
1023814	KRAUSE	INGRID GERTLINDE	115103	ITALIAN INTERM				1023814
0978590	LEVEIAN	AURA JEAN						
1023811	MAUSE				UP	(60)	4	1023811
0978590	LEVEIAN				S	(63)	2	
1011586					S			1011586
0948560					4	(53)	UP	0948560
1113518					S		4BS	1113518
1035190					4	(53)	UP	1035190
1027198					S		4BS	1027198
1025257					S		1	1025257
0339090					S		1 IIIF	0339090
1011644								1011644
1216058								1216058
1166068								1166068
1210028								1210028

US trade: Scope for roro ships

JUST as the Americans in trade to South Africa have to contemplate more suitable carriers, the South Africans must also come to terms with the fact that the route, while not suitable for cellular box carriers, commends itself for ro-ro ships.

Wharfside working is highly costly in the United States and labour intensive general cargo ships run into formidable expense which could be avoided by the introduction of ro-ro freighters.

The Americans, after substantial investment in other trades, have not the capital to provide ro-ro ships, particularly if they have to be erected in American yards at American prices. But the non-American companies, after massive investment on other routes also have not unlimited resources.

Nevertheless, the highly remunerative trade with the United States has not received the same new tonnage as others, and and the progressive swing to boxes is making it obvious that even the jumboised general cargo ships have barely sufficient space to meet demand.

In the circumstances, it would not be surprising if further newbuildings for Safmarine were effected with an eye to the American trade. There is not likely to be containerisation on the scale of European routes, because the type of cargo does not lend itself to boxing. But the steady increase in demand for container space is making it essential to provide the appropriate carriers and these would appear to be ro-ro ships of about 25 000 tdw.

Fleet of mini taxis in pipeline for CBD

In a bid to make the short-haul taxi an important part of life in Johannesburg's CBD, a newly formed taxi company has applied to license 100 economy cars.

The move has already had a mixed reception, but City Mini Cabs hopes to have about 30 cars — which will all be the same colour and have uniformed drivers — on the road by the end of the year.

The company gave notice in a recent Government Gazette that it wanted to license 100 economy cars, and already other taxi firms have said they will oppose the application when it is heard by the Local Road Transportation Board.

But Mr Nigel Mandy, chairman of the Central Business District Association (CBDA), believes the concept of short-haul, mini cabs could do a lot to reduce congestion in the CBD.

A spokesman for City Mini Cabs said today it did not want to cut out the present taxi firms.

"We believe that by doing short hauls — one or two blocks — that ordinary taxis are reluctant to do, we will help get more people to use taxis, which can only benefit the other firms," he said.

Initially the company hopes to run its taxis only within the CBD-Hillbrow-Braamfontein area. The taxis will carry one to two passengers and only light baggage.

"We want to run a convenient, reliable and responsible service without interfering with the services of the existing firms."

STU13-9 EXAMINATION RESULTS IN FACULTY ARTS

13010 BACHELOR OF ARTS YEAR : 1

STUD NO	SURNAME	FIRST NAMES	COURSE				
159454V	MCCARTHY	MELISSA JANE	911102				
152965R	MEHL	ANNETTE ELISABETH INGRID	106102 905102 916103				
157093D	MERCURIO	GIANCARLO	110101				
155747O	MICHAELS	KAREN	003101 ~~004101~~ 107101				
158469Z	MITCHELL	JANE	118101				
157815N	MORRIS	CATHERINE MARIA	004101 107101 115103				
150180P	MORT	MELISSA RUTH PRINCE	114101				
150783V	MULLER	SUSAN FLORENCE	110101				
157521U	MURRAY	ESTELLE	116120				
137983G	NAKIDIEN	MOGAMAT TOYER	107101				
157560L	NASH	JENNIFER ANNE	004101 115102				
~~155924H~~	~~NEWMAN~~	~~JENNIFER ANN~~	~~911101~~	~~MATHEMATICS I M102~~	~~UP~~	~~(55)~~	~~1~~ ~~155924H~~
157913V	NORMANN	HANSJURG	117101	POLITICAL SCIENCE I	UP	(52)	1 157913V
~~155878H~~	~~O'CONNOR~~	~~SHIPLEY ANNE~~	~~114101~~	~~RELIGIOUS STUDIES I~~	~~UP~~	~~(57)~~	~~1~~ ~~155878H~~
162116N	PAM	JONATHAN RICHARD	004101	PSYCHOLOGY I	5	(52)	7 162116N
~~154187V~~	~~PATERSON~~	~~IAN JAMES STEWART~~	~~107101~~	~~ENGLISH I (PRE-1980)~~	~~3NX~~		~~1~~ ~~154187V~~
			110101	HISTORY I	F	(40)	
154286C	PETERSEN	DESIRE SHIRLEY	102103 ~~116120~~	AFRIKAANS EN NEDERLANDS I ~~DRAMA I~~	UP ~~UP~~	(50) ~~(50)~~	1 154286C
156134L	PHEIFFER	FREDI CHRISTIAAN	905104	CHEMISTRY IM	F	(49)	1 156134L
~~150154L~~	~~POTGIETER~~	~~FELICITY ANGELA~~	~~107101~~	~~ENGLISH I (PRE-1980)~~	~~3NX~~		~~1~~ ~~150154L~~
			110101	HISTORY I	UP	(50)	
133406G	PRITCHARD	ROBERT STEPHEN	115102 ~~115103~~	FRENCH INTENSIVE ~~ITALIAN INTENSIVE~~	F ~~UP~~	(40) ~~(54)~~	1 133406G

