TRANSPORT, PRIVATE — GENERAL

2 APRIL 1980 — 31 JULY 1980

332

Putco hits back at Gomba

Post 21/4/80

(332)

By Ike Motsapi

PUTCO has reacted to allegations by a director of the Black Unity Express Bus Service that it is operating illegally in black residential townships of Pretoria.

The allegations were made by Mr Joseph Gomba at a meeting where he said Putco was contravening section 15 of the Road Transportation Act by operating in Atteridgeville, Saulsville, Mamelodi and Soshanguve.

Mr P Nucci, the area manager of Putco at Pretoria, said his organisation was forced to react to Mr Gomba's allegations because "there was no truth in most of his outbursts."

In a statement to **POST** he said:

"I think that the public must be made aware of the truth behind most of the outbursts of Mr Joseph Gomba. Putco has previously declined to comment, but in view of his continuous publicised outburst we feel an explanation is now due.

"Mr Gomba once operated one bus from Saulsville to Westfort Hospital. Because of his own inability to provide a reliable service, Putco was approached by a number of the staff employed at Westfort Hospital to provide the necessary service. The Local Road Transportation Board instituted an investigation to observe the "existing" service which in fact had by then ceased altogether.

"This is the central and overriding problem that will never be accepted or understood by Mr Gomba i e his own inability to operate even a single bus within a radius of 10 kilometres of his home, never mind the 600 buses that he alleges are "riding in readiness".

"I personally became involved in the "Gomba Saga" by trying to help him obtain permits to run a three taxi operation. At the last meeting in his lawyer's office Mr Gomba embarrassed his own lawyer because he was unable to accurately describe his intended area of operation and this effort came to nought.

"I now ask the question. "Can Mr Gomba be taken seriously by the public at large, which has been carried by Putco buses for 35 years.

"Finally we would also like to briefly answer the allegations made in **POST** headlined "Move to Drive Putco Out" in which allegations are made that Putco:—

(a) was operating illegally in the townships in terms of the regution; and

(b) contravened Section 15 of the Road Transportation Act by operating in the townships.

Apart from the fact that these allegations are completely untrue, the allegations are libellous and may lead him into further difficulties.

"The facts are as follows: —

(a) This company has been operating in the Pretoria township since 1945 and we have valid public permits since this date.

(b) In determining the conditions and requirements for the issue of public permits one of the cardinal considerations is Clause 15 of the Road Transportation Act 1977 (as amended) particularly Clause 1 (c) which protects the operator provided the transport facilities he is providing are considered to be adequate."

TAXIS

Cab catching

FM 4/4/80

(332)

The taxi business is one of low risk, minimal capital and skill requirements, but good profits. It's no wonder the big guys in the industry are fiercely holding on to their advantage and opposing entry into their market.

Johannesburg's Rose Taxis have the largest slice of the market, operating 50% of the white registered taxis (about 180 cars), while the rest of the market is divided between Golden City and Taxi Bureau, each of whom have 15% of the business, and small independents.

The Road Transportation Board controls the issuing of licences to taxi operators, and ranks are allocated by the Johannesburg City Council.

According to Jomet figures for 1978, 368 permits have been issued to white taxis, 223 to coloureds and 1 800 to black taxi operators. Black taxi permit holders are mainly confined to Soweto.

The permit system not only keeps new boys out, it throttles the smaller operations. Smaller owners claim that they find it almost impossible to expand.

Arbie Mouton, of Golden Taxis, explains, "I need new licences to increase my fleet to 100. I often have to buy them off those leaving the business, and it's not cheap — a licence costs as much as R2 000.

"There is definitely room for more taxis, but why should new guys be the ones to get the licences."

Chris Froneman of Rose disputes this. "The market is saturated — taxis operate at 25% capacity. It's mainly at peak times that we do business. The operators (who are all owner/drivers) work an 18 hour day and that is how they manage to make the money."

Price slashing will not increase the demand, claims Froneman. "The market is not the same as overseas," he adds. "You won't get customers rushing in."

Rose's drivers apparently work on a 40% profit margin.

The company operates a franchise system, and collects fees from all owner/drivers in return for telephone and administrative facilities.

Criticism is also levelled at the exclusive rights held by Rose. It is the only company with rights to operate from the Carlton Hotel's driveway and have tie lines to South African Airways.

Taxis . . . "established interests must be protected"

Froneman's counter: "It is a business proposition. That is all I am prepared to say."

Pat Burton Carlton GM, claims Western International gave Rose the job because it is the only company that has a multiracial licence and WI wanted to get rid of shoddy operators.

"But it is only an agreement within a time frame and is subject to change," says Burton.

There are also claims that while certain groups do not have exclusive legal rights to ranks, they nevertheless have the muscle to keep others out.

Planning experts are in favour of increasing the use of taxis on an unrestricted basis. "The small congestion problem is more than offset by the savings on subsidy-financed bus services," says one.

Rose's chairman, Jan Mynhardt, disagrees, mainly because he has a particular view of free enterprise. "Free enterprise must just work both ways. It must also protect established interests," he reckons.

Financial Mail April 4 1980

CHKLD
TOTAL NUMBER OF STUDENTS 29
STU13-9
13030 BACHELOR OF ARTS
STUD NO SURNAME
1331002 VILJOEN
1131160 KANNEMBURG
0961466 WENGHONE
0965606 WILLIS-SMITH
1032780 WYNGAARD
1144636 ZOELLER
DEAN

FM 4/4/86 (332)

AVIATION

Spirit of free enterpris

In what must be one of the boldest moves in SA civil aviation in many years, Magnum Airlines is negotiating with Anglo American to acquire all the passenger aircraft interests of Safmarine.

Should the deal go through, it will be financed by Anglo, giving the corporation control of Magnum. Safmarine will apparently retain its cargo fleet of 16 Hercules aircraft.

In terms of the plan, Anglo/Magnum will take over Air Cape and Namib Air. Air Cape carries about 25 000 to 30 000 passengers annually, while Namib Air is slightly higher at 48 000. Magnum expects to carry between 160 000 and 180 000 this year, so the combined figure should give the merged airline some 250 000 passengers — about 16% of SAA's current capacity.

If the deal goes through — and the *FM* understands discussions are fairly well advanced — the Anglo connection should give Magnum the means to test Prime Minister P W Botha's free enterprise commitment to the utmost. The company has ordered "four definite, but maybe five" 50-seater aircraft costing around R5m; and, according to the *FM*'s sources, Magnum hopes to compete in certain areas against SAA.

Summerley . . . who's afraid of SAA?

Just how successful Magnum's Martin Summerley will be is an open question. SAA is protected by all kinds of regulations and legislation. Indeed, competition from the private sector could cause a massive row.

As one executive involved in the negotiations put it: "We will be very powerful financially as well as in the passenger market. This means, inevitably, that private enterprise will step up its involvement in the airline business. The State will have to reconsider its monopoly of the local airline business."

The *FM* understands the Anglo interests will be cared for by Chris Griffith, AAC executive director and Sigma boss. Griffith, however, was not prepared to be interviewed on the deal.

Should Magnum clinch the transaction, it will be a major coup for Summerley. In just over two years, he has built the largest privately owned airline in SA, and it is still growing like Topsy. When he started the business, he used two small aircraft to serve the Johannesburg-Nelspruit route.

Even without the Anglo and Safmarine passenger arms, Magnum is poised for a time of considerable growth. Finance has been organised, thus far, in the UK, where export credit guarantees introduced to support British industry mean a low 7,5% a year in interest. Locally, Magnum would have to pay 12% to 14%.

According to Summerley, Magnum has "discussed rationalisation with everyone in the industry" — including SAA. "Let's leave it at that," he adds. His reticence is understandable. The emergence of a large private carrier is clearly a sensitive issue and one which would cause consternation in certain government cricles.

Nonetheless, it's a move to be welcomed. Should the deal go through, it's to be hoped government will encourage rather than obstruct. Then Magnum will be able to live up to the legend on all its aircraft: The Spirit of Free Enterprise.

WHITES ONLY, SAYS TRANSPORT BOSS

Bus bar on Coloured Tukkies students

By GABI MAASTRECHT

TWO Coloured students at Pretoria University are allowed to sit in the same lecture rooms as their White counterparts — but cannot share their bus.

Barely a month ago Andre Hess and Arnold Olivier became the first Coloureds at Tukkies.

Now the Pretoria Department of Transport has denied them the right to travel on a bus with other students.

The two young students are studying veterinary science at the university, which offers the only course of this kind in South Africa.

Every Wednesday a special municipal bus under contract to the university transports veterinary students to practical lessons at Ondestepoort.

The two Coloured students, both aged 18, have been fully accepted by their fellow students, but after four trips to Ondestepoort were told they could no longer use the bus.

University authorities declined to comment, but Mr M F van der Merwe, director of transport for Pretoria municipality, confirmed that he had told the university the two Coloured students would not be allowed to use the bus.

"Our permit from the Road Transportation Board only allows Whites to use the bus.

"There was no trouble from the university," he added. "They told me both the syudents were getting driving licences so they could use their own cars."

The two students now have to travel with lecturers or university employees.

"I found the situation very upsetting initially, but now realise it does not help to suffer over a thing like this," said Andre Hess from his Cape Town home, where he is spending the April holidays.

"I just don't understand the move," said Andre's father, Mr R J Hess.

"My son has spoken about having his own car and I will buy him one any time he needs it, but that is not the point," said Mr Hess.

Asked if there was any other discrimination against him at the university, Andre said:

"We're not allowed to join any extra-mural activities -- but as most of the veterinary science students are foreign or English-speaking hardly any of them take part either!"

Andre says two White students accompany them on their lifts to Ondestepoort. "We don't feel too out of place.

"Arnold seemed to take the whole thing in his stride, he appeared to be indifferent," said Andre of his fellow Coloured student.

According to the boys Mr J W J Koekemoer, assistant registrar, and Professor J B Le Roux, head of the veterinary faculty, had tried to intervene on their behalf, but were unsuccessful.

When the Sunday Express approached Professor Le Roux he denied all knowledge of the incident and declined to comment further.

Mr Koekemoer was also unavailable for comment.

Speaking from his parents' farm in SWA/Namibia, Mr Olivier said:

"One of the university employees who sometimes gives us a lift to Ondestepoort told me the municipality had threatened to take the bus away unless their requirements were met. The university had to comply.

"My parents and I were disappointed about the incident and, quite frankly, consider the whole situation ridiculous," he said.

Green light for bus lanes

(332)

Argus 9/4/80.

THE new Cape traffic sign, which will indicate that a special lane marked with broken yellow lines is for the exclusive use of buses. The sign, with white lettering and symbols on a blue background, will set out the hours during which the bus lane is prohibited to ordinary motorists.

Provincial Reporter

THE Administrator, Mr Gene Louw, has amended the Road Traffic Ordinance to allow local authorities to create bus lanes.

The regulations, of immediate effect, allow city and town councils to designate a portion of a road as a bus lane and to mark it with thick yellow broken lines for the exclusive use of buses.

A traffic sign will give warning of bus lanes and set out the times during which the restrictions of the lane to buses only will apply.

Mr Ockert Saaiman, MEC in charge of roads and traffic, said the new regulations had been discussed by the Metropolitan Transport Advisory Board, comprising Government, provincial and municipal representatives, and would be introduced in all four provinces.

'It will be of use to Cape Town, Port Elizabeth and East London, where public transport is so important,' Mr Saaiman said.

'The object is to promote the use of public transport by making it more effective and easy.

'A lane for the exclusive uses of buses would enable them to move faster, providing a better service for the public.'

At the same time, ordinary motorists would not be forced to overtake buses because they would be travelling on a separate section of the road.

SAME ROUTE

'Obviously this system is only of value where you have a large number of buses using the same route and where more than one lane is available on the road.' Mr Saaiman added. 'Bus lanes can only be introduced where practicable.'

He emphasised that the creation of bus lanes was entirely at the discretion of municipalities. Only where it was proposed to establish a bus lane on a freeway would it be necessary for a municipality to receive approval from the Provincial Administration.

Cape Town's City Engineer, Mr J G Brand, is investigating the system.

City Tramways has repeatedly asked the City Council for bus lanes on major routes.

Ailing enterprise

NM 10/4/80

332

IT SEEMS that we have reached yet another fateful juncture in the unhappy saga of Durban's municipal bus service for whites. And it appears plain enough that unless there is an entirely new approach towards rescuing this ailing enterprise the service could soon come to a grinding halt.

Whatever economics are involved the fact remains that frequent fare increases, combined with a paring down of the service to the point where some commuters even find difficulty in getting home at night, is hardly the way to maintain contented customers — let alone attract new patronage. Why, then, do the authorities aimlessly pursue the same unrewarding course?

It may be said that during the past four years the Transport Department has done a pretty good job in reducing its trade deficit from R4 000 000 to R1 500 000. Indeed this would be a magnificent achievement were it not for the fact that the white passenger service has been virtually emasculated in the process. The question now is whether the deficit can be trimmed further without wrecking the whole enterprise.

The service seems to have reached a critical stage where further fare increases prove counter-productive. Their value is soon obliterated by a corresponding loss of patronage and revenue. The same may be said about any further dismantling of the service.

Few of the world's major cities can boast of transport services which show healthy profits. The operations are rightly regarded as public amenities and are generally subsidised with public money. However there is a limit to which a city may be expected to delve into its rates revenue to maintain uneconomic enterprises. In the end result the main effort must be directed towards making ailing public enterprises more self-supporting.

Although Durban motorists may appear wholly unco-operative about bus travel, one wonders whether their views on the matter have been adequately canvassed. They are the cause of the Transport Department's dilemma, and a scientific survey of all facets of the department's dwindling patronage should be the basis for any new appraisal of the problem.

SHIPPING FM 11/4/80

Traffic volumes up

332

Flags are flying high on coasters plying the South African seaboard. Brian Davies, Marketing Manager of Unicorn, which dominates the trade, believes the stimulatory Budget is likely to result in higher traffic volumes through the entire transport system.

"Should it be necessary," he says, "we could easily bring in another ship by adjusting schedules among our 24-strong fleet."

The coastal trade between Durban and Walvis Bay accounts for about half of Unicorn's annual R85m turnover and for about 60%-70% of total tonnage.

Newcomer Richard Siedle's Cape-Natal line, operating between Durban and Cape Town with a call at Port Elizabeth, is equally optimistic. Since starting a weekly service in October, its chartered fully cellular container vessel *Cape Hustler* has been carrying greater loads, and is now operating at between 70% and 80% capacity. The ship can take up to 124 containers.

Much of the traffic is seasonal, and a good Cape fruit season has kept the canners busy and ships loaded with sugar, paper and other packaging.

Coastal rates

Having dispensed with its car carriers, now on charter, the company is unlikely to derive much benefit from the motor industry's improved state except as a carrier of spares and ancillary equipment such as tyres. Davies suggests, however, that in view of the Budget's lack of export incentives, exporters might go for easier pickings on the local market in which case greater demand for shipping space may be expected.

Coastal rates, unchanged for two years, have been increased by 8% for break-bulk and 2.5% for container traffic by the conference, the conference being Unicorn. Higher harbour and stevedoring charges are given as the main reason.

Cape Natal, not being a member of the conference, has decided not to alter its rates for the time being.

Siedle asserts that, although Cape Natal is operating profitably, it would like to become a member of the conference and did apply to join. But unacceptable conditions for membership were imposed.

His chief objection was to the requirement that more than half the tonnage should be owned by the operator.

Such quarrels notwithstanding, Siedle suggests that growth should be sufficient to sustain competitors. "We're aiming at between 10% and 20% of the coastal container traffic and so far we've got about 10%."

MACS off to a good start

(332) RDM 14/4/80

MARITIME Carrier Services — Maritime Carrier Schiffahrts-GMBH & Co-Hamburg — has grown quickly since its inception in February.

The company works in association with the partners of OHG Infrutra GMBH & Co and operates under German management.

Four modern ships are employed on the three-weekly service, calling at Hamburg, Rotterdam and Antwerp and serving Cape Town, Port Elizabeth and Durban. The ships are ms Cosmokrat — which will be renamed Durban Carrier — ms Maritime Carrier and ms Free Wave. The first two are MACS-operated vessels and the Free Wave is on time charter.

A fourth vessel is to enter the service and it may well be another MACS-operated vessel. At present it is called TBN.

The Maritime Carrier is 21 368 dwt and the other two are over 15 000 dwt each.

The Cosmokrat has discharged and loaded in South Africa and has sailed from Durban to Rotterdam (via Tenerife to replenish bunkers). Her cargo consists of bulk minerals, granite, bulk vegetable oil, general cargo and some containers.

The Free Wave from Antwerp is due in Cape Town this week. She carries containerised cargo plus break-bulk from Europe and is fully booked for her northbound voyage.

The Maritime Carrier will begin loading in Europe this week.

The two Carrier vessels fly the Singapore flag and have German officers and Spanish ratings. The Durban Carrier was built in 1971 and the Maritime Carrier in 1975. The Free Wave left the yard in 1979.

Through a feeder service, ports in the UK will be served with containerised cargo later.

MACS stepped in when the Portuguese State-owned Companhia Portuguesa de Transportes Maritimos of Lisbon suspended its service from Europe to South Africa. The agents' network remained practically intact with the exception of the UK where Cowell Nicola Shipping replaced Kersten Hunik & Co.

Agents in South Africa are Gundelfinger & Son (Pty). Unamar in Antwerp, Interzee in Rotterdam and Vineta of Hamburg look after MACS interests.

Ro-ro vessel for the islands

(332)

RDM 14/4/80.

THE shipping service between South Africa and the Indian Ocean islands will be upgraded with the introduction of the Mauritius II, the first ro-ro vessel to be employed on this trade.

The Mauritius II, which is registered in Mauritius, has been chartered by Unicorn as part of the rationalised service operated with Societe Mauricienne Navigation (SMN). She arrives in Durban this week on her first visit to South African waters.

The 2 600 dwt quarter-ramp ro-ro ship has a capacity for 87 six-metre trailers.

She will be used to lift unitised cargo for Port Louis, offering a fortnightly service initially and then a service every three weeks when cattle on trailers will be lifted from East London in addition to unitised general cargo from Durban.

The vessel will be able to accommodate only unitised or palletised general cargo loaded on trailers. Trailers are towed by mechanical horse directly into the ship's holds through a stern ramp in a six-hour working period.

The major advantages of the ro-ro system in the Indian Ocean islands trade are the ease of cargo handling and the virtual elimination of delays in Port Louis where break-bulk cargo vessels experience anything up to 30 days' delay because of port congestion.

Nedlloyd adds to service

(332) RDM 14/4/80

NEDLLOYD Lines has bought a fourth multi-purpose ship to join three recently acquired vessels on the Far East-West Africa service.

The 24 000 dwt motor vessel Trans Nova will be delivered to her new owners at the end of May. She will be renamed Nedlloyd Moji and will sail under the Dutch flag.

Built in 1977 by Mitsui in Japan, the Nedlloyd Moji will have a service speed of 16,5 knots and will carry either general cargo or 700 TEUs. This makes her an ideal carrier to join sister ships Nedlloyd Madras, Nedlloyd Manila and Nedlloyd Marseilles on the Far East-West Africa run, which includes Cape Town on westbound sailings.

Mr Steffen Elgersma, general manager of Nedlloyd SA, said the purchase of the Trans Nova enabled the line to bring the vessel into the FEWAS service almost immediately.

Explaining the decision to operate multi-purpose carriers on the Far East-West Africa run, he said: "As many of the ports of call of this trade are not yet suited to a full container service, multi-purpose ships are the ideal all-round vessel."

Rates firm as tanker trade eases

332

RDM 14/4/80

SA FREIGHT MARKET

THE MARKET resumed its firm tone with steady conditions last week after the Easter holidays, reports Afromar.

Grain charterers in the North Atlantic took a 68 000-tonner at $18,85 for a cargo from US Gulf to Holland, showing that that area is still strong. There may be some easing if the combination carriers come back into the grain market because of quiet conditions in the tanker trades — normally the case during the northern summer.

Chinese activity was seen out of the US West Coast, and there was a large amount of business done to South Korea and Japan. The Russians were noticeable for their interest in vessels to load out of Australia.

The Pacific generally is firm.

Time charterers continued firm in most areas. A 67 000-tonner was paid $17 000 a day for a transpacific round voyage, and a similr vessel received the same rate for two round voyages.

The Chinaese took a 41 000-tonner with delivery Malta at $12 500 a day for a trip via the US Gulf to China.

Italian coal charterers fixed a 52 000-tonner at $15 250 daily with delivery Italy for a round voyage via Hampton Roads back to Italy.

The smaller liner types also found good trading conditions. The Chinese took a modern liner type of about 15 000 tons at $6 550 a day with delivery Colombo for a trip via Australia.

South African charterers are still finding owners in a fairly tough mood and rates remain firm. Grain traders took a vessel to Venezuela and had to pay $42 to a 14 000-tonner for an April position. Otherwise little fixing was reported.

A 14 000-ton cargo of maize was quoting to west Italy for middle of May shipment.

Coal charterers have been talking of contracts from Maputo to France and Spain.

The anthracite producers were talking to a small vessel to the East and came open again for a larger size vessel, also to the East for May.

Cargoes of ferroalloys were quoted to the Continent and to America, and a small cargo of concentrates had to be moved to Japan from Saldanha.

Little activity was reported by sugar charterers after their recent spate of fixing.

Few fixtures were seen by South African time charterers last week, although there was some demand for both bulkers and small liner types.

Rates climb for grain carriers

(332)

BDM 21/4/80

SA FREIGHT MARKET

THE ALL-ROUND firm tone was maintained last week, with owners able to force rates higher in some areas, reports Afrocanar.

Larger-sized vessels are in great demand in the North Atlantic to carry grain from the US Gulf to Holland, causing rates to increase sharply with $21,50 being secured by a 60 000-tonner on a prompt position, an increase of neary $3 over the previous week's level.

The question is posed that perhaps the Russians, finding that the poorer harvest than expected in Argentina, may have made arrangements to secure American grain through European channels.

In any event, the pressure looks to be on this section of the market for the next few weeks.

Handy-sized tonnage also seems to be benefiting in the Atlantic from a lack of early vessels.

The Chinese have been active out of both the Great Lakes and the US Gulf, but have been forced to take tonnage on time charter to cover their requirements.

The Far East is showing signs of easing for the larger sizes, probably because of a build-up of vessels which earlier this year moved out of the then-weak Atlantic market.

Time charterer has continued to draw strong interest, with rate levels being maintained — for example, $16 250 was paid to a 55 000-tonner for a transatlantic round voyage with delivery Mediterranean and redelivery Continent April. In the liner section a 15 000-tonner was paid $7 000 a day for six to eight months' trading.

South African charterers found conditions unchanged last week. Although little fixing was reported in the grain trades, there is good inquiry to Italy.

It is believed that some coastwise movement has been effected.

Coal charterers arranged 30 000 tons from Durban to France at $30,50 for an early May position. There is further inquiry being quoted from Richards Bay to Spain.

Anthracite charterers still have a cargo to move to Japan in May.

Ore charterers were interested in the movement of about 40 000 tons of iron ore out of Saldanha Bay to Turkey for an early position.

A small cargo of concentrates was quoted from the Persian Gulf to Walvis Bay. It is thought that about 14 000 tons of chrome was arranged from Maputo to the UK.

Time charterers took tonnage on a couple of occasions for trips to the East, paying $7 200 to a 17 200-tonner and $7 000 to a 16 000-tonner, which would seem to be reasonable rates for charterers in today's market.

Rand London in shipping

232

332

RDM 21/4/80

RAND LONDON Corporation, which has built up lucrative export markets for its coal, granite and other mineral products, has entered shipping.

It has done so through its wholly owned subsidiary Hochmetals (Africa), a trader in minerals, chemicals and other commodities, which has combined with Tradinter SA and Mr Norman Stobart and Mr Dave Banett to from Tradinter Shipping, a freight broking and shipping management concern.

Tradinter Shipping, which expects to handle 70 000 tons of shipping a month initially, will act as brokers for part-charter cargoes of 1 000 tons and upwards and contract to manage, for both exporters and importers, the full movement of their cargoes from works to point of delivery.

"We will not be forwarding agents, but will continue to use the services of several established forwarding agents to assist us in offering an efficient and competitive service to our various clients," said Mr Gawie Yssel, the company's managing director.

He foresaw the biggest need for Tradinter Shipping's services in the break-bulk and smaller bulk parcel business, although the company was moving about 100 containers a month and expected this side of the business to become more important.

Apart from handling existing shipping business of Tradinter SA and several of its clients, Tradinter Shipping will handle much of Rand London's and Hochmetal's export business. This will add to the strength of Tradinter Shipping in the freight market and the company expects to effect substantial savings in freight rates by being in a posistion to combine larger freight parcels.

These savings will be passed on to clients, resulting in substantial deductions in their overall freight costs on exports and imports.

"By the end of the year, we hope to handle 100 000 tons freight a month," said Mr Yssel.

The shareholders in Tradinter Shipping are Hochmetals (Africa) (37%), Tradinter SA (Pty), which is owned by the Yssel family (37%), and Mr Stobart and Mr Barnett, holding between then 26% of the shares.

The board is Mr Yssel, managing director; Mr Selwyn Kossuth, managing director of Hochmetals (Africa); Mr Colin Whittle, a director of Hochmetls (Africa); and Mr Stobart.

General manager of Tradinter Shipping is Mr Charles Thomas, who has been managing shipping division of Tradinter SA (Pty) since 1977.

Smooth bottom for plane-sailing

THE FIRST South African liner vessel to be treated with a revolutionary marine coating which cuts fuel consumption at sea has left Durban's drydock.

The 14 000 dwt multi-purpose Safocean Auckland spent seven days in the port's maintenance facility, during which her underwater section was grit blasted, primed and treated with six coats of paint — the final three being an advanced composition developed by International Marine Coatings.

It is this self-polishing copolymer (SPC) composition which will result in savings for Safocean.

Captain Bruce "Swish" Ashworth, general superintendent of Safocean, explained how SPC would increase the line's fuel efficiency at sea.

"The coating automatically polishes itself to a smooth surface as the ship moves through the water, thereby, removing hull roughness," he said. "This reduces the frictional resistance to the ship's movement through the water and this reduces fuel consumption"

He estimates that up to 80% of a ship's resistance is caused by hull roughness.

Captain Ashworth said that the cost of the SPC treatment, including drydocking, grit blasting and painting, would be about R110 000.

"Safocean have studied cost savings achieved by international carriers that have been similarly treated and we are confident that not only will our ships save fuel, but futher cost reductions will result from increased intervals between drydockings and expenditure cuts on hull cleaning and surface preparation."

Safocean, a joint venture by Nedlloyd Lines and Safmarine, provides shippers with the only regular, scheduled service between South Africa and Australia including Mauritius on westbound sailings. Managing agents are Nedlloys Agencies SA.

Forwarding costs minuscule

332 RDM 21/4/80

A SURVEY undertaken on export costs shows that the charges by freight forwarders on exporters for their services are minimal in relation to the overall c.i.f. cost of goods.

The results were obtained from a random sampling of hundreds of current export shipments of general cargo by Rennies Shipping (South Africa) and dealt with the export estimates and costs involved in a c.i.f. contract.

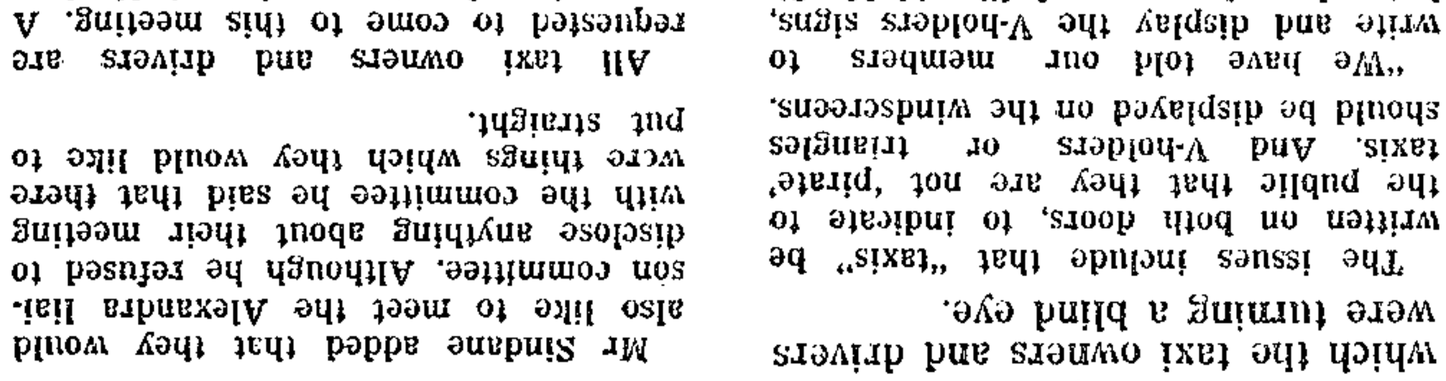
Including in the survey were a variety of commodities and different trade routes incorporating both break-bulk and containerised shipments.

An analysis showed that the ex-works (production) cost of goods account for, on average, 85% of the c.i.f. cost with the transport, shipping and other costs making up 15%.

The actual cost of the services rendered by a freight forwarder accounted for less than 1% of the toal cost.

"It proved," says Mr Mick Kerford, marketing manager of Rennies Shipping (South Africa), "that a company selling to overseas countries can reap the benefits of thousands of rands of investment in people, experience and expertise for as little as 0,8% of total c.i.f. cost by using a freight forwarder."

The survey is part of continuing programme of evaluation of shipping costs conducted by Rennies Shipping which should prove beneficial to industry.



Third JNTA meeting to discuss urgent issues

By MESHACK MOTLOUNG

THE Johannesburg Noord Taxi Association (JNTA), formerly known as the Alexandra Taxi Association, will hold its third meeting at 130, 15th Avenue on Tuesday morning at 10 am.

According to Mr Sindane, JNTA's chairman, the association would like to thrash out some matters to which the taxi owners and drivers were turning a blind eye.

The issues include that "taxis" be written on both doors, to indicate to the public that they are not 'pirate' taxis. And V-holders or triangles should be displayed on the windscreens.

"We have told our members to write and display the V-holders signs, but only a few responded" said Mr Sindane.

He went on to say that if such things were not carried out in a proper way, it would make it difficult for passengers to differentiate between a taxi and a 'pirate' taxi, and if we wish to beat them, we should unite as an association," he said.

During their discussions, they would also like to talk about donations in the events of deaths.

TAXI OWNERS

Mr Sindane added that they would also like to meet the Alexandra liaison committee. Although he refused to disclose anything about their meeting with the committee he said that there were things which they would like to put straight.

All taxi owners and drivers are requested to come to this meeting. A suspension for two and a half days will be imposed on those who fail to attend.

(332) Post 21/4/80

At the official hand-over of five Mercedez-Benz buses worth R230 000 to the East London Municipality were Mr Graham Bradshaw (right), MD of Ronnies Motors, and the Mayor of East London, Mr Donald Card.

BUSINESS

DD 23/4/80

New buses for EL

(332)

Business Editor

EAST LONDON — The three-cornered star glittered brightly yesterday when Ronnies Motors entertained East London city councillors and others VIP guests on a tour of the company's spares department and CDA truck and bus assembly plant.

The occasion was to mark the official hand-over of five new Mercedes-Benz buses to the East London municipality.

The five buses cost R230 000 — or R46 000 apiece.

With the hand-over of the five buses plus eight more buses on order, the East London Municipality's fleet of Mercedes-Benz buses will have increased to 42.

This represents more than 85 per cent of their total fleet of 52 and reflects the council's confidence in local industry because CDA and East London are recognised as the capital of Mercedes-Benz in South Africa.

The buses, including bodies supplied by Busaf, Port Elizabeth are the first part of a total order of 13 and were bought from Ronnies Motors, one of the oldest established Mercedes-Benz dealerships in South Africa.

In conjunction with Busaf, East London's Mechanical Engineer, Mr Cyril Andreas, designed a tailor-made access to the buses, allowing for a lower step at the entrance for easy entry and exit by elderly pssengers.

The buses have a three by two seating configuration and a seating capacity for 61 passengers and 24 standing.

In 1967 the East London Municipality was the first in the Cape Province to buy Mercedes-Benz buses, ordering nine fully imported, built-up buses. Thirteen years later all nine buses are still in daily service with an average of 600 000 km each to their credit.

Addressing guests at a luncheon, Mr Leo Borman, managing director of CDA, said his company and Ronnies Motors were in East London to stay and intended playing a significant part in the growth of South Africa and particularly East London.

Outlining CDA's investment in East London's economy, Mr Borman pointed out CDA's annual wage bill was R10 million a year, while the company's spending power in East London was R41 million a year.

Mr Borman said he was tremendously optimistic about the growth potential of the East London area and had no doubt East London would play an important part in the growth of South Africa.

Indaba on 40c

By PETER SETUKE

THE Orlando Civic Association (OCA) this week met Putco officials at New Canada on the fares issue.

Mr R Stone, Putco divisional manager, said Meadowlands was supposed to pay 42,6 c, and Orlando about 38,8 c. Since they could not charge fractions of a cent the fare had to be a general 40 c for both townships.

Mr Stone added that negotiations were under way for a line to be opened between Orlando and Booysens if the local transportation board approves of it.

Putco was planning to set up 85 busstops with shelters.

25/4/80

AIR TARIFFS

Sky high

332

Tariffs for air-freighted perishables have soared by 47% since the end of August last year.

Freight rates for perishables averaged 65c/kg at that point. But on September 1 tariffs rose by 12%; on October 1 by 10%; and on March 1 by 10%.

The increases effectively pushed up tariffs to a new high of 95c/kg.

Air freighted perishables . . . now a luxury

The impact of the compounded tariff hike will be substantial, says one prominent exporter of perishables. "Our exports used to be available to the man in the street in the UK and Europe. With these increases they will become luxuries," he laments.

It is expected that in volume and money terms, exports will plunge 17%-18%. "And we stand to lose considerable volumes of air freighted exports to sea routes. Sea freight takes three to four weeks. Inevitably quality and condition deteriorates," the exporter adds.

Cash crops hit

Cash crops such as beans, capsicums, aubergines, sweetcorn, and pineapples are expected to be hardest hit.

Tom Snoek, director of F & R Waring, the biggest exporters of non-controlled perishables, says he expects every perishable export to be affected. "So much of the demand overseas is elastic — as prices go up, demand goes down. Every item will be affected to some degree, depending on how marginal profitability was before."

He expects cut flower exports will also suffer. "And it will kill a lot of vegetable exports, for example capsicums and beans of different varieties."

Snoek expects certain fruits — melons, litchis, avocados — will be able to carry the extra freight and duty. "But volumes will be reduced and only certain markets able too absorb the extra costs."

Snoek estimates the loss in foreign exchange could be as high as R5m to R8m annually, following the tariff increases.

Ailing banks cost Govt close to R1-million

STAR 30/4/80

332

Tom Duff, Political Reporter

CAPE TOWN — The Motor Vehicle Assurance Fund has lost about R130 000 in interest on investments with Rondalia Bank, which was placed under curatorship in November 1976 due to liquidity problems.

This brings the amount known to have been lost by Government bodies through loss of interest on investments with ailing banks close to R1-million.

And according to the Auditor-General's report on the MVA Fund, Rondalia Bank still owed the fund about R300 000 at the end of April last year.

The fund invested R750 000 with the bank in 1976. However, the bank went into curatorship in November of that year and interest rates were cut.

The Wool Board has lost more than half a million rand through investing R3-million with the Rand Bank only months before it was put under curatorship.

Losses totalling hundreds of thousands of rands have been suffered by six black administration boards which invested with the bank.

INVESTIGATION

Two boards — those for the East Rand and Port Natal Areas — invested about R1-million each in the bank only about three weeks before it was placed under a curator on February 1, 1977.

Investments by some administration boards are to be investigated next month by the Select Committee on Public Accounts — Parliament's watchdog on government spending.

Mr Philip Myburgh, Opposition spokesman on agriculture, said today the Wool Board's half a million rand loss raised a new set of questions, not only regarding the board itself, but all other agricultural control boards.

These boards were entrusted with large sums of

FM 2/5/80

332

TRANSPORT

Kings of the road

The SA private transport industry, which last year boosted its workload 12,4% to 170m t, while its actual earnings rose 24,8% to R654m, is all set to increase performances by 30% in 1980.

According to the Department of Statistics, a total of 13 573 t was carried in January this year, up 14% on last year. The first quarter is regarded as a flat operating period by the industry, but transport companies report work levels equal to the average 14 800 t carried in the last two quarters of 1979.

While the number of units operating last year increased only marginally to 16 747, and distance travelled only 1,5% to 878 686 km, earnings nevertheless rose substantially by almost 25%. Without exception, operators put this down to enhanced efficiency in the face of threatened fuel cuts by government, although changing patterns within the transport infrastructure itself cannot be overlooked.