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Komperprint

STU13-9 EXAMINATION RESULTS IN FACULTY ARTS AS AT 29 02 80 PAGE 1

15026 B.A./LL.B. YEAR : 2 15026

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL			
111062V	BARKER	MARY ANN	105104	LATIN I	3	(52)	1	111062V
116983F	DAMERELL	DAVID ASHLEY	604201	ROMAN DUTCH LAW I	ABS		1	116983F
137001P	FINE	DERRICK NIGEL	103201	COMP AFR GOVT AND LAW I	2-	(68)	1	137001P
			603202	ROMAN LAW & JURISPRUDENCE I	3	(55)		
			604201	ROMAN DUTCH LAW I	2-	(65)		
137345N	GADD	DIANA ALICIA	105104	LATIN I	F	(36)	3	137345N
133987N	GORE	DAVID GEORGE	105104	LATIN I	ABS		3	133987N
110635F	GRIESSEL	PAUL PATRICK	105104	LATIN I	ABS		1	110635F
132210G	GRUSS	MARC ALAIN	107101	ENGLISH I (PRE-1980)	3	(59)	1	132210G
119010J	HADDON	PETER BRIAN	603202	ROMAN LAW & JURISPRUDENCE I	2-	(62)	1	119010J
139814X	ISMAIL	ANWAR	103201	AFRIKAANS EN NEDERLANDS II	ABS		7	139814X
			604201	ROMAN DUTCH LAW I	ABS			
110281W		COLLEEN BENITA	602101	PUBLIC INTERNATIONAL LAW	5	(53)	1	110281W
			604201	ROMAN DUTCH LAW I	2-	(60)		
139836W				I	2-	(62)	1	139836W
1305390				ND LAW I	3	(51)	1	1305390
				ISPRUDENCE I	3	(52)		
				I	3	(58)		
137806P				ISPRUDENCE IUP		(54)	1	137806P
137243C				I	ABS		3	137243C
					ABS			
117171K				OF ACCTS	F	(42)	1	117171K
135970U					ABS		3	135970U
				ISPRUDENCE I	ABS			
				I	ABS			
133096V			603202	ROMAN LAW & JURISPRUDENCE IUP		(52)	1	133096V
134385W			103201	COMP AFR GOVT AND LAW I	3	(56)	7	134385W
131836A			103201	COMP AFR GOVT AND LAW I	3	(52)	1	131836A
133011C			603202	ROMAN LAW & JURISPRUDENCE IF		(49)	1	133011C

14 SEA /AIR MAIL

R230m Algoa yard planned

Own Correspondent

PORT ELIZABETH. — A contract has been signed with one of the world's leading operators of shipyards for the construction and operation of a R230-million ship-repair yard in Algoa Bay, it is claimed in Port Elizabeth.

The next step will be to assemble a financial package involving as many countries as possible to make the shipyard an international venture and assure support for it, according to the chairman of the Algoa Bay Dockyard Development Company, Mr Johan Crouse, and the managing director, Mr Henry Combe.

They said the contract had been settled during their recent visit to Europe where a framework for the implementation of the project had been drawn up after discussions with international bankers and large companies who showed a keen interest in participating.

They said the contract provided for the training of Port Elizabeth people in addition to building and running the yard for the first few years.

They refused to name the people involved, however, and said discussions were still at a delicate stage.

Algoa Bay Dockyard Company would be formed for construction and operation of the yard by July 1 when the core sampling and soil analyses programme must be complete and the financial arrangements concluded, they said.

The final design phase would take about six months and "it is hoped that construction can start in January next year".

They said about R135-million of the cost of construction and equipment would be spent in South Africa.

In addition to breakdowns off the South African coast — there had been 27 in the past 27 months involving ships of more than 130 000 tons — the yard would be well situated for the more than 130 carriers taking on bulk cargo at Saldanha Bay and Richards Bay.

(332) 12

R8m subsidy for Tramways

19/3/80

Political Staff

HOUSE OF ASSEMBLY — Cape Town's bus company, City Tramways, was paid R8,1 million by the government in fare subsidies in the 1978/79 financial year.

The Minister of Transport Affairs, Mr Chris Heunis, told Mr Rupert Lorimer (PFP Orange Grove) in a written reply to a question yesterday that subsidiaries of Tollgate Holdings were paid a total of R11,3m in subsidies.

The largest sum went to City Tramsways. Bay Passenger Transport Ltd received R1,4m, Port Elizabeth Passenger Transport Ltd R1,2m, PE Tramways Ltd R340 462, Uitenhage Passenger Transport Ltd R76 857, Simonstown Passenger Transport Ltd R39 434 and Boland Passenger Transport Ltd R20 630.

Durban bus firm's appeal adjourned

Mercury Reporter

THE appeal of a Durban transport company for six permits to operate buses in the Shalleross and Chatsworth areas has been adjourned in Pretoria so that further representation can be made to the National Transport Commission.

Marinpipe Transport (Pty) Ltd applied to the Local Road Transportation Board for permits to operate three additional buses from Shalleross and three additional buses from Chatsworth's Unit 11 to Durban. The applications were refused by the board, but no reasons were given.

In spite of representations from individuals and from the civic associations of Shalleross and Unit 11, an application on January 28 for temporary permits was also refused.

On February 2 Mr Justice Friedman ordered the board to grant temporary permits to the company pending the outcome of an appeal to the NTC.

It is believed that the South African Railways are the main objectors to the granting of additional permits as they have a rail link to the area.

However, in papers before the NTC, residents of the areas claim the rail link is inadequate, and the additional bus service necessary.

Mr Willen Boovsen, SC, and Mr Guido Penzhorn instructed by A Christoper and Co appeared for Marinpipe.

27 bus owners apply to go RDM 3/80. mixed

Political Staff

THE ASSEMBLY. — A total of 27 bus companies, including the SAR in Bloemfontein, have applied for permission to convey members of all race groups in mixed buses over the last three years.

But six applications were rejected by the local Road Transportation Boards.

Three of the unsuccessful bus companies were in Johannesburg, two in Cape Town and one in Port Elizabeth.

These details were given in the Assembly yesterday by the Minister of Transport, Mr Chris Heunis, in reply to a question tabled by Mr Rupert Lorimer (PFP Orange Grove).

The 27 applications for desegregated buses were made between March 31, 1977 and March 31, 1980.

The successful applicants included the SAR in Bloemfontein, Impala Tours, Putco, Durban Transport, Grahamstown Municipality, the East London City Council and City Tramways (Cape Town).

The unsuccessful applicants were W K van der Merwe of Johannesburg, R la Rinquest of Johannesburg, Business and Pleasure Travel of Johannesburg, K M Pretorius of Cape Town, Air Cape and D Hutton and A G Griffiths, trading as "Kowie Special".

STU13-9 EXAMINATION R

13010 BACHELOR OF ARTS

STUD NO	SURNAME						
1620048	BURNE	SU					
158955C	CARO	SAL					
162195Z	CHAIT	CHE					
153945D	CLARKE	PENELOPE JILL	114202	SOCIAL ANTHROPOLOGY I(PRE 198	UP	(50)	1	162195Z
157789K	COHEN	DAVID	104101	ARCHAEOLOGY I	2-	(62)		153965D
			110101	HISTORY I	F	(23)	1	157789K
156503M	COLLIER	LINDSEY JEANNE	911101	MATHEMATICS I M102	UP	(69)		
			916103	ANIMAL BIOLOGY (HALF COURSE	UP	(54)	1	156503M
153999G	COLLINS	BEVERLEY RAYNOR	110120	DRAMA I	F		1	153999G
153621E	COUCHER	ROBERT GEORGE RENESON	004101	PSYCHOLOGY I	UP	(56)	1	153621E
153572X	COURTENAY	CO ETTE	107101	ENGLISH I (PRE-1980)	3NX		1	153572X
153796V	DAVIS	CASSANDRA ELAINE	107101	ENGLISH I (PRE-1980)	3NX		1	153796V
140457W	DELAHUNTY	ANNA TERESA	904101	GEOGRAPHY I	APS		1	140457W
162384E	DOMAN	MICHAEL EDWARD	106102	ECONOMIC HISTORY I	F	(8)	1	162384E
155931U	DU PLESSIS	MARCIA ELIZALETH	107101	ENGLISH I (PRE-1980)	3	(57)	1	155931U
158919N	DUNCAN	ANDREW SYMON	003101	SOCIOLOGY I	F	(49)	7	
			004101	PSYCHOLOGY I	F	(49)		158919N
156415R	ERASMUS	ARNO JACQUES ERASMUS	001101	COMMERCIAL LAW A	F	(35)	1	
			910108	STATISTICS IC(HALF CRSE)	F	(48)		156415R
162310Z	EVANS	GAVIN MARK READ	101103	AFR LANG INTENSIVE (XhOSA)	3	(57)	1	162310Z
161480X	FAFAK	GIULIETTA	107101	ENGLISH I (PRE-1980)	3NX		1	161480X
153863T	FANNIAR	GILLIAN JENNIFER	115101	FRENCH I	UP	(57)	1	153863T
152866J	FARRELL	MICHAEL BRUCE	004101	PSYCHOLOGY I	UP	(55)	1	152866J
157359T	FINLAY	PAMELA JEAN	104104	ECONOMICS Ia	UP	(52)	1	157359T
			115102	FRENCH INTENSIVE	UP	(58)		
			115103	ITALIAN INTENSIVE	UP	(54)		
159744K	FIORAVANTI	LUIGINA	910102	PHYSICS Ib	UP	(58)	1	159744K

UCT

EL harbour profits drop

CAPE TOWN — The profits on the operations of East London harbour dropped by almost R900 000 during the 1978/9 financial year.

This was revealed by the Auditor-General, Mr W. G. Schickerling, in his report on the South African Railways administration which was tabled in Parliament yesterday.

During the 1977/8 financial year the profits on the harbour were R2 023 million but in the following year they dropped to R1 139 million.

The revenue generated by the harbour during the 1978/9 year was R9 970 million while expenditure amounted to R8 831 million.

Mr Schickerling also revealed that the graving dock at East London harbour continued to run at a loss.

During the 1977/8 year the loss was R445 466 but in the following year it rose to R452 148.