Peter Haines, GM of United Transport subsidiary Transtorage and chairman of the Johannesburg Chamber of Commerce transport committee, highlights the immediate buoyancy of the economy as a reason for the upsurge this quarter. "Short haul work kicked off immediately from day one with increased demand," he says. Coupled to this, short haul work has had the added bonanza of a bigger "free carrier area" in which to operate.

The SA Railways has gradually been relinquishing its tight grip on road transport within metropolitan areas, and in 1978 the area was enlarged to include Brits, Heidelberg and Sasol magisterial districts.

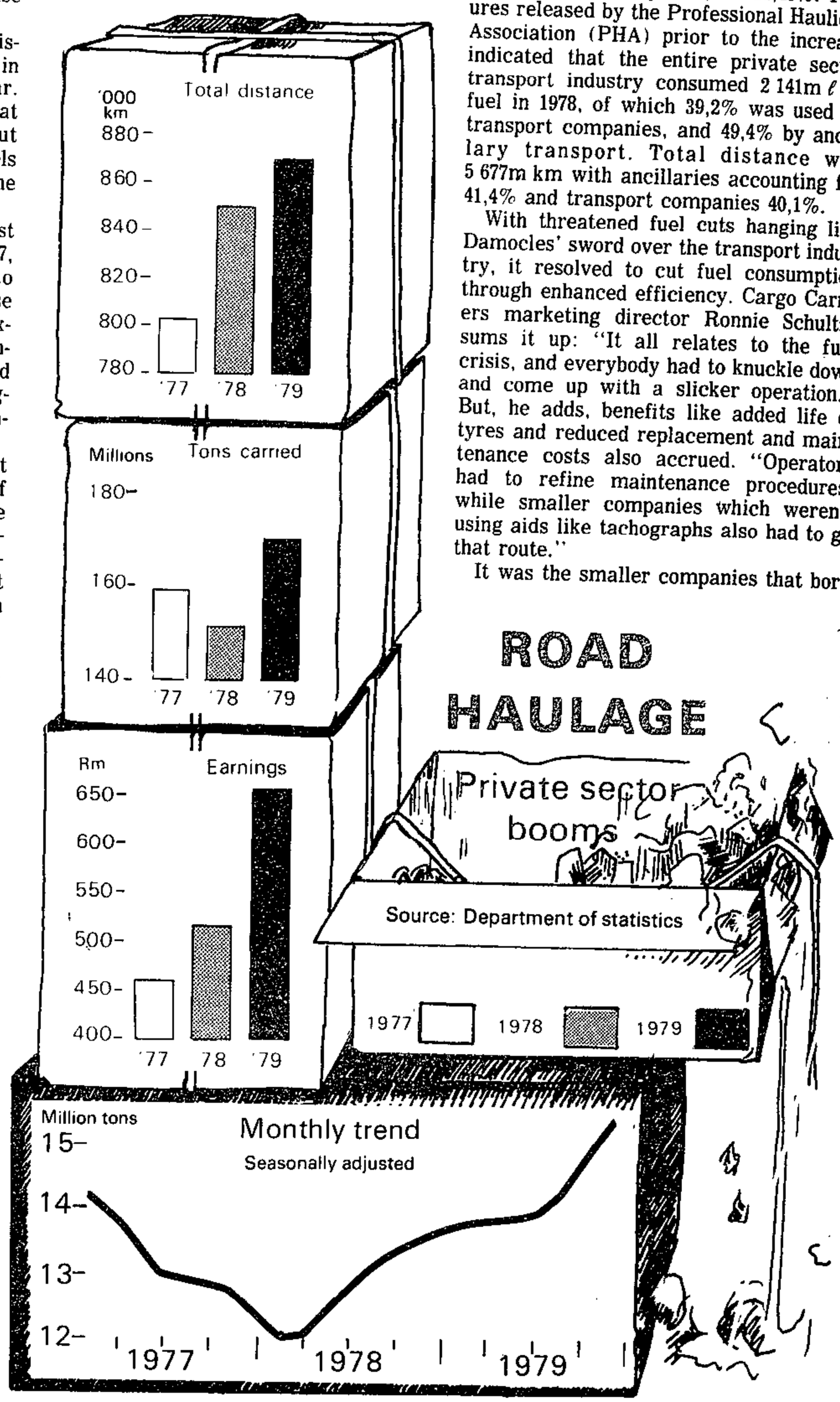
"Considering that it is in the greater PWV area that a hell of a lot of the boom is taking place, this opened up things for private companies considerably," says United Transport marketing officer Jim Beaumont. Another factor is that regulations pertaining to transport companies were brought in line with those of ancillary operators (producers using their own fleets), granting them the opportunity to exploit larger areas.

This, says Beaumont, caused ancillary operators to cut down on fleets and turn more to contractors. "Escalating capital expenditure and operating costs have necessitated greater reliance on specialised expertise to ensure efficiency." For instance, outlay on a fleet of 40 container trailers and 20 truck tractors tops R1,5m, and costs (including fuel) within industry have risen 59,04% over the past two years.

But undoubtedly the greatest catalyst to enhanced efficiency has been the fuel crisis. Between April 1978 and February 1980, the Seifsa Road Transport Index rose 59,04% to 3 314. Between June and July 1979 (when the diesel fuel price was hiked 46%), it rose 574 points, or 21,46%. Figures released by the Professional Hauliers Association (PHA) prior to the increase indicated that the entire private sector transport industry consumed 2 141m ℓ of fuel in 1978, of which 39,2% was used by transport companies, and 49,4% by ancillary transport. Total distance was 5 677m km with ancillaries accounting for 41,4% and transport companies 40,1%.

With threatened fuel cuts hanging like Damocles' sword over the transport industry, it resolved to cut fuel consumption through enhanced efficiency. Cargo Carriers marketing director Ronnie Schultze sums it up: "It all relates to the fuel crisis, and everybody had to knuckle down and come up with a slicker operation." But, he adds, benefits like added life of tyres and reduced replacement and maintenance costs also accrued. "Operators had to refine maintenance procedures, while smaller companies which weren't using aids like tachographs also had to go that route."

It was the smaller companies that bore



N Atlantic pressure sends rates higher

332

RDM 5/5/80

SA FREIGHT MARKET

THE OVERALL market has remained firm, with rates well maintained, reports Afromar.

The North Atlantic was under more pressure last week, with 60 000 tons being able to secure $21,50 for a grain cargo from US Gulf to the Continent. From the Great Lakes the firm rate of $50 was paid for a 16 500-ton grain cargo from Thunder Bay to the UK.

In the Hampton Roads coal trade, 85 000 tons were arranged to Japan at $20,75 with the vessel having to sail via the Cape.

It is also noticeable that the very large ore and bulk carriers are in short supply. Although the strong emphasis has shifted from the Pacific to the Atlantic, the Far East market remains steady.

Some interesting rates have been paid on time charter, mainly for trips, although a 54 000-tonner obtained more than $12 400 a day for 15 months' employment.

For trips a 50 000-tonner was taken with delivery Japan via Brazil to the Continent at $15 500 daily, and in the Atlantic a 53 000-tonner was taken for a transatlantic round voyage with delivery Skaw at $17 000 a day.

Tweendeck tonnage seems to be doing well, especially in the Far East and South-East Asia areas where there appears to be a large amount of grain products moving. This is being covered on time-charter basis.

Otherwise, demand is good out of the Continent with a good Pallion type obtaining $8 150 for a trip to the Caribbean.

The US Gulf is not so strong, with a build-up of tonnage putting a damper on improvement. However, a semi-container vessel of 16 000 tons obtained $13 500 for a trip to the Persian Gulf. Although that rate looks high, the insurance rates on vessels going into the Persian Gulf are also high.

The South African market is about unchanged, although one or two charterers take the view that rates for some types of vessels should ease. However this has not been too evident.

Grain charterers have cargoes to move to both the Far East and to the Mediterranean and are talking about the same rates as last done.

Coal charterers had several cargoes to quote from both Durban and Richards Bay to the Continent. However, little fixing was reported.

The anthracite producers arranged a small cargo to Japan at a reasonable rate.

Ferroalloy charterers covered a cargo to Italy and were looking for tonnage to cover material to the US. A 10 000-ton cargo of steel products was quoted from Durban to the UK. Charterers came into the market for 20 000 tons of sulphur from west coast US to Maputo for an early loader.

Sugar charterers were active, with the Malawians said to have arranged about 12 000 tons from Beira to the US Gulf or US east coast at around $48. The Swazis have 15 000 tons to move from Maputo to the same destination, and there is still an inquiry for American account from Durban.

Time charterers have not been so active for bulkers, although a 30 000-tonner was done for a trip to South Korea from Durban at $10 100 a day plus a ballast bonus of $180 000 for a prompt position.

In the liner section a 16 700-ton modern vessel was fixed with delivery passing Maputo for a trip to Singapore range, including Hong Kong, at $7 250 a day.

Unicorn in fuel drive

332

DM 5/5/80

UNICORN Lines has withdrawn from service and is converting the main engine and fuel treatment system of the 4 600 dwt Sezela to enable the vessel to operate on a lower grade of heavy fuel oil.

This is part of a fuel conservation programme to offset the continuing increases in the cost of marine fuels.

The company's naval architect, Captain Gilbert Calver, said the substantial capital outlay for the purchase and installation of a steam generator, tank heating coils, pumps, purifiers and other essential equipment would be recovered from lower-priced heavy fuel.

Unicorn set up a fuel conservation committee last year to investigate ways of reducing the fleet's fuel account. The first stage was to examine the blending of fuels.

"By research and study of optimum combustion and engine operating and maintenance performance, we are now able to run the larger vessels in the fleet on more economical blends of marine diesel and heavy fuel oil," Captain Calver said.

"The second stage is the conversion of ships' engines. Apart from the Sezela, we are considering converting the tramper vessels, Ridge and Verge."

Captain Calver said that the South African oil refineries had introduced refining techniques to obtain the maximum quantity of diesel fuel from each ton of crude. This was because of large demand for high-grade diesoline for land transport and agriculture.

"However, the quality of the residual oil or heavy fuel oil supplied to the marine industry could not be maintained in the new cracking process — hence our efforts to find alternative fuel blends."

Unicorn's expertise in the marine field had led to requests for technical consultation from trawling companies.

"Our advice to such inquiries has been largely based on experience and practical results achieved aboard our own vessels," he said.

UNIVERSITY OF CAPE TOWN
BOOK

Taxi fare hike hits commuters

Post 21/5/80 (332)

PEOPLE travelling by taxi from Saulsville station were yesterday faced with a 10 cents extra charge on the fare.

The fare increase by the Atteridgeville and Saulsville Taxi Owners' Association (Astoa) was effective from yesterday.

Commuters now pay 30 cents daily. Before the increase, the fare was 20 cents from Tuesday to Thursday and 30 cents from Friday to Monday. Scholars will pay 20 cents.

The Public Relations Officer for the Saulsville and Atteridgeville Taxi Club, Mr Joseph Malatjie told **POST** that his association was not aware of the increase.

He said: "We were not officially notified about the increase. In fact, it makes no sense to us.

"As far as our association is concerned, Astoa is not recognised by our members and as such, they are not going to overcharge people unnecessarily," Mr Malatjie said.

The secretary for Astoa, Mr P J B Mtimkulu could not be contacted for comment.

Degree/Diploma/Certificate for which you are registered (e.g. B.A., B.Sc.) .....

Subject.....
(to be copied from the heading on the Examination Paper)

Paper No.....
(to be copied from the heading on the Examination Paper)

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered); leave columns (2) and (3) blank.

	Internal	External
(1)	(2)	(3)
7		
Examiners' Initials		

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

1. No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

Made in South Africa TRIO-RAND/S.P.C.T. PSL/UPD 100 000 1978 PD UCT AM7a Vervaardig in Suid-Afrika

8/05/80 ARGUS

The line and the Unicorn

UNICORN Lines contributes in large measure to the industrial development of the Western Cape through its regular shipping services linking Cape Town with all ports on the Southern African seaboard and to West Africa, East Africa, South America, the Indian Ocean islands, Israel and Sri Lanka.

Cape Town is the base for the vessels in the company fleet which serve the minor ports of Saldanha Bay, St Helena Bay, Lamberts Bay, Port Nolloth and Luderitz. Grindrod Shipping in Cape Town also acts as managements agents for the ships operating the West African trade up to and including the Ivory Coast.

Furthermore, Cape Town is the home of Unicorn's most modern container depot which offers a comprehensive storage, repair and refurbishing service for the company's own container fleet as well as those for other shipping lines and container leasing companies.

Refurbishing of containers — restoring them to mint condition — is undertaken at the Cape Town depot at a rate of 1 000 a year and the depot has been recognised by Lloyds as an 'approved repair establishment.'

Unicorn's history is closely associated with the Cape in that one of the companies which merged to form Unicorn — Thesen's Steamship Company Limited — was established on the Cape coast 111 years ago.

The Thesen brothers, emigrants from Norway, built up a flourishing timber and shipping business linking Cape Town, Port Elizabeth and Knysna, and — by the end of the century — East London and Durban.

Thesens was acquired after World War 1 by the Houston Line of Liverpool, the first employers of Captain John Grindrod, who first arrived in South Africa during the South African War with a cargo of Hungarian horses for the military.

Although Thesen's changed hands several times, and was successively owned by Houstons, William Cotts, Coast Lines and ultimately Safmarine, its name and identity were retained.

Safmarine, concentrating on building up its overseas business, placed Thesen's in the 'pool' with African Coasters and Smiths Coasters in 1965 to form the present day Unicorn, in which Safmarine now has a substantial shareholding with Union Corporation as partners.

Bus fares up — yet nobody is responsible

Post 9/5/80

By MZIKAYISE EDOM

BUS FARES in Daveyton, Benoni, will be increased by 50 percent as from June 1 — but both the Daveyton Community Council and the East Rand Administration Board (Erab) have denied responsibility for the increases.

A senior official of Erab yesterday said the increases, by 5c were introduced by the Daveyton Community Council. He said: "Erab is not responsible for the increases. We only approved them after they were introduced and asked for by the Community Council."

Mr Gabriel Thabang Mphosi, chairman of the Council denied yesterday that the Council was responsible for the increases. He blamed Erab for increasing the fares.

He said: "In fact, this is the first time I hear of the increases. Erab must not take us for a ride and say that we are responsible for the increases. I am going to call a council meeting soon to discuss this and to investigate who increased the fares."

The notices, with the new increased fares, were distributed by the Daveyton Bus Service which is owned by Erab.

The new fares are as follows: Within Daveyton from 10c to 15c and from Daveyton to Santa hospital from 15c to 20c The fare for scholars will remain 7c withir Daveyton and from Daveyton to Santa.

Lack of facilities hits ship repairers

STAR 9/5/80

(332)

Own Correspondent

DURBAN — South Africa loses millions of rands in foreign revenue annually because Durban's four major ship repair yards are compelled to reject contracts for the lack of adequate dry docking facilities, says Mr Rhys Steytler, ship repair manager of James Brown and Hamer.

He was speaking this week while final preparations were under way to refloat the Danish reefer vessel, Pep Ice, which underwent extensive repairs to her bottom and rudder in Durban's floating dock.

The repair contract, which is rumoured to have been about R1,7 m, required an estimated 260 tons of steel and took 42 days to complete — six days less than originally planned and 50 tons more steel than had originally been thought necessary.

UNCERTAINTY

Durban nearly lost that contract because of uncertainty as to whether the dry dock could be occupied for the required period.

James Brown and Hamer is believed to have been the only tenderer to have considered using the floating dock, and they won the contract.

At that time it was planned to repair as much of the hull as possible, and then refloat the Pep Ice for two weeks while the floating dock was used for other scheduled repairs and then return her to the dock.

Efforts by the port authorities, however, allowed the Pep Ice to remain in dock and return to the water on Tuesday, five days ahead of schedule.

"It's not the port captain's fault. Unfortunately the port office is more or less compelled to put a restricted time on the period a vessel can be accommodated in dock because of the pressure and demand," Mr Steytler says.

A few months before the Pep Ice ran aground on a reef in the Mozambique Channel, JB and H had had to turn down a repair contract requiring 500 tons of steel for the same reason.

"We thought of taking that ship to East London, but that would have put about 15 percent on to the contract price," Mr Steytler said.

"You can talk to any of the repair yards and they'll tell you similar stories," he added.

The repair work done on the 4 300-ton deadweight Pep Ice is a typical example of the kind of work South African shipyards can do.

EARNINGS

"It is now obvious that we have the know-how and expertise to undertake this type of work — utilising 100 percent local content — and it is about time the ship repair industry was given more recognition.

"If they want us to continue to be involved in the bigger type of repairs, we must be given more facilities. There is no limit to how far we can expand, because prices in South Africa at the moment are very competitive," he said.

The Salvage Association rates South Africa in the lower price category for ship-building internationally, though most of the auxiliary and specialised machinery still has to be imported.

MRS SIDWABA

DT 9/5/80

Apology for race snub

(332)

PORT ELIZABETH — A Transkei diplomat's wife who was ordered to "get upstairs or get off the bus" has had apologies from the Port Elizabeth bus company and the police.

Mrs Theodora Sidwaba, wife of Transkei's trade consul based in Port Elizabeth, said she was visited yesterday morning by a police captain and the Market Square bus station manager, Mr Colin Gouws, who has also brought a letter from the company.

"They were most apologetic. The captain from Baakens Street police station said the incident was deeply regretted and was being investigated. He and Mr Gouws also saw my husband at his office and told him how sorry they were."

The incident occurred when Mrs Sidwaba sat in the "white" downstairs section of a Summerstrand bus. Her diplomatic identification document was ignored by an inspector who later returned with two policemen when she ignored his order to go upstairs, where seating is for all classes, or else "get out."

In an interview yesterday, the general manager of PE Tramways, Mr Carl Coetzee, said: "For my part the sooner we can desegregate buses, the better. But in the past we have had opposition. On the park and ride service there is no segregation and we have no problems."

Mr Coetzer said blacks were the biggest bus users by far. "But we have to cater for whatever the demands to satisfy all sections." — DDC

13/05/80 ARGUS (WA) (332)

Lone fighter Roberts 'dismayed'

MR Rommel Roberts, a community worker who fought a lone battle against the bus fare increases, said today he was 'absolutely dismayed' by the National Transport Commission's approval of fare increases.

Mr Roberts has decided, in the light of the increase, to stop collecting funds to pay City Tramways' legal costs.

'While I would like to convey my gratitude to those who have supported me, I don't want people who are using the buses and who have to pay the increases to also have to pay City Tramways' costs,' he said.

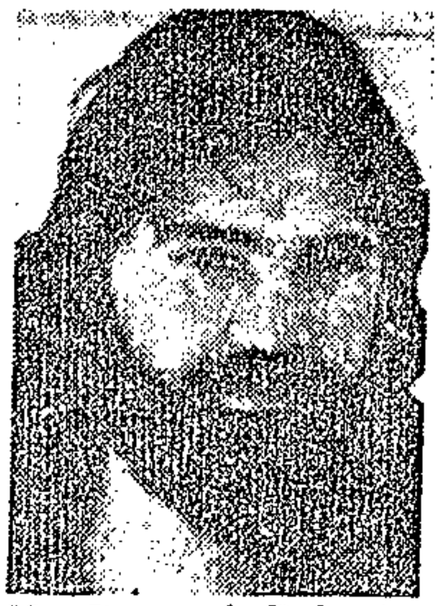
'I would rather the people use their money more productively.'

He said he was not surprised at the commission's decision, although he had hoped the members would see the situation in its serious light.

'People have so many financial demands with every commodity increasing in price and with every aspect of community life where finance is involved becoming burdensome.'

It was difficult for him to take the matter further as he was still saddled with a huge debt.

'I would in any case hesitate to do so without a clear mandate from the community. I would prefer that the community took it up in the best way they see fit.'



Mr Rommel Roberts

R1,2m Container Depots expansion

332

RDM 12/5/80

SA CONTAINER Depots has embarked on a R1 200 000 expansion programme of its Durban facilities. The container storage area is to be increased by another hectare.

A rail siding will be provided alongside a new eight-bay shed, a second gate house will be built to separate the movement of container vehicles from cargo-carrying vehicles to improve traffic flow, and a workshop will be provided for the repair of 24 containers simultaneously.

This building programme to augment the facilities in Durban was announced in Johannesburg by Mr Tony Yuill, managing director of SACD.

He said: "Our monitoring of traffic flows and projections have made it clear that we have to extend our facilities to cater for important developments that are to take place shortly.

"Containerisation of the sea trade with the Far East is well under way and with the advent of fully cellular container ships on that route we have to be ready to meet all demands.

"We have to provide extended facilities for the large volumes of cargo which remain on the shed floors for extended periods after unpacking from containers."

The provision of a rail siding for SACD's Durban Depot will enable it to handle cargo volumes of import and export commodities.

Mr Yuill said the expansion programme was due to be completed by the end of October to be ready for the increased cargo flow during the busy import period of November and early December.

12/05/80

ARGUS

New bus clipcard system

332

CITY Tramways are introducing a new, simplified clip-card system on Thursday which, they claim, will enable them to analyse route demands more accurately and easily, with a resultant cost saving which will benefit the commuter.

Tramways have bought a new ticket dispensing system and instead of the colour coded tickets which were preprinted, their new machines will issue the tickets, including two-route cards, on one card.

The card will be identified by a route code and the fare, and although different in appearance, will retain the system of five in and five out fares for a total of 10 journeys.

They will also be valid to the second Friday following the day of purchase.

Posters explaining the new coding system will be erected at all selling points before Thursday and purchasers are warned to check the expiry dates, route codes and fare amounts on their cards when paying for them.

About 70 percent of bus commuters are affected by this change in the clip card system.

Mr Gabriel Mphosi blames Erab for the fare increase.

People angry over bus hikes

By MZIKAYISE EDOM

MOST residents in Daveyton, Benoni, told POST yesterday that they would not pay the five cents increase in bus fares, until it was clarified who had introduced it.

Bus fares will be increased by 5 cents in the township as from June 1 — but both the Daveyton Community Council and the East Rand Administration Board (Erab) have denied responsibility for the increases. Erab said last week it only approved the 5 cents increase after it was introduced and asked for by the community council. Mr Gabriel Mphosi, the chairman of the Daveyton council blamed Erab for the increase.

Miss Bantse Mokate said: "People should boycott the buses and should not pay the increase until it has been clarified who had introduced it. Erab and the community council are taking the residents for a ride and this should come to an end."

Mr Jafta Molemohi said: "Both Erab and the council are confused bodies. The community council should disband and people should elect their own leaders who will fight such issues as the bus fare increases."

Mr Gordon Marasela said people should boycott buses. Another resident Mr Thabo Radebe said Erab and the council should make it clear who increased the fares.

Mr Mphosi was yesterday supposed to have met Mr S H Britz, the Benoni area director at 11 am to discuss the increase. But, at the time of going to Press, the meeting had not taken place. **POST** tried to contact Mr Mphosi but he was not available for comment.

Notices with the new increased fares, were distributed by the Daveyton Bus Service, which is owned by Erab.

The new fares are as follows: within Daveyton, 10 cents to 15 cents; from Daveyton to Santa Hospital, 15 cents to 20 cents.

13/05/80 ARGUS

(332)

Bus fares go up on Monday

CITY TRAMWAYS bus fares will go up on Monday. They were approved, with certain limitations, by the National Transport Commission on May 7.

News of the approval was received by City Tramways and the objectors this morning in Cape Town.

The NTC cut about 40 fare applications by between 10 and 30 percent — mainly on routes to coloured and black townships. This means that instead of fares going up by 80 percent on certain routes they will now increase by 60 percent.

On another route, instead of a 60 percent increase as requested, the fares will rise by 40 percent.

The fares increase will come into force after an eight-month moratorium caused by a Supreme Court ruling after an action brought by Cape Town community worker, Mr Rommel Roberts.

INVALIDATED

In August last year he succeeded in an application for the fares to be returned to their pre-July 6 levels after the Supreme Court declared invalid a Local Road Transportation Board decision to grant the increases.

Subsequent attempts to hear fresh applications based on the same increases in various forums were thwarted twice, once by a Supreme Court action which Mr Roberts lost in January this year, and was finally heard by the National Transport Commission in April.

After two months of deliberations, during which they called for further information, the NTC made their decision last week.

EXAMPLES

City Tramways today released examples of cuts in the amounts they applied for, but, in the main, fares will increase by between 15 and 60 percent — the figures which gave rise to the furore last year which ended in the Supreme Court.

They said clip cards would cost more in certain instances but many others would not be increased. However, the introduction of the new clip card system announced yesterday made it difficult to compute which routes would be affected.

City Tramways was working on this aspect today and hoped to be able to give more positive facts soon.

Tramways executives said they did not want to comment on the NTC's decision.

● See Page 13

78,5 + 27 = 105,5 53% 3

UNIVERSITY OF CAPE TOWN
EXAMINATION ANSWER BOOK

Guards to be put on Mother City's buses

332 MM 13/5/80

All a

Nu

Nu

Surna

First N

Date ...

Degree

you are

Subjec

(to

Paper

(to

Own Correspondent

CAPE TOWN. — In the wake of a spate of robberies on Cape Town's buses, City Tramways — the city's privately owned transport company — will put security guards on their buses.

The guards will make short trips on the buses, in the areas affected, and will make rapid changeovers between the buses in an attempt to stop the attacks.

None of the drivers themselves will be armed.

But there are 10 000 bus movements a day and it was not known how effective the move would be, a spokesman for City Tramways said yesterday.

The announcement came after three robberies at the weekend, in which more than R240 was stolen from drivers. The previous weekend, four drivers were robbed of a total of more than R200.

Although the spokesman agreed that a new spate of attacks had started, he pointed out there had been a previous wave of attacks. During 1979, two Tramways drivers were murdered, one was seriously injured and many were held up at gunpoint.

He refused to disclose what other tactics would be employed against gunmen attacking drivers, and said permission could not be given for a photographer to take pictures on a bus.

He said security measures were changing all the time and these could not be disclosed.

Last weekend:

- Mr Charles Schuller, 33, was robbed of R60 by two passengers armed with a gun, while he was in Vanguard Drive, Mitchell's Plain, on Friday night.
- Mr Wilfred Kriel, 23, was at the Crossroads bus terminus when he was robbed of R102 by two armed men on Saturday night at 8pm.
- Mr David Skippers was at the Nyanga terminus at 10pm when he was held up by two armed men and robbed of R83 in cash.

Recently Tollgate, the monthly magazine produced by Tollgate Holdings — the holding company who owns City Tramways — quoted the security officer for Tramways as saying the high crime rate areas were Hanover Park, Elsies River, Netreg and Bonteheuwel.

Plain clothes men travelled bus routes during the day and night, keeping their eyes open for potential criminals, especially in areas known to be dangerous.

The security men were in constant contact with operating headquarters, the magazine said.

EVERY CANDIDATE MUST enter in column (1) the number of each question answered (in the order in which it has been answered); leave columns (2) and (3) blank.

	Internal	External
(1)	(2)	(3)
1b	14	
2b	15	
3a	8	
Examiners' Initials		

NOTE C

NING

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

1. No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

Made in South Africa TRIO-RAND/S.P.C.T. PSL/UPD 100 000 1978 PD UCT AM7a Vervaardig in Suid-Afrika

Some of the men who went on strike yesterday.

Sugar men strike over low wages

Post 14/5/80

332

MORE than 120 men went on strike at Ullman Bros Cartage Contractors and Warehousemen in Industria, Johannesburg, yesterday.

Being underpaid was one of the reasons for the strike.

The workers, who unload sugar from goods trains onto trucks for delivery in Johannesburg and on the Reef, claim that they spoke to the managing director about the matter two weeks ago but nothing has happened.

Among grievances mentioned by the workers are "odd working hours," unpaid overtime and non-registration of workers.

The all male workers staged a sit-in strike outside the firm and threatened not to work unless they were given an immediate pay-rise and the other were grievances attended to.

The workers demand a minimum wage increase of R30 a week.

One worker claiming six years service said he was earning R25 a week. He said when he started he earned R10 a week.

"This company makes a lot of money and still rejoices in exploiting us. Sugar is very heavy," he said.

According to the workers it is not only the unregistered worker who is underpaid but also the registered. They claim that the maximum salary for the registered worker is R39 a week.

The drivers were apparently not working as there were no goods loaded for them to deliver.

POST tried several times to talk to the managing director but was told that he was too busy to speak to the Press.

332 Post 14/5/80

Bus increase is blocked

By Mzikayise Edom

THE Daveyton Community Council at its monthly meeting yesterday cancelled the bus fare increases due to come into effect next month.

The council took this decision after more than 50 women had demonstrated against the increases in front of the chambers.

The women had carried placards that read: "We protest on bus fare increases — azikhwelwa", "Bus increases — a big NO", and, "Erab consult us."

The decision also come

The decision also comes after **POST** had reported that both the East Rand Administration Board (Erab) and the council have denied responsibility for the increases.

Erab said last week that it only approved the 5c increase after it was introduced and asked for by the community council.

But the council blamed Erab for the increase.

The council at yesterday's meeting ruled that the increase be nullified.

Mr Gabriel Mphosi, chairman of the council, said: "This council was not informed when the increase was introduced and all we saw were notices notifying the residents about the new increases.

"My council does not know who introduced this. I want to warn the residents they should not pay the 5 c increase because the fares will remain as they are."

This decision by the council comes a few weeks after they withdrew the R3 lodger's fee introduced by Erab.

This came after **POST** had made investigations into who had introduced the lodger's fee as both the council and Erab denied responsibility.

14/05/80 ARGUS

LET STATE RUN CITY BUSES — LABOUR

(332)

THE Leader of the Labour Party, the Rev Alan Hendrickse, has called on the Government to nationalise all transport in the wake of yesterday's announcement that City Tramways will increase bus fares by between 15 and 60 percent from Monday.

Mr Hendrickse said the increase would come as an added blow to the coloured community.

'One thing that is regrettable is that the people who can least afford it must pay the price for the Government's policy of separation,' he said.

Uprooted

The coloured people had been uprooted and shifted to isolated areas and were forced to use public transport to reach their places of employment.

The Rev Alan Hendrickse

'I believe the Government should be responsible for absorbing the increased costs of running bus services, rather than passing the burden on to commuters,' he said.

Mr Hendrickse said the Government held a monopoly as far as the railways were concerned, and he felt all public transport should be included in the Government transport portfolio.

'The nationalisation of all transport is the only solution,' he said.

Problems

Mr David Curry, well-known community leader and chairman of the Labour Party, said the increased bus fares would create severe social problems and place tremendous stress on families.

He said the Group Areas Act forced coloured people to live far away from cities and employment centres.

Social welfare workers reported that children were inadequately fed and most suffered hardships as more and more price increases were heaped on families.

'A father has to work, and is forced to use the buses to do so,' he said.

Similar thoughts were expressed by Rev David Botha, moderator of the NG Sendingkerk, who said any price increases affected the coloured population adversely.

'The poorer people are the first to suffer and feel the effects,' he said.

Mr S M Tindleni, president of the Co-ordinating Civic Council for Cape Town's black townships, has also called on the Government to subsidise bus companies.

Unfair

Unless this was done, he said, he could see no end to the 'unfair increases' imposed by bus companies.

'The Government should bear in mind that were it not for its ideology we would still be living close to the city and places of work,' said Mr Tindleni.

'The people's capacity to endure the increases was very close to breaking point'.

'The Government will be advised to come up with a solution which will save people from this hardship.'

NOTE CAREFULLY

1. Enter at the top of each page and per or other mate-
   of the block on this cover the n examination room
   question you are answering. ucted.
2. Blue or black ink must be use unicate with other
   answers. The use of a ball point on except the invi-
   able. Red or green ink may be
   underlining, emphasis or for to be torn out.
   which pencil may also be used.
3. Names must be printed on each s anded to the com-
   (e.g. graph paper) where sheets before leaving the
   examination book(s) are used.
4. Do not write in the left hand marg

Any dishonesty will render the car xclusion from the

Made in South Africa TRIO-RAND/S.P.C.T. Vervaardig in Suid-Afrika

'Don't pay taxi hikes'

332

Post 14/3/

By Malose Matsemela

MR JOSEPH Malatjie, the public relations officer for the Saulsville and Atteridgeville Taxi Club (SATC) yesterday called on residents travelling by taxi between Saulsville and the township not to pay 10 cents extra on the fare.

He said his association rejected the increment because it was arbitrarily decided by an individual and without the consent of the taxi owners. He warned commuters not to pay the increment as from yesterday.

INCREASE

The increase was announced last week by Mr P J B Mtimkulu, secretary of the Atteridgeville and Saulsville Taxi Association. Stickers with his signature were pasted on taxis in the area.

The increase was effectively imposed on Tuesday last week. Commuters had to pay 30 cents daily instead of 20 cents from Tuesday to Thursday and 30 cents from Friday to Monday.

Mr Malatjie said his association does not recognise ASTOA. "According to their own constitution, they could long have disolved."

MEMBERS

He said taxi owners operating between the Saulsville station and the township are full time members of the taxi club.

"They will under no circumstances allow themselves to be fooled by irresponsible people who are merely hoarding money from the community," Mr Malatjie said.

The president of Astoa, Mr Count Moerane had said he knew nothing about the increases.

AY MAY 14 1980

14/05/80 ARGUS

Bus fare fighter still in debt

HAVING decided to stop all collections of funds to pay a R20 000 bill, community worker Rommel Roberts is now going to 'wait to see what happens'.

'Mr own lawyers' costs have been settled,' he said today. 'I still owe City Tramways R11 000 after their bill was taxed from R20 000.'

He has not received the bill from the Deputy State Attorney which he also has to pay, but estimates it to be R9 000.

'Although I do intend to pay the debt when I can, I'm going to forget about it for now and try to live a normal life,' Mr Roberts said. 'I'm not very worried about it.'

In January, he lost an application to the Supreme Court asking that the National Transport Commission be prevented from hearing the bus company's fresh application for a fare increase. He was ordered to pay the costs of two counsel who represented City Tramways and the Commission.

After the approval of fare increases by the National Transport Commission yesterday, Mr Roberts decided to stop the fund as he felt he could not ask people who had to pay higher fares to also pay City Tramways' legal costs.

332

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

PRICE + 1c GST 20c PRYS + 1c AVB

Registered at the Post Office as a Newspaper ABROAD 30c BUITELANDS *As 'n Nuusblad by die Poskantoor Geregistreer*

POST FREE · POSVRY

Vol. 179] PRETORIA, 16 MAY MEI 1980 [No. 7003

GENERAL NOTICE

NOTICE 344 OF 1980

It is hereby made known that the Minister of Transport Affairs will submit a bill as indicated hereunder for approval.

Any person intending to submit representations or objections in this regard shall forward such representations or objections to the Director-General of Transport, Private Bag X193, Pretoria, 0001, within a period of 60 days from the date of publication of this notice.

J. J. DU PLESSIS, for A. B. EKSTEEN, Director-General: Transport.

BILL

To provide for the prevention and combating of pollution of the sea by oil; to determine liability in certain respects for loss or damage caused by the discharge of oil from ships, tankers or offshore installations; and to provide for matters connected therewith.

Introduced by the Minister of Transport Affairs

Be it enacted by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:

Definitions

1. (1) In this Act, unles the context otherwise indicates—

(i) "area of the Republic" includes the territorial waters of the Republic; (vii)

(ii) "bareboat charterer" means the person chartering a ship or a tanker on the condition, whether or not in addition to any other conditions, that such person shall have exclusive possession and control of such ship or tanker during the currency of the charter; (xi)

(iii) "certificate" contemplated in section 13 (1); (xx)

(iv) "Convention" means the International Convention on Civil Liability for Oil Pollution Damage, signed in Brussels on 29 November 1969 and published for general information under General Notice 58 of 1978 in *Government Gazette* 5867 of 27 January 1978, and

ALGEMENE KENNISGEWING

KENNISGEWING 344 VAN 1980

Kennis geskied hiermee dat die Minister van Vervoerwese beoog om die wetsontwerp soos hieronder verstrek voor te lê vir goedkeuring.

Iemand wat vertoë of besware in hierdie verband wil rig, moet sodanige vertoë of besware aan die Direkteur-generaal van Vervoer, Privaatsak X193, Pretoria, 0001, rig binne 'n tydperk van 60 dae vanaf publikasie van hierdie kennisgewing.

J. J. DU PLESSIS, namens A. B. EKSTEEN, Direkteur-generaal: Vervoer.

WETSONTWERP

Om voorsiening te maak vir die voorkoming en bestryding van besoedeling van die see deur olie; om aanspreeklikheid in sekere opsigte vir verlies of skade veroorsaak deur die uitlating van olie uit skepe, tenkskepe of see-installasies te bepaal, en om voorsiening te maak vir aangeleenthede wat daarmee in verband staan.