The report revealed that the grain elevators in Cape Town, Durban and East London showed a working profit of R2,2 million compared to R939 048 in the previous year.

The profits on the other harbours in South Africa were R61,2 million in Durban, R8,6 million in Cape Town and R9,4 million in Port Elizabeth.

Losses at Richards Bay were R16,8 million, and at Saldanha Bay they were R3,7 million. — PC.

STU13-9 EXAMINATION RESULTS IN FACULTY ARTS

13010 BACHELOR OF ARTS YEAR : 1

STUD NO	SURNAME	FIRST NAMES	COURSE	DESC				
~~160942M~~	~~FOLLETT~~	~~MARGARET JANE~~	~~103202~~	~~SOCIAL~~				
157568V	FRIEDLANDER	RAE DEVORA	107101	ENGLIS				
~~1502960~~	~~GARISCH~~	~~SONYA IRENE~~	~~115102~~	~~FRENCH~~				
158290E	GARNETT	DIANNE SYBELLE	905101 911101	CHEMIS MATHEM				
154026V	GEFFEN	BENITA	109102	HEBREW				
154362K	GIANNAKAKIS	ASPASIA	115101	FRENCH				
153981W	GILL	CHRISTEL KAROLA	117101	POLITI				
155173R	GILL	JUDITH MARY	107101	ENGLIS				
1591860	GOSS	JOANNE ATHERSTONE	115101	FRENCH				
158211U	GREEN	JANET FAY	004101	PSYCHOL				
153855J	GROSSE	KIRSTIN CHARLOTTE GERDA	106102	ECONOM				
162285X	HALLIER	SUZANNE COLLINGS	106103	ECONOM				
161662V	HANCOCK	EDWINA ANNE	107101	ENGLISH				
162109F	HARRIS	GWYNETH JULIA MARY	114101 ~~116120~~	RELIGIC ~~DRAMA~~				
155641A	HART	TIMOTHY JAMES GRAHAM	004101 107101	PSYCHOL ENGLIS				
115954M	HARVEY	MARGARET JOANNE	911101	MATHEMATICS I M102	ABS		1	115954M
159604H	HEESE	SUSAN MARGARET	102101 ~~114101~~	AFRIKAANS ~~RELIGIOUS STUDIES I~~	UP ~~UP~~	(50) ~~(65)~~	1	159604H
161491J	HENECK	TREVOR RONALD	117101	POLITICAL SCIENCE I	F	(48)	1	161491J
~~152126E~~	~~HENSON~~	~~RONALD ALAN~~	~~115101~~	~~FRENCH I~~	~~F~~	~~(37)~~	~~7~~	~~152126E~~
155720L	HOPPEN	UTE	115101	FRENCH I	ABS		1	155720L
~~152889J~~	~~HUDSON~~	~~SALLY~~	~~116120~~	~~DRAMA I~~	~~ABS~~		~~7~~	~~152889J~~
155148P	JERVIS	JOSEPHINE ALEXANDRA	004101 107101 ~~115101~~	PSYCHOLOGY I ENGLISH I (PRE-1980) ~~FRENCH I~~	3 3 ~~3~~	(57) (59) ~~(56)~~	1	155148P

UCT

Komperprint

Post 21/8/80

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BTT bus fares go up

By MALOSE MATSEMELA

THE Botihaba Tswana Transport (BTT) will increase its bus fares as from March 31.

BTT, a subsidiary of the BophuthaTswana Transport Holdings (Pty) Ltd operate mainly in Babelegi Industrial area.

The management of BTT said they are compelled to increase fares because of the continuous price increases of fuel, lubricants, grease, tyres and escalating expenses.

The Moretele Regional Authority, consisting mainly of Moretele tribal chiefs, met a delegation from BTT to air their reservation on the envisaged fare increases.

According to the schedule for fares, commuters from Babelegi to Majaneng will now pay an extra 20c for a five-day ticket (presently 50c); for a six-day ticket it will be 25c more (presently is 60c) and for a single trip cash fare it will be 20c while presently it is 18c.

The trip from Majaneng to Hammanskraal station will cost 70c (presently 50c) for a five-day ticket; six-day ticket will be 85c (presently 60c); seven-day ticket will be R1 (presently 70c) and a single trip will be 20c (presently 15c).

Babelegi to Boschplaas will be R1,45 for a five-day ticket (presently R1,25); six-day ticket will be R1,80 (presently R1,55) and a single trip will be 30c (presently 25c).

Babelegi to Swaartbooistad will cost R1,45 for a five-day ticket (presently R1,25) and a single trip will be 55c (presently is 50c); Babelegi to Makapanstad for a five-day ticket will cost R1,45 (presently R1,25), for a six-day ticket R1,80 (presently R1,55), a single trip will be 70c (now 60c).

From Boschplaas to Hammanskraal station will be R1,45 (presently R1,25), for a five-day ticket and a six-day ticket will be R1,80 (presently R1,55); for a single trip will be 30c (presently 25c).

From Swartboistad to Hammanskraal station for a five-day ticket it will cost R1,45 (presently R1,25); for a six-day ticket it costs R1,80 (presently R1,55); a single trip will cost 55c (presently 45c); From Makapanstad to Hammanskraal station for a five-day ticket, R1,45 (presently R1,25) for a six day ticket it will cost R1,80 (presently R1,55); for seven day ticket it will cost R2,40 (presently R2,10); for a single trip it will be 70c (presently 60c).

From Babelegi to Bedwang for five day ticket will cost R1,45 (presently R1,25); for a six-day trip it costs R1,60 (presently R1,35). From Bedwang to Hammanskraal for a six-day ticket it will be R1,80 (presently R1,55), for a single trip it will be R1,55 (presently R1,30). From Babelegi to Kromkuil for a five day ticket it will be R1,45 (presently R1,25); for a six-day ticket it will be R1,80 (presently R1,55).

Babelegi to Kromkuil; single trip 90c (presently 70c); Babelegi to Swartdam five day ticket R1,45 (presently R1,25). Six day ticket R1,80 (presently R1,55). Single trip 95c (presently 80c). Babelegi to Tweefontein five-day ticket R1,45 (presently R1,25), six-day ticket R1,80 (presently R1,55). Single trip 40c (presently 35c).

Babelegi to Stinkwater a five-day ticket will cost R1,45 (presently R1,25). for a six-day ticket R1,80 while presently it is R1,55). Single 55c (presently 50c).

From Tweefontein to Hammanskraal station for a five-day trip 70c (presently 50c) six-day 85c (presently 60c); single 25c (presently 20c). Stinkwater to Hammanskraal station a five-day ticket costs R1,45 (presently R1,25). Six day ticket R1,80 (presently R1,55); single trip 40c (presently 35c). Babelegi to Bezuidenhoutskraal five-day R1,45 (presently R1,25). Six day R1,80 (presently R1,55); for a single trip 65c, presently 55c). Bezuidenhoutskraal to Hammanskraal station for five-days is R1,45 (presently R1,25) for a single trip it will be 45c while presently it's 40c. Babelegi to Mabopane, five-day ticket R1,70 while presently it's R1.50; six-day it will be R2,10 while presently R1,85. Seven day R2,45 (presently R2,15; single trip R1,15 (presently 95c).

Babelegi to Swartboom five-day R2,10 (presently R1,90), for a six-day R2,55 (presently R2,30). Single trip R1,25 (presently R1,15); Babelegi to Pankop R1,70 (presently R1,50 for five-day; six-day will be R2,05 (presently R1,80); single 90 (presently 85c); Babelegi to Zandfontein five day R1,70 (presently R1,50); six days R2,05 (presently R1,80); single trip R1,10 (presently 95c; Babelegi to Bultfontein five days R1,70 (presently R1,50); for six-day R2,05 (presently R1,80).

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DAILY DISP 22/3/80

Heunis call for new fighting port

EAST LONDON — The Minister of Transport, Mr Chris Heunis, in the guise of Santa without his stocking, arrived here yesterday to open the Border regional Assocom congress.

Commerce, industrial and municipal leaders had anticipated he might make some significant announcement that would stimulate industrial development on the Border.

There were few eggs in Mr Heunis' basket — and most of those were stale anyway! Like the fact the Government has given the go-ahead to the Western Ave link road with the freeway to King William's Town.

Outlining the Government's attitude towards the region, he said the Government had shown confidence in the region through major investment.

All that was required from private enterprise "is the drive and initiative to turn it into a 'fighting port' again.

"This positive spirit is displayed by the workers at the East London harbour. Although it cannot compare with the bigger ports in respect of tonnage handled, it has the highest productivity in terms of tonnage landed and shipped per net crane hour.

"May this become symbolic for the entire Border region," he said.

In his address, the Minister outlined a number of envisaged projects in the transport field for the East London area.

These include replacing the old crane used for the maintenance of the main breakwater at the harbour

Other projects in the harbour were a new installation for the production of gas at a cost of R2,7 million, which would save 270 000 litres of diesel a year, and an improved power flow to the harbour at an estimated cost of R1 million.

During the 1983-4 year the mechanical repair facilities would shift to the east bank because it would be more practical for these facilities to be in the vicinity of the dry dock.

"This also fits into the long-term planning of the harbour where the evacuated area will be needed for No 2 West Quay and the development of the area behind the quay for containerisation," Mr Heunis said.

He also mentioned the R92,9 million that is to be spent on electrifying the line from East London to Springfontein in the Free State in the wake of the energy crisis, but what he didn't say is that only R3,2 million of that will be spent this year.

The terminus terrain at the harbour is to be extended as part of the scheme to handle trucks equipped with air brakes. The terminus will be used to transport export mealies to East London.

During the 1983-4 financial year a new administrative building would be erected at a cost of R4 million. The present building was 40 years old and could no longer house all the personnel.

Looking at the overall scene he said South Africa's long-term goals included a satisfactory rate of growth which would create enough work opportunities; an acceptable division of national income; an acceptable spread of economic activities; improving the social welfare of the people; and providing sufficient protection against external economic and political influences.

"Within this framework East London and the Border can be seen as a balanced growth pole enjoying a high priority, particularly in relation to the unemployment problem."

The Government had constructed the East London-Berlin double carriageway at a cost of R2 million per kilometre for 9km, indicative of the construction difficulties which had been encountered.

The plans for the road network in the East London area were continuing in consultation with East London's planning engineers.

For example, Western Ave would shortly be extended as an additional entrance point to the city and developments had made it necessary for a possible future national by-pass from the Wilsonia area in the direction of the Ciskei and Port Elizabeth.