Ingedien deur die Minister van Vervoerwese

Daar word bepaal deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:

Woordomskrywing

1. (1) In hierdie Wet, tensy uit die samehang anders blyk, beteken—

(i) "aardolie" aardolie soos omskryf in artikel 1 van die Wet op Mynregte, 1967 (Wet 20 van 1967); (xiv)

(ii) "Direkteur-generaal" die Direkteur-generaal: Vervoer; (vi)

(iii) "eerste beampte" die beampte wat in bevel is van die kantoor van die Tak Marine van die Departement van Vervoer by 'n hawe; (xx)

(iv) "eienaar", met betrekking tot 'n skip of 'n tenkskip, die persoon wat as die eienaar van die skip of tenkskip of van 'n aandeel in die skip of tenkskip geregistreer is of, by ontstentenis van registrasie, die

Bus fare increase hits the poor

FROM Monday May 19 commuters, already hard-hit by the spiralling cost of living, will have to fork out up to 60 percent more for their bus fares.

Translated into hard cash, that means a jump from 25c to 38c if you travel the Wetton-Claremont route, and an even bigger one from 20c to 38c if you're unlucky enough to ride the Manenberg-Athlone bus.

The drawn-out fight between City Tramways and their passengers — who went to the Supreme Court to prevent the bus company from raising their fares — swung in favour of Tramways when the National Transport Commission approved an average increase of 60 percent.

So all that battling for reduced fares (which resulted in massive court bills for the men who stuck their necks out, community worker Rommel Roberts and Mitchells Plain Residents' Association official Paul Patience) was in vain.

A despondent Mr Roberts said this week that life was becoming more and more of a burden for the man in the street. He said that he would like to take the matter further but was already faced with a huge debt.

The man who took on the Mitchells Plain bus company, part-owned by City Tramways, Mr Paul Patience, commented: 'It's disgusting that people who earn so little have to use most of their limited resources just to travel to and from work.'

THE following are examples of City Tramway's new fare structure showing how the National Transport Commission cut the amounts requested.

Route	Old fare	Fare applied for	Fare granted
Cape Town — Factreton	30c	45c	40c
Cape Town — Kensington	30c	45c	40c
Cape Town — Acre Road	30c	45c	40c
Cape Town — Maitland	30c	45c	40c
Claremont — Hanover Park	25c	40c	38c
Claremont — Wetton	25c	40c	38c
Claremont — Nyanga	25c	45c	40c
Claremont — Guguletu	25c	45c	40c
Claremont — Heideveld	25c	45c	40c
Mowbray — Bonteheuwel	20c	40c	38c
Mowbray — Bridgetown	20c	40c	38c
Mowbray — Heideveld	20c	40c	38c
Mowbray — Hanover Park	30c	40c	38c
Mowbray — Manenberg	20c	40c	38c
Mowbray — Guguletu	25c	45c	40c
Athlone — Manenberg	20c	40c	38c

Local transport boards 'open'

332

~~269~~

RDM 17/6/80.

HOUSE OF ASSEMBLY. — The Minister of Transport Affairs, Mr Chris Heunis, yesterday announced that coloureds and Indians could be co-opted to local transport boards.

Replying to debate on the Transport Affairs Vote, Mr Heunis said the co-opted members would receive the same pay as their white colleagues, who served on a permanent basis.

The boards concerned are in Pretoria, Johannesburg, Cape Town, Kimberley, Potchefstroom, Bloemfontein, Maritzburg and Durban.

The step was in keeping with Government policy to consult with different population groups on matters affecting their communities, the Minister said.

Mr Heunis also said there was a dire need to formulate South Africa's transport policy to ensure adaptability, and a policy formulating body had to be established to involve all authorities and the private sector in transport affairs.

He said the country's whole transport system would have to be reviewed.

By the turn of the century between 70% and 80% of the country's total population would be living in urban areas.

"In the past we have been hampered by the oil crisis and other factors, but now, for the first time, all the transport media resort under the Department of Transport.

"We must ensure that the principle of free enterprise in our transport policy, and a new approach will have to be formulated to ensure an adequate transport infrastructure.

"In the past few months I have been holding talks with the private sector in Johannesburg, and I have received submissions from most of them. I have also had talks with the provincial administrations and they are all favourably disposed.

"At present the planning and the financing, among other things, of our transport affairs, are fragmented."

Mr Rupert Lorimer (PFP Orange Grove) said South Africa was turning away and losing export orders because of insufficient air freight facilities.

He said many advantages could be created for the country if unscheduled operators were allowed to enter the air freight market.

At present the industry was in the hands of the Department of Civil Aviation and South African Airways, which treated it as a by-product of the passenger service.

Air freight was not popular because of its bulk and weight and in most instances it simply did not pay to make use of the service.

Producers of perishable goods, cut flowers and the exporters of luxury items such as crayfish, found it extremely difficult to get their products to the proper markets.

Other points made during the debate included:

● Mr G C du Plessis (NP Kempton Park) called drastic increases in subsidies for the training of civil aviation pilots. He said the purpose of the civil aviation subsidy scheme was to provide a nucleus of pilots to serve the country's needs. But because of the extended period of National Service, increases in the cost of living and especially the increased price of fuel, the number of applications for the subsidy were decreasing.

"At the start of this year there were 40% less applications for subsidies than normally every year . . . I appeal to the Minister to look at the matter and to consider personal assistance where possible," he said.

● Mr George Bartlett (NRP Amanzimtoti), called for a better balance between the State and the private sector in transport affairs. There were those who were trying to manipulate people in the lower income group as far as transport was concerned, he said.

● Mr Brian Page (NRP Umhlanga) said the time had come to take a new look at the facilities at South African airports. He said that what frustrated air travellers most was the time they had to spend in cramped conditions at airports.

Catering left much to be desired and was denting South Africa's image. It was time that catering services at the airports be given back to the South African Railways.

At Jan Smuts Airport, 193 000 passengers passed monthly through the domestic course.

● Mr Ray Swart (PFP Musgrave) said there was a real need for better communication between the State and the private sector in the field of transport.

MR CHRIS HEUNIS
. . . reform needed

"The private sector has a vital role to play in transport services and the establishment of a national transport advisory council involving the private sector is an urgent necessity if there is to be proper coordination of transport facilities," he said.

● Mr Keppies Niemand (NP Kimberley South) said it would take the authorities 80 years to go through all the drivers licences in South Africa to eliminate forged or false licences. He said most false licences were obtained for profit to the purchaser.

Something had to be done about the system which required motorists to show their driving licences within 21 days after being involved in an accident or apprehended for a traffic offence.

Mr Niemand said there was no control to ensure that it was the same person showing his licence.

● Mr Horace van Rensburg (PFP Bryanston) said the wind could meet all of South Africa's future energy needs.

Technology had come a long way from the old farm wind generator, and with a long coastline and its off- and on-shore Aar currents South Africa's wind energy could replace the need for further nuclear and thermal power stations. — Sapa.

Driver shortages blamed for bus complaints

C. Times 17/5/80 332

A SHORTAGE of drivers has been blamed for the poor bus service from Mitchells Plain to Hanover Park and Nyanga Station.

This was the reason given by the managing director of the bus company, Mr T Brice, who said that the company had recently lost 18 drivers, 'poached' by the building industry.

Mr Brice — of A B Holdings — added that existing staff were forced to work overtime to cope with the demand.

'We sympathise with the people who are suffering under the present situation,' Mr Brice said. 'We promise that we will do everything possible to remedy the situation. We have already advertised for new recruits to train as drivers. Provided we get the drivers we will be able to wrap up the matter in the next few weeks.'

COMPLAIN

The bus commuters certainly have plenty to complain about — as a Cape Herald team found when they visited the Rocklands bus terminus at 6.25 last Friday morning.

Queues of up to 400 people formed for buses arriving every 15 minutes.

We asked some of the passengers what they thought of the wait:

- 'This has been happening for the past two weeks,' said Mr C Jacobs angrily. 'The organisation is terrible and is causing many of us to be late for work each morning.'
- Mr J Abrahams: 'The queues are so long that if you don't get to the bus terminus by 6.30 am or earlier then you only arrive at work at 9.0 am.'
- Mrs P Swartland: 'I work in Lansdowne and have to be up at least by 5.30 am to be at work by 8.0 am. It's disgusting.'

Mr John Anderson, chairman of the Rocklands Action Committee, said: 'People are fed up with the poor service. When the rail service becomes available I doubt whether the bus company will have any passengers as numerous appeals to them have gone unnoticed. If people don't support them when the trains are in operation then they'll have only themselves to blame.'

Bus-operateurs kry eie liggaam

RAPPORT 18/5/80

332

DIE land se voorste operateurs van passasiers-busdienste, wat gesamentlik byna 7 000 van die sowat 11 500 busse op Suid-Afrikaanse paaie beheer, het 'n verteenwoordigende liggaam gestig.

Dit sal bekend staan as die Southern Africa Bus Operators Association (SABOA). Die stigterslede het 'n bedrag van R60 000 bygedra om die eerste bedryfsjaar van die vereniging te finansier.

Alle beroepsbus-operateurs, ongeag ras of kleur, van enige plek in Suider-Afrika mag by die vereniging aansluit. Die bestaande lede sluit sowel die private as die openbare sektor in en hul busse lê ongeveer 400 miljoen myl jaarliks af. In die proses word byna 1 000 miljoen passasiers vervoer.

Die vereniging is voornemens om 'n hoogs gekwalifiseerde mens as heeltydse uitvoerende direkteur aan te stel. Advertensies is reeds landwyd geplaas en die SABOA hoop om binne 'n paar weke 'n aanstelling te doen.

Die doelwit van die vereniging en ook die vernaamste take van die uitvoerende direkteur is om die belange van bus-operateurs te verteenwoordig tydens beplanning en in samesprekings op alle vlakke met die Regering, om die beeld van die bedryf te verhoog en om die bedryf se bydrae tot die nasionale ekonomie behoorlik te verduidelik.

Die eerste voorsitter van die SABOA is mnr. Ockert Goosen, uitvoerende hoofbeampte van United Transport Holdings. Ander lede van die uitvoerende komitee is mnr. Albino Carleo, besturende direkteur van Putco, mnr. Dana Viljoen, hoofbestuurder (vervoer) van die Korporasie vir Ekonomiese Ontwikkeling, mnr. Marshall Cuthbert, hoofbestuurder van die Durban Transport Management Board en mnr. Johan Barnard, besturende direkteur van Cape Tramways.

13/05/80 ARGUS

What you will pay on the bus

(332)

THE following are examples of City Tramways' new fare structure showing how the National Transport Commission cut the amounts requested.

Route	Old fare	Fare applied for	Fare granted
Cape Town—Facreton	30c	45c	40c
Cape Town — Kensington	30c	45c	40c
Cape Town — Acre Road	30c	45c	40c
Cape Town — Maitland	30c	45c	40c
Cape Town — Ndabeni	25c	45c	40c
Cape Town — Pinelands	30c	45c	40c
Claremont — Hanover Park	25c	40c	38c
Claremont — Wetton	25c	40c	38c
Claremont — Nyanga	25c	45c	40c
Claremont — Guguletu	25c	45c	40c
Claremont — Heideveld	25c	45c	40c
Lotus River — Retreat	25c	40c	38c
Lotus R—Kenilworth Cen	30c	40c	38c
Mowbray — Langa	25c	40c	35c
Mowbray — Epping	30c	60c	55c
Mowbray — Bonteheuwel	20c	40c	38c
Mowbray — Bridgetown	20c	40c	38c
Mowbray — Heideveld	20c	40c	38c
Mowbray — Hanover Park	30c	40c	38c
Mowbray — Manenberg	20c	40c	38c
Mowbray — Guguletu	25c	45c	40c
Athlone — Manenberg	20c	40c	38c
Mowbray — Nyanga	25c	45c	40c
Mowbray — Paarden Eiland	25c	45c	40c
Retreat — Steenberg	25c	40c	38c
Wynberg — Lotus River	25c	40c	38c

19/05/80 ARGUS

Bus shock as clipcard fares jump

(332)

SURPRISE, shock and dismay were the reactions of Cape Town bus commuters who flocked to clipcard kiosks today, to find that clipcard fares had jumped up by nearly 70 percent.

They have been trying to avoid the massive hikes in cash fares, introduced today, of between 15 and 118,75 percent.

Few knew that prices were up between 20 and 66,6 percent in the new clipcard system, coincidentally introduced last week.

Queues became impatient as they were held up by confused commuters.

Many missed their buses as they waited unhappily for their turn at the tiny kiosk windows, hearing shocked reactions from people who had to dig deeper into thinly lined purses for the extra money.

'TOO MUCH'

'It really is too much,' said Guguletu housewife Mrs Jane Mazakwe, who chars three times a week in the Claremont area. 'Last week we paid R1,50. Now we have to pay R2,50.

'I don't know what I'm going to do. I will have to speak to my employers and maybe they will be generous enough to help me pay the extra.'

More bewildered was a young Hout Bay man who goes by bus from Hout Bay to Wynberg, then entrains to Claremont, from where he goes by bus to his R15-a-week job in Philippi.

For him, the increases mean another R2 a week. His confusion worsened by a meagre grasp of the two official languages, he said: 'Now I will not have enough money to buy clothes and bread and soup. I don't know what to do.'

Trains, crowded to bursting-point from Guguletu and Nyanga, were even more packed todays as people changed their mode of transport to avoid the fares increases.

Many using the buses do not have to pay the new fares because their old [illegible] are still valid [illegible]

[illegible]em, the shock will come when they have to replace their cards.

ADDITIONAL

City Tramways officials laid on additional selling points from a mobile clipcard truck to supplement the little Hanover Park kiosks.

They reported there had been a marked swing to clipcards as cash-fare commuters did their best to cut their losses. The cash fare from Hanover Park to the city has risen 90 percent, and the clipcard fare has risen from R1,50 to R2 — a third.

Bus fares, the old and the new—Page 4.

20/05/80 ARGUS

New bus fares bite into black incomes

(332)

IF an average white family, with an income of R700, were to travel by bus the same distance as an average black family living in Langa, they would spend R49 a month on bus fares alone.

And if this same family spent as much of its income on bus fares as a family in Grassy Park, they would spend R35 on bus fares every month.

The proportional expenditure of the family's income if they spent as much on bus fares as a family living in Heideveld would be R94 a month.

These figures do not include the train fare many people pay every month over and above bus fares.

EXAMPLES

Families telephoned at random by The Argus gave the following details about what they spent every month on bus fares:

● The Sitsila family living in Langa has a total income of R144 a month. The family consists of Miss Sitsila who is unmarried, her mother, and her seven children, all of whom go to school.

Miss Sitsila, working as a waitress in Rondebosch earns R120 a month. Her mother contributes a pension of R24 a month to the family income.

Six days a week, Miss Sitsila takes the bus from Langa to Mowbray. With the increase in bus fare, her coupons now cost R2,20 for 10. She takes the train from Mowbray to Rondebosch.

Two of her children go to school in Guguletu. Their coupons cost 80 cents for 10. The other children walk to school in Langa. Miss Sitsila's average expenditure on bus fares for her family is R8,70 a month — about seven percent of her income.

● The Abrahams family of Grassy Park have a total income of R290 a month. This includes the wages of the parents and three children. Two other children go to school in Grassy Park.

Mr Abrahams cycles to work. Mrs Abrahams and her three children take the bus to Wynberg where she works. From there, the children take the train to the factories where they work.

Mrs Abrahams pays for the coupons for all of them. At R2,20 for every set, she spends about R16,50 a month on bus fares — more than five percent of the family income.

● The only income for the Barendse family of Heideveld is that of Mr Barendse, who earns R54 a week. He takes the bus to town every day, and from town, takes the dock bus to work. His coupons cost R4 a set.

Mrs Barendse visits her mother in Crawford three times a week. The return journey is R1,60 so it costs her about R19,20 a month.

SHOPPING

The family goes shopping in Athlone every Saturday. The bus fare they pay monthly is R3,20.

The total amount the family spends on bus fares alone is about R26,40 a month — 12 percent of Mr Barendse's income.

Some families telephoned by The Argus said with the increase in bus fares, they were trying to use the bus less frequently.

One woman said it was cheaper now to shop at the more expensive shops near her home than to take the bus to cheaper ones in other areas.

RDM 20/5/80

Maputo in R50m bid for SA coal

332

By ADAM PAYNE

MAPUTO Harbour and Railway authorities are expected to make a bid for a lucrative 5-million to 8-million tons of coal exports, mainly from the Transvaal, by building a R50-million coal-handling plant to ship coal from South Africa, Swaziland and probably Zimbabwe.

Prequalification documents for prospective tenderers have been issued by the Johannesburg representative of Mozambique Harbours and Railways, Mr J Coelho.

Watching the bid to gain this traffic is TCOA whose managing director, Mr Dick Bird, is puzzled.

He said: "We understand that export permits are limited to 44 million tons by the mid 1980s.

"By the mid 1980s, Richards Bay coal terminal will be able to handle this tonnage. The 5-million to 8-million tons of possible exports through Maputo would, therefore, seem to have to get further export permission but we do not know that this has been granted by the Government.

"It seems strange that tenders for a coal-loading plant will be called before the Mozambique Harbour and Railway authorities are satisfied that they will get the coal."

Mr J Coelho was confident, saying: "There are several sources of coal in Southern Africa although the main one is South Africa.

"We have been contacted by clients outside the TCOA who cannot get export permission through Richards Bay because the coal-loading terminal is fully committed.

"These clients have been told that if they can get export facilities they will be allowed to export through Maputo.

"We hope to bring these people together, to find out how much coal they can export through Maputo and then we will take a final decision.

"Meanwhile, we have issued prequalification documents from prospective tenderers which must be submitted by June 16."

According to Engineering Week, Soros Associates of New York, a firm with great experience in harbour construction, has drawn up the list of instructions for building the terminal, a feature of which will be a linear shiploader similar to one in Narvik, Norway, and possibly a system to handle anthracite through a soft-drop loading device.

The Mozambique authorities are planning to dredge Maputo harbour so that it can take bulk carriers of 80 000 tons in future which would be loaded at the facility at a rate of 3 000 tons an hour.

Mr Coelho said Mr David Pickering, a former managing director of Consolidated African Mines, and Mr John Popper were advising Maputo Harbours and Railways on marketing.

As to finance for the project, one party concerned with it, said: "A number of organisations are involved, including consumers as well as producers and some have indicated an interest in participating. In any case, contractor finance is usually available and there should be no difficulty in this case."

Mr Coelho was confident the South African Government would allow exports beyond 44-million tons by the mid-1980s, providing the additional port facilities were available, because South African coal reserves were much greater than estimated by the Petrick Commission several years ago.

I am told there is a group of small exporters including Rand London shipping coal through Durban. Members of this group have asked without success for facilities through Richards Bay.

Other independent coal producers include Carolina Collieries and Savage and Lovemore.

COMMENT: The promoters of this project insist that it is a Southern African venture but without a big tonnage from South Africa the prospects of the project could be doubtful.

If a substantial tonnage can be arranged then the building of the terminal will be a boon for the South African coal mining industry.

There would be no problem in railing the coal because of recent improvements to the railway to Komatipoort and beyond, bringing its total carrying capacity to 14-million tons a year.

THE ARGUS, WEDNESDAY MAY 21 1980

21/05/80 ARGUS

Bus fares 'last straw' for chars

(332)

TO domestic workers, especially chars 'whose backs are already breaking under the burden of the cost of living, the latest City Tramways bus fare increases may very well be the last straw.'

This is the opinion of Miss Maggie Oewies, chairman of the Domestic Workers' Union, who said yesterday the increases were 'in utter contempt of the working class person, especially in the light of the disgusting super profits shown by the transport company'.

She said that before the increases many workers were spending more than 25 percent of their income on travelling — but now with the minimum bus fare increase of 50 percent some workers were spending as much as half of their salaries on transport.

HARDEST HIT

Miss Oewies said the workers especially hard hit were those who could not use clipcards because they charred in two or three different suburbs a week, sometimes as far apart as Sea Point and Muizenberg.

She said people in the lower income group could simply not afford the 'extravagant' increases.

Domestic workers interviewed at the Kloofnek bus stop in St George's Street said they did not know how they would make ends meet and they would have to cut corners drastically.

One worker, Mrs Elizabeth Matolengue, a char from Guguletu, said to make ends meet she had to sacrifice the 'luxury' of travelling by bus to the station so that she could buy food for her family.

R40 A MONTH

Mrs Elizabeth Ntshano said she used three clipcards a week and together with her train fare it cost her nearly R40 a month to travel from job to job. This she said was about R15 more than she used to pay.

She said she was more fortunate than other domestic workers because she worked in two places the whole week and could therefore take advantage of the 'meagre' clipcard concessions.

Most of the workers said they would have to ask their employers for more money but doubted whether their request would be met.

week of solidar
show that we hav
injustice they s

The League suggo
as the "WEEK O
meetings, editor
suffering of the

A group has de
week, as an act
comply with the

* You may
(e.g.

* You mus

* You may

* You may
or publ
trial ar
state p

* You may

* You may

* You may
meetings.

* From 6 p.m. on Friday 30th May to 6 a.m. on Monday 2nd June you are under house arrest and may not leave your home.

BEAR IN MIND THAT YOU HAVE BROKEN NO LAW ...

Bus fare hearing

Pos 24/5/80

THE date for the hearing of PUTCO's application for higher fares for the Witwatersrand and Pretoria has at last been set, it is May 29 next week.

Spokesmen for both PUTCO and the Legal Resources Centre, representing a group organisations and individuals opposing the bus increases, confirmed yesterday that the local Road Transportation Board has notified them of the meeting at the board's offices next Thursday.

However, a spokesman for the Transportation Board said he was not aware the issue was to be discussed at their next week meeting.

The row between PUTCO and objectors to its increases kicked off last year when a lone passenger, Ms Kathleen Mullieggan, brought a court order against the company to force it to withdraw recently increased fares.

ned or banned. We must
e conscious of the

26th May 1980 be regarded
sympathisers to arrange
prayers to highlight the

period for a full
to participate, please

district
visit the city).

rson at a time.

6 p.m. and 6 a.m.

establishment, printing
library, the residen-
any premises where

idual.

publication.

Please remember that the Banned live under these conditions year in and year out. Many of them are people who used to play a full and valuable role in their communities, which they are now prevented from doing.

Remember too the families of the innocent Banned and Detained who share their suffering.

NO PUNISHMENT EXCEPT THROUGH THE COURTS - JUST LAWS JUSTLY APPLIED

Issued on behalf of the Civil Rights League, 527 CTC Building, Plein St., Cape Town 8001 by Dr. Z. Hughes (Chairman).

FM 23/5/80

(332)

CHRIS SEABROOKE

Taking the gap

Chris Seabrooke is precise, well informed and sharp. That, anyway, is the impression he makes when he says: "I was born at 8 pm on Friday, January 16 1953." It comes as no surprise that he has just been appointed MD of Merchant Shippers (the trade finance arm of SA Bias Binding Manufacturers) at only 27.

He finished top of his class in 1970 and went on to enrol for a full-time commerce course at Natal University. "It was good fun being a student but I felt I was wasting time," says Seabrooke, still manifesting much of that impatience. He decided that it would be more profitable to complete his degree part-time and he joined Commonwealth Shippers in 1972.

Within two years he had been appointed to two of the group's boards and he took over the Durban operation four years later. "I guess they realised I had itchy feet," is his only comment.

His studies didn't fall by the wayside, though. After finishing his B Comm, Seabrooke went on to complete a B Acc. "I envisaged becoming a CA but didn't fancy doing articles."

Work has always come first for Seabrooke. It has been varied and interesting.

"I met Louis Burke at a wedding in 1977. He was in a tight spot at the time and asked if I would help. Their company had three good shows on the drawing board at the time – all they needed was a bit of breathing space. I negotiated with their creditors who managed to give them the time they needed."

He then became, as he calls it, the reluctant producer. "Louis was involved in making the film *Follow that Rainbow* and I got dragged in. From the guy who puts the figures together, I ended up in the canvas chair.

"I had to take six months off from Commonwealth to finish the film, but I had been with the company seven years and needed the break. Maybe not such a hectic one," he says, laughing.

Did he aspire to movie direction following the experience? "No," he says, emphatically, "it made me realise how much I enjoyed structuring financial deals."

Clients are not only local. "I got a phone call out of the blue from an international consortium. They wanted me to put forward a hotel project to the Seychelles government. At 25 I found myself on a plane to London, negotiating at government level," he says, still somewhat amazed.

Negotiations went off well but the scheme never materialised because of the "political unrest."

No Eastern mystic, Seabrooke is a great believer in logic. "Ideas and deals must be well structured to work," he states. "The trick, however, is to work backwards. Look at where you want to be and work backwards from there," is his advice to both politicians and businessmen.

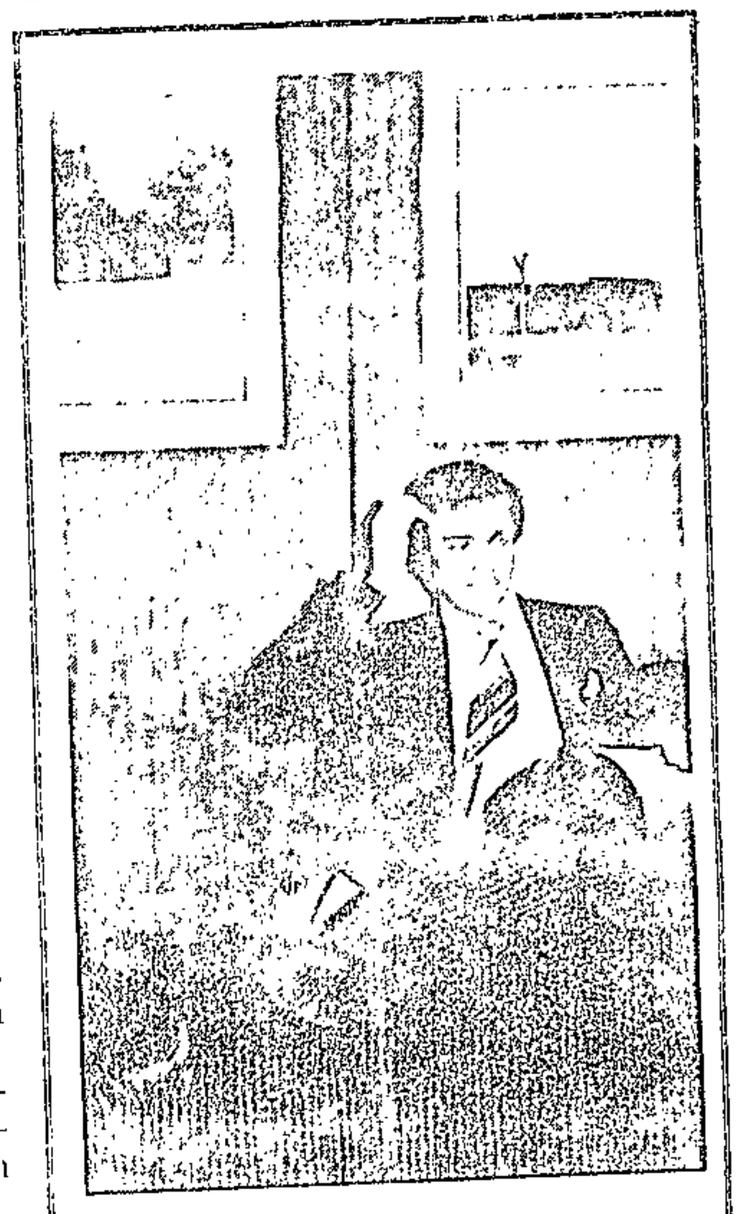
When Trade and Industry took over Commonwealth recently, Seabrooke had to "take the gap" and build up a medium sized shipping operation. "The company will have a new image: old fashioned service combined with 80% aggression," he explains, obviously liking the phrase. "Clients will be given a total package."

"We aim to increase turnover by about 200% and should do around R30m or so this year."

Isn't there overcapacity in the market? "No," is his firm answer. "Eight shippers have gone out in the last six years – there is definitely room for us.

"Our borrowing capacity is considerable. SA Bias Binding is substantially undergeared."

Is he just a bright boy or are there other reasons for his success? "I work and push myself hard. I have also been lucky – the gap has always been there to take."



Seabrooke . . . the trick is to work backwards

75,5 + 39 = 114,5 = 57%

3

23/05/80 ARGUS

Bus fares an 'explosive' issue

(332)

Mr G S Bartlett

Clause in Bill dangerous—NRP

Parliamentary Staff

OPPOSITION speakers in the Assembly yesterday attacked a proposed measure enabling bus companies to continue charging new increased bus fares while judgment is awaited in any court proceedings about them.

Mr G S Bartlett (NRP, Amanzimtoti) described the proposed measure as 'extremely dangerous' and said it could lead to confusion and confrontation between bus companies and the public.

Speaking in the resumed second-reading debate on the Road Transportation Amendment Bill, he appealed to the Minister of Transport, Mr Chris Heunis, to bear in mind that the issue of bus fares was 'a potentially explosive problem.'

Mr Bartlett was referring to clause five of the Bill in terms of which tariff increases authorised by a transportation board or the Transport Commission may not be suspended pending judgment in any court proceedings.

He said it was important that appeals against bus fare increases should not be delayed.

Public transport should not be allowed to become a political football.

M Bartlett said responsibilities which had to be accepted by the various parties involved included:

- The Government had to bear the responsibility in the case of people, often low-income workers, who had been moved to areas far away from their places of employment;
- Bus companies should not be allowed to make excessively high profits, but should be allowed a reasonable return on their investment;
- Bus users should not expect to 'travel for nothing' and had to be made to understand that they were being subsidised. The public had to be made aware of the cost of transportation.
- Finally, employers in considering wage increases for their employees should take into account the cost of transport.

Mr Tiaan van der Merwe (PFP, Green Point) said his party was so strongly opposed to clause five that it would oppose the Bill in spite of the fact that the party approved of most of the other provisions.

The clause would make it impossible to seek the temporary suspension of increased bus fares by way of an interdict in the Supreme Court, pending judgment in proceedings on the merits of a court case about the increases.

Mr Tiaan van der Merwe

Mr van der Merwe said the Minister in motivating the clause had referred to interdicts granted on technical points in such cases.

If the clause became law in its present form it would mean that a bus company could make an unjustified extra profit from an increased tariff if that tariff were to be declared void in a final court judgment.

(To be copied ...

ter in
estion
it has
2) and

al

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

WARNING

1. No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

Made in South Africa TRIO-RAND/S.P.C.T. PSL/UPD 100 000 1978 PD UCT AM7a Vervaardig in Suid-Afrika

Bus owners to revamp image

RDM 23/5/80. (332)

Industrial Reporter

BUS operators in Southern Africa have formed a representative body — the Southern Africa Bus Operators Association (Saboa).

The move follows a long period during which the bus business and its public image have suffered from rising costs and wage bills and restricted timetables.

South Africa's bus operators have decided to go on the offensive and lobby for their interests, and Saboa is to be the vehicle for raising the profile of the bus companies.

The founder members of Saboa — drawn from the private and public sector — account for about 7 000 of the 11 500 buses on Southern Africa's roads, cover more than 400-million kilometres a year and carry nearly 1 000-millon passengers. The founders have contributed R60 000 to finance the association's first year of operation.

Saboa members hope for representation in planning discussions with Government departments; co-operation with training institutions about the supply of manpower to the bus services; solidarity with other transport bodies and unified responses with them to issues; combined research to avoid duplication and a co-operative image-enhancement for the industry.

Saboa is looking for a full-time executive director to take charge of the association's affairs and act as the bus industry's spokesman.

Saboa's chairman is Mr Ockert Goosen, chief executive of United Transport Holdings, and the other members of the executive committee are Mr Albino Carleo, managing director of Putco; Mr Johan Barnard, managing director of Cape Tramways; Mr Dana Viljoen, a general manager of the Corporation of Economic Development; and Mr Marshall Cuthbert, general manager of the Durban Transport Management Board.

"Tremendous challenges face our industry," Mr Goosen said. "As the most flexible mode of public transport and as a far more fuel-efficient mode of transport than the private car, the bus obviously has a more important role to play in our national life.

"On the other hand, fast-rising costs are creating difficulties for operators, whose profitability is often too low to finance better and expanded services. Passengers also face higher fares and the Government needs to increase subsidies to passengers.

"Individually, bus operators enjoy good relationships with the Department of Transport and the provincial, municipal and homeland authorities, but we are in dire need of an authoritative spokesman for the industry as a whole," he said.

MLR same

LONDON. — The Bank of England's minimum lending rate is unchanged at 17%.

UCT

Sport Special ★ Late Sport Special ★ Late Sport Special ★

Clipcard increase brings despair

MR Malcomess Ntloko — 'nothing I can do.'

MRS Doreen Kannemeyer — increases 'ridiculous'.

MISS Vivian Booysen — 'will have R45 left'.

ANGER and despair was the reaction from people queueing for clipcards at the new, higher-than-ever rates in the city this week.

From his salary of R120 a month, caretaker Mr Malcomess Ntloko will be handing over R25 in fares, leaving him R95 to meet his commitments.

'There is nothing else I can do. My family in the country gets half my money, and I live on the rest.'

Mr Ntloko lives in single quarters in Langa and works at a block of flats in Vredehoek. His train fare to Cape Town is R2,80 weekly, and the city-to-Vredehoek bus is now R5,20, a total of R5.

Miss Doreen Kannemeyer from Manenberg called the increases 'ridiculous.'

A worker in a city office, she explained that a recent pay increase would be almost eaten up by fares.

'How can anyone get on like this?' She will now pay R18 for her monthly fares.

Miss Vivian Booysen has to travel from Guguletu to work in Clifton every day. 'After this increase I'll have R45 left for the month. What can I do with that?'

Family man Mr G Greentree said the increase was not merited 'because they had an enormous profit last year.'

Mr Greentree has two school-going children, aged 15 and 17 years, who pay increased fares of 38c from Heideveld to Athlone.

'Luckily they get lifts in the morning and I only have to worry about the return fare, but my monthly fares bill is already nearly R33.'

PFP: 'Busfare' Bill is unfair to commuters

(332) RDM 28/5/80.

THE ASSEMBLY. — No limits should be placed on the power of courts to protect the rights of the commuter, Mr Tiaan van der Merwe (PFP Green Point) said yesterday.

Commuters' rights were too often considered to have only nuisance value, he said in debate on the Road Transportation Amendment Bill, introduced by the Minister of Transport Affairs, Mr Chris Heunis.

Mr Heunis said bus companies were sometimes forced to return to their old fares through court interdicts on technical grounds, despite the fact that increases had been approved by the Road Transport Commission.

In terms of the Bill the increased tariffs would remain in force until a court of law had given a final ruling.

Mr Van der Merwe said he was opposed in particular to a clause which sought to remove the basic rights of members of the public and the duty of the Supreme Court to protect them.

"This clause represents an invasion into the jurisdiction and the power of the Supreme Court.

"It is a particularly repugnant aspect of this clause that the impression is created that the Supreme Court will grant an interdict lightly or without good reason."

Mr Van der Merwe said his party felt so strong about that provisions of the clause that they would oppose the Bill in its entirety.

"We cannot afford in South Africa to eliminate the rights of our people because we lack the judicial and administrative staff to enforce and protect them."

The clause could not distinguish between interdicts on technical grounds, as suggested by the Minister, or on substantial grounds, as it was not possible to make this distinction in legislation. — Sapa.

	1.4				*	58.20	58.20
8	.60	13.40	*	53.60	*	53.60	26.80
9	1.20	3.80	*	35.20	*	39.10	39.10
0	.80	20.20	*	80.80	*	85.40	85.40
			*	ABSENT	*	.00	.00
4	.80	16.20	*	64.80	*	66.40	66.40
8	1.20	9.80	*	39.20	*	42.60	42.60
1	.40	21.60	*	86.40	*	76.20	76.20

61
7
58.58

58.58

UCT

Residents plan bus boycott

CAPE TIMES 28/5/80

(332)

Staff Reporter

BUSES were used "normally" to and from Langa, Guguletu and Nyanga yesterday, according to a spokesman for City Tramways, Mr A Krause.

"As far as we know there was a normal pattern of usage," he said yesterday in response to reports that buses were not able to run in these areas because of the communities' decision to implement a bus boycott.

-POSITION.

T-SYL.

-SYL.

E-FILE.
E-FILE.

GET-FILE.
GET-FILE.
ET-FILE.

ITION-FILE.
ITION-FILE.
POSITION-FILE
SITION-FILE.

UCT

29/05/80 ARGUS

Bus fares: Heunis, Argus and the facts

332

Parliamentary Staff

THE Minister of Transport Affairs, Mr J C Heunis, this week accused The Argus of having published incorrect information about bus fares and of misleading the public.

Replying in the Assembly to the second-reading debate on the Road Transportation Amendment Bill, he referred to reports and editorials which appeared in the newspaper earlier this month.

The Minister said no mention had been made of the fact that a large portion of bus fare increases was paid for by State subsidies.

Subsidy

The impression created in certain articles and reports was that no subsidy was paid, that the increased tariffs were to be paid in full by commuters, and that the Government was enriching itself with taxes.

This impression was wrong.

Mr Heunis said there were 'glaring errors' in figures giving old and new fares, as published in different editions of The Argus of May 19.

Errors of this kind appeared no fewer than 31 times, thereby misleading commuters, Mr Heunis said.

Not one of these errors was favourable to the bus company. He asked what the motive was. They were errors made 'to spur on the revolt.'

The Minister accused The Argus of making a hero of Rommel Roberts. He believed Mr Roberts did not speak for the commuters.

Reply

The Argus replies: The Minister talked about 'glaring errors' in a table published in The Argus on May 19.

In the first edition that day a line of figures was dropped because of typographical error. The mistake was noticed immediately and the corrected version appeared in subsequent editions which, totalled some 90 percent of the day's circulation.

12 errors

In this version there were 12 errors (in a table containing some 400 facts and figures). The reporter had to work fast from three separate documents to compile the table.

The majority of the errors favoured the bus company. Thus in looking for sinister motives behind the mistakes Mr Heunis is being ridiculous.

As for making a hero of Mr Roberts, his extraordinary campaign for lower bus fares speaks for itself.

The Minister says The Argus gave the impression that no subsidies were being paid by the Government. He specifically referred to a leading article in which he said there was no reference to the fact that transport subsidies already existed.

Cast-iron case

But the article said, 'Surely there is a cast-iron case for more effective transport subsidies.'

And the Minister apparently did not see a report in The Argus of May 16 headed 'Clip cards lessen bus fares shock,' which said subsidised clip-card fares could go a long way to alleviating the shock of huge cash bus fare increases.'

We have searched our files in vain for any suggestion in reports or comment on the bus fares that the Government was enriching itself with taxes.

— Editor

19/05/80 ARGUS

Bus fares —old and the new

(332)

THE following schedule gives examples of old bus fares, new fares, percentage increases, the clipcard fare and a percentage comparison of the cost of the clipcard with the old cash fares. It has not been possible to establish a ratio of cost of old and new clipcards.

From/to	Old fare	New fare	± %	Clip-card (10)	% ±
BELLVILE:					
De Novo	30	55	83,3	3,00	—
Durbanville	30	45	50	2,50	−16,7
Eversdal	25	45	80	2,00	−20
Elsies River	45	40	−11	2,20	−51
CAPE TOWN:					
Bellville	35	65	85,7	2,50	—
Bakoven	30	45	50	2,50	−16,7
Hout Bay	45	65	44,4	3,50	−22,2
Camps Bay	25	40	60	2,50	—
Kensington/ Factreton/ Maitland	30	40	33,3	2,00	−33,3
Paarden Eiland	25	40	60	3,00	+20
Pinelands	30	40	33,3	2,00	−33,3
Killarney	30	55	83,3	3,00	—
CLAREMONT:					
Hanover Park	25	38	52	2,00	−20
Manenberg	25	45	80	2,50	—
Wynberg	30	45	50	2,50	−16,7
Nyanga/Guguletu					
Heideveld	25	40	60	2,50	—
Swartklip	40	65	62,5	3,00	−25
Rondebosch	20	40	100	1,10	−45
Kirstenebosch	20	40	100	1,10	−45
ELSIES RIVER:					
Netreg	25	40	60	2,50	—
Eureka	20	25	75	2,20	+10
Swartklip	40	65	62,5	3,00	+16,7
Parow Industria					
Uitsig	25	40	60	2,50	—
Tygerberg Hospital	25	40	60	2,50	—
Parow	25	40	60	2,50	—
Philippi Industria	16	40	60	2,20	+37,5
Matroosfontein	25	35	40	2,20	−12
Mutual Station	25	45	80	2,50	—
EUREKA:					
Belhar	20	30	50	1,10	−45
Tygerberg Station	20	30	50	1,10	−45
Mutual Station	25	40	60	2,50	—
Parow Industria	25	50	100	2,50	—
HANOVER PARK:	25	40	60	2,50	—
Firgrove	40	65	62,5	3,00	−25
Swartklip	30	50	66,7	2,50	−16,7
Paarden Eiland	new	65		3,00	
Elsies River	30	55	83,3	3,00	—
Wynberg	35	65	85,7	3,00	−14,3
Diep River	40	65	62,5	3,00	−25
Lotus River	30	40	33,3	3,00	—
Parow Industria	35	55	57	3,00	−14,3
Strand	40	40	—	2,50	−33,3
MOWBRAY:					
Langa	25	35	40	2,20	−12
Epping Market	30	55	83,3	2,50	−16,7
Bonteheuwel	20	38	90	2,20	+10
Bridgetown	20	38	90	2,20	+10
Heideveld	20	38	90	2,20	+10
Manenberg/ Hanover Park/ Pinelands	25	40	60	2,20	−12
Newlands	25	40	60	2,20	−12
Nyanga	20	40	100	1,10	−45

Black commuters 'need reassurance'

(Times 29/5/80)

(332)

Staff Reporter

THE black commuter felt he was being exploited by the white man's laws, the white man's transport and the white man's payment for services rendered, a University of the Western Cape sociologist, Mr A Daniels, told a symposium on transport yesterday.

Mr Daniels said the black commuter wanted to be reassured that the cost to him was not assessed in terms of fare only. He paid much more directly and indirectly in both financial and non-financial terms and these were the components that had to be taken into account.

The director of the Cape Chamber of Industries, Mr J F Roos, said that responsibility for bearing the cost of trave, of the longer distances over which employees were forced to travel had been shifted to some extent to the industrialist who had to pay a weekly transport levy for each employee. This had to be paid regardless of where the employee lived or whether he had already been compensated for rising fares.

The levy payments were lost sight of when fares increased and employees sought relief in the form of wage increases. "Travelling costs are an extremely sensitive matter and large hikes in fares are to be avoided if at all possible," Mr Roos said.

Reliable transport

The managing director of Tollgate and director of City Tramways, Mr L R Dickson, told delegates that "if there is one thing we know with certainty, it is that many bus passengers earn insufficient to enable them to meet the real costs of providing safe and reliable transport".

This was not the fault of the transport operator who tended to bear the brunt of the blame, especially when he had paid the rate for the job and provided basic fringe benefits for longer than many of his critics.

In the short term, as far as the provision of fast and reliable bus services was concerned, commonsense management measures such as total prohibition on kerbside parking — a feature of main roads in most Western cities — were a prerequisite.

UNIVERSI
EXAMINA

DIDATE MUST enter in
number of each question
the order in which it has
ed); leave columns (2) and

Internal	External
(2)	(3)
6	

All answer books must be r

Number of books handed	
Number of this book	2

Surname ..... [redacted]
(In block letters)

First Name(s) ..... [redacted]

Date 17/10/78

Degree/Diploma/Certificate for which you are registered (e.g. B.A., B.Sc.) ..... B COMM

Subject ..... ECO'S 1A.
(to be copied from the heading on the Examination

Paper No ..... 1.
(to be copied from the heading on the Examinatior

NOTE CAREFULLY

1. Enter at the top of each page and in column (of the block on this cover the number of th question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

ieces of paper or other mate-
ht into the examination room
are so instructed.

2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

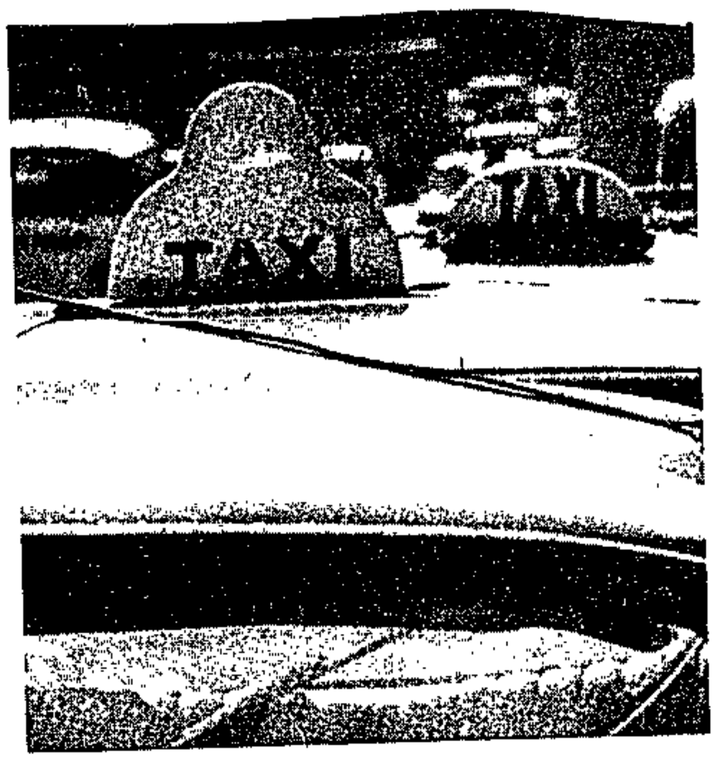
Made in South Africa TRIO-RAND/S.P.C.T. PSL/UPD 100 000 1978 PD UCT AM7a Vervaardig in Suid-Afrika

TAXIS FM 30/5/80

Free for all (332)

Three questions crucial to the future of the urban taxi business came under the microscope at a five-hour hearing of the

Financial Mail May 30 1980



Taxi jam . . . squeezing the small man

Road Transportation Board (RTB) last week.

Appearing before the RTB were Tony Lavine and John Ross-Smith of City Mini-Cabs who were asking for:

- Licences to operate mini-cabs;
- Cruising rights;
- Multiracial licences in the Johannesburg area.

Opposing them at a hearing which became a battleground for the free enterprise system was the established taxi industry and government bodies.

While the industry agrees on opposing the application, there is confusion as to why City Mini-Cabs should be stopped.

Smaller operators — who find themselves victims of the permit system which throttles their operation making expansion impossible — resent new entrants.

Arbie Mouton, of Golden City Taxis, agrees there is a shortage of taxis in the metropolitan area, but does not see why new cabs should get permits.

Rose's Taxi who have the largest slice of the market, operating 50% of white registered taxis, claim there is no room in the market. "Taxis operate at 25% capacity," says Chris Froneman.

One of the few ways of obtaining a taxi licence is to buy one off an existing operator which could cost as much as R2 000, and if the present system is perpetuated the cost could rise substantially.

In US cities where there is unlimited entry (this includes affluent two-car-family US cities) there are about 12 taxis to every 10 000 people. In Johannesburg the figure is as low as 1 in every 10 000.

The industry in unfree cities tends to be dominated by a few large operators, Johannesburg being a prime example.

Fares in free entry cities tend to be half that of those with restricted entry, for example, in Salisbury the flag-down rate is 15c and the fare 30c a kilometre — less than half the fare charged in Johannesburg.

Established interests in the industry claim that cruising is wasteful and will increase cost and therefore prices.

Leon Louw, executive director of the Free Market Foundation, who presented evidence at the hearing, disagrees. "If it is not cost efficient, the operators will not be able to compete and will go out of business. Besides, we must optimise all resources. Time is an important one.

"Evidence, however, indicates that cruising taxis have a lower cost per kilometre, per passenger," he adds.

Rose's is the only company to have obtained multiracial licences, though a number of operators have applied.

The whole system needs to be investigated, claims Louw. "Not only does the permit system fly in the face of government's new initiatives but as the system operates at the moment, it is in violation of the RTB's mandate.

"The intention of the legislation was to protect the interests of the railways — not to allow monopolistic conditions."

"Free entry can only benefit Johannesburg and could even benefit those who are fighting the application. Protection has been counterproductive — it has tended to limit the market. South Africans are not taxi conscious because there are no taxis around.

"Let the market decide," Louw concludes.

has accepted
men are men a
education fo:
legally impo
to see how t
of black edu

One of the m
teachers.
latest Act f
inadequately

A related fa
ment says, s
by no stretc
applies at S
their own sc

CAPE TIMES 31/5/80

Heunis calls for use of bus service

332

Staff Reporter

THE Minister of Transport, Mr J C Heunis, yesterday made a "friendly appeal to the travelling public to utilize the excellent (bus) service which is presented at a very reasonable tariff for their own benefit and that of the country".

In a statement, Mr Heunis said City Tramways Limited was forced to apply for increased bus tariffs as a result of "increased operating costs", including increases in the cost of petrol, spares, tyres and higher wages.

Mr Heunis said the National Transport Commission had considered a report by "private, independent cost accountants" on City Tramways' financial position and its connections with its affiliated companies before agreeing to the increase in bus fares.

He advised passengers to make use of a subsidized weekly ticket, which could entail a saving of about 40 percent.

"For example, a passenger from the black residential areas of Langa, Nyanga or Guguletu will pay R2,20 for his weekly subsidized ticket, valid for 10 trips, that is, 22 cents per single trip as against the present authorized cash fare of 35 cents per single trip should he pay cash every time he makes use of the bus service," Mr Heunis said.

e educated black
e and expand
flexibility and
t almost impossible
icantly the quality
nts.

tions of the
bited in the
of upgrading 54 000
the least.

atever the govern-
rtificate pass is
and the same
isolated within
ise this; but the

problem is acute, and embarassing, for Africans who are beginning to make their way in increasing numbers to the 'liberal' white universities : on paper their qualifications are the same but in fact they cannot compete with their fellow students who have gone through the Alpha educational system. (The same problem, in a less severe form, is found with coloured and Indian students.) Universities like Wits and Cape Town are having to devise special programmes to bring these students up to a satisfactory level.

The language problem reared its violent head in Soweto schools in 1976. In their usual policy of divide and rule the government has decreed that all children must be educated in their mother tongue up to the end of Standard Two. So all over the country there are Xhosa schools and Tswana schools and Sotho schools and Zulu schools and the rest. At primary level the children spend a high proportion of their time learning their own language, English and Afrikaans, to the detriment of other subjects. After Standard Two, English is introduced as a medium of instruction.

This, too, has its drawbacks. On the one hand, the children are being instructed in a language which they barely understand by teachers whose command of it is imperfect. On the other hand though, they will have to make their way in an English-dominated working world, and fluency in only African languages is not a passport to a good job. Many Africans are

2/6/80 ARGUS

Buses empty in big fares protest

(332)

Staff Reporters

THOUSANDS of Cape Flats commuters heeded a call to boycott City Tramways buses today in protest against recently increased fares.

From Retreat and Mitchell's Plain to Elsies River, hundreds of near-empty buses were ignored by crowds of people hitching, walking or taking taxis.

Long queues formed at railway stations from early today.

There were heavy traffic jams along the main roads from Grassy Park, Mitchell's Plain, Athlone and Bellville South.

In a reported stoning incident before dawn, a passenger was injured and buses were damaged in Halt Road, Elsies River.

Glass lay scattered around the terminus at Elsies River bridge, and at least five buses had broken windows.

The injured passenger was taken to the Conradie Hospital.

The service in the area continued normally, though few people made use of it.

Drivers and conductors said they were picking up

(Continued on Page 3; col 3)

● Picture, Page 3.

All-race permit for taxi driver

EAST LONDON — An independent taxi operator here, Mr F. de Free, is believed to be the first operator in the country to have been granted an all race permit.

This was confirmed by an official from the Road Transportation Board in Port Elizabeth.

Recently opposition members of parliament pleaded with the government to scrap taxi apartheid. PFP member, Mr Rupert Lorimer, said the government should start encouraging the abolition of taxi apartheid. He quoted an incident in Cape Town where a black man and his white wife had to get into separate taxis after arriving on a ship from overseas.

Mr De Free said yesterday that his permit was granted in May by the Road Transportation Board in Port Elizabeth. He said the permit entitled him to convey passengers of mixed race from the airport to various hotels and back if a mixed race party was travelling in a group. He was not allowed to pick up a white passenger, for instance, and then further along his route pick up a black passenger.

A spokesman for East London's only taxi company, said they could not understand why a permit was granted to Mr De Free when their own application was turned down a while ago. They were also anxious to get an all-race permit and would apply for one again. — DDR.

Tollgate what it offers M & R

332

RDM 2/6/80

By HAROLD FRIDJHON

MURRAY & Roberts is said to be the bidder for control of Tollgate Holdings whose shares have been suspended on the Johannesburg Stock Exchange.

It is believed that M & R, which has been steadily diversifying its investment portfolio, is interested in all the Tollgate assets, except the insurance group.

Tollgate is a well-diversified operation which includes Cape Town and Port Elizabeth transport companies, finance and investment undertakings, property, the Shield insurance group, which underwrites both life and short-term cover, and some manufacturing and service companies.

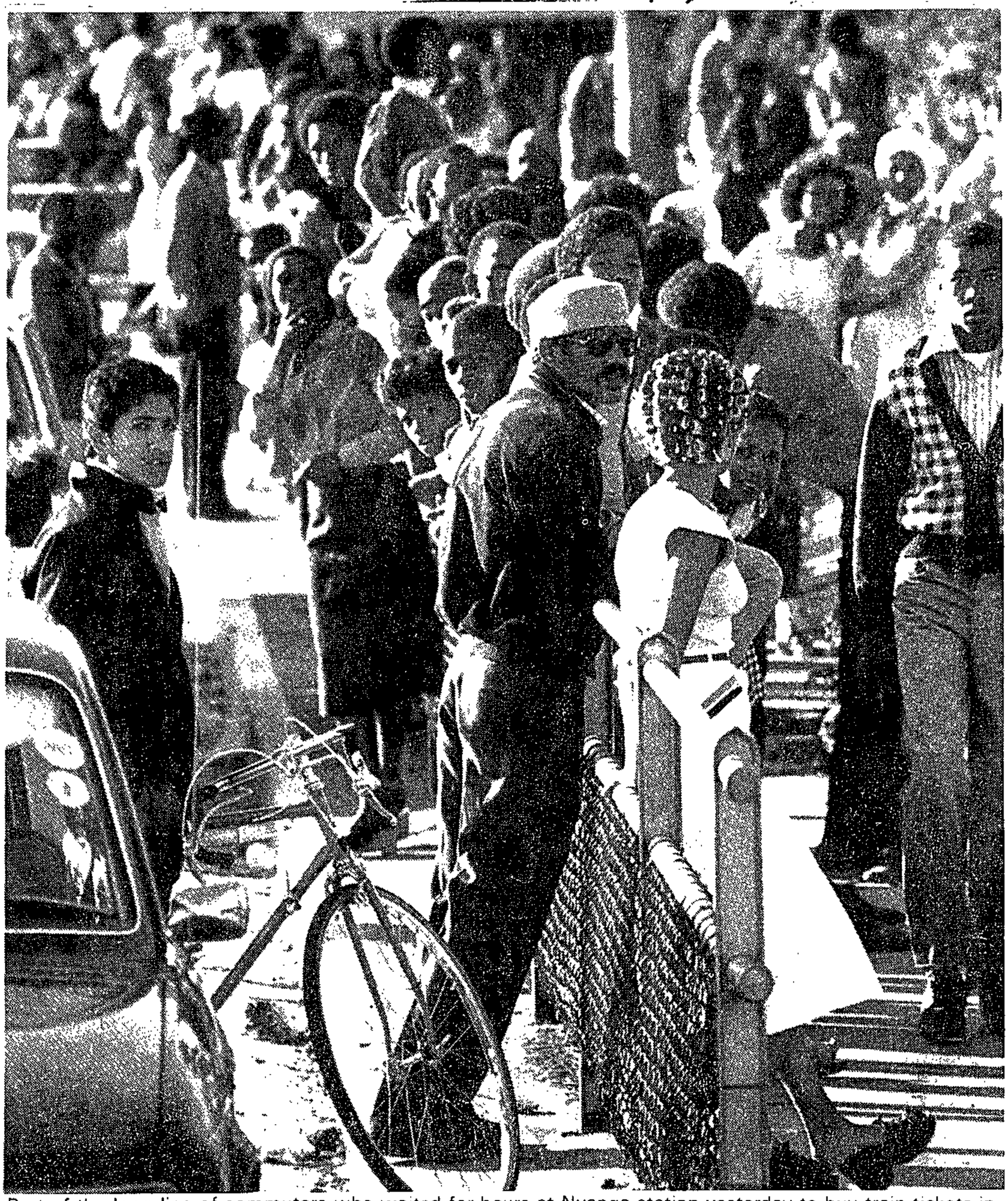
The price at suspension was 430c which gave a yield of 4,6%. The last accounts, those for the year to June 30, 1979 showed a net worth of 438c, with net assets of R50-million.

The accounts state that the profit of the Shield Insurance group were not consolidated, but it was not explicitly stated whether or not Shield assets were included other than as an investment.

The directors control 35% of the capital directly, but it is possible that the holdings of the Pasvolsky family could constitute control because the company was built up through the efforts of Mr I Pasvolsky.

If Shield is left out of the deal, it might continue as a separate entity or it might be sold to another insurance group. The group's assets are R43-million.

2/6/80



Part of the long line of commuters who waited for hours at Nyanga station yesterday to buy train tickets in preparation for the planned boycott of buses today.

CAPE TIMES 2/6/80

Plan for boycott of buses today

275 332

Staff Reporters

HUNDREDS of commuters queued for train tickets yesterday at railway stations on the Cape Flats on the eve of the bus boycott which is scheduled to start today.

At Nyanga station people queued from early yesterday, and by 3.30 pm more than 400 people were lining the pavement outside the station

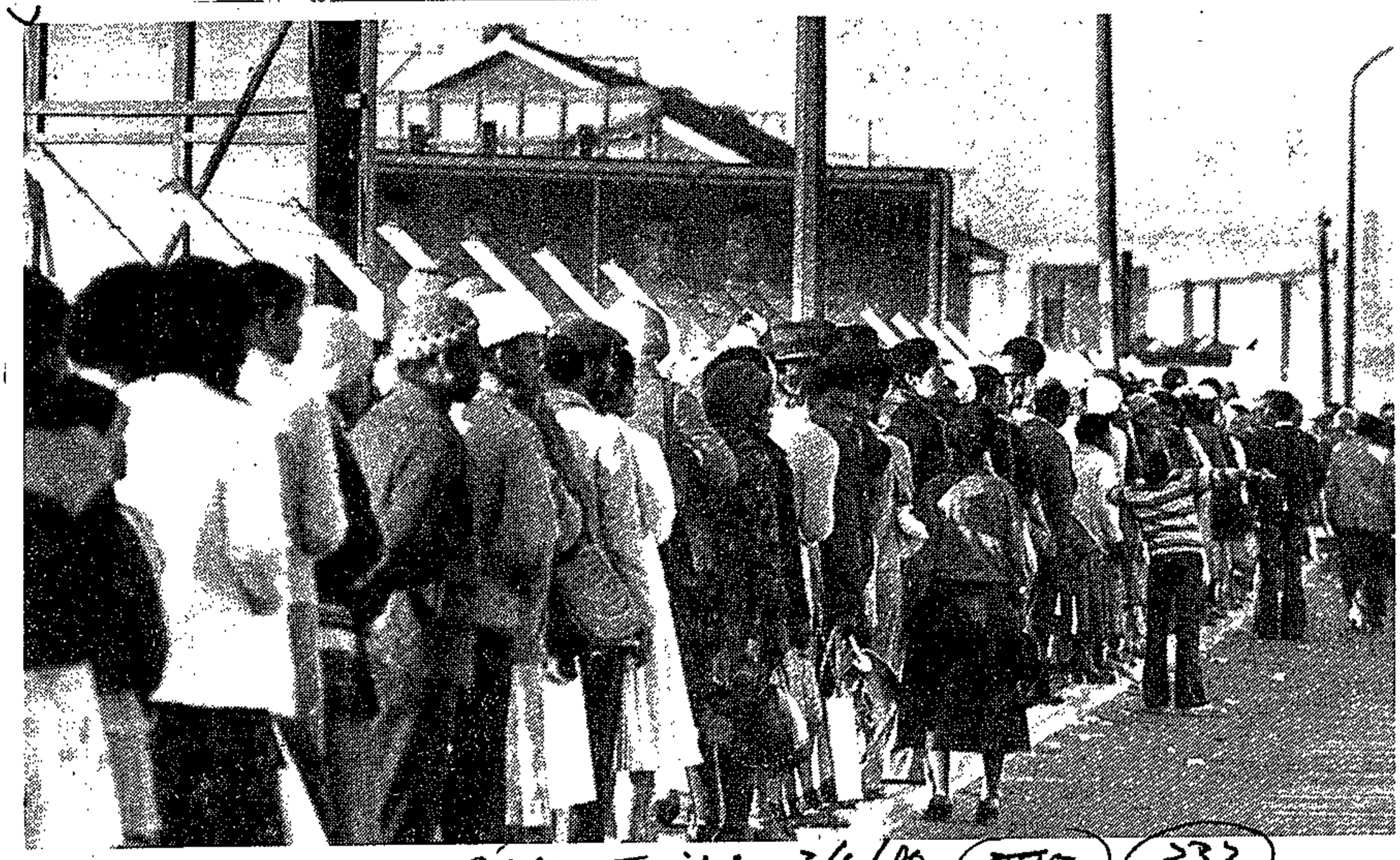
The boycott has been planned to protest against the increased bus fares introduced last week.

At meetings held as far afield as Stellenbosch last week, communities endorsed the decision taken by representatives from 40 community organizations last Sunday to implement a bus boycott from June 2.

The call to boycott buses came in response to fares being increased between 30 and 100 percent. The increases were in accordance with the decision of the National Transport Commission on the fresh application made recently by the City Tramways Company.

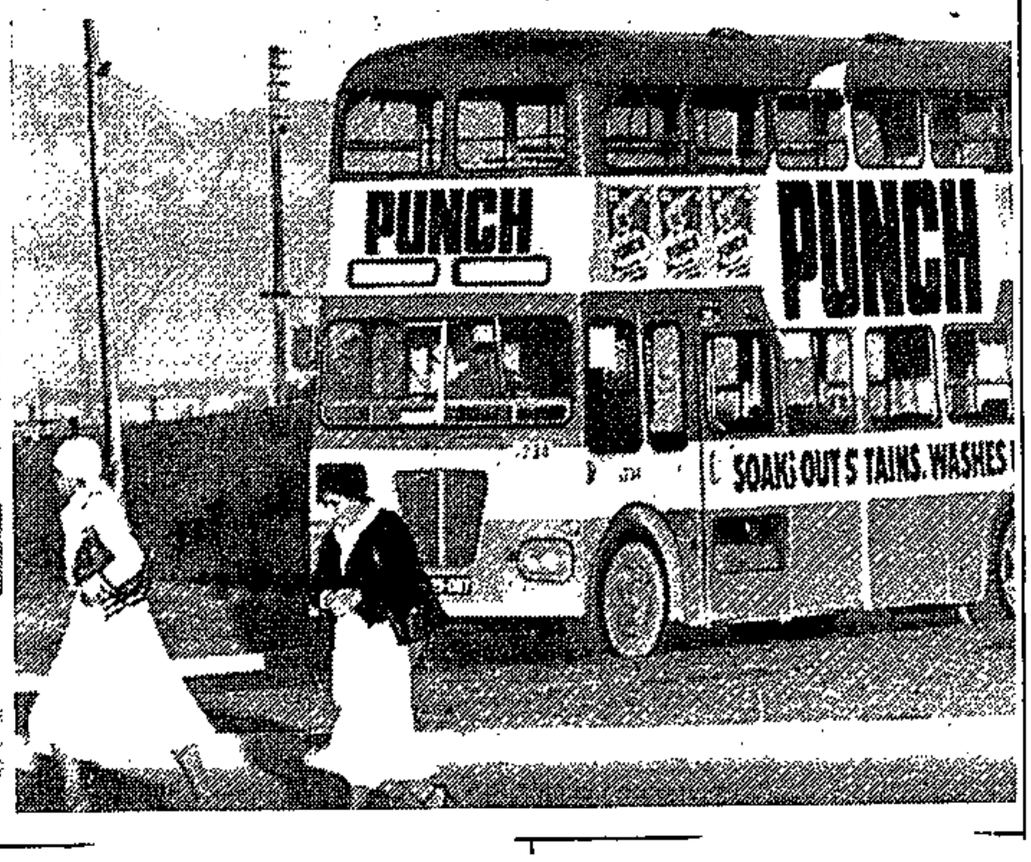
According to the Bus Action Committee formed at the meeting of representatives, the main reason for the boycott was that wages have not kept pace with the increase in the cost of living.

Action committees formed last week have made alternative arrangements for commuters who have long distances to travel. Most associations have arranged for residents with cars to be on standby at central pick-up points.



CAPE TIMES 3/6/80 (332)

Above: Commuters line up at Nyanga station yesterday to buy train tickets instead of using buses. **Below** in Manenberg commuters, ignoring the buses at the bus stop, put out their thumbs instead. **Below right:** One of the many empty buses leaving Manenberg at the peak hour yesterday morning.



Massive bus boycott by Cape blacks

(152) (HA) (327) (177) (332) RDM 3/6/80 (274) (5) Meat

Political Staff

BLACKS and coloureds boycotted buses on a massive scale in the Cape yesterday as nationwide unrest entered a new phase.

Most homeward-bound buses were reported to be empty. Several were damaged.

The boycott was launched by 40 Peninsula community organisations because fares were increased by 30% to 100%.

About 12 000 people yesterday attended the funeral service for Bernard Fortuin, 15, and William Lubbe, 20, who were shot by police in Elsies River last week.

In other developments yesterday:

- Security police arrested eight pupils in Lenasia, Johannesburg — bringing to nearly 300 the number of people detained since nationwide unrest was sparked two months ago by a classes boycott by coloured and Indian pupils.
- The Frame textile group in Natal was reported to have fired at least 70 worker leaders as the company's 6 000 striking employees began returning to work. In Cape Town the strike by meat workers continued — supported by consumers refusing to buy red meat.
- Nineteen youths appeared in a Bloemfontein court as a result of widespread unrest in the city's townships recently.
- The schools' boycott in major centres spread to Rehoboth, near Windhoek, where about 650 high school pupils stayed away from classes.
- The Kwazulu leader, Chief Gatsha Buthelezi, disclosed that two bombs had been thrown at properties in KwaMashu owned by members of his Inkatha movement. Boycotting pupils in the township have clashed with Inkatha.

● See Page 5

CAPE TIMES 3/6/80

Buses empty as boycott begins

332

By ZUBEIDA JAFFER

THE bus boycott began yesterday and most buses on the Cape Flats carried few passengers.

Former bus passengers travelled by train, walked or hitchhiked to work.

I was in Lake Road, Grassy Park, and saw them standing along the side of the road beyond the bus stop in the early morning mist, some in pairs, others in groups as the 7 am bus passed by.

No one tried to flag down the bus as it continued empty along the road.

With the bus on its way, motorists pulled up alongside the people and in 15 minutes most of the people were safely on their way to Wynberg station.

"The bus fare from here to Wynberg has increased from 25 cents to 38 cents and our wages have not increased," they said.

"We will let the buses go empty until fares are lowered," one garment worker said.

'Normal'

Manenberg, Hanover Park, Grassy Park, Mitchell's Plain, Kensington, Heideveld, Guguletu, Langa, Nyanga and Paarl were some of the areas where many of the buses remained empty and some had about 15 people occupying seats.

According to a spokesman for City Tramways, bus services were "normal" in all areas except Guguletu, Nyanga, Langa, Manenberg, Bontcheuwel and Elsie's River where six buses were stoned and at least two people injured.

Mbekweni residents in Paarl arranged for taxi fares to be reduced from the usual fare of 60 c to 30 c.

One of the number of people who walked from Lavender Hill to Grassy Park yesterday was a young bricklayer.

"We are all got up early this morning and walked to Grassy Park where we work instead of taking the bus," he said adding that he intended to walk until bus fares were decreased.

In Mitchell's Plain, taxis lowered their fees to 20 cents.

● Pictures, page 2

3/6/80 ARGUS

Buses stoned in boycott

(332) (225)

THE bus boycott continued today and this morning 15 buses were stoned.

This follows last night's flare-up of violence, when three people were injured by mobs who stoned 80 buses.

A Tramways spokesman said today that services had been withdrawn from the Cape Flats townships last night after the stonings. Normal services had been restored this morning but although they could not give figures, trips were being cancelled.

The company would start adjusting its bus service to meet the demand, he said.

Yesterday's scenes of empty buses, especially from Nyanga, Guguletu and Langa, were repeated today with the Elsies River area joining the other three as the least-used bus services.

People walking and hitching to work today were more organised. Many carried placards with their destinations on them, asking to be picked up on the way.

Taxis were plying between their bases and the city, taking people to, or close to, their work for the same as the bus fare or a few cents more. Normally taxi fares for trips of these lengths would be much higher.

For example, one woman shared a taxi with eight others from Mitchell's Plain to Claremont area for 8c more than her normal clip card bus fare.

A South African Railways spokesman said that ther ehad been an increase in the number of passengers on the Nyanga-Cape Town line but that the existing train service had managed to cope. There were no plans to increase the number of trains yet. The situation would be watched, he said.

332 4/6/80

Commuters walked and hitch-hiked to and from work yesterday as the boycott of buses in protest against increased fares continued for the second day. Picture: Clarence Muller

CAPE TIMES 4/6/80 332

Pupils walk 5 km to boycott schools

CAPE TIMES 4/6/80

Staff Reporter

THE bus boycott which started on Monday has not prevented pupils in Nyanga East from gathering for "awareness programmes" — even though this means they have to walk up to five kilometres a day.

Daily meetings have been held at Fezeka High School in Guguletu for more than three weeks and have been attended by pupils from Nyanga East, Langa and Guguletu.

In the case of the Nyanga East pupils this means a daily round-trip of 10 km. Till Monday this week the Nyanga East pupils travelled to Guguletu by bus. Now, however, they walk because they are observing the bus boycott and there is no train service. The meetings last about five hours, with the pupils going home at the end of what would usually be a school day.

The schoolday starts with a march around the school grounds while the pupils sing "freedom songs". They then hold a meeting at which the previous day's events are discussed.

Police in the townships maintain a low profile, but drive past the school at intervals or park outside for short periods while meetings are being held.

A spokesman at yesterday's meeting said the pupils' parents had agreed to convey their grievances to the authorities, and the boycott would continue till their parents had told them of the authorities' reply.

Cape Times 4/6/80

332

50 buses stoned Two drivers hurt

Staff Reporter

TWO drivers were hurt last night when at least 50 buses were stoned in the Peninsula.

Both drivers were taken to Victoria Hospital and later released after treatment.

Earlier yesterday a passenger was injured by glass, taken to hospital and discharged after treatment.

Last night one driver was taken from the Diep River terminus to Victoria Hospital with glass in his eyes.

Another driver was injured in Klipfontein Road after the bus he was driving was stoned. He was cut on the face and arms by shattered glass.

A senior spokesman for City Tramways said last night at least 50 buses were damaged in incidents of stoning between 8 pm and 10 pm.

City Tramways decided last night to run services on demand only from Mowbray and Claremont. These buses did, however, not go all the way to their normal destinations.

Buses from Mowbray went as far as Manenberg police station in Klipfontein Road and from Claremont along Lansdowne Road to Nyanga station in Duinefontein Road.

On Monday night trips from Mowbray and Claremont stations were shortened because of stoning in areas beyond Duinefontein Road.

© Buses empty as boycott continues, page 2

Buses still empty as boycott goes on

CAPE TIMES 4/6/80 332

Staff Reporters

BUSES ran mostly empty yesterday as the boycott against a large increase in bus fares completed its second day.

While buses left the terminus at Mowbray during the peak hour yesterday afternoon, people returning from work walked and hitch-hiked to stations to catch a train home.

From a vantage point in Klipfontein Road, the Cape Times watched 20 City Tramways buses leaving and coming into the terminus; seven were totally empty while the best-patronised buses were little more than a quarter full. All buses travelling to and from Nyanga, Langa and Guguletu were empty.

Among those queueing for buses, the general feeling seemed to be in sympathy with the boycotters, but it was felt they had little choice but to catch buses.

"The trains are too dangerous," said Miss Kariena Gallie, who was waiting to catch the bus to Bonteheuwel. "There are too many gangsters. It is safer to catch a bus."

● A City Tramways spokesman said 15 buses were stoned yesterday morning. He said many of the buses were running empty and from today the company would withdraw some buses from service "in accordance with the company's policy of supplying buses in terms of the demand".

● Picture, page 9

Post 4/6/80 332

Mood of violence smoulders as Cape bus boycotts go on

THE bus boycott, which flared into violence on Monday night in Cape Town when three people were injured by mobs who stoned 80 buses breaking 130 windows, continued yesterday. The mood of violence went on as 15 buses were stoned.

A tramways spokesman said yesterday that services had been withdrawn from the Cape Flats township after the buses were stoned. Almost normal services were restored yesterday morning, but some trips were being cancelled.

He said the company would start adjusting their bus service to meet the demand.

A South African Railways spokesman said that there had been a definite increase in the number of passengers on the Nyanga-Cape Town line but that the existing train service had managed to cope. There were no plans to increase the number of trains yet.

Buses from Nyanga, Guguletu and Langa, Elsies River area were again empty yesterday.

People hitching to work were better organised and carried placards with their destinations.