As far as his Ministry was concerned, East London was definitely not dying.

In the present move towards a cost orientated rate structure, provision could not be made for preferential rates. Yet there were significant rail rebates which materially helped to make the Border area more attractive to stimulate decentralisation.

East London had also been declared a metropolitan transport area

East London had been granted exemptions as a decentralised industrial area for transport purposes.

All these developments showed the Government had confidence in the area, Mr Heunis said.

MR HEUNIS . . . the smile on the face of the tiger?

Daily Dispatch Business Editor DAVID DENISON filed these reports from the Assocom congress in East London yesterday.

Owners in the clover

OWNERS continue to reap the benefits of a firm market in nearly all areas, reports Afromar.

Charterers are tending to take more mid-period cover on time charter in an effort to average out over the longer term.

SA FREIGHT MARKET

Atlantic grain continued to hold firm with Panamax sizes fixing to the Continent — obtaining around $17, which is higher than last. Rumours were circulating that up to $20 was paid for 54,000 tons of grain from US Gulf to Hamburg.

In the prevailing firm atmosphere it is difficult to gauge whether rates are holding or rising as charterers are increasingly reluctant to report their fixtures.

The Russians continued to dominate the River Plate market and were again taking handy-sized bulk carriers on time charter at healthy rates, including vessels from the Continent for South American trade.

Chinese activity remains subdued, but this is almost certainly due to rate levels being too high for them to compete in the market with other charterers.

The Far East is still very firm.

On the South African front, rates hardened further, with owners being bullish and a scarcity of certain sizes becoming more apparent.

Grain charterers are struggling to fix and smothered their activity with time-charter cover which they decline to report on the market. However, two vessels previously fixed South Africa to Mombasa were taken to cover South Africa-Japan maize at $6 250 and $7 000 daily basis delivery Mombasa.

Anthracite charterers continue to seek tonnage for Japan. Coal inquiry for the Continent and Far East seems generally unable to meet owners' rate-demands.

An 11 600-tonner was fixed for concentrates from Saldanha Bay to United States West coast on a lump-sum freight basis at around $600 000 for April shipment. Ores and minerals from Port Elizabeth to Continent and Mediterranean destinations were quoted.

Durban to United States sugar was fixed at $41,50 for April, a considerable increase over last. A 15 750 ton unit was paid $37,50 from Durban to Japan also for April reflecting an increase of $3 a ton more than last reported for this direction.

In the time-charter section, bulk-carrier tonnage in the 35 000-ton size remains scarce, with owners asking $13 000 and more a day for trips to the Continent.

UCT

STU13-9 EXAMINATION RESULTS IN FACULTY ARTS AS AT 29 02 80 PAGE 5

13010 BACHELOR OF ARTS YEAR : 1 13010

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL			
159454V	MCCARTHY	MELISSA JANE	911102	MATHEMATICS IA	3	(50)	1	159454V
152965R	MEHL	ANNETTE ELISABETH INGRID	108102	GERMAN INTENSIVE	ABS		7	152965R
			905102	CHEMISTRY IB	F	(27)		
			916103	ANIMAL BIOLOGY (HALF COURSE	F	(39)		
157093D	MERCURIO	GIANCARLO	110101	HISTORY I	ABS		1	157093D
155747Q	MICHAELS	KAREN	003101	SOCIOLOGY I	ABS		1	155747Q
			004101	PSYCHOLOGY I	UP	(50)		
			107101	ENGLISH I (PRE-1980)	3NX			
158469Z	MITCHELL	JANE	118101	CULTURAL HISTORY OF W.E. I	UP	(50)	1	158469Z
157815N	MORRIS	CATHERINE MARIA	004101	PSYCHOLOGY I	UP	(59)	1	157815N
			107101	ENGLISH I (PRE-1980)	3NX			
			115103	ITALIAN INTENSIVE	F	(48)		
150180P	MORT	MELISSA RUTH PRINCE	114101	RELIGIOUS STUDIES I	UP	(62)	1	150180P
150783V	MULLER	SUSAN FLORENCE	110101	HISTORY I	UP	(50)	1	150783V
157521U	MURRAY	ESTELLE	116120	DRAMA I	ABS		1	157521U
137983G	NAKTOIEN	MOGAMAT TOYER	107101	ENGLISH I (PRE-1980)	3NX		7	137983G
157560L	NASH	JENNIFER ANNE	004101	PSYCHOLOGY I	2-	(61)	1	157560L
			115102	FRENCH INTENSIVE	F	(47)		
155924H	NEWMAN	JENNIFER ANN	911101	MATHEMATICS I M102	UP	(55)	1	155924H
157913V	NORMANN	HANSJURG	117101	POLITICAL SCIENCE I	UP	(52)	1	157913V
155878H	O'CONNOR	SHIRLEY ANNE	114101	RELIGIOUS STUDIES I	UP	(57)	1	155878H
162116N	PAM	JONATHAN RICHARD	004101	PSYCHOLOGY I	3	(52)	7	162116N
154187V	PAIERSON	IAN JAMES STEWART	107101	ENGLISH I (PRE-1980)	3NX		1	154187V
			110101	HISTORY I	F	(40)		
154286C	PETERSEN	DESIRE SHIRLEY	102103	AFRIKAANS EN NEDERLANDS I	UP	(50)	1	154286C
			116120	DRAMA I	UP	(50)		
156134L	PHEIFFER	FREDI CHARLOTTE	905104	CHEMISTRY IM	F	(49)	1	156134L
			107101	ENGLISH I (PRE-1980)	3NX		1	150154L
			110101	HISTORY I	UP	(50)		
			115102	FRENCH INTENSIVE	F	(40)	1	133406G
			115103	ITALIAN INTENSIVE	UP	(54)		

UCT

Parcel liner for service

THE potential growth of trade between South Africa and South East Asia, in spite of political difficulties, is so encouraging that a new parcel liner service known as Orange Shipping Services has begun operation, according to Mr Peter Hubble, managing director of African Coaling, Durban, which is acting as agent for the service.