Taxis were busy taking people to work for the same price as the bus fare or only a few cents extra.

Tramways: Costs to be passed on

CAPE TIMES 6/6/80

332

Staff Reporter

THE damage to buses caused during stone-throwing and the losses incurred as a result of the bus boycott would form part of the City Tramways' general operating costs, a senior spokesman for the company said yesterday.

He said the company could carry the losses — whether in the form of increases in the price of fuel or damage to buses due to stone-throwing — to a point only. "Then we make an application for a fares increase," he said.

Transport spokesmen said yesterday that in the long run the company was unlikely to suffer any financial loss. They said the costs would be passed on to the commuter in the form of higher fares, or would have to be recovered from the government in the form of a grant or subsidy.

More than 150 City Tramways buses have been stoned and more than 250 windows broken since the start of the bus boycott.

A City Tramways public relations officer said yesterday that between Wednesday night and yesterday morning more than 80 buses were stoned in the Cape Flats and 150 windows broken.

The situation yesterday, he said, was much the same as the day before.

Asked whether the company would respond to a request by the Tramways and Omnibus Workers' Union, representing 1 200 bus drivers, to have grids attached to bus windows, he declined to comment.

A spokesman for the SA Railways systems manager's office said no extra coaches or additional trains had been brought into operation since the bus boycott.

A traffic officer at the Mowbray bus terminus gives Mr Robert Mkhiza a R10 ticket for overloading his car yesterday. He warned Mr Mkhiza not to pick people up at the terminus.

Windows broken

Mr T E Brice of Allied Bus Holdings, the parent body of the Mitchell's Plain and Atlantis bus companies, said that while the Atlantis service had not been affected, 30 windows of the Mitchell's Plain buses were broken yesterday and the day before. The buses were, however, full and none had been withdrawn.

● At Mowbray, a major pick-up point for passengers commuting to the Cape Flats, buses were empty yesterday afternoon and many windows were broken. A motorist, Mr Robert Mkhiza, was given a R10 ticket for overloading. He had three people in the back of his car and four people, including himself, in front. A traffic officer warned him not to pick up people at the terminus.

● Seven people were injured, many buses damaged and windows smashed during widespread stoning of buses in the Peninsula for the third night in a row.

Bus services to Elsie's River were completely withdrawn after numerous incidents of stoning were reported.

Buses were stoned at the Athlone, Retreat, and Elsie's River bus terminuses, as well as at Philippi and Grassy Park.

Five passengers and two drivers were taken to hospitals with facial injuries caused by broken glass. A woman was injured outside the police station in Grassy Park and taken to Victoria Hospital, where she was treated and discharged.

A senior spokesman for City Tramways would not give the number of buses damaged in stonings last night, but said it was the worst night experienced by drivers. (By Wednesday night the total of damaged buses stood at 124.)

MATERIALS HANDLING FM 6/6/80

Pipe dreams 332

Some 80% of freight carried by road between Johannesburg and Pretoria should be transported by a pneumatic capsule conveyor system. So says Prof Roy Marcus, head of Wits University's Pneumatic Conveying and Materials Handling Research Group who believes it would use 80% less energy and cost 70% less to run than the innumerable trucks which presently do the job.

Working on exactly the same principle as the pressurised tube systems used for sending documents around shops and office buildings, the freight-carrying pneumatic capsules would be about a metre in diameter and would run on wheels inside steel, PVC or concrete tubes. A double tube linking Durban with the Reef would cost about R160m to install and would have a capacity of more than 3 Mt a year.

According to Marcus, switching to pneumatic capsule conveyor systems would banish thousands of trucks from the roads and do much to cut the country's liquid fuel needs. He estimates that R12,2 billion or 39% of gnp is spent on materials handling, and that it accounts for up to 55% of costs in some heavy industries. SA's relatively sparse population and long distances make inter-city transport, much of which uses imported liquid fuel, a high cost factor in materials handling.

Marcus envisages a pneumatic tube network connecting all the main centres and says that in most cases the best place for laying the tubes would be on the island between the carriageways of the national roads.

To achieve optimum running costs of about 3c per ton/km, capsules would have to travel at 37 km/h. This does not sound very fast, but as there are no stops between stations and as capsules can be loaded into the tube as soon as they are received at the station, door-to-door travelling time could, in some cases, be even shorter than at present.

The system will have branch lines leading to intermediate stations and capsules will be guided through the networks to their destinations by electronically coded tags.

Although the principle is old, research on pneumatic freight-carrying systems is relatively new, and SA is not far behind the leaders. Russia has the greatest number of systems in use and in the planning stages. The first was introduced in 1971. The Russians are using them mainly for carrying coal, ore and gravel. The longest one covers 50 km and carries 2,4 Mt of broken stone a year to a prefabricated concrete plant.

Hamburg has a smaller subterranean system which carries one million letters a day between its main post offices.

In theory pneumatic conveyors work just as well or better over long distances than short, but so far no long range, or network systems have been installed anywhere in the world. SA's first will probably be installed on mines and quarries where they could replace conveyor belts and trucks.

Next, they will probably be used to link new mines in remote places to existing railheads where, in the past, new rail track would have been laid, as it costs less to install and run a pneumatic freight conveyor than to lay and operate a railroad track.

The link between the new Black Mountain lead mine at Aggeneys and the Sishen/Saldanha railway is an example of this. A national network is still a long way away.

80 000 Cape workers to get increase

C. Times 7/6/80

332

Staff Reporter

PAY RISES and other allowances have been granted to more than 80 000 clothing and construction workers in the Cape to compensate for higher bus fares.

The week-long bus boycott has had a negligible impact on worker attendance.

The secretary for the Industrial Council for the Clothing Industry (Cape), Mr "Hardy" Nel, said that the next pay increase in the industry was originally 7,5 percent, due from December 13. In view of the higher bus fares and other increases in the cost of living, however, the Garment Workers' Union had appealed to employers to grant an immediate 10 percent increase.

Mr Nel said that the announcement of higher pay for 51 000 workers in the industry would appear in the Government Gazette soon and would take effect officially from July 1, but most firms had agreed to implement the rise immediately.

Attendance at factories normal

Worker attendance at factories was normal. "Obviously, more people are showing up late, said one clothing company director, "but given the circumstances we think they've been absolutely tremendous."

A spokesman for the 30 000-member Industrial Council for the Building Industry said employers had agreed to double the hourly travel allowance from 3c to 6c/from last Monday to offset the bus price increase.

Since a nine-hour day was normal in the construction industry, the new travel allowance would mean an extra 27c a day.

The chief executive of the largest construction group in the Cape, Mr Geoff Knudsen, said the bus fare increases affected all workers and the group was taking a "very hard look" at a pay increase for monthly salaried staff who were not members of the Industrial Council. A decision was expected next week.

A spokesman for City Tramways yesterday said the bus company did not want to comment on the financial implications of the boycott.

○ Sapa reported from Johannesburg yesterday that the basic salaries of officials on gold mines and collieries and members of the Chamber of Mines would, on average, be increased by 16 percent from the June pay month.

Bus boycott to go on next week

CAPE TIMES 7/6/80 (332)

Staff Reporter

THE Bus Action Committee, which consists of members of 40 Cape Town community-based organizations, yesterday issued a statement announcing that the boycott of buses would continue next week.

The committee has been co-ordinating the boycott of buses, which started on Monday in protest against the recent increase in bus fares.

The committee called on all "to support the struggle".

"Motorists must willingly offer lifts. Taxis must lower fares. People must meet at pick-up points. They must not buy clip-cards."

The statement said it was clear that City Tramways "was suffering tremendous losses".

"We congratulate the people for the tremendous response to the call for a total boycott of buses. At the same time, we realize that the struggle will not be an easy one. It demands from us sacrifice and total commitment."

The bus boycott had revealed that the transportation system "does not serve the interests of the people, but the interests of those who exploit and oppress us.

"It is clear that the future solution to this problem lies in the control of the public transportation system by the people."

● The Students Representative Council of the University of Cape Town yesterday called on all UCT staff and students to support the bus boycott.

The SRC called on the government to subsidize "the only form of transport for thousands of people, especially since it is their unjust laws which have forced the people to depend solely on bus transport".

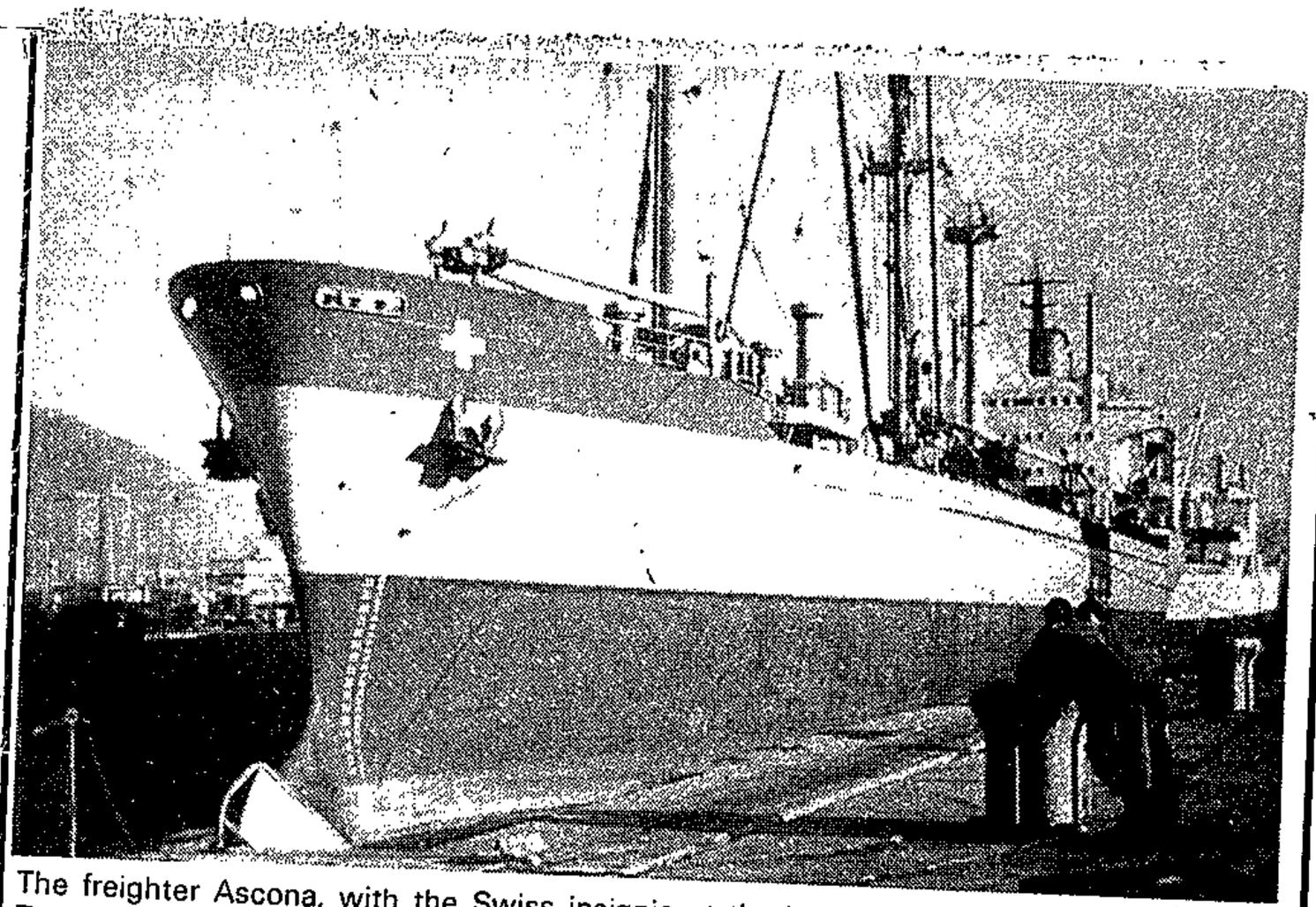
● A senior spokesman for City Tramways said no more figures for the number of buses stoned or the number of windows broken would be given. "We believe that the people who are throwing stones regard the totals published in the press as score-cards, which are to be bettered each night," he said.

The action ... d. . that only one faction. Both. The action ... tems from ... The Return's the law of ... would ... ic. The Return cost input. decrease ... Between the It ... short-term ... output and ... Return's ... through the Product ... price ... put together. such ... ee the 2 Curve ... Fig 3 show ... ult ... that ... the law ... Product Price can be ...

The targeting of the SRAC + LRAC ... shows the ... most ... profitable ... output position of the firm ... Each point on ... the ... LRAC ... shows ... technical efficiency ... (i.e.) least ... production ... estimate ... the long-Run.

It ... also ... an ... indication of all (i.e. analogous of all) ... short-run ... estimates.

2



The freighter Ascona, with the Swiss insignia at the bow, is undergoing a refit in Cape Town drydock and next week begins a R7 500 a day contract with Safmarine for the voyage to the Far East.

CAPE TIMES 7/6/80 332

Tugs run out of work

By George Young
Shipping Editor

PRESENCE on the coast of numerous foreign rig tugs and tenders attending the oil operations off the seaboard encourages greater interest by South African maritime operators in construction of this type vessel.

It is ironic that while salvage tugs spend weeks idle at the wharf, the government is debited with about R20 000 a day for the hire of tenders to serve the oil rigs.

The salvage tugs, without deck space for plant, are unsuitable for rig work and in common with others of their class elsewhere in the world, their economic viability is a matter of doubt.

In Britain the leading tug firm, United Towing, has culled its tug fleet from 12 to five and has turned over to producing rig tender vessels.

The pruning of the fleet has been an aid to South African operators which had difficulty finding tugmasters with salvage experience, but succeeded in securing former United Towing officers.

Even the long rig tows are now highly competitive and rates are cut so steeply that some operations can scarcely cover costs. For the more powerful and expensive tugs this problem is emphasized.

There are so many powerful rig tugs now, all capable of undertaking ocean tows in competition with the original salvage companies, that the lot of ostensibly salvage tugs is scarcely a happy one.

While powerful rig tugs attend oil operations along the seaboard they represent ideal rescue craft in event of shipping in the vicinity needing aid. In the past few years they have earned salvage from attendance at distressed ships and, on being temporarily released from rig charter, have effected coastal tows.

In the event of oil being found in commercial quantities off the coast, the Republic will need to acquire suitable rig tugs. In any case, two locally owned craft are scarcely the most practical or economical and even if they were put up for sale, it is highly doubtful if there would be a rush of buyers.

Dispute over 4c led to death of 67 in crash

CAPE TIMES 9/6/80 (332)

EMPANGENI, Natal. — A dispute over 4c bus fare most likely cost the lives of 67 men, women and children near Empangeni on Saturday when a bus and a goods train collided at an unprotected level-crossing near Maguzulu.

The bus, carrying about 87 passengers from Empangeni to areas north-east of the town, collided with the train soon after 2 pm.

Twenty injured, of whom eight are in a serious condition, were taken to the nearby Ngwelezane Hospital and to the War Memorial Hospital in Empangeni.

The bus, carrying shoppers returning home to Mackane Reserve in Empangeni, is believed to have stalled at the level crossing. One of the few surviving passengers said an argument was the most probable cause of the accident.

She alleged that one of the passengers on the bus was drunk and had an argument with the driver over 4c. He approached the driver just before the bus reached the crossing and tried to pull him from his seat. It was then that the bus and train collided.

The bus was left a mangled wreck and bodies were strewn over 30 metres.

Within five minutes the cries of the injured and dying were mingled with sirens as the first ambulances, police and traffic officials arrived.

Tempers flared when a number of looters were spotted pocketing parcels, watches and other valuables from the dead. Police, with the aid of dogs, were forced to move the crowd of onlookers some 50 m away from the bus.

Over the next 2½ hours a number of ambulances removed the injured and dead from the scene, which has been described as the worst motor accident in the history of Natal.

It was not easy to recover the bodies of the dead as many had been cut into pieces by the moving train.

Hardened policemen and other rescue workers were often moved to tears during their task. The sight of workers holding decapitated babies and young children will forever remain in the minds of many onlookers who refused to move from the scene.

A police spokesman said 19 of the dead were taken to the Ngwelezane Mortuary and 48 were taken to War Memorial Hospital mortuary.

Soon after the accident hundreds of relatives and friends arrived at Ngwelezane Hospital to identify their lost ones.

● A Cape Times Johannesburg correspondent reports that 38 people, 10 of them in a serious condition, were still being treated in the West Vaal Mine hospital last night following a collision between a truck and a tractor-driven trailer which left 17 people dead.

The accident happened on Saturday about 6 am on the Orkney-Potchefstroom road. — Own Correspondent and Sapa

Riddle of leaflets on bus boycott

CAPE TIMES 9/6/80 (332)

Staff Reporter

MYSTERY surrounds the source of thousands of pamphlets dropped from a light aircraft over Mitchells Plain and Athlone on Saturday morning.

The pamphlets called for an end to the boycott of buses and were signed by a group calling itself "Concerned Citizens of Cape Town".

The pamphlet, entitled "Stop hurting your community and yourself", said the bus company employed 1 200 drivers.

"If these men, our friends, were to lose their jobs because buses were to stop running, 1 200 men could no longer bring home their wages each week," the pamphlet said.

A spokesman for the Department of Civil Aviation in Pretoria said yesterday he could "not recall offhand" a request to distribute the pamphlets. "We get so many requests during the week," he said.

He said such a request would first have to be approved by the City Council if the pamphlets were to be dropped over the municipal area.

The Deputy Town Clerk, Mr Stanley Evans, said he too had "no knowledge" of such a request.

• Meanwhile, the boycott of buses is to continue this week, according to a statement issued by the Bus Action Committee at the weekend.

• Pupils and students throughout the Western Cape will gather at their schools and educational institutions today "to discuss whether to suspend the boycott of classes".

According to a statement issued by the Committee of 81, which is co-ordinating the schools boycott, pupils and students will "re-enforce awareness programmes", which focus on issues such as the bus boycott, the meat strike, the recent attack on Sasol, detentions and the commemoration of June 16, 1976.

• The chairman of the Nyanga single quarters for men, Mr Johnson Mpukumpa, last night appealed to all industrialists to assist their employees with transport to and from work.

He said some firms had refused his men transport and if the firms continued to do so, their production would suffer.

Mr Mpukumpa said that although he had heard that there would be a stay-away from work from June 16, he believed it would not succeed.

"We will not take intimidation by the 'skolly' elements," Mr Mpukumpa said.

9/6/80 ARGUS (332) (22)

City bus boycott enters second week

THE bus boycott, which started on Monday, is continuing this week, a City Tramways spokesman said today.

This applied especially to the Nyanga, Guguletu and Langa areas where the boycott was almost total. He said a very small increase in passengers from some of the other townships had been detected this morning.

Saturday's report of a pamphlet drop over Mitchell's Plain calling for an end to the boycott caused bewilderment in flying circles as well as at Tramways.

'We have no idea who could have organised it. We certainly didn't,' the senior Tramways spokesman said.

Dropping pamphlets from an aircraft is forbidden by aerial regulations unless permission has been given by the Division of Civil Aviation, the controlling body of flying in South Africa.

The Division of Civil Aviation today confirmed that the pamphlet drop was illegal.

SCORES of bus boycotters late last night formed into three queues which stretched along a road and across a car park at Claremont station. Here some file into a taxi. Many had to wait for up to an hour.

Hitching, taxis to beat buses

10/6/80 ARGUS

332

2.5

HUNDREDS of commuters, a week after the start of a boycott against increased bus fares, last might filled long queues at taxi ranks which sometimes stretched for 100 m.

Across the road, buses, some with broken windows, must have tempted people, weary after a day's work.

At the Claremont station, three separate queues of Crossroads, Guguletu and Nyanga bus boycotters stretched down the road and across a parking lot.

Trucks, panel vans and cars pulled up to open their doors to the boycotters — at prices similar to the old bus fares.

Many people could be seen hitching and displaying direction boards showing where they wanted to go.

The bus boycott situation was similar at the Mowbray, Athlone and Wynberg bus terminuses.

From the Mowbray terminus, where buses stood double parked waiting for commuters who stood in single queues, to Athlone, scores of people could be seen walking in small groups along Klipfontein Road.

At the Athlone bus terminus, motorists ran a relay system of dropping one commuter and picking up another.

At the Wynberg bus terminus, three separate queues waited for taxis.

Two women, the only people in the bus queue, decided to take a chance.

In Ottery Road, marshals monitored hiking queues and asked motorists who stopped how many passengers they could take and where they were going.

● Bus pamphlet mystery unsolved — Page 10.

Cars stoned in Macassar area

Crime Reporter

BOLAND police went to investigate stone-throwing in the Macassar area today.

It is believed students from Macassar High School stoned passing cars and buses. A squad of policemen in camouflage uniforms went to investigate.

● No-window buses anger passengers — Page 2.

WARNING

1. No books, notes, pieces of paper or other rial may be brought into the examinatio unless candidates are so instructed.
2. Candidates are not to communicate wiil candidates or with any person except th gilator.
3. No part of an answer book is to be torn ou
4. All answer books must be handed to th missioner or to an invigilator before leav examination.

qualification and to possible exclusion fro ity

0 1978 PD UCT AM7a Vervaardig in

10/6/80 ARGUS

Bus pamphlet mystery unsolved

(B 382)

MYSTERY still surrounds thousands of pamphlets dropped from an aircraft over the Cape Flats at the weekend, calling for an end to the bus boycott.

The printers, Standard Press, have refused to name the 'Concerned Citizens of Cape Town' who paid for what is believed to have been about 130 000 pamphlets.

City Tramways says it knows nothing of the pamphlet's origin.

The pamphlets were headed: 'Stop hurting our community and yourself.'

'1 200 DRIVERS'

They said: 'The bus company has 1 200 drivers for their buses and these men are from our community . . .

'If these men, our friends, were to lose their jobs because buses have to stop running, 1 200 men could no longer bring home their wages each week.

'Let's not be foolish. Stop the boycott.'

ANONYMOUS

Several pamphlets were delivered by hand to The Argus, accompanied by an anonymous note which said that 130 000 were to be distributed 'by City Tramways.'

The writer claimed this followed a loss, alleged to be more than R100 000, because of the boycott.

Chaos on city trains

10/6/80 ARGUS

(332)

CHAOS reigned on trains and Cape Flats railway stations last night as the system, already overloaded by bus-boycotting commuters, produced delays which in some cases exceeded three hours.

At Mutual station last night an engine driver was unable to get the go-ahead signal.

While he left his cab to find out the cause of the delay the locomotive was taken over by angry commuters.

At Pinelands station this morning people riding on the coupling uncoupled the vacuum line between carriages and when the driver came down the train looking for the broken coupling, he had to face jeers and curses.

Railway officials said the reason for the delays was the 'bottleneck' caused at Langa station by the work being carried out between Langa and Bonteheuwel.

'Unfortunately, we can allow only one train to pass in either direction at a time,' said system manager Mr Ernie Kirsten.

'This causes the delay and subsequent build-up in delays to the entire schedule.'

TWO MORE LINES

Mr Kirsten said the bus boycott had brought additional passengers to the rail service. . . 'but we are not able to increase the number of coaches to a unit nor provide additional peak-hour trains.'

Mr Kirsten said two additional lines were being laid between Langa and Bonteheuwel.

60 pc govt bus subsidy

CAPE TIMES 11/6/80

332

Political Correspondent

HOUSE OF ASSEMBLY. — The government had decided to bear 60 percent of the cost of buying buses for urban transport, the Minister of transport, Mr Chris Heunis, said last night

He was replying during the third reading debate on the Road Transportation Amendment Bill to a suggestion from Mr Colin Eglin (PFP Sea Point) that the government provide low-interest loans to help bus companies provide new vehicles without raising fares.

Mr Heunis said the Driessen Report meant there would have to be a total review of urban transport infrastructure and services.

"The government has accepted that my department will bear 60 percent of the cost of providing infrastructure. It has been decided that the same will apply with regard to the purchase of vehicles."

Urban local governments also had a responsibility for providing community services, he said.

Suppression

Earlier during his reply, Mr Heunis accused opposition politicians and newspapers of misrepresenting or suppressing facts which could affect Cape Town's bus boycott.

He said some members of Parliament and some sections of the media were playing politics with the issue under the guise of pleading for the lower-paid.

Saying he was not one to conduct a vendetta against the press, he warned against using the press, as a democratic institution, to break democracy itself.

Mr Heunis spoke out particularly against the failure of newspapers to publish the extent of the government transport subsidy when publicity was being given to increased bus fares in Cape Town.

Apart from a R485 million loss on rail-passenger services being borne by the state this year, there was R146 million direct subsidy of transport services, which included bus services.

Facts twisted

When he asked why the government could not get these facts published, the Prime Minister, Mr P W Botha, interjected that the facts were suppressed.

"The facts are suppressed so agitators appear to have a motivated standpoint," Mr Heunis said.

"Facts are twisted to achieve the same effect."

Mr Heunis also singled out Mr Colin Eglin (PFP Sea Point) for issuing a statement implying there was no subsidy of bus services. While Mr Eglin denied this, Mr Heunis said the statement was mischievous as there was nothing innocent in Mr Eglin's action.

"He must not now take fright at the Frankenstein of unrest his words have caused."

No cash yet to subsidise bus firms

11/6/80 ARGUS

(332)

Political Staff

THE Government did not yet have money to subsidise urban bus transport to the extent that it wished to, the Minister of Transport, Mr Heunis, said today.

He was approached for more information on statements he made about urban transport in the Assembly yesterday.

The Minister said in the House that the Government had accepted that 60 percent of the costs of providing the necessary infrastructure would be borne by the Department of Transport.

It has been decided that the same will apply with regard to the purchase of vehicles, he added.

SAME AMOUNT

Mr Heunis said today that he had not meant that the cost of buying buses for urban transport would also be subsidised by the same percentage, 60 percent.

He had been replying to appeals by Mr Colin Eglin (PFP, Sea Point), for the Government to provide low-interest loans to help bus companies replace vehicles, and had merely quoted the Driessen Report on urban transport as having made recommendations to solve the problem.

He had not been announcing any new subsidy.

Train 'conspiracy' claim

Cape Times 11/6/80 (332)

Staff Reporter

LARGE NUMBERS of commuters who were late for work yesterday due to delays on the main Cape Flats lines claimed that there was a conspiracy to force them to give up the bus boycott.

The Nyanga-Cape Town train, which usually takes approximately 30 minutes, took more than an hour to arrive at Cape Town station.

The trains were crowded, with many people hanging outside the doors.

One commuter said: "It would have been better if we were informed of this delay so we could notify our employers in time."

Another said: "This is a conspiracy to make us take buses instead. They are trying to break the bus boycott." Commuters who were standing near him concurred.

A spokesman for the Railways said it was incorrect to connect the rail chaos directly with the bus boycott.

"The major problem was that the Railways were preparing for the opening of the new line to Mitchell's Plain and this involved signal alterations at Langa station," he said. "All existing signals had to be dismantled and the new system had to be started which caused a backlog."

He said delays were unfortunate and would not have been so bad had it not been for the bus boycott.

Petrol-bombs thrown at city buses

C. Times 12/6/80

832

Crime Reporter

CITY TRAMWAYS buses were petrol-bombed yesterday as violence against the bus company took on a new dimension in the wake of the bus boycott which started last week.

A company spokesman confirmed that there had been two bombing incidents yesterday morning but declined to say in what areas they had occurred.

It has been established that one was in Factreton. One driver was slightly injured.

The bus boycott started last week in protest against increased bus fares.

Streets in some areas are strewn with the glass of broken bus windows but a company spokesman yesterday would not say how many buses had been damaged and what the cost of the damage was.

Police said there had been no arrests in connection with yesterday's bombings although one spokesman said that police had identified one man. He is being sought.

Fire in the street

A Factreton woman said yesterday she was in her house shortly after 6 am yesterday when she heard the sound of glass breaking. At first she thought her house had been attacked but when she rushed out, there was a fire in the street.

A bus was driving down the street.

Another woman threw water on the fire, she said. The only evidence of the attack later in the day was a few pieces of glass.

Police reported that most areas in the Cape were quiet and Colonel H O Eksteen, District Commandant for the Bellville area, said that De la Rey Road, the scene of stonings in previous weeks, had been quiet.

However, he said that any trouble on June 16 would be dealt with. He had "certain plans" to ensure the safety of people who wanted to go to work.

Colonel Eksteen said police would be out in force.

CP
OOOKJOO79/R

Cape buses hit by petrol bombs

332

RDM 12/6/80

Political Staff

BUSES were petrol-bombed in Cape Town yesterday as the bus boycott by blacks and coloureds continued in the Peninsula.

A City Tramways driver was slightly injured in the incidents, which took place in Kensington.

Streets in several coloured areas were also strewn with glass from shattered windows as more buses were stoned, but a spokesman for City Tramways would neither confirm nor deny that the company had suffered R130 000 in losses since the boycott started last week in protest against increased fares.

Coloured and Indian pupils also continued their boycott of classes at schools in many parts of the country.

In Cape Town, rectors of training colleges did not expel students yesterday despite the announcement by the Department of Coloured Relations that all those who had boycotted classes last Friday and on Monday this week would be expelled.

In Port Elizabeth, 400 students at Dower Training College were ordered off their campus by riot police after refusing to attend lectures.

Students boycotting half-yearly examinations at the University of the North were also warned they may not be re-admitted. They may also forfeit their Government subsidies.

According to a joint statement by the university executive committee and the Minister of Education and Training, Dr Ferdie Hartzenberg, the University will continue with the examinations "despite the fact that only a small number of students turned up for the written examinations" which started yesterday.

"The executive committee of senate, also with the agreement of the Minister of Education and Training, points out that students who are not writing examinations might run the risk of either not being re-admitted to the university, or that their Government subsidy of approximately R1 360 per student per semester, might be forfeited," the statement said.

At Ulundi, the KwaZulu Chief Minister, Chief Gatsha Buthelezi, told the Legislative Assembly that he had received a report from a University of Zululand student that a group of students were planning to disrupt the half-yearly examinations due to start on Friday.

He said the group, known as the "Jackals", was "responsible for chaos on the campus".

In Durban, the Natal Indian Congress yesterday welcomed the early closing of hundreds of Indian-owned shops and offices in the Grey Street complex, Clairwood, Verulam and several other areas as a show of sympathy for detained NIC and student leaders.

12/6/80 ARGUS (333)

Building giant wants Tollgate

INTENSE speculation over the past few weeks that the construction giant Murray and Roberts was considering a cash takeover of Tollgate Holdings was confirmed today when the companies said in a joint statement that negotiations and discussions were taking place.

The suspension of Tollgate shares on the London and Johannesburg stock exchanges on May 22 gave rise to speculations that Murray and Roberts was the interested party. A figure of R55-million was mentioned.

In today's statement the companies said it was envisaged that negotiations would be finalised only by July 31 because of certain complexities associated therewith. Accordingly, shares on both the JSE and LSE would remain in suspension.

The chairman of Murray and Roberts, Mr Desmond Baker, was not available for comment today. Tollgate, with its controversial subsidiary, City Tramways, had 'nothing to say' about the negotiations.

Previous reports indicated that Mr Baker was looking for lucrative investments for his company, which has readily available cash.

In spite of the effect that the boycott of City Tramways buses must be having, Tollgate and its host of offshoot companies is an attractive proposition.

Other than being the largest privately owned transport operators in the country — with more than 1 000 buses in at least 10 towns — Tollgate also has a financing company, an insurance company and property and touring arms.

At suspension late last month, Tollgate had more than 11-million shares, valued at 430c each.

Any offer from Murray and Roberts would probably be a minimum of R5 a share — a cash outlay of R55-million.

'Aviation must plan now or face chaos'

(332)

STAR 12/6/80

By Kevin Murray
Air Correspondent

South Africa's R500-million-a-year civil aviation industry must plan now for the future or face chaotic air services within the next decade, say aviation experts.

The burgeoning of new African states and the economic boom in South Africa provide tremendous potential for the industry.

But is enough being done now to plan for the future?

This is the question aviation experts worldwide will be asking at a seminar in Johannesburg in October.

The seminar, say local aviation officials, is aimed at assessing future challenges and making crucial preparations for a new approach to civil aviation in South Africa.

Until now, the initiative in the field has been held by State enterprises.

"Failure by all those involved to communicate, consult and co-operate on vital issues will prevent the private sector from playing its rightful role in the expansion and growth predicted for southern Africa over the next two decades," say the organisers of the seminar.

"Thought must be given now as to who is to do the planning, provide (and pay for) the back-up facilities and infrastructure essential to an effective service."

Turnover, not profit, in South African civil aviation is about R500-million a year.

"It will be much bigger business in 20 years, but how big depends entirely on today's vision and the determination to get things moving," say the organisers.

The two-day conference is a joint venture by the civil aviation industry and the Graduate School of Business Administration of the University of the Witwatersrand.

It will be opened by Mr Justice Margo, chairman of the Commission of Inquiry into Civil Aviation in South Africa, which is examining the administration and control of flying in this country including safety aspects, airport control, scheduled airline services, general aviation services and flying training.

Mrs Esther Joubert of Mitchell's Plain and Mrs Faeza Adams of Manenberg set out for the highway with their colourful sign after work yesterday.

Cape Times Newscolour: Alvin Andrews

CAPE TIMES 12/6/80 (332)

The new rule of thumb

HITCH-HIKING between Cape Town and Mitchell's Plain for the last two weeks to avoid paying increased bus fares has been "not a bad experience" say two Cape Town hairdressers.

Mrs Esther Joubert of Mitchell's Plain and Mrs Faeza Adams of Manenberg finish work in the city at 5 pm, take out a gaily painted sign with the words "Mitchell's Plain via Manenberg asseblief", make for the highway, and stick out their thumbs.

"Why should we take the bus and pay those fares? I have to travel from Mitchell's Plain to Hanover Park. The return trip from Hanover Park to town used to cost me 80c a day. With the increase it would cost me R1,60.

"We've all made up our minds to boycott the buses and force a decrease in prices," said Mrs Joubert, a mother of five children, who has a house to run when the long trek home is over.

Construction group may take over Tollgate

Cape Times 12/6/80 (332)

Staff Reporter

MURRAY AND ROBERTS, the giant construction group, are negotiating a possible takeover of Tollgate Holdings, which includes City Tramways, the bus company presently being boycotted in the Peninsula.

The announcement took the form of a joint statement by the two groups.

Tollgate Holdings are the largest privately owned transport operators in the country, with 1 317 buses operating in Cape Town, Port Elizabeth, George, Malmesbury, Mossel Bay, Oudtshoorn, Paarl, Somerset-West, Stellenbosch, Strand and other areas.

Tollgate Holdings was suspended on the Johannesburg Stock Exchange and the London Stock Exchange on May 22, as negotiations could affect share prices.

The joint announcement means that negotiations between Murray and Roberts and Tollgate Holdings could be long and drawn out. Tollgate's share listing is likely to remain in suspension till July 31.

Apart from the bus division, Tollgate has a financing arm consisting of Golden Arrow Finance Corporation; an insurance company, Shield Insurance; a property subsidiary, Tollgate Property Corporation, and a touring group, Springbok Atlas Safaris. Other companies include a computer bureau, advertising company and a concrete block manufacturing company.

The Tollgate share price stood at approximately R4 before it was suspended, which puts a stock market valuation of approximately R44 m on the group.

Murray and Roberts has over the past few years been diversifying extensively out of construction and already has stakes in the food and automotive component industries.

Unrest blamed on 'exploitation'

CAPE TIMES 13/6/80 (332)

Staff Reporter

EXPLOITATION of workers in South Africa was the cause of continuing labour unrest and discontent with rising prices, the Bus Action Committee said in a statement yesterday.

The statement said workers could not afford basic goods because their wages were inadequate and did not keep pace with rising prices.

The committee noted there had been calls for a stayaway on June 16 and 17 in commemoration of those who died in the 1976 township risings. Such action would show support for boycotting students and striking workers, because the struggle for "equal education, better pay and improved working conditions was part of the struggle for a just society".

Before the bus boycott could be called off, the following demands had to be met:

- Fares had to be dropped to their previous levels.
- Clip cards had to be abolished. Commuters should pay less for coupons than for cash fares.
- Buses without proper seating had to be withdrawn.
- More buses had to be provided in peak hours.

The committee also condemned the decision of butchers to resume the sale of red meat.

Bus hits pupil as violence increases

(332) Cape Times 13/6/80

Crime Reporter

A CRYSTAL Senior Secondary School pupil was injured in a bus accident yesterday morning as bus boycott violence increased with reports of further stonings and police arrests.

At least 20 people were arrested after 16-year-old Lauretta van Schoor was injured in an accident in Hanover Park and a bus was stoned. Police also intervened when people allegedly attempted to remove passengers from buses.

Police said that those held were later released.

A witness said Lauretta was injured shortly after pupils were standing near the Hanover Park bus terminus at about 8 am helping to organise lifts for people boycotting buses in protest against increased bus fares.