The new service, the result of an agreement between Scan Maritime of Hong Kong and a South African-based organisation, will operate between Cape Town, Port Elizabeth, Durban and Maputo and Jakarta, Singapore, Bangkok with inducements to other ports, such as Penang and Port Kelang, Belawan and Manila.

Orange Shipping has chartered three ships from Scan and plans a monthly service. The ships, built between 1958 and 1960, are known to South African importers and exporters as they were formerly owned by Compagnie Maritime Belge. They are the Loreto, the Paz and the Rosario Dos, formerly the Mokoto, the Mantalto and the Mobeka.

Post 25/3/80 332

Move to drive Putco out

A STRONG call has been made to get Putco and non-black owned taxis out of Atteridgeville/Saulsville, Mamelodi and Soshanguve.

The call was made on Sunday at a public meeting in Atteridgeville organised by the Black Unity Express Bus Service.

Putco and non-blacks running taxis in the townships came under heavy fire from Mr Joseph Gomba, director of BUEBS, and Mr Joseph Tshabalala, a former community councillor who said he was at the meeting as a private resident.

The non-black transportation groups contravened the laws of the country and certain regulations governing the black townships by trading in the areas. These provisions made it clear that blacks should be served by blacks, Mr Gomba said.

"Putco must get out of the black townships because it contravened Section 37 of Act 25 of 1945 and Section 15 of the Transportation Act 74 of 1977. The law must be applied to the letter," said Mr Tshabalala.

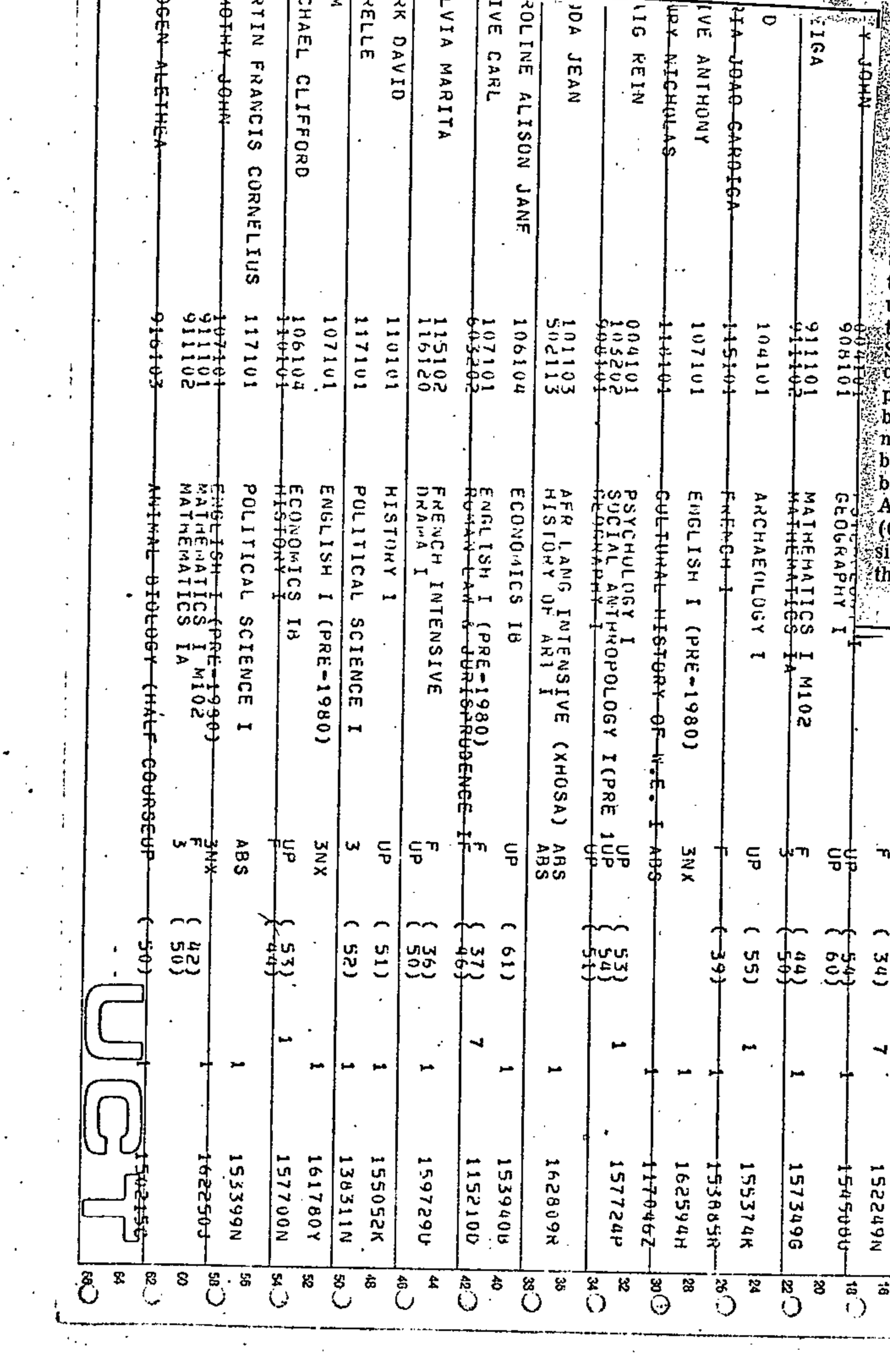
He said a black person would not be allowed to run a bus service in the white areas. "His application will not even be looked at," he added.