He said bus drivers seemed worried and that one bus mounted the pavement and hit Lauretta as it rounded a corner. The driver refused to leave his cab and later drove off. At this stage stones were thrown.

The girl was taken to the Hanover Park Day Hospital where she was treated for facial bruises and later discharged.

A police spokesman said the accident occurred after a bus had been stoned in an attempt to make it stop. People had wandered into the street in an attempt to stop it and a person had been injured.

The driver had been frightened to stop and had driven to the Lansdowne police station where he reported the incident.

A City Tramways spokesman confirmed a bus had struck a person but he said he could give no further particulars.

• Brigadier Rossouw told the Cape Times members of the police had moved into Hanover Park yesterday morning after a crowd of about 200 people had tried to remove people from buses.

The crowd fled when the police appeared.

T&I terms for shippers

332

RDM 13/6/80.

By DAVID CARTE
Deputy Financial Editor

TRADE & Industry is to issue 550 000 new ordinary shares and preference shares to the value of R1 500 000 to acquire the Commonwealth Shippers Group from Moshal Gevisser, Kirsh Industries and Kirsh Investments.

This is disclosed in a circular to shareholders published today and puts a price of about R4 600 000 on an international shipping company that last year made a taxed profit of R1 054 000.

For Commonwealth Shippers Southern African interests, T&I is to pay R3 million — R1 500 000 through the issue of 320 000 shares at 468c and R1 500 000 through the issue of variable rate preference shares. For CSL's Bermuda subsidiary, Commonwealth International Holdings, T&I is to issue 320 000 shares at 500c a share, equivalent to R1 600 000 or $1 500 000.

Based on the figures for last year, the acquisition would have lifted T&I's earnings from 83c to 95c, but because the tax rate is due to rise and doubtful debts will in future be more conservatively provided for, the acquisition is not expected to affect earnings or the dividend in the year to June 1981.

Commonwealth Shippers taxed profit record for the past five years is: R697 000, R122 000, (R192 000 loss), R602 000, R1 054 000. The amount of tax paid declined from R319 000 in 1976 to a low of R35 000 in the most recent financial year.

About 76% of Commonwealth Shippers assets are in debtors (R9 110 000 out of total assets of R11 863 000). Listed investments worth R1 560 000 at cost are the other major assets.

The victim company has shareholders' funds of R3 107 000 and borrowings of R1 166 000.

A pro forma balance sheet shows that the acquisition raises T&I's net tangible assets from R9 983 000 to R12 963 000 after deduction of prefs and the number of shares in issue from 3 237 000 to 3 797 000. Net asset value therefore rises 8%-from 303c to 334c. After the deal T&I will have long-term loans of R11 199 000.

The main assets of T&I in the wake of the deal will be debtors of R68 348 000, loan portion of taxation R21 732 000 and trading subsidiaries of R2 488 000.

TOLLGATE

M&R shows its hand

Three week's after Tollgate's suspension, Murray & Roberts has confirmed that it is negotiating to acquire the Cape-based transport and finance/insurance group. However, it looks as if it will be some weeks still before final details are announced, apparently because no plans have yet been hammered out on what will

FM 13/6/80

happen to some of the Tollgate divisions.

Market talk suggests a price for the Tollgate group (excluding any deal that might be made on the Shield Insurance and Golden Arrow finance operations) of around 550c. This is based on a net worth of about 525c and the group's earnings potential. The fact that M&R has not been suspended indicates that it will be a paper or cash/paper deal. In the year to end-June 1979, Tollgate's R10,2m taxed profit would have added about 45c to M&R earnings, which totalled 82,4c. In a cash-only deal that would be material enough to warrant suspension.

M&R is apparently interested in the Tollgate transport activities though there has been speculation that Alderson & Flitton might be involved in a side deal on Springbok Atlas Safaris, which was previously under the control of Johan van der Burgh, now one of the A&F controlling shareholders. There has also been talk that Shield might revert back to Tollgate's present controlling shareholders, though it is believed M&R has a basic agreement in principle for the acquisition of the company.

M&R's gains

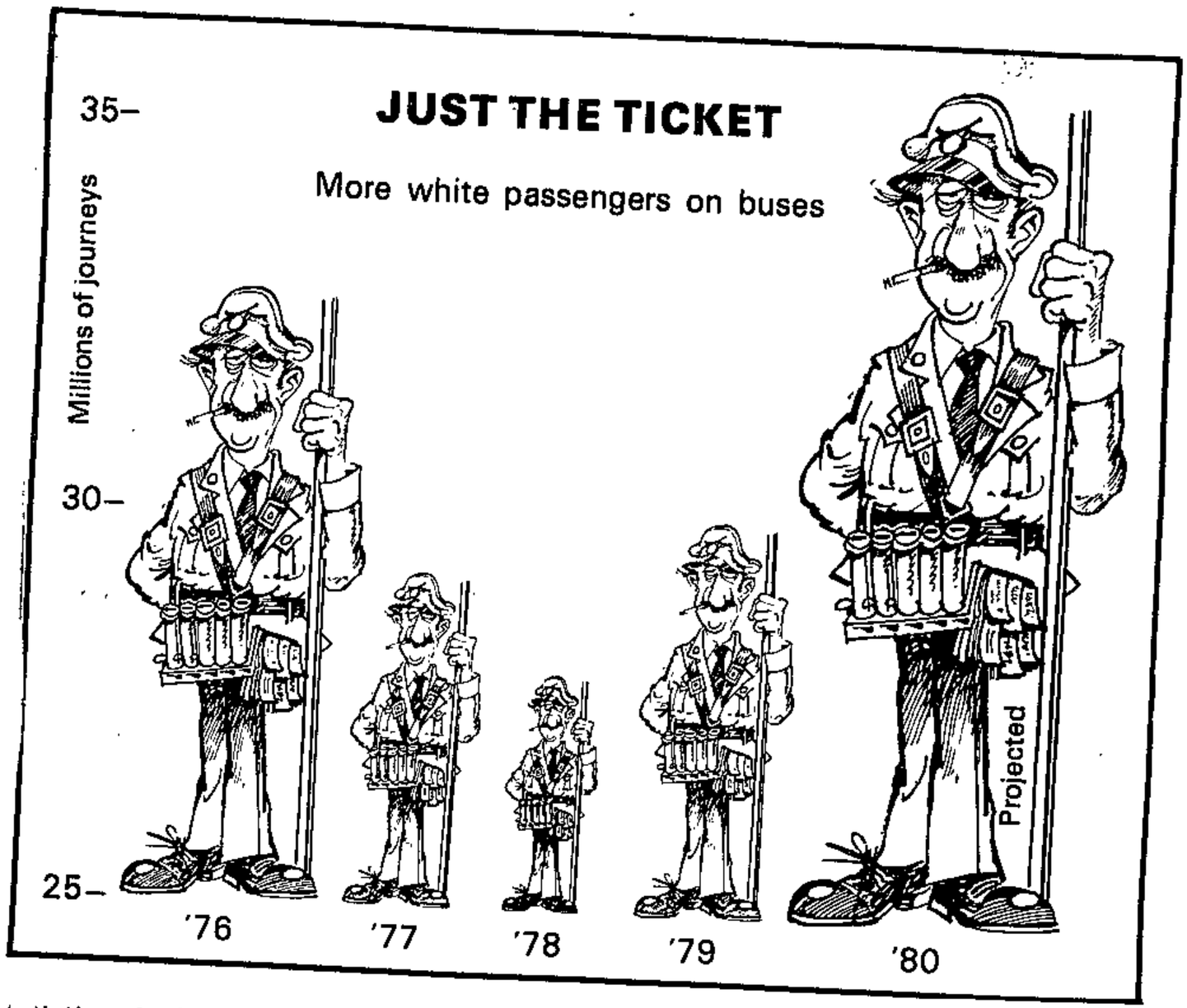
Tollgate was capitalised at R65,8m at the 430c pre-suspension price, including the shares held by a subsidiary. The net price to M&R assuming a price of 550c would thus be R61,2m, though the family/directors' stake would cost over R20m.

The advantages to M&R centre around the group's efforts in recent years to diversify some of its assets out of the cyclical construction industry, and Tollgate's cash generating capacity.

Tollgate's taxed profit for the six months to end-December was R5m (R4,9m) and, based on market estimates for the full year, earnings could be around R13m, with a group cash flow of over R15m. The extent of the group's cash resources can be gauged by the interim statement that this year's R10,6m capex would be financed internally, despite payment of an unchanged 10c interim dividend.

If market estimates of the price are accurate, minorities might be encouraged to accept. An offer of around 550c would be a 28% premium on assets and an exit PE, based on earnings of about 110c-115c, of nearly five times.

Des Kilalea



TRANSPORT

FM 13/6/80 332

Buses are back

There has been a swing back to public transport by white commuters — and white bus patronage could be back to pre-1976 levels by year end, after a steady decline over the last 30 years.

First quarter national bus patronage rose 9% this year to 232 698 000 passengers carried (211 840 000) with income up a healthy 39% to R77m (R55m). The white contribution was an 18,95% increase from 7 467 000 passengers last year to 8 882 000. Black figures rose 9,4% over the same period to 839 925 000 passengers carried. Total earnings could net R352m this year (R253m).

Tom Maisey, Johannesburg Transport Department's Manager Operations, tells the *FM* that white passenger figures had been declining by about 3% a year for the past 30 years. It is early days yet to predict changing patterns but City Council statistics do indicate that the passenger gains which have been made during the past year are being held, and there appear to be slight increases every month.

Although the white bus service in the city has been opened to coloured and Asian people the move has played no significant part in raising patronage figures. It is the buses operating on the city's longer routes (almost 100% white) which have experienced greatest growth and which are now running close to capacity. The JTD's statistics show an increase of 10% a month for the past year over the previous year's figures.

City bus . . . business is looking up

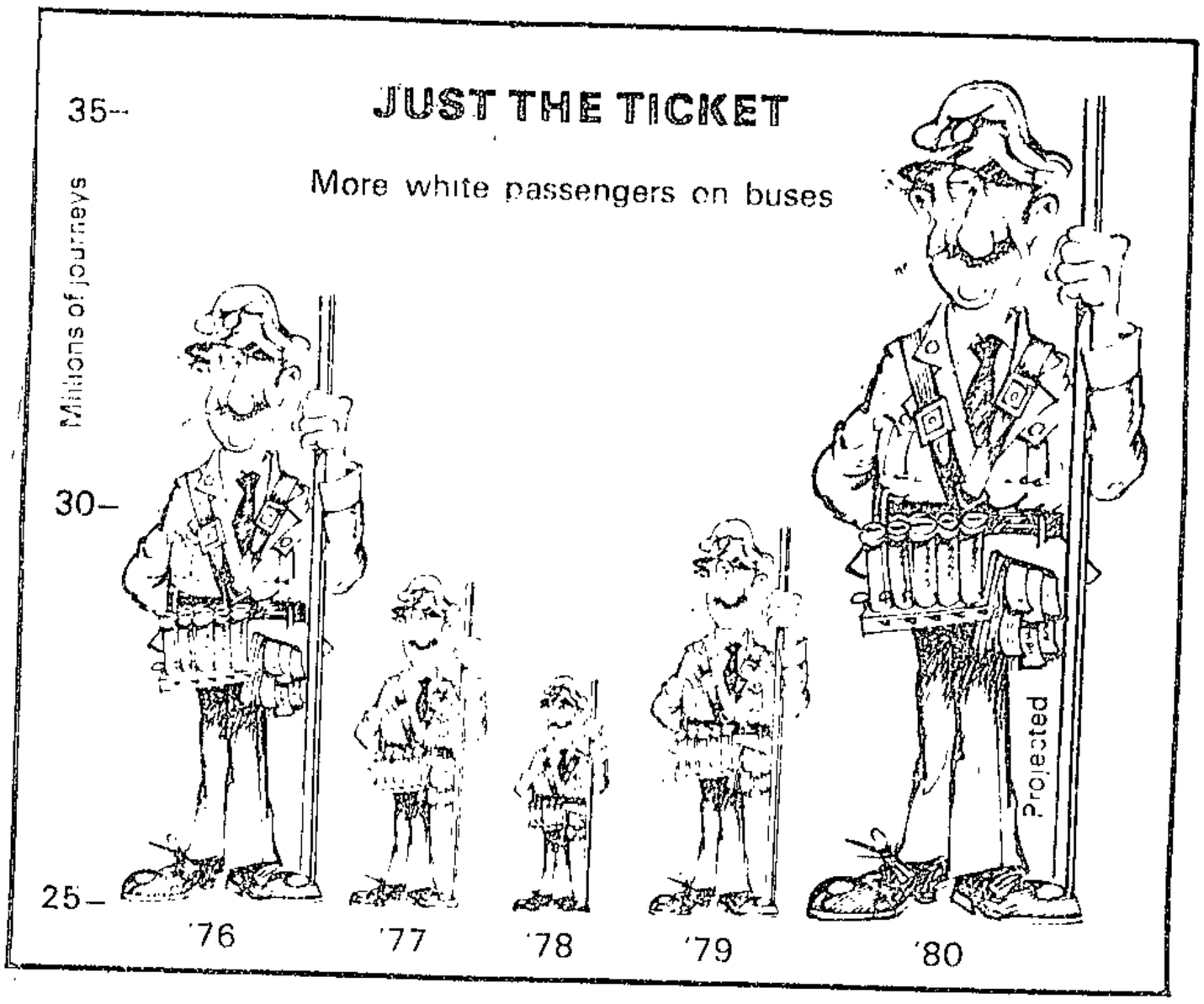
JTD researchers attribute 60% of this increase to the petrol price rises last year and 40% to the cross city service, which enables passengers to change routes more easily.

As buses are almost full during peak hours more passengers would incur further loss for the JTD as it would have to increase capacity. And in spite of better load factors, losses are expected to be about R9m, up R1m, at financial year end, this month.

Maisey says the JTD can't see itself reducing the loss at any stage. The city council's policy emphasis is to move people at a price they can afford, he says. Economic fares are out of the question because of the drastic effect they would have on passenger numbers. "It is the off beat traffic which defrays losses," says Maisey, "not peak hour travellers." But while more whites are turning to public transport for commuting to and from work few would consider going shopping, or to the movies, by bus.

The economics of the situation would change considerably if buses which leave the city full of white commuters could return equally full with blacks making their way back to Soweto from the suburbs.

JTD has 21 new buses on order to cover increases in patronage and to replace some very old buses still in operation. A further 10 buses are on order for a demonstration project to operate in Randburg, and between Randburg and Johannesburg. The Department of Transport will be footing 60% of capital costs for the project and 15% of operating expenses for the



TRANSPORT

Fm 13/6/80 332

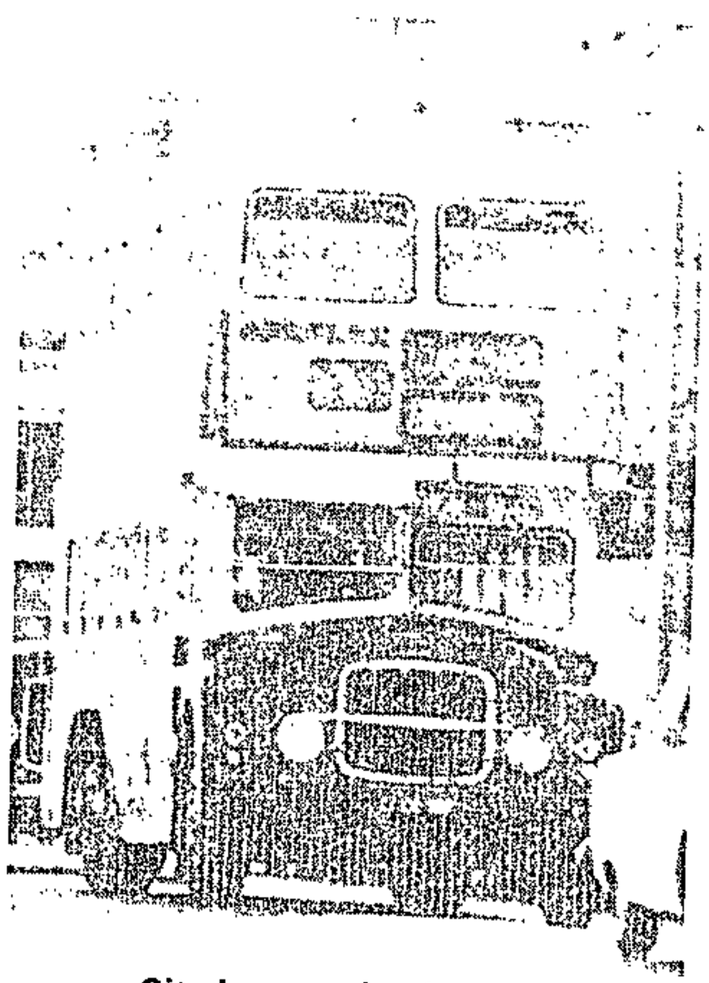
Buses are back

There has been a swing back to public transport by white commuters -- and white bus patronage could be back to pre-1976 levels by year end, after a steady decline over the last 30 years.

First quarter national bus patronage rose 9% this year to 232 698 000 passengers carried (211 840 000) with income up a healthy 39% to R77m (R55m). The white contribution was an 18,95% increase from 7 467 000 passengers last year to 8 882 000. Black figures rose 9,4% over the same period to 839 925 000 passengers carried. Total earnings could net R352m this year (R253m).

Tom Maisey, Johannesburg Transport Department's Manager Operations, tells the *FM* that white passenger figures had been declining by about 3% a year for the past 30 years. It is early days yet to predict changing patterns but City Council statistics do indicate that the passenger gains which have been made during the past year are being held, and there appear to be slight increases every month.

Although the white bus service in the city has been opened to coloured and Asian people the move has played no significant part in raising patronage figures. It is the buses operating on the city's longer routes (almost 100% white) which have experienced greatest growth and which are now running close to capacity. The JTD's statistics show an increase of 10% a month for the past year over the previous year's figures.



City bus . . . business is looking up

JTD researchers attribute 60% of this increase to the petrol price rises last year and 40% to the cross city service, which enables passengers to change routes more easily.

As buses are almost full during peak hours more passengers would incur further loss for the JTD as it would have to increase capacity. And in spite of better load factors, losses are expected to be about R9m, up R1m, at financial year end, this month.

Maisey says the JTD can't see itself reducing the loss at any stage. The city council's policy emphasis is to move people at a price they can afford, he says. Economic fares are out of the question because of the drastic effect they would have on passenger numbers. "It is the off beat traffic which defrays losses," says Maisey, "not peak hour travellers." But while more whites are turning to public transport for commuting to and from work few would consider going shopping, or to the movies, by bus.

The economics of the situation would change considerably if buses which leave the city full of white commuters could return equally full with blacks making their way back to Soweto from the suburbs.

JTD has 21 new buses on order to cover increases in patronage and to replace some very old buses still in operation. A further 10 buses are on order for a demonstration project to operate in Randburg, and between Randburg and Johannesburg. The Department of Transport will be footing 60% of capital costs for the project and 15% of operating expenses for the

No. 1189 13 June 1980

URBAN TRANSPORT ACT, 1977 (ACT 78 OF 1977)

PUBLICATION OF METROPOLITAN TRANSPORT PLAN

In terms of section 19 (1) of the Urban Transport Act, 1977 (Act 78 of 1977), it is hereby notified that the English text of the Initial Interim Transport Plan for Port Elizabeth was approved by the National Transport Commission at its meeting held on 30 November 1979.

Copies of the Initial Interim Transport Plan for the Port Elizabeth Metropolitan Area are available for inspection, during normal office hours, at the offices of—

The Director of Urban Transport
Department of Transport
Pretoria.

The Director of Roads
Cape Provincial Administration
Cape Town.

The City Engineer
Port Elizabeth.

Director-General: Transport.

No. 1189 GG 7067 13 Junie 1980

WET OP STEDELIKE VERVOER, 1977 (WET 78 VAN 1977)

PUBLIKASIE VAN METROPOLITAANSE VERVOERPLAN

Kragtens artikel 19 (1) van die Wet op Stedelike Vervoer, 1977 (Wet 78 van 1977), word hierby bekendgemaak dat die Engelse teks van die Voorlopige Tussentydse Vervoerplan vir Port Elizabeth deur die Nasionale Vervoerkommissie goedgekeur is op sy vergadering gehou op 30 November 1979.

Afskrifte van die Voorlopige Tussentydse Vervoerplan vir die Port Elizabethse Metropolitaanse Vervoergebied is gedurende normale kantoorure ter insae beskikbaar by die kantore van—

Die Direkteur van Stedelike Vervoer
Departement van Vervoer
Pretoria.

Die Direkteur van Paaie
Kaapse Provinsiale Administrasie
Kaapstad.

Die Stadsingenieur
Port Elizabeth.

Direkteur-generaal: Vervoer.

Controversy as fares go up

Post 13/6/80 (332)

THE CONTROVERSIAL taxi fare increase in Saulsville is on despite the decision by the president of the Atteridgeville/Saulsville Taxi Association (Astoa), Mr Count Moerane.

Commuters travelling between Saulsville township and the nearby railway station must pay 30 cents daily instead of 20 cents.

The controversial fare increase resulted in Mr Moerane walking-out of the meeting recently, accusing his secretary, Mr P J B Mtimkulu of acting unconstitutionally.

Mr Moerane subsequently suspended the meeting indefinitely and he concluded that the hike was arbitrarily announced by his secretary, without the approval of the committee.

Mr Moerane was yesterday not available for comment on the issue of taxi drivers forcing commuters to pay the extra 10 cents.

Tollgate-oorname nog in weegskaal

BAIE water sal nog in die see moet loop voordat Murray and Roberts 'n ooreenkoms met Tollgate sal bereik oor 'n oorname deur Murray and Roberts.

Die sakewêreld is in die algemeen taamlik verbaas oor Murray and Roberts se voorneme om 'n hoofpyn soos Tollgate se passasiersvervoerdiens oor te neem.

Hoewel Tollgate probleme het weens boikotte teen sy busdiens en hofsake weens tariefverhogings, is die maatskappy taamlik winsgewend. Murray and Roberts sal die saak goed oorweeg, want hy is bekend as 'n maatskappy wat goeie oornames doen en 'n intensiewe diversifikasiebeleid volg.

Murray and Roberts behou gewoonlik die bestuurspan van 'n maatskappy wat hy oorneem, wat beteken dat Tollgate se bestuurspan steeds die vervoerprobleme van die maatskappy sal moet oplos.

Tollgate-vervoerdiens lewer sowat 64 persent van die maatskappy se belaste wins.

Die finansierings- en beleggingsbedrywighede se bydrae is 21,6 persent, die inkomste uit eiendomme lewer sowat 5 persent en die toerismebedrywighede lewer net 4 persent.

In die boekjaar tot einde junie verlede jaar het die groep se belaste wins van R8 850 000 tot R10 184 000 gestyg. Dit is 'n styging van 14,6 persent. In die ses maande tot einde Desember het die belaste wins egter met net 3,3 persent tot R5,01 miljoen verbeter.

Die direkteure van Tollgate verwag dat verlede jaar se wins in die lopende boekjaar gehandhaaf sal word.

Die jongste winsvertoning is dus nie 'n goeie aansporing vir Murray and Roberts nie, maar die verwagting is dat Tollgate in die toekoms goed sal groei.

In markkringe word daarop gewys dat Tollgate se huidige probleme met sy passasiersvervoerdiens slegs korttermynprobleme is.

Sodra die Regering groter subsidies vir busvervoer beskikbaar stel, behoort Tollgate se probleme in 'n groot mate opgelos te word.

As Murray and Roberts besluit om Tollgate oor te neem sal hy veral in laasgenoemde se eiendomme belang stel.

Hoewel Tollgate se eiendomme 'n klein bydrae tot die groep se wins lewer, is die waarde van eiendomsbates 'n aantreklike proposisie. Die totale waarde van Tollgate se vrypag- en huurpaggrond en geboue het verlede jaar R19,5 miljoen beloop.

Die verwagting is dat Tollgate se eiendomsbestuurspan behou sal word, maar dat die afdeling noue bande met Murray and Roberts se eiendomsafdeling sal hê.

Murray and Roberts se eiendomsbestuurspan het al groot projekte soos Kaapstad se Goue Akker bestuur. Met sulke projekte word die koördinasie van al die kontrakteurs, argitekte en bestekopnemers se bedrywighede deur Murray and Roberts se span behartig.

Sedert die resessie in die eiendomsmark ondervind is, is taamlik min nuwe winkelsentrums in Wes-Kaapland opgerig. As Murray and Roberts besluit om Tollgate oor te neem, sal dit beslis 'n aansporing vir eersgenoemde wees om nuwe winkelsentrums in die Skiereiland op te rig.

Sedert die begin van vanjaar het Murray and Roberts sowat R6 miljoen se oornames gedoen. In die algemeen is die maatskappye besonder winsgewend. Die winsgrense van die filiale is in die algemeen hoër as Murray and Roberts se boubedrywighede.

— Flip Meyer

(to be copied from th

Paper No I

(to be copied from th

NOTE CAREFULLY

1. Enter at the top of e ... numb ... of the block on this ... question you are ans ... ering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

Any dishonesty will render the candidate liable ... possible exclusion from the U

Made in South Africa TRIO-RAND/S.P.C.T. PSL/UF Vervaardig in Suid-Afrika

/ CANDIDATE MUST enter in ı (1) the number of each question red (in the order in which it has nswered); leave columns (2) and ık.

Internal	External
(2)	(3)

pieces of paper or other mate- ıght into the examination room ps are so instructed.

not to communicate with other ith any person except the invi-

wer book is to be torn out.

s must be handed to the com- n invigilator before leaving the

JOHANNESBURG BUDGET

Urban transport planning 'may grind to a halt'

STAR 18/6/80

(332)

By Lynda Loxton
Municipal Reporter

Urban transport planning is in danger of grinding to a halt because of the marked shortage of State subsidies, Mr Oberholzer warned today.

The chairman of the Johannesburg City Council management committee said: "There has been an unsatisfactorily low level of expenditure in providing urgently needed metropolitan transport facilities."

He pointed out that the subsidies recommended by the Driessen Report had been "considerably diluted" by the subsequent White Paper and "the total spent in practice thus far has been substantially less than even the reduced recommendations."

Turning to Jomet, he said that despite enthusiasm by the local authorities, it was "now in danger of grinding to a halt or at least losing much of its impetus because of the marked shortage of State subsidies."

It is expected that Jomet will have spent about R10-million during 1979/80, which will entitle it to a 30 percent subsidy of R3-million.

The subsidy for 1980/81 has been increased to 50 percent but despite representations to the Government the amount provided by the National Transport Commission is only R4,5-million.

"This means that the total Jomet expenditure for 1980/81 is envisaged as being only R9-million — a reduction of R1-million. It is scarcely necessary for me to say that now should have been the time for an expansion of the programme and not its curtailment," he said.

Jomet itself expected to spend R15-million in 1980/81, but the only way it could do this now was if the local authorities concerned financed the additional expenditure themselves.

This, said Mr Oberholzer, would be contrary to the "letter and spirit of the Driessen Report" and a "financial improbability in view of the already strained resources of these municipalities."

In 1979/80, the initial 67 projects were increased to 76 during the course of the year and Jomet had hoped to have the funds to undertake 112 projects in 1980/81. But the size of the NTC subsidy means there "will be scarcely enough money to carry on with existing projects. In fact, some 40 projects will be proceeded with. Of these 16 specifically relate to Johannesburg."

RATE

Mr Oberholzer said that while he welcomed the news that the subsidy rate would be increased to 60 percent from 1981/82, he hoped that the actual amounts made available would be substantially higher than in the past.

He also welcomed the R3-million subsidy for demonstration projects like the Johannesburg trolly-bus project and the acceptance of black representatives on the Johannesburg Metropolitan Advisory Board.

He said the participation of blacks in the future planning of the metropolitan areas was vital.

PROPOSED BUS FARE INCREASES

These are still to be approved by the local Road Transportation Board, but are likely to go into effect in September or October. Present fares are given in brackets.

Zone	Coupon	Cash	Monthly(Peak)	Monthly(Off-Peak)
1	20c(18c)	35c(30c)	R8,40 (R7,20)	R4,70 (R4)
2	30c(27c)	45c(40c)	R12,60(R10,80)	R7,10 (R6)
3	40c(36c)	55c(50c)	R16,80(R14,40)	R9,40 (R8)
4	50c(45c)	65c(60c)	R21,00(R18,00)	R11,80(R10)

Students' quarterly season ticket (all zones) will increase from R10 to R14. Pupils' coupons (all zones) will increase from 12c to 16c each. Pensioners' off-peak fares will remain at 3c per coupon and 5c cash.

BLACK SERVICE

Zone	Coupon	Cash
1	10c (9c)	20c(15c)
2	19c(17c)	30c(25c)
3	22c(17c)	35c(25c)

CHILDREN'S FARES

Zone	Coupon	Cash
1	10c(10c)	20c(15c)
2	15c(13c)	25c(20c)
3	20c(17c)	30c(25c)
4	25c(22c)	35c(30c)

Putco wage dispute

By Suzette Nxumalo

SEVERAL speakers urged Putco workers at a meeting to have patience and use their brains instead of muscles while negotiating with management for increments.

The workers met at the Diepkloof Hotel, Soweto, to discuss Putco management's reaction the workers' memo rejecting a 15 percent wage increment which was proposed by the company.

In replying to the memo, the Putco management challenged the Allied Transport Workers' Union to state whom it represented and what the bona fides of the Union are. "The company has not been approached by staff regarding recognition of a trade union," the letter said.

Mr Elias Mabuya, chairman of the Putco Action Committee, told the delegates to refrain from making threats which could jeopardise the wage talks with Putco management.

"We are not fighting. We are knocking at the door and Putco must open. We want to talk. We are the masses, the power and the union. There is a way of achieving great things without fighting. And that is negotiating through the right channels," he said.

Mr Phillip Dlamini, chairman of the Johannesburg Municipality Transport Works Committee, told the 850 crowd that workers should stop talking percentages with their employers.

"Tell the man that you want R50 straight. Don't let your employer draw you into an argument about the percentages of R50 because you will end up not knowing what you want. Your employer is not clever, he is just tricky, so be above him.

"When it comes to negotiating money matters, stick to your own language and leave English to the white man. English will confuse you and you will be so convinced by your employer that you will end up understanding why he cannot give you an increment."

Mr Dlamini said experience had shown that most liaison committees were not effective. Instead of representing workers, the committees tended to be on the side of management leaving the worker in the lurch.

In rejecting the 15 percent increment the members of the laison committee submitted that the 15 percent wage increase

- Was not enough
- It did not cover the increase in the cost of living.

"Our demands are a R35 per week increase for all workers. This is the amount brought up at the meeting held on 21 May in the veld. It is the amount confirmed at the meeting held on May 28 which was attended by representatives from eight depots and which passed a motion," they said.

Putco wants talks on wage dispute claims

332

PUTCO management last night issued a statement in which they invited representatives of the company's central liaison committees and the Transport and Allied Workers' Union for talks on newspaper reports that there is a wage dispute between the company and its drivers.

Mr Colin Bailey, operating executive of Putco said he was surprised by reports that there is a wage dispute between his staff and management.

"In May we had a meeting with the liaison committees to announce the 15 percent general wage increase effective from July 1. Of the 22 representatives present, 18 voted in favour and four against and the matter was carried by majority vote," he said.

Mr Bailey said that the first time he was aware of any unhappiness was when pamphlets allegedly came from Tawu indicating there was a rejection of the 15 percent wage increase. The pamphlet was not addressed to Putco management but to the liaison committees.

CLARIFICATION

"This was on June 11 and when I saw the pamphlets a few days later, I communicated with the union asking for clarification. This was on June 20 and I am still waiting for a response.

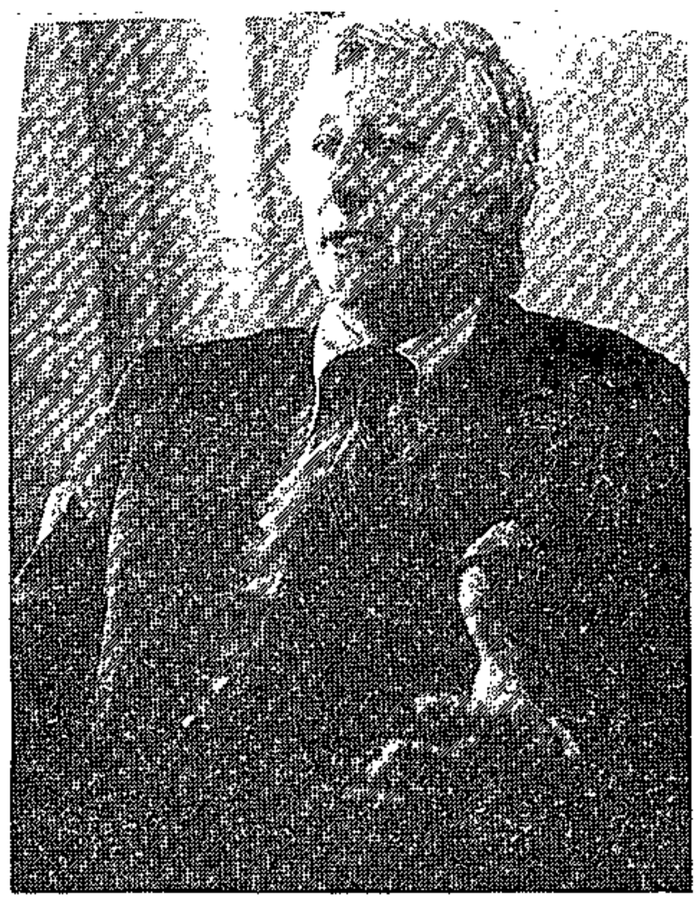
"Obviously, if there has been a re-think on the part of the union or the liaison committees, we would expect them to approach us and discuss the whole matter with us again. My door will remain open and I would be most sympathetic for requests to discuss the matter.

"Putco places a very high premium on healthy relationships between employer and employee. We also support the principle of trade unionism as shown by the fact that we ourselves have had a long standing invitation to the unions to come and talk to us. We hope they will now take the opportunity to do so," he said.

FREIGHT FM 27/6/80 (332)

New R10m complex

With African trade on the up and up, Freight Services, the country's largest freight handling organisation, is to establish a huge handling complex for transit cargo at City Deep, Johannesburg's inland port.



Organ . . . bringing door-to-door shipping to the Reef

The R5m first stage, with 6 000 m² of warehousing, 6 000 m² of open storage and rail siding facilities, will have a throughput capacity of more than 200 000 t/a. Eventually, with warehouse space trebled, the complex will cost R10m.

"It will be a totally flexible cargo handling facility for road and rail transport," says Freight Services MD Neville Organ. "Basically it is dependent on the growth of Johannesburg as an inland port, and the need to develop an infrastructure similar to that of Maydon Wharf in Durban."

With its SAR container handling terminal (for FCL containers) and the SA Container Depots warehouse (for LCL containers), City Deep is already the major trans-shipment point for Transvaal cargoes. (FCL, or full container load, refers to containers filled with a single cargo; ICL, less-than container load, describes containers in which several different cargoes have to be consolidated.)

The new facility will bring door-to-door shipping to importers and exporters in the Johannesburg area and, says Organ, it will "extend the accessibility and the benefits of containerisation on domestic and over-border routes."

Putco's wage battle moves into top gear

332 152

RDM 26/6/80

By STEVEN FRIEDMAN
Labour Reporter

THE Putco workers' action committee met yesterday to discuss sending a delegation to management to convey worker demands for a R35 a week increase.

A statement will be issued by the committee today, but it is understood that a delegation will be sent to management and that the meeting discussed its composition.

Putco has said it is prepared to meet worker representatives, including those from the Transport and Allied Workers Union, to which all members of the action committee belong.

According to union sources, the committee will continue attempts to follow official channels even if a meeting with management ends in deadlock.

If worker demands are not met, they will attempt to secure the intervention of the Department of Manpower Utilisation by declaring a dispute with management.

Yesterday's committee meeting follows a meeting earlier this week at which workers rejected the 15% wage increase Putco had agreed with its liaison committee. The worker meeting reiterated previously stated demands for a R35 per week increase.

According to information contained in a worker petition, the minimum starting wage at Putco is R32,50 a week.

The petition argues that cleaners at Putco, who are the lowest paid workers, should all earn more than R50 per week.

The fight against the 15% increase is being led by an action committee composed entirely of union members.

A committee spokesman confirmed yesterday that workers were attempting to secure changes to the wage increase before the 15% award comes into effect next week.

He added that the demands were supported by "more than half" of Putco's 6 000 workers.

Observers see the Putco dispute as further evidence of growing worker disenchantment with the Government's liaison committee system. It follows a number of work stoppages in the Cape by black workers protesting against this system.

The 15% increase, which workers have rejected, was endorsed by the liaison committee, and the worker petition criticised the committee for not consulting workers.

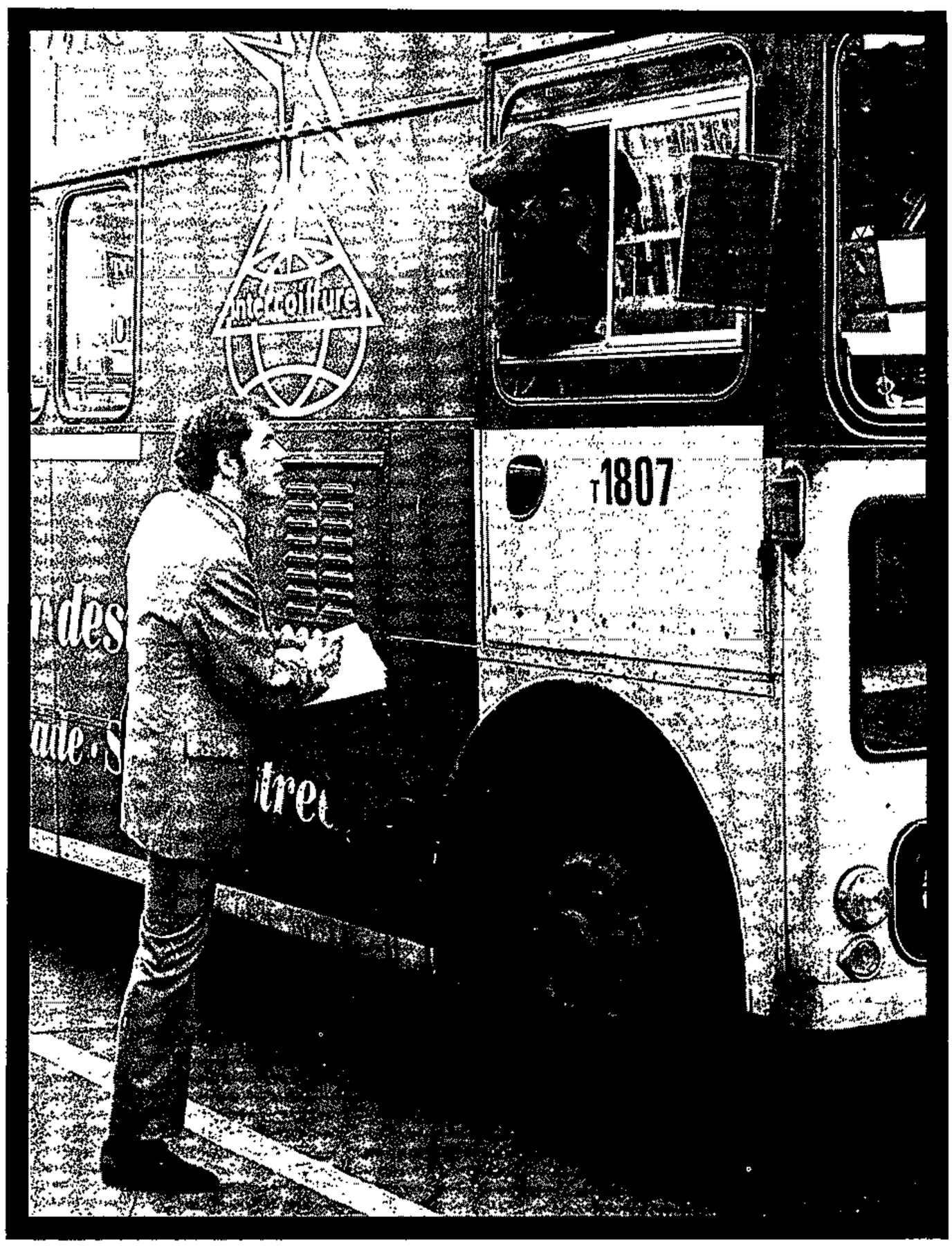
● A Putco spokesman, Brigadier Jan Visser, strongly denied yesterday that there was any "tension" at Putco.

"We know of no tension between management and drivers. The so-called action committee was formed by no person known to the company. There has been no formal approach to the company, no formal discussion, and therefore nothing has been refused."

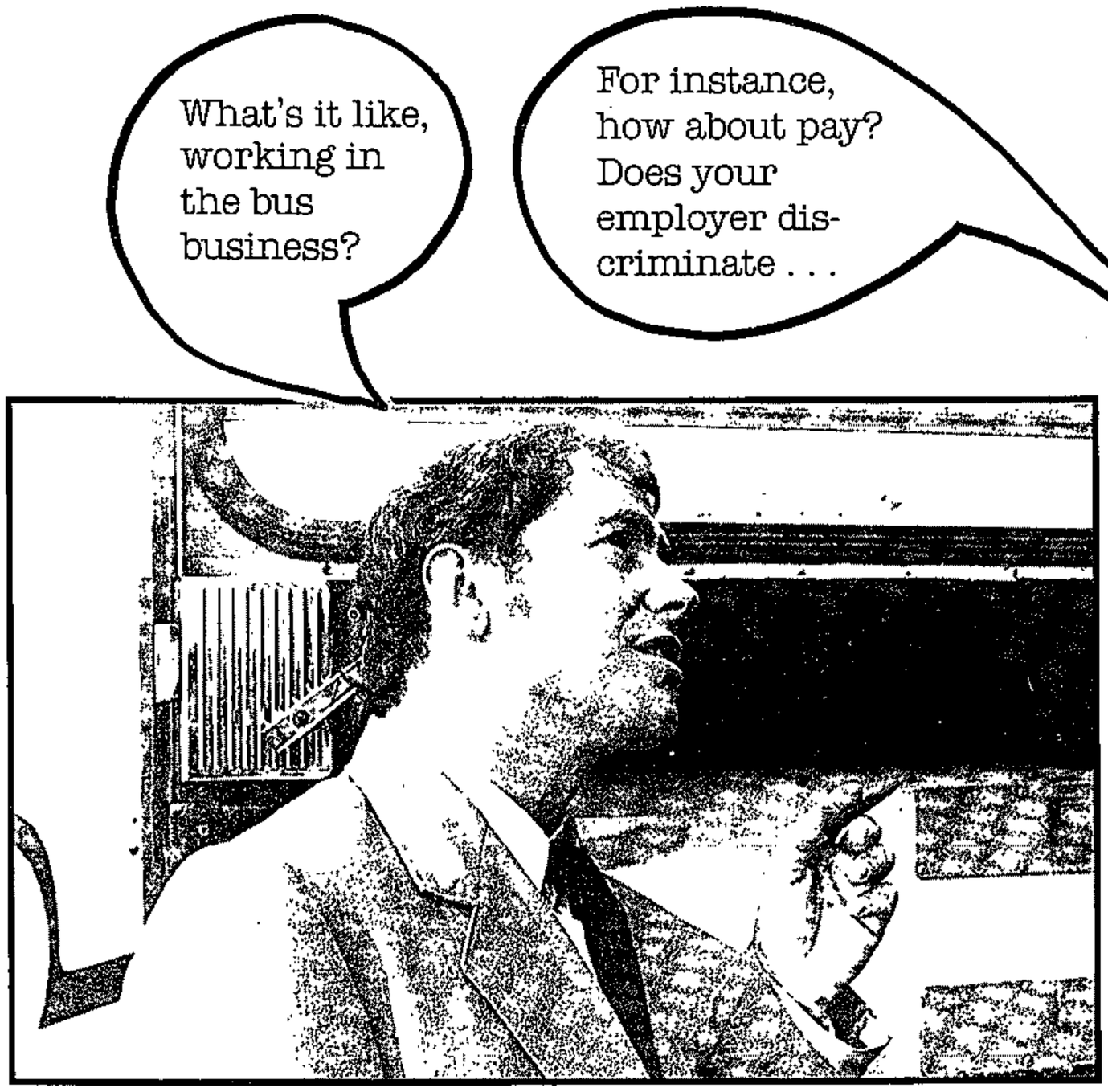
28/6/80

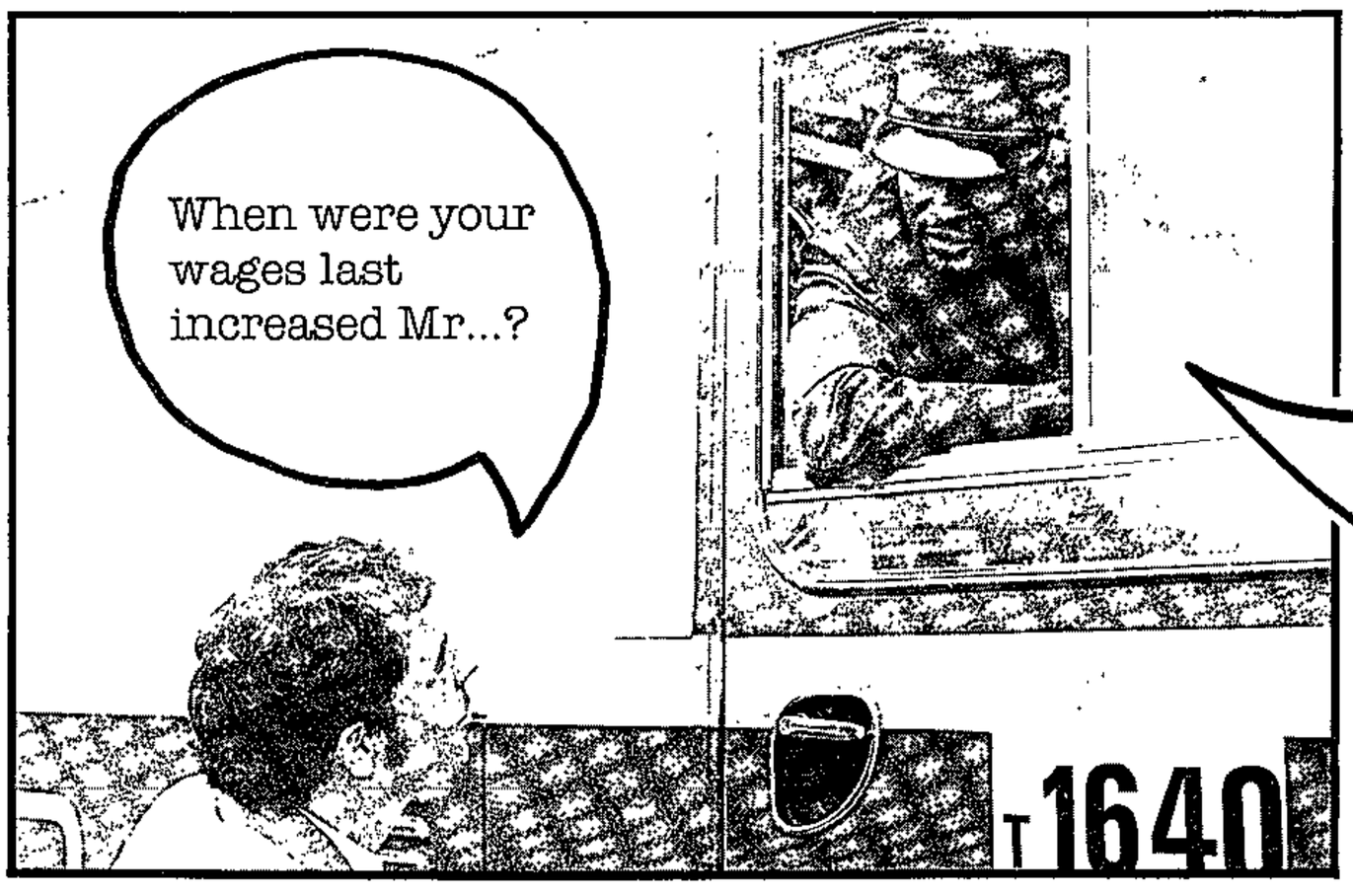
332

THE FARE FACTS

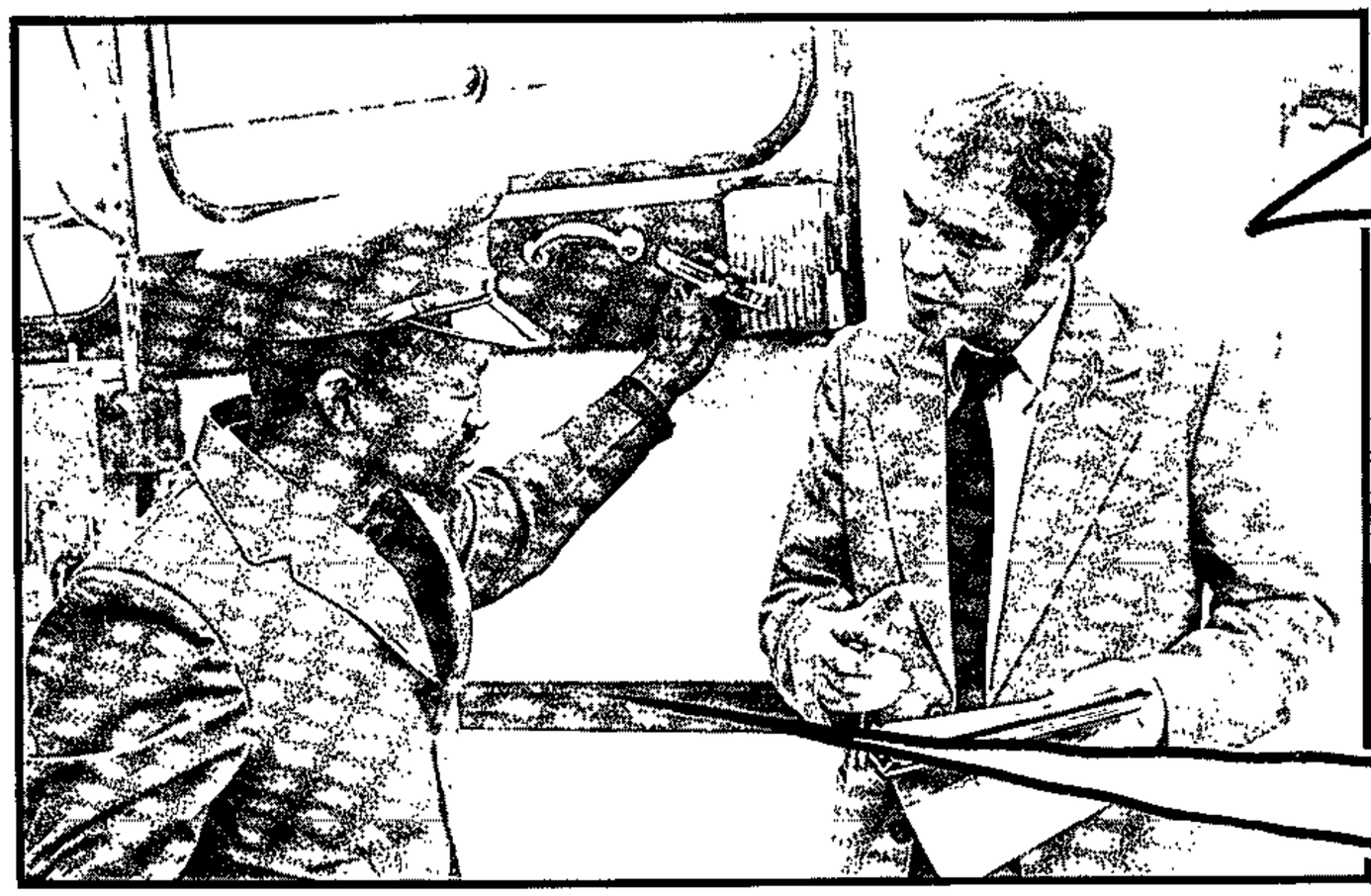


Being the first of a series of photo-stories telling the true facts about City Tramways and how it serves the people of Cape Town.





My name is Jacob Nsindwana – and my pay was increased last year



And before that, when was your last pay increase?

In the previous year . . . 1978

Do you remember when your employer last put up his prices?

Yes – you mean bus fares! Last went up in March 1977.

. . . He has also had to pay three times the price for diesel

. . . and since then he has had to pay a lot extra for bus parts . . .

he has also had to pay Sales Tax, and for many other things since '78.

MORE FARE FACTS

1. The **average** increase in **clipcard fares** is 30%. Certain clipcard fares **have not gone up at all.**
2. In some cases the current clipcard fare is the same as the **old** cash fare.
3. Clipcards cover 5 rides in each direction — they remain valid until the second Friday after date of purchase.
4. Clipcards are usable **every day**, including weekends.
5. **Anyone** can buy clipcards at all major interchange points.
6. Large employers can buy clipcards in bulk for distribution to their staff.

ENQUIRIES REGARDING ACTUAL FARES PLEASE CONTACT

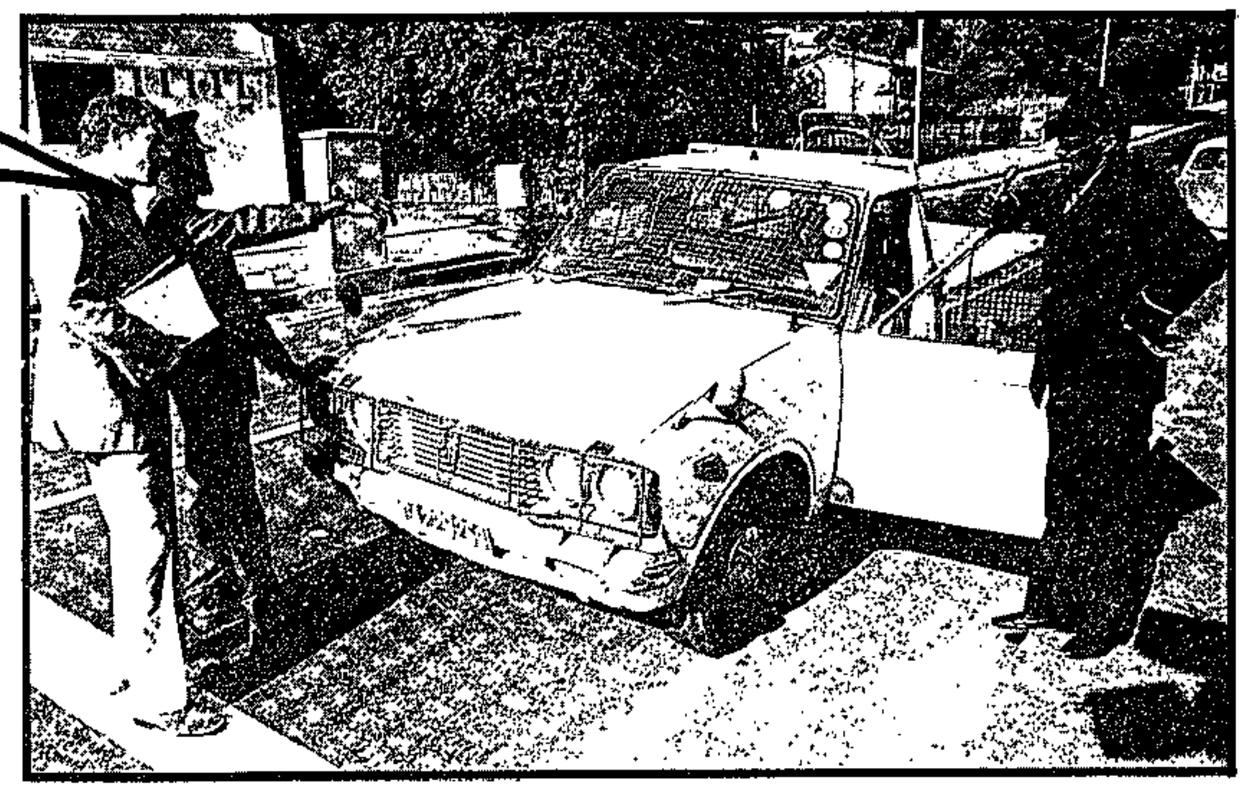
CITY TRAMWAYS

TELEPHONE 45-5478

Passengers don't seem to mind if supermarkets increase prices when they like — but they throw stones at us when fares go up.

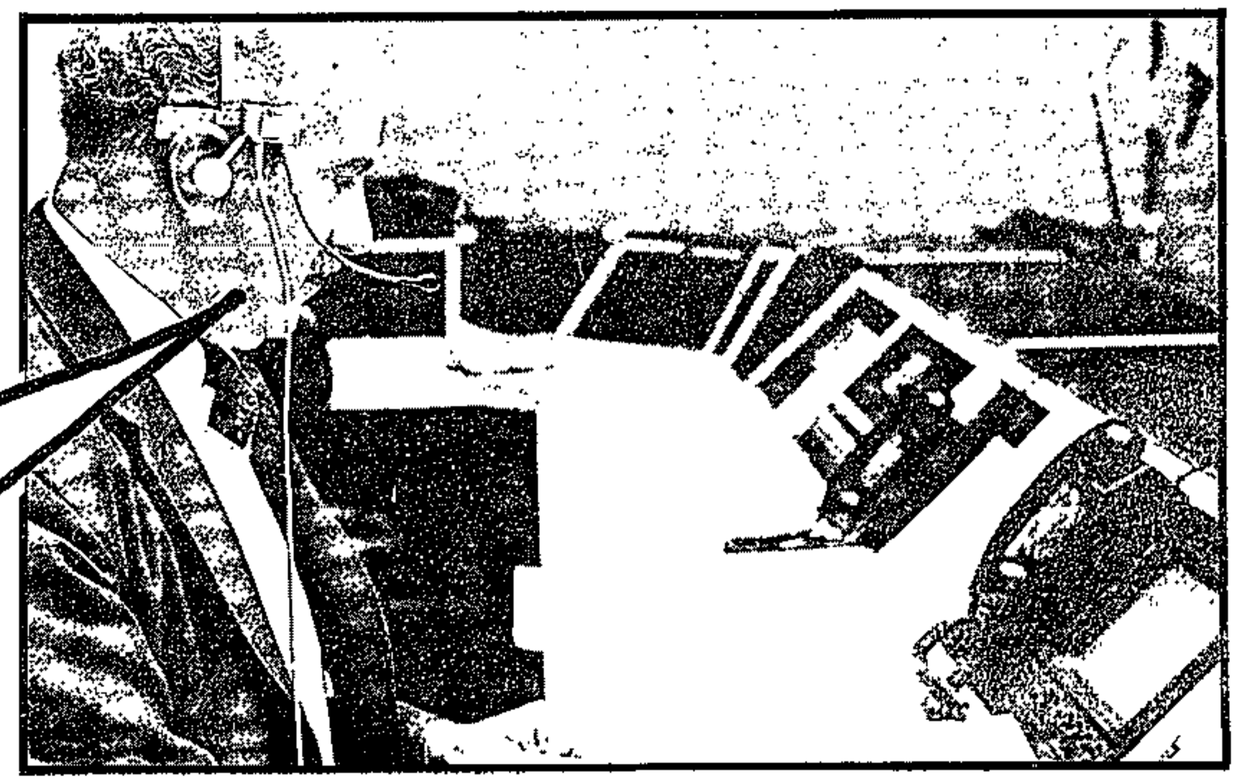
That's my inspector and he also gets the same pay as a white inspector!

How many other employers in Cape Town pay the black man the same as the white man?



"156 to control; two children hurt in car crash at the corner of Ngdwezi and Mfuliva Streets. Please call ambulance and inform police — no bus involved. Over."

Tramways to 156, ambulance and police both on their way — over and out."



People say that the Government must take over our buses. And people say they are fighting discrimination — but the buses in Cape Town are not segregated.

You know, the only reason that fares on Government trains are lower than bus fares, is because there is so much less subsidy for bus fares.

28/6/80

DD

332

Workers call for improved bus service

EAST LONDON — Workers here have called on Gompa Bus Company to improve their bus services from Mdantsane and Duncan Village.

The South African Allied Workers' Union and the African Food and Canning Workers' Union have presented a joint memorandum to the bus company containing what they regard as "legitimate complaints".

The national organiser for the FCWU, Mr Cassandile Gqweta, said members of the two unions were concerned at "the poor state of their means of transport".

They asked the company to do their best to make the buses "more pleasant to travel in" and listed eight requests to management.

They claimed some of the buses were not cleaned before they left the depots and there were no cushions on some of the seats.

The workers also claimed some buses travelled with broken windows and said the bus shelters were in a "terrible state".

Requests were made for the screening of the existing ticket system on clipcards and for pensioners and scholars to be offered half-price tickets.

Other requests were for the erection of more bus stops along Oumza Highway and for timetables to be displayed at all bus stops.

A spokesman for the company said the requests would be discussed on Monday, when their general manager, Mr Hans Kaiser, returned from leave. — DDR

Takeover talks collapse

Cape Times 1/7/80

332

By GORDON KLING

NEGOTIATIONS have collapsed for a possible takeover of Tollgate Holdings, parent company of City Tramways, whose buses are being boycotted in the Peninsula.

Shareholders, however, are in for a big bonus.

The Cape Town-based transport and insurance group and the giant Murray and Roberts construction conglomerate disclosed negotiations on June 11 which could have led to M & R acquiring the total issued share capital of Tollgate.

In a joint announcement yesterday, the companies said that the negotiations had not reached agreement and they had been terminated.

Tollgate's listings on the Johannesburg and London Stock Exchanges, suspended since May 22, are to be resumed from today.

Tollgate said in another announcement that it was increasing its authorised and issued share capital to about R25 million (from about R16 m) by means of a capitalisation issue of 60 free shares for every 100 held by shareholders registered on August 15.

The dividend of 20c a share was expected to be maintained on the increased share capital. This means that shareholders can expect a bonus of more than R240 for every 100 shares they hold if the price holds up at around the pre-suspension level of R4,30.

Executives of both groups last night declined further comment on the new developments.

M & R fails in bid for Tollgate

(332)

RDM 1/7/80

Deputy Financial Editor

MURRAY & Roberts' attempt to take over the Cape bus operating conglomerate, Tollgate Holdings, has failed.

A terse joint statement released by the companies today says negotiations between the two companies "have not resulted in agreement being reached and have been terminated."

Both companies are tight lipped about the price negotiated, which of Tollgate's assets Murray and Roberts sought and the reason for the failure of negotiations.

But observers close to the companies speculate that the Cape riots were a decisive factor. Riots, they say, are all very well when they are just a contingency factor in a takeover plan. When they are actually raging in the streets, they take on a different hue.

Especially when the company under consideration is one as "political" in nature as a bus operator.(Although Tollgate's buses are reportedly equipped with two-way radios and other anti-riot devices which have ensured minimal losses in the past.)

Mr Des Baker, managing director of M & R, says the riots were "a short term consideration but they did cause us to look at the deal more carefully."

He says M & R is still very much in the hunt for diversified acquisitions.

To bring its authorised and issued share capital more into line with the capital actually employed,Tollgate has announced a capitalisation issue.

The authorised share capital of the company is to be increased to R25 000 000, divided into 25 000 000 shares of R1 each and the issued share capital to R24 452 504, divided into 24 452 504 shares of R1 each by means of the issue of 60 shares free of consideration for every 100 shares held.

Tollgate shares will be relisted today and there is every prospect that after this reminder of the assets behind the share, it will move up sharply from 430c pre-suspension to more near net asset value of roughly 525c.

After all, Tollgate watchers say there are other suitors in the wings.

Steenkool: R230 m. meer vir Richardsbaai

23/9/80

DIE bestaande geriewe by die steenkooleindpunt by Richardsbaai, wat tans 24 miljoen ton per jaar hanteer, gaan teen 'n koste van ongeveer R230 miljoen uitgebrei word om teen middel 1984 44 miljoen ton te hanteer.

Met die aankondiging dat daar onmiddellik met die derde fase van die uitbreiding van geriewe begin gaan word met die oog op die groter steenkooluitvoertoewysings, het 'n woordvoerder van Richards Bay Coal Terminal Company (RBCT) gesê dat projekkonsultante nou voortgaan met die uitvoerige ontwerp van die geriewe. Na verwagting sal die inbedryfstelling van die vergrote eindpunt middel 1983 begin en teen middel 1984 sy volle vermoë sal bereik — twee jaar vroeër as wat oorspronklik beplan is.

Benewens dié werk gaan die Spoorweë die Richardsbaai-steenkoollyn verbeter en nuwe rollende materiaal met 'n groter dravermoë invoer. „Bykomende hawegeriewe, met inbegrip van twee kaaie, sal ook deur die Spoorweë opgerig word. Die koste hiervan is nie ingesluit by die R230 miljoen wat deur RBTC bestee gaan word nie."

Mnr. M. B. Dunn, besturende direkteur van RBCT, sê die eindpunt, die grootste en modernste vir steenkoolhantering ter wêreld, gaan hiermee verdubbel word. So sal verseker word dat die Suid-Afrikaanse steenkooluitvoerbedryf sy doeltreffende hawedienste vir steenkoolhantering voortsit.

(352) Rapport

Die wêreldvraag na steenkool as brandstof vir kragsentrales en vir staalvervaardiging het daartoe gelei dat Richardsbaai in 'n diepwaterhawe van die nuwe geslag omgeskep is, en met 'n spoorlyn van 500 km met die steenkoolvelde van Oos-Transvaal en Natal verbind is. Die spoorslag vir die stigting van die maatskappy het in 1970 gekom toe die Japanse staalvervaardigers koopkontrakte vir 27 miljoen ton steenkool met die Transvaal Coal Owners Association gesluit het. Die Regering en private ondernemings het saamgewerk om die projek te verwerklik.

In 1972 is met voorbereidingswerk en konstruksie begin en teen 1976 is die hanteringsgerief van RBCT in bedryf gestel met 'n ontwerpdeursetvermoë van 12 miljoen ton per jaar. Vanweë bemoedigende vooruitsigte vir uitvoer is daarná besluit om die gerief uit te brei om 20 miljoen ton per jaar te hanteer, en hierdie Fase 2-uitbreiding is in April 1979 in bedryf gestel.

In 1978 het die bedryf die vergunning van die Regering verkry om uitvoere tot 44 miljoen ton per jaar te vermeerder.

Die eindpunt en die wisselwerwe strek oor 106 ha, en die steenkoolbergvermoë, wat nou meer as 2 miljoen ton is, sal teen 1983 tot 4 miljoen ton verhoog word. Twee kaaie, elk 350 m lank, maak die westelike grens van die voorraadwerf uit en kan twee reusevragskepe met 'n laaivermoë van 150 000 ton hanteer.

CAPE TIMES 3/7/80

Tramways reply to Bus Action Committee

Staff Reporter (332)

CITY TRAMWAYS had bought space in newspapers to give the facts about bus services, the City Tramways spokesman, Mr Bob Krause, said yesterday.

He was responding to a statement by the Bus Action Committee that the bus boycott was successful because "City Tramways has been reduced to the level of investing in slick advertisements in newspapers".

Mr Krause said: "The positive side of the picture is all too often forgotten."

The BAC said the "people show no sign of pity and completely ignore these attempts to mislead them".

"The bus boycott will continue until the fares are reduced. We compliment the people of Cape Town for the gallant way in which they have sustained the boycott through adverse circumstances."

Tramways yesterday again declined to disclose the extent to which the boycott had affected bus services.

City bus fares compared with other services...

ARGUS 2/7/80 (332)

WHAT is a fair bus fare? A survey of the country's bus operators shows that anything from 1,11 to 10 cents a kilometre is considered fair, depending on whom the service is run for and where it operates, by the Government body which determines it.

In Cape Town, the average is four cents. Although the Johannesburg service for whites and the Pretoria whites-only service are 31 and 42 percent higher respectively, the Cape Town service is higher than the others.

For instance, Cape Town's cash fare is 95 percent more a km than Putco's service at its present prices and, if it is granted the increase it has applied for, Tramways will be 60 percent higher.

And in spite of the Durban white service running at a loss, it is cheaper than Cape Town's on average.

Rural

Although there are other factors involved, the comparison between the rural bus service rates and those in the city shows that Cape Town fares are between 100 and 250 percent higher.

The variables in operating a bus service are the cost of the buses, the wages and salaries to staff, fuel costs, and spares costs.

According to a City Tramways advertisement recently, its allocation of costs is 34,2 percent to wages, 18.42 percent to fuel, 10,52 percent to maintenance, materials, supplies and services, the same to licencess and taxes, a further 10,52 percent to accommodation, property rates, electricity and office equipment and 10,52 percent to bus replacement and new depots. It keeps 5.26 percent for profit, the company claims.

Salaries

However, on their last available balance sheet, at June 1979, after the deduction of replacement revaluation, it made a net profit of R2 125 597 on a turnover of R29 289 369 which is 7.26 percent.

But even this last percentage is not inordinately high compared with other services, in terms of percentages.

What then is the reason for the difference in fares? Does Tramways pay much higher salaries? Does it pay more for its fuel? Are its buses more expensive to buy, run and maintain? Is its accommodation more expensive than the rest? Is its operation less efficient?

On wages, it definitely pays higher salaries than the rural services although it is more capital intensive in its equipment.

For instance, Tramways has automatic bus washing machines whereas the rural services have this done by hand.

Dispute

According to the Corporation for Economic Development, which controls the rural services The Argus has used in its basis of comparison, they have to make their services labour intensive because that is their purpose, even though automatic bus washing is easier on the paintwork.

But does Tramways pay more than the Johannesburg City Council which also has no wage diferentiation between blacks and whites? Does it pay much more than Putco, which now has a labour dispute on its hands?

One of the control factors in the rural services is the wages they pay their staff.

If they pay their employees more than the going wages and then put the price of their tickets up they get a community backlash.

Reduced

Being smaller communities the word soon gets round and, even though the price increase is due more to fuel costs than wage costs the community reaction is to ask why they should pay more to support bus drivers and their families.

This happened recently in Natal where, after a massive reaction, fares were reduced, even though the fuel costs of the 1979 price hikes were the cause of the fares increases.

Does Tramways pay more for fuel? As these figures are a closely guarded secret it is not possible to either determine or publish them. The law forbids it.

However, other services on the Reef had a fuel price increase of 174 percent during 1979 whereas Tramways claims its fuel prices went up by 224 percent — even before the June 15 fuel levy increase.

The other services buy their fuel on the local market on tender.

How Tramways buys its fuel is not known. But the fact that its increase was bigger in terms of percentages indicates not only that it was paying less in the first place, but is probably paying less now.

Double deckers

The capital cost of Tramways buses is probably higher than the rural services because of its double decker fleet. It is probably also higher than the Putco fleet, which essentially comprises single deckers, but the Johannesburg fleet also employs double deckers.

On the maintenance side, the rural services' costs run away from urban transport operations For instance, the service in Bophuthatswana spends over R200 000 a year in shock absorbers which it has to replace every 7 000 km.

The body life of its buses is five to seven years compared with seven to 10 years of the urban buses and the half-life of its buses is 7—12 years compared with 10—15 years.

Boards

The half-life of a bus is the period that a rebodied chassis can continue to be used safely.

But principally these fares are determined by the National Transport Commissions agents and the Local Road Transportation boards, who are supposed to take all these factors into account, together with the pockets of the communities the services attend to.

Zimbabwe loses 1 094

SALISBURY. — Zimbabwe had a net loss of 1 094 people in May, the highest number since September last year, according to government statistics published here.

There were 1 558 emigrants, the most since April 1979, while 464 people came into the country, the highest figure for two years. — Sapa.

Order on PE Tramways to stop dismissals

ARGUS 4/7/80

332

Argus Bureau

PORT ELIZABETH. — The Grahamstown Supreme Court has granted an interim interdict stopping Port Elizabeh Tramways from dismissing workers for refusing to join the recently established in-company Bay Bus Workers' Union.

The order — granted by Mr Justice Smallberger yesterday as an urgent application — has been described as 'historic' by legal experts and likely to raise important principles relating to the free association of labour as contained in the Industrial Conciliation Act.

Applications in the case were the unregistered Black Transport and Allied Workers' Union, a member of urban training projects, which began organising at PE Tramways several months ago and now claims 300 members out of the black staff at Tramways.

In papers before the court six Tramways employees, also members of Transport and Allied, alleged that tramways general-manager, Mr Carl Coetzer, had told workers that those who refused to join his, in-plant union would be fired.

AFFIDAVITS

Six employees filed affidavits claiming they had been given notice of dismissal after refusing to sign application forms for the in-company union and claimed that the only inference possible was that they were being dismissed for refusing to join the union.

Other allegations were that PE Tramways had set up Bay Bus Workers' Union in an attempt to introduce a closed shop situation and effectively exercise control of its employees' labour organisation through its own private union.

Transport and Allied claimed that PE Tramways was in fact financing Bay Bus Workers' Union and that it had no real separate autonomy from the company itself.

The return date is August 5.

TOLLGATE 232 332

Capping the issue

FM 4/7/80

There is still no word on the reasons for the final breakdown in the acquisition talks between Murray & Roberts and mass transport operator Tollgate, and company spokesmen will not even confirm speculation that the riots in the Cape Peninsula were a factor.

But Tollgate shareholders have been compensated for any apprehension caused by the talks — or the riots — by the 60-for-100 capitalisation issue announced as the discussions closed. Indications are, at the same time, that the 20c total dividend paid for fiscal 1979 will be maintained on the increased capital.