Mr Gomba said his company had 600 buses "idling in readiness" for the day when Putco went out of the townships. "All our efforts are being frustrated because of the presence of Putco in our areas. We cannot even get a site where to put our offices and vehicles," he said.

FARES

Fare increases were slated for the adverse effect they would have on pensioners and school children. The imminent increase of tariffs in Atteridgeville/Saulsville was slammed.

A petitions was circulated for signatures at the meeting. The petition read: "We, the undersigned hereby petition that in terms of Section 15 of Act 74/1977 only black carriers be permitted to transport black people and that non-black carriers should be removed from the black areas. Furthermore Act 25/1945 (Section 37 (C) (1) provides that no site shall be let other than to black people."



Box handling charges go up

N. Mercury 26/3/80 (332) (325)

INCREASES relating to South African container terminal handling charges as well as the inland haulage tariff have recently been announced by the South and South-East African Conference Lines.

Two different notices informed shippers and importers that the increases were connected with the new Railway budget.

With effect from April 1 — when the SAR will increase fares and other services — clients of the Conference lines, whose container terminal handling charges are at present R30 a 6 m box and R60 a 12 m box, will have to pay R40 and R75 respectively.

The first northbound vessels on which the new charges will be levied are the S A Helderberg (voyage A 826), Africa (S 926) and Kolsnaren (A 974).

Southbound the increases are applicable to the Ortelius (E 327), Africa (M 426) and Elgaren (E 480).

The second circular informed importers and shippers that the South African zone haulage charges for F C L (full container loads) would similarly be increased with effect from April 1, while L C L (less than container load) cargo to and from Johannesburg would also be affected.

Giving details of the vessels and voyage numbers to which the revised charges would apply, Conference said that northbound they applied to the S A Helderberg from Port Elizabeth and Cape Town only and in the Ortelius's case from all ports or terminals.

Details of the new charges may be obtained from the member lines' marketing divisions, Safmarine, Ellerman and Bucknall or Transatlantic Line.

EXAMINATION RESULTS IN FACULTY ARTS

AS AT 29 02 80

PAGE 1

STU113-9

10000 MISCELLANEOUS ARTS

STUD NO SURNAME FIRST NAMES

152327Y VAN DER MERWE BARBARA LOUISE

* TOTAL NUMBER OF STUDENTS 1

---------- DEAN

COURSE DESCRIPTION SYMBOL

911101 MATHEMATICS I M102 F (37) 152327Y

---------- REGISTRAR (ACADEMIC)

UCT

Coast freight rate increase

Higher costs push up tariff

THE South African Coastwise conference is to increase the tariffs on freights by eight percent from April 1.

This was announced by Unicorn Lines, the only members of the conference, on Monday.

The increase in tariffs will affect all goods being carried on Unicorn vessels between South African ports and Walvis Bay. Unicorn operates five ships on the South African coastwise service.

A spokesman for company said the tariff increase had been necessitated by an increase in costs incurred by the service. These included port dues, crane costs, ship repairs, stevedoring charges, salaries and wages and consumables.

The increase is the first since tarrifs were raised by 3,1 percent in July 1978.

A spokesman for the Cape Natal Line said the question of tariffs was being discussed but no decision had yet been reached.

The line operates a service betwen Durban, Port Elizabeth and Capetown in opposition to Unicorn.

Reacting the Coastwise tarriff increase, Mr David Lewis, chairman of the South African Shippers Conference, said tarriff increases were expected but 'preferably after discusions with the shippers.'

EXAMINATION RESULTS IN FACULTY ARTS
YEAR : N/A
AS AT 29 02 80
STU13-9 MISCELLANEOUS ARTS
10000 STUD NO SURNAME FIRST NAMES COURSE DESCRIPTION SYMBOL
152327Y VAN DER MERWE BARBARA LOUISE 9111101 MATHEMATICS I M102 F (37)
PAGE 1
10000 152327Y
REGISTRAR (ACADEMIC)
UCT

S.T.K. 25/3/1979

(33)

Are Putco fares justified?

The Minister of Transport has authorised an investigation by private auditors into the running of Putco, and whether they needed to increase fares, coloured leaders were told this week.

Mr I Richards, chairman of the Coloured Management Committee, and Mr M Dangor, the Kliptown representative, saw Mr Chris Heunis on Wednesday about proposed fare increases.

They asked for a public commission of inquiry into the issue, but Mr Heunis said he had already authorised an investigation. The auditors have also investigated another private public transport company, Cape Tramways.