The company, it seems, can easily accommodate the increase in total payout, as earnings in fiscal 1979 amounted to 91,6c. Though at the interim stage in the year just ended, earnings were only marginally firmer at 45,1c (43,6c), even a small hike in earnings would still leave the higher dividend bill — equivalent to a rise from 20c to 32c a share — covered about 3 times.

Admittedly, the group is traditionally conservative in its dividend policy and has averaged well over four times cover for the past few years. The directors claim that this high level of retentions is necessitated by the rising costs of replacing its relatively expensive assets, so the cash is being fully utilised in the business. Nevertheless, cash and short-term deposits are still high and, in the 1979 period, rose from R1,5m to R2,2m.

This is, incidentally, the third cap issue by the group in the past decade, the others being 30-for-100 in 1973, and a similar increase in 1978. The rationale behind all three issues, according to the board, was to bring the issued share capital more into the line with the capital actually being employed in the business.

If the previous year's 20c dividend is maintained on the increased number of shares in issue, the share at its current 425c yields an effective 7,5%. That is in line with the past.

Scott Hacker

Mixed busing 'began in the 1950s'

332

RDM 4/7/80

By GRAHAM BROWN
City Editor

JOHANNESBURG's transport department wants to correct a misunderstanding caused by reports that the city's bus service has only recently begun mixing white, coloured and Indian passengers.

On Monday, the last four routes which ran parallel all-white and coloured-Indian services — to Bertrams, Crown Mines, Mayfair and Newlands — were integrated.

But the department's manager-operations, Mr Tom Maisey, pointed out that on other routes the three groups have been travelling together since the 1950s — if not before.

What has changed for all routes is that there is no longer any restriction on the number of coloured or Indian passengers who may be carried on a particular bus.

Until two years ago, a single-decker bus could take only five coloured or Indian passengers, and a double-decker 12. The driver also had the authority to send them to particular seats.

In 1978, an amended licence increased the numbers to 15 coloureds and Indians on a single-decker, and 25 on a double-decker. This restriction, rarely applied in practice, was imposed by the local Road Transportation Board at the insistence of Puteo, which feared competition from the council's services.

The bus driver no longer has the authority to allocate particular seats to Indians and coloureds.

The 12 coloured drivers on the four routes integrated this week have been re-allocated to various routes in the city, giving Johannesburg its first non-white drivers on routes used by whites.

The council has been pursuing this goal for years, but had faced strong opposition from its transport union.

The National Transport Commission is still considering the possible integration of black and non-black services.

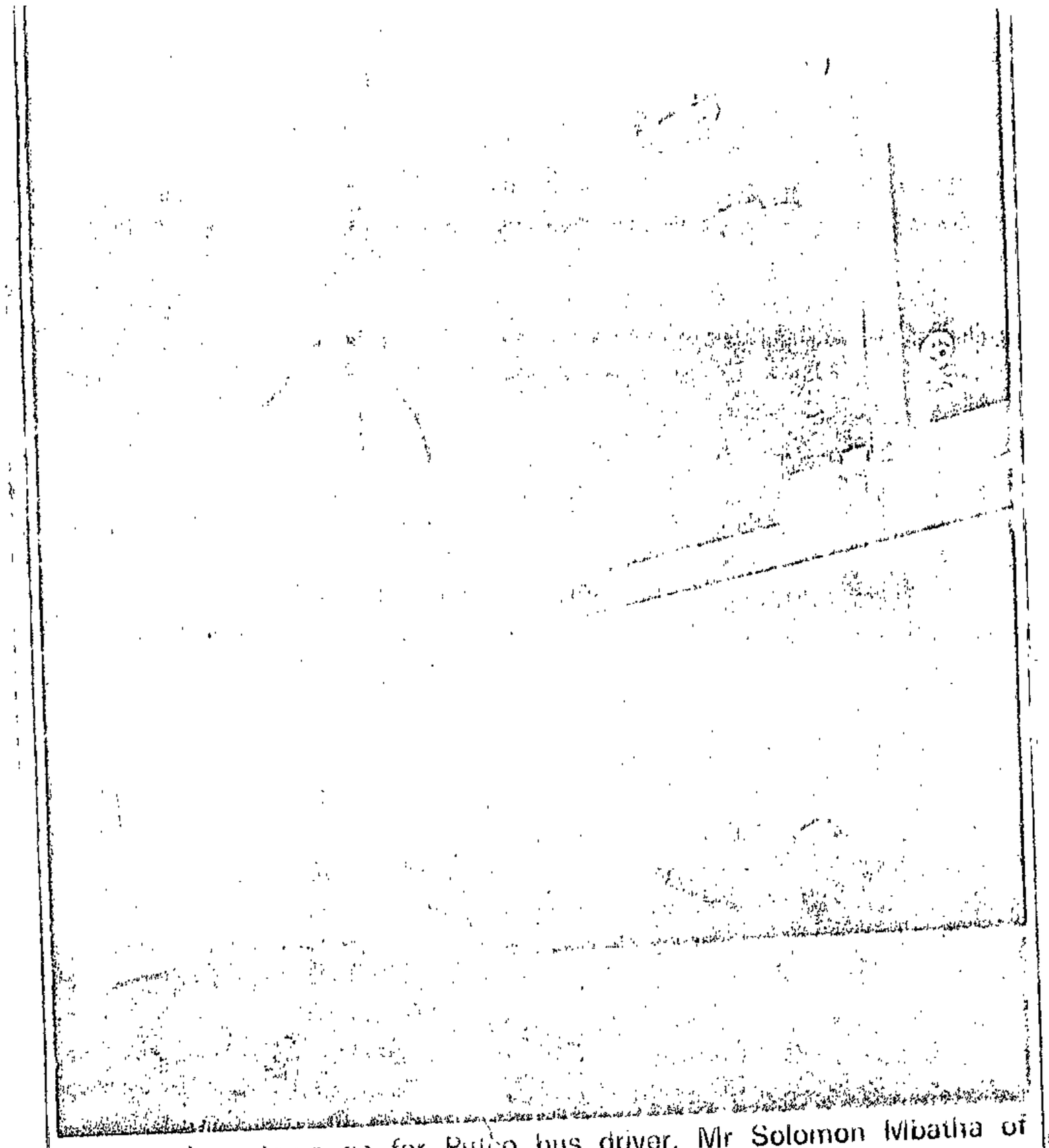
Mr Maisey said the council's black service was rationalised earlier this week to cater for increased passenger demand.

A new timetable was introduced and the frequency of several services, particularly those to Bellevue East and down Booysens Road, was improved.

Most of the black custom is from the city to the suburbs in the mornings and back again at night, resulting in empty buses returning to the city in the mornings and to the suburbs in the evenings.

So the transport department has scrapped some of the empty return journeys by allowing the buses to travel non-stop along short-cuts back to their termini.

The council's recent closing of the pay gap means that black drivers are now getting paid the same as their white and coloured colleagues and are now working the same 44-hour week.



It was all systems go for Putco bus driver, Mr Solomon Mbatha of Soweto, after yesterday's negotiations in which Putco drivers agreed to go back to work. Picture: NOEL WATSON

Drivers go back and Putco strike ends

UDM 5/7/80. (332)

By DIAGO SEGOLA

STRIKING Putco bus drivers in Johannesburg went back to work yesterday afternoon after the company's management acceded to their demand that it sign an agreement stipulating that workers accepted the company's 15% wage increase "under protest".

But worker sources stressed yesterday that the dipute was not over and that much would depend on the outcome of negotiations which would continue on Monday.

By late yesterday afternoon the buses were running again.

The drivers want a R35 a week raise and are refusing the 15% offer. The minimum wage is R32,50 a week.

The strike was sparked when the company's managing director, Mr A Carleo, refused to talk to the drivers about their wage demands.

About 600 buses — 30% of the company's fleet — stood idle during the strike and 150 000 commuters were affected on Thursday. Four depots were affected.

At 12.15pm yesterday bus No.753 drove out of the Putcoton depot, in New Canada, near Soweto, bringing to an end the strike that started on Thursday morning and which brought Johannesburg's entire bus service for blacks to a halt, stranding thousands of workers and sparking incidents at bus stops in the city centre.

Meanwhile, the strike spread to Springs yesterday where more than 80 drivers demanded higher pay. The drivers were paid off after refusing to go on duty.

Putco's public relations director, Brigadier Jan Visser, said yesterday that their dismissal would be discussed next week. "Their reinstatement is part of the further negotiations on Monday," he said.

Yesterday the workers' action committee continued their talks — lasting for about two hours — with the company's representatives outside the depot, while other workers milled around. Agreement was reached before noon.

The agreement signed yesterday by Putco's public relations officer, Mr Colin Bailey, on behalf of the company's management, said the company:

- Agreed to meet the workers' action committee on Monday to listen to their grievances.
- Agreed that the drivers had accepted the 15% wage rise "only under protest."
- Gave an assurance that all the workers who struck would be paid for Thursday and yesterday and none would be dismissed or victimised.
- Would secure the release of two drivers, said by the action committee to have been arrested during the strike.

Sapa reports that a few buses operating in Eldorado Park near Soweto, were stoned early this morning. The small crowd that was involved in the stoning accused the drivers of "not stopping to pick us up".

In Alexandra buses were running under police escort.

Union men win court order

332

RDM 5/7/80

By STEVEN FRIEDMAN
Labour Reporter

BLACK workers at a Port Elizabeth company have won an interim court order restraining their employer from dismissing them because they refuse to join an in-company trade union.

In terms of the order, the company has until August 5 to show why it should not be made final.

The case is expected to have far-reaching implications. It is the first time that a dispute between an independent black trade union and one allegedly supported by employers has been tested in the courts.

Disputes between the two groups of unions are common at present.

The employer is Port Elizabeth Tramways and the action has been brought by five workers who are members of the Transport and Allied Workers Union (TAWU), a black union affiliated to the Consultative Committee of Black Trade Unions.

The workers allege that the company has tried to compel them to join the Bay Bus Workers' Union (BBWU), an "in-company" union which they claim has been formed by PE Tramways.

They allege they were not willing to do this and feared they would be dismissed yesterday if they continued to refuse to join the BBWU.

TAWU claims that 60% of the company's workers are union members and that the BBWU was formed to counter it.

The workers allege that the company has violated their freedom of association which, they claim, is guaranteed in industrial law.

The interim court order granted this week restrains the company from:

- Dismissing any of the five applicants "by reason of their membership" of TAWU or their refusal or failure to apply to join the BBWU,
- Dismissing any other of their employees for the same reason, or
- Requiring any workers "either as a condition of employment or otherwise" not to join the Transport and Allied Workers Union or to join the BBWU.

Other side of boycott is given

(332)

CDM 5/7/80

Own Correspondent

CAPE TOWN. — City Tramways has advertised in local newpapers to explain the facts about Cape Town's bus services, said Mr Bob Krause of the City Tramways yesterday.

Mr Krause was responding to a statement issued by the Bus Action Committee representing 40 community organisations.

The committee said that the bus boycott was successful because "City Tramways has been reduced to the level of investing in slick advertisements in newspapers".

Mr Krause said: "The positive side of the picture is all too often forgotten."

In the statement, the action committee said: "The people show no sign of pity and completely ignored these attempts to mislead them.

"We compliment the people of Cape Town for the gallant way in which they have sustained the boycott through adverse circumstances," the statement reads.

"It is clear that the boycott is successful because City Tramways has refused to divulge figures on the extent of their losses," said the the committee.

City Tramways yesterday again refused to give any information about the extent to which the boycott affected bus services.

Mr Krause said: "The frequency of bus services in all areas is as always constantly adjusted to accord with passenger demand."

He confirmed that Nyanga buses were not being used at all. "The people tell us that they fear physical assault if they set foot on a bus," he said.

[93] "Dimensions of welfare in a comparative Scandinavian study", E Allardt. Acta Sociologica 19, 227 (1976).

[94] "Causal models and social indicators: toward the development of social system models", J G Anderson. Am. Sociological review, 38, 285 (1973).

[95] "The 'Quality of Life' and social indicators research", M Schneider. Public Administration Review, 3, May/June 1976, p. 297.

[96] "Quality of life: Concept, measure, and results", B Liu. Am Journ Economics and Sociology 34, 1 (1975).

[97] *Studies in Environment*, Vol. II - *Quality of Life*, K E Hornback, J Guttman, H L Himmelstein, A Rappaport and R Reyna. Office of Research and Development, U S Environmental Protection Agency (1973).

[98] "Quantifizierungsversuche der (städtischen) Lebensqualität" F Gehrmann, Universität Augsburg. July 1974.
"The usefulness of the 'quality of life' concept", F Gehrmann. Vienna centre (European Coordination centre for research and documentation in social sciences). November 1975.

[99] *City size and the quality of life*, Stanford Research Institute. (U S Government Printing Office, June 13, 1975.)

[100] "Social Indicators and urban system dynamics", E S Krendel. Socio-Econ. Plan, Sci. 5, 387-393 (1971).

[101] "Environmental quality: Outline for a national index for Canada", H Inhaber. Science, 186, 798 (1974).

[102] *A review of work on subjective social indicators 1971 to 1975*, M Abrams. Occasional papers in survey research, SSRC Survey Unit, London (1976).

[103] "An approach to measuring quality of life", A Mitchell, T J Logothetti, and R E Kantor. Stanford Research Institute, California (1971).

[104] "Measuring Quality of Life", S Bekker. Institute of Social and Economic Research, Rhodes University. 1979*
"Quality of Life in Mitchell's Plain: an exploratory study using the Delphi technique", L N Smedley. Institute for Sociological, Demographic and Criminological research, (Pretoria, 1979) South African Human Sciences Research Council.
"The concept of 'Quality of Life' and its implications for Housing Research", L N Smedley. Institute for Sociological Demographic and Criminological research, (Pretoria, 1979).
"Quality of life in South Africa with special reference to urban blacks", P Human and L Smedley. S A Journal of Sociology 20, 69 (1979).
"The perception of quality of life: perception and measurement", W D Pienaar and P Human. 1974*.

* Presented at the CSIR (Cooperative Scientific Programmes) Workshop on Quality of Life, Pretoria, November 1979.

ABSTRACT

A model is proposed for the causal mechanisms by which 'welfare' is controlled in society. In essentials, it is suggested that there are six causal levels in the 'welfare feedback system' that controls the welfare of any particular group in components as follows:

Level # 4: Error correctic

Administrative correction procedures	Lega corr proc

Level # 3: Access to Powe

Direct Political Power	Direct Economic Power

Level # 2: Available Res

Natural Resources	Human Resources

Level # 1: Level of Liv

Physical Welfare Expendi-ture	Safety Expend-iture	Ec In me

Level # 0: Level of We

Physiological Welfare	Safe

Crucial day of talks in Putco dispute

7/7/80

332

Staff Reporter

CRUCIAL talks will take place today between Putco management and the action committee representing the company's drivers in a bid to resolve the pay dispute which led to last week's strike.

Putco drivers returned to work on Friday afternoon, but only after management had signed a statement that the drivers had accepted the 15% wage increase offer "under protest" and that negotiations would continue.

Workers' sources said on Friday that the strike was not over and that much depended on the outcome of today's talks.

The strike was sparked on Thursday when Putco's managing director, Mr A Carleo, declined to meet about 800 drivers who had gathered at the company's Putcoton depot, just outside Soweto.

The drivers wanted to discuss with him their demand for a R35 a week increase and their rejection of the company's 15% offer.

Drivers drove the buses out of the depot on Friday after repeated assurances from their action committee that the current compromise was temporary, that the committee had not "sold out" to management and would continue negotiating until the "battle is won".

They resumed work only after a Putco official, Mr Colin Bailey, signed a statement that the company had agreed:

- To meet worker representatives today to listen to their grievances;
- That the drivers had accepted the 15% wage rise only "under protest";
- That all workers who struck would be paid for Thursday and Friday and none would be dismissed or victimised;
- To secure the release of two drivers, said by the action committee to have been arrested during the strike

Another Tramways pamphlet

CAPE TIMES 8/7/80

332

Staff Reporter

CITY Tramways has released another pamphlet in the continuing propaganda war between the company and groups organizing the bus boycott.

The latest pamphlet explains why recent increases in bus fares were necessary and blames the rise on spiralling inflation which has pushed up costs of running the service.

Diesel now cost the company 200 percent more than in 1971, while the price of some components had risen from R363 in 1973 to R1 200 this year. Tyre prices had risen 47 percent since 1977, it stated.

Fuel price rises last year increased the company's fuel bill by R3,5 million. Rises in electricity tariffs had forced up the prices of machinery, repairs and maintenance.

The pamphlet said that in spite of the cost increases, City Tramways was able to charge fares which compared favourably with fares in other centres. It added that City Tramways was proud of the service it offered, and was determined to maintain its high standards of efficiency and safety.

A spokesman for the bus company yesterday refused to say whether there had been any sign of an end to the boycott.

"I do not want to state what the position is regarding the boycott because information I give will be used as ammunition against City Tramways," the spokesman said.

Tollgate's 6 for 10 cap issue

332

RDM 8/7/80

CAPE TOWN. — Tollgate Holdings says it plans to increase its authorised and issued share capital by way of a 6 for 10 free capitalisation issue to shareholders on register August 15.

The company said its authorised share capital will be increased to 25-million R1 shares from 16-million shares and the issued share capital to 24 452 504 shares from 15 282 815 R1 shares.

Of the remaining 547 496 unissued shares 208 388 have been placed under the directors' control for the executive share incentive scheme, said Tollgate.

The company said the present 20c per share annual dividend will be maintained, in the absence of unforeseen circumstances. — Reuter.

9/7/80 ARGUS

Putco talks

332

Argus Correspondent

JOHANNESBURG. — Two days of negotiations between Putco management and an action committee representing drivers, have resulted in the declaration of a dispute.

Putco's operations' executive Mr Colin Bailey, said the matter had been referred to the Department of Manpower Utilisation. Representatives of the department would attend a meeting of drivers and management today.

During yesterday's talks, major points at issue were:

- Wages
- Whether the company would accept in principle a trade union.
- Whether employees who had been dismissed during the recent bus strike would be reinstated.

Mr Bailey said the company had agreed to accept a trade union in principle and to reinstate all employees.

Deadlock continues in Putco wage talks

RDM 8/7/80

332

By STEVEN FRIEDMAN
Labour Reporter

DEADLOCK in the wage dispute at the Putco bus company continued yesterday. There was no agreement after talks between the company and the Putco workers' action committee.

However, negotiations between the two parties at Putco's Wynberg depot will continue at 10am today, according to a company spokesman, Brigadier Jan Visser.

A strike by Putco drivers last week caused a widespread breakdown of Johannesburg's black bus services and there are fears that another strike could occur if the negotiations end in a stalemate.

The drivers have rejected a 15% pay offer negotiated with Putco's liaison committee and have demanded a R35 a week increase, the disbandment of the liaison committee and the recognition by management of the Transport and Allied Workers Union.

It is understood that worker demands were adjusted at yesterday's negotiations and the R35 a week increase is no longer at issue.

Worker representatives told the "Mail" that they were prepared to accept an increase which fell between management's offer and the R35 increase workers demanded.

Earlier yesterday, Brigadier Visser was reported to have said that the company was not prepared to increase its offer beyond 15% because it did not believe it could afford a bigger increase at this stage.

But it is understood there is a possibility that Putco may be prepared to increase its offer as the negotiations continue.

The "Mail" also learnt that yesterday's talks centred around the wage issue and there was no discussion of the future position of either the liaison committee or the union.

Official probe into dispute now likely

332 RDM 10/7/80

By STEVEN FRIEDMAN
Labour Reporter

THE Putco wage dispute is now likely to become the subject of a Wage Board investigation after management and workers representatives agreed yesterday to declare a formal dispute on the pay issue.

And last night, the Putco workers action committee issued a statement saying it had achieved a "fundamental breakthrough" in negotiations with the company.

The statement said the Wage Board would grant an increase above the 15% offered by the company and described this as a "temporary success". It added that recognition of the Transport and Allied Workers Union by Putco "has been guaranteed".

The decision to declare a dispute still has to be put to a worker meeting later this week at which the committee will seek a mandate for its agreement to process the dispute through official channels.

The dispute has been declared in terms of Section 10 of the Black Labour Relations Regulation Act, which has not been used often in recent years.

Black workers have used it to stage a legal strike on one occasion, but this is not possible at Putco because the passenger transport industry is defined as an "essential service" in the legislation and legal strike action is thus not permitted in the industry.

A joint statement issued by the two parties yesterday said the decision to declare a dispute had been taken after "lengthy" discussions with Department of Manpower Utilisation officials.

It said a meeting with officials yesterday had been unable to break the deadlock in which workers have rejected a 15% pay offer and demanded a R35-a-week increase.

Earlier this week, the two parties reached agreement on three other issues, including reinstatement of drivers dismissed during last week's strike.

Besides commenting on the pay and union recognition issues, the action committee statement also said an agreement on "work conditions and job security" would be entered into between Putco and worker representatives.

However, on the recognition issue, worker spokesmen said the union would still have to submit certain documents to the company before it was recognised.

A senior Putco executive, Mr Colin Bailey, last night declined to comment on the committee's statement. "I am not aware of it and can only comment on the joint statement," he said.

In terms of the disputes procedure in Section 10, the department's black labour officer must attempt to resolve a dispute once it has been reported to him.

If he fails, he must call in the Central Black Labour Board. If mediation by this body also fails, the Wage Board may be called in by the Minister of Manpower Utilisation to investigate the dispute and make a recommendation on it.

The Minister can make this recommendation legally binding.

In the case of essential services, the Minister is compelled to order a Wage Board investigation if mediation attempts by officials fail. Such an investigation appears to be certain in the Putco dispute.

Pupils make demands to end boycott

RDM 12/7/80

332

Political Staff

COLOURED pupils yesterday laid down conditions that had to be met if they were to return to school next week after mid-year holidays in major centres where they have been boycotting schools for the past three months.

In Cape Town, where the boycott of classes started and sparked nationwide unrest, the Committee of 81, representing pupils in the area, made their demands as this week's new wave of unrest continued.

Police detained 128 strikers in East London, and used tearsmoke and baton charges to disperse pupils in several areas as unrest escalated again after recent violence which claimed 31 lives and led to the detention of an estimated 300 people.

Coloured commuters in Cape Town prepared to enter the seventh week of their mass boycott of buses in protest against increased fares.

The Minister of Police, Mr Louis le Grange, responded to the new wave of unrest with a warning that police had instructions to enforce law and order at all costs and to ensure observance of the Government's recent ban on public gatherings.

But although training college students said they would return "unconditonally" to classes when colleges and schools reopened in the Cape on Tuesday, school pupils appeared to be undecided.

Their Committee of 81 indicated the pupils' demands included the unconditional re-instatement of all pupils and students suspended or expelled during last term's boycott, the repair of all school buildings and full recognition of independent students' representative councils.

The schools' boycott started as a protest against discrimination in education.

And in another major boycott centre, Durban's KwaMashu township, community leaders held a meeting yesterday afternoon to devise ways of breaking the 10-week school boycott in the area.

The circuit inspector of the Kwazulu department of Education and Culture, Mr L A Msomi, said principals were making arrangements to discuss the situation with pupils next week when black pupils are due to return to school.

In East London, police arrested 128 people after about 200 workers at a border factory went on strike and tried to intimidate others into joining them, according to the Police Public Relations Directorate in Pretoria.

To Page 2

Pupils burn school desks

RDM 12/7/80

332

From Page 1

The directorate added in a report on the unrest in the country that about 80 black pupils boycotting a school in Queenstown set alight school desks. Police dispersed the youths and arrested 25.

No serious incidents were reported in the northern Transvaal but police were investigating the theft of keys from five schools in Atteridgeville near Pretoria yesterday.

At Mamelodi, also near Pretoria, a nightwatchman was overpowered and the keys to a school building he was guarding were taken from him. No arrests were made.

In the Eastern Province, about 500 youths were dispersed by police at a school in Kwazakele after they had rioted.

About 300 youths gathered inside a school hall at Port Alfred and barricaded the doors from the inside with benches. Police forced open the doors after consultation with the school authorities and chased the youths out of the hall.

The directorate said that in the incidents in which the police were involved, only batons were used and in some cases dogs and tearsmoke.

In Bloemfontein, police said 50 people had been arrested after rampaging black students overran a police station in a black township, stabbed a constable and seriously wounded a woman late on Thursday night.

In his statement yesterday, Mr Le Grange again stressed that the police had been given instructions to rigorously enforce law and order.

He said in a statement released in Pretoria by the Directorate of Public relations of the South African Police that since June 30, when public gatherings were banned, the police had kept a low profile against school boycotters who were deliberately taunting the law but that the situation could no longer be tolerated.

He stressed that parents of those children who wished to continue with their classes could be assured that their children would be afforded the necessary police protection.

The Minister added that the outbreak of unrest in certain areas was not approved by the majority of the population who were becoming impatient with the boycotters.

Plan to end bus boycott claimed

Cape Times 12/7/80

332

By SUSAN DALLAS

A CITY TRAMWAYS spokesman yesterday refused to comment on a claim by bus drivers that they had been told to dress in civilian clothes and pose as bus passengers to encourage commuters to end the bus boycott.

In several interviews drivers told the Cape Times that they had been warned that they may have to work "short time" to make up company losses unless the plan to end the boycott — now entering its seventh week — proved effective.

A senior official from the bus company is said to have addressed black bus drivers, instructing them to take buses out in teams of two — one driver to drive the bus and the other to sit in a passenger seat.

Coloured bus drivers said the warning applied mainly to black drivers.

"The company seems to think many black people want to use the buses but are too scared that they will be beaten up. If they see a passenger already in the bus they may decide to risk the trip.

"The drivers are in a difficult position. They need their jobs for their own survival," a driver at the Klipfontein depot commented.

A Cape Times reporter yesterday saw two bus drivers leaving a city bus depot dressed in plain clothes and carrying drivers' boxes. A driver said the two were "going to try out the plan".

14/7/80

Multirace taxis old hat in city

ARGUS 232

TWO Retreat taxi fleet operators, Mr E R Bradnick and Mr G G Jones, have held permits to operate multiracial services for the past 3½ years, it was learnt today.

In the wake of a ministerial announcement in May that taxi operators' applications for multiracial permits would be considered by the local road transportation boards came the news that one in Pretoria and another in East London had been granted permits, while others in other centres had applied

In Cape Town, although no new applications have been received by the local board, the taxi services in Retreat have had permits for some time.

Bus committee criticizes plan

352

CAPE TIMES 14/7/80

Staff Reporter

THE plan to use bus drivers to encourage commuters to end the bus boycott was "a deliberate attempt to sow confusion in the minds of the public", according to the Bus Action Committee which has regulated the bus boycott for seven weeks.

In a statement issued yesterday the committee, representing 40 community organizations, condemned the methods allegedly being used to break the boycott.

The committee was reacting to claims by bus drivers on Friday that they had been told to dress in civilian clothes and pose as bus passengers to encourage commuters to use the buses. City Tramways officials refused to comment on these claims.

The Bus Action Committee called on City Tramways to respond to the "genuine grievances" of the Cape Town community in a "positive and sincere manner".

"Reduce the bus fares and restore the goodwill and co-operation of the Cape Town community," the statement said. "For the past seven weeks motorists, workers, housewives and students have supported the boycott in order to impress on the Tramways bosses their dissatisfaction with unjustly high fares.

"The attitude of the company during this period has been arrogant and uncompromising. They have refused to acknowledge that the community has any geniune grievances. Instead, they have threatened to push fares even higher and have called for higher state subsidies to offset their losses."

Transport board wants takeover of private buses

NATAL MERC 15/7/80

(332)

Mercury Reporter

THE Durban Transport Management Board yesterday proposed a takeover of about 75 bus operators, involving 313 certificates over three years.

Mr Alan Bray, DTMB's traffic manager, was giving evidence before the inquiry into public transport in and around Durban.

He said certain private operators were making unauthorised trips or were departing ahead of schedule — taking passengers who could be picked up by the DTMB.

It was suggested that all certificates be withdrawn and re-issued to a single operator, which would then have control over a given area.

The operators affected would be compensated to the equivalent of one year's profit, based on the previous year's profit.

He said there would be no objection to employing people who worked for the operators affected, provided they were up to standard. Workshops could be taken over.

Mr Marshall Cuthbert, general manager of the board, said that as and when it became necessary the required finance would be available.

He could not estimate how much this would be.

He blamed the current ineffectiveness of the DTMB's white bus service on the quality of South African life.

'There is no merit in providing costly public transport for a public that doesn't want it.'

Mr Cuthbert said he would rather not discuss desegregation of buses 'at present'.

Leyland gets R1,4m order for 40 buses from PE Tramways

Cape Times 15/7/80

332

LEYLAND SA has secured an order for a total of 40 Leyland Victory Mark II buses, valued at R1,4m, from PE Tramways.

The Leyland Victory Mark II is fitted with the Leyland 680 diesel engine mounted vertically at the front of the vehicle and coupled to a Leyland Self Changing Gears, five-speed, semi-automatic gearbox.

The buses which will be bodied by PE Tramways, will be equipped with a single deck bodies capable of transporting 110 passengers and will be used for city and urban transport.

Mostly standing room

The new vehicles will be known as "standee buses" due to the fact that the majority of passengers will stand.

The object of this configuration is to allow for the transportation of the greatest number of passengers within the shortest possible time, thereby eliminating passenger inconvenience and fatigue.

Leyland has already delivered the first of the buses and delivery of all 40 units will be completed by the end of the year.

Cape Tramways, of which PE Tramways is a subsidiary company, operates more than 1 500 buses, the majority of which are Leyland models.

CAPE TIMES 15/7/80

(332)

Bus fares 'reflect cost'

Staff Reporter

THE new bus fares granted to City Tramways reflected the actual economic cost of carrying passengers, a spokesman for the company said yesterday.

The spokesman was answering charges by the Bus Action Committee, published in the Cape Times yesterday, that it asked "unjustly high fares", and that it has been "arrogant and uncompromising".

His full statement reads:

"The new fares were granted by the National Transport Commission in terms of the Road Transport Act of 1977.

"They were granted after a public hearing and after the commission had considered reports by the cost accountants of the Department of Transport and an independent firm of chartered accountants.

"The new fares actually reflect the actual economic cost of carrying passengers. They are entrenched in law and City Tramways does not have the legal power to reduce them.

"Fares everywhere have risen and it is incomprehensible that only in Cape Town rising costs should not be met by the passengers.

"Included in fares is a modest profit provision which even press reports acknowledged is reasonable. It is vital for City Tramways to make a profit in order to continue to provide a save and reliable bus service.

"City Tramways had always acknowledged the general grievances of the commuters, especially the difficulty in meeting the real cost of travelling".

Police raid for 'pirate' taxis

Cape Times 15/7/80

Staff Reporter

332

POLICE raided a vacant lot near Claremont railway station late yesterday where "pirate" taxi drivers are said to operate.

People are said to obtain lifts there to such areas as Guguletu, Nyanga East and Crossroads following the bus boycott and suspension of bus services to these areas.

A police spokesman said vehicles on the scene were run by "pirate" taxi operators. He also confirmed a dog handling team had been at the scene.

Police checked the roadworthiness of some of the vehicles and checked they were not carrying passengers illegally. No arrests were made.

Bus takeover could 'bankrupt R2m businesses'

Natal Mercury. 16/7/80

332

Mercury Reporter

PUTCO should have exclusive authority to transport blacks in and around Durban, according to evidence given by Mr W F Bowen, the company's planning executive, to the inquiry into public transport in and around Durban.

This would involve buying the Durban Transport Management Board's black bus operation, Ilanga and Mpumalanga Transport and 17 independent operators with about 158 buses.

Mr Bowen said: 'An increase in the number of operators will diminish the efficiency of each transport operation and will remove the responsibility for the overall effectiveness from each or all of the operators.'

He said that in January this year the Durban City Council refused permission for Putco to buy the DTMB's black bus operation.

Mr L Reddy, secretary of the Chatsworth Bus Operators' Association, protested that if the permits of the members of the association were withdrawn in a takeover bid by DTMB or any other single operation 69 operators' businesses, involving R2 million would go bankrupt.

About 700 Indian men would become unemployed and in many cases this would involve entire families which took part in the business and had no other source of income.

Ex-govt official detained

RDM 17/7/80.

329

UMTATA. — Transkei police yesterday detained a member of the Transkei Opposition Democratic Progressive Party Youth League, Mr Songezo Ndletyana.

Mr Ndletyana, a former Transkei government official, is being held under the Transkei Emergency Proclamation.

Capt Ngceke, of the CID, said in an interview that Mr Ndletyana was detained under the Transkei Emergency Proclamation.

The vice-president of the party, Mr E Teddy Mpahlwa, who received the news of Mr Ndletyana's detention said his executive would meet soon to decide on the detention. — Sapa.

Natal Mercury 280 332

'Unrest' claim if permits are lost

Mercury Reporter

WITHDRAWAL of bus permits from operators in Chatsworth could lead to serious unrest in the community, Mr P Poovalingham, one of the representatives of the Chatsworth Bus Owners' Association, warned yesterday.

He told the Commission of Inquiry into transport in and around Durban that if it bowed to a South African Railways request for the withdrawal of bus permits, thus forcing commuters to use trains instead of buses, it would 'oblige them to break the law'.

People preferred to use buses because it cut out extra time and physical effort, he said.

He attacked the Durban Transport Management Board (DTMB) and the City Council.

'I don't buy the story that the DTMB is an autonomous body — it is merely an agent of the council, which is regarded by Indians as the most hated institution in this country. It is greedy and avaricious.

'The council's attitude is: Let them use the Railways. And they want to grab the businesses of Indian operators in other areas.'

He said that Chatsworth bus owners had not formed a company because a portion of their profits would shrink because of the paperwork involved; the direct personal interest in maintaining buses would be lost; and there would be no place for the middle-class man necessary in a capitalist society.

However, they were willing to form one if the commission found that there was no alternative.

'There is no problem with the bus service as it is now, so why are we looking for a solution?' he said.

Giving evidence for Marinpine (Pty) Ltd, the managing director, Mr E H Asmal, said that the company was willing and able to take over the whole of the western and south-western areas of the DTMB's black service. This would involve buying 36 of the board's permits.

Costs

He said the cost of running his buses was 50 percent less than the DTMB spent on running theirs. His fares were lower and his buses in better condition, the average age being two to three years compared with DTMB buses' 10-year average. Marinpine used Mercedes engines while the DTMB buses were Leyland-powered.

Because Marinpine operated from within the communities served and the board's buses had to travel about 20 km to reach their starting points there was gross fuel wastage.

His company had never asked for a subsidy. The DTMB was subsidised 'and the inhabitants of Durban are paying'. He quoted from the board's balance sheets which showed losses of R1,5m to R2,5m over the past four years in the black service.

...nan be
without my beautiful daughter.

Commission chairman makes a promise

'We won't ignore Indian bus operators'

(332)

NM 18/7/80

Mercury Reporter

THE interests of Indian bus operators would not be ignored, the chairman of the commission of inquiry into transport in and around Durban, Mr H C van Zyl, said yesterday.

'The commission was appointed to see if transport could be improved. I promise we won't ride roughshod over your interests,' he said.

His statement came after Mr P Poovalingham, a representative of the Chatsworth Bus Owners' Association, said that every time the Indians established something worthwhile they were moved out.

Speaking in his personal capacity, Mr Poovalingham said: 'Even a worm reaches a stage when it says: "You don't push me about any more!".'

He said that the Indian bus operators were not subsidised where the Durban Transport Management Board (DTMB) and KwaZulu Transport were. Even Putco had been State-funded. South Africa was in effect a socialist State.

'I hate communism and racial discrimination equally, but if I find that I must have communism anyway, I would opt for a system that at least guarantees no discrimination,' he said.

Referring to the Durban City Council's 'scavenging' actions he said: 'You can't have jackals unless there are corpses and if the Minister of Transport withdraws the Indian permits he will create corpses.'

Giving evidence on behalf of the Southern Durban Indian Local Affairs Committee, Mr M R Moodley demanded that the council 'get off our backs'.

The committee pointed out that millions of rands had been invested in the Indian bus operations, 'taking into account the Government policy at that time which dictated that members of a particular racial group have the right to serve their people in a declared area'.

Although the Southern Durban Indian areas had been established to resettle Indians, neither the Government nor the local authority had made arrangements for the transport of displaced people at the time of removal. It was left to Indian private bus operators to do so.

gis- to
the
of

Reddy warns DTMB

332 NM 19/7/80

Mercury Reporter

IN A moment of crisis people attacked the 'symbols of oppression' and if the Durban Transport Management Board (DTMB) bought out private Indian operators it would become one of those symbols.

Mr J N Reddy, chairman of the South African Indian Council, said this yesterday in evidence before the commission of inquiry into transport in and around Durban.

He pointed out that during recent bus boycotts the Indian-operated buses had had no trouble. Operators had declined police offers of protection.

He said there was great opportunity for industrial development on a free enterprise system in the bus business but because of the 'maze of regulations' no infrastructure for industry had been built up.

'Body-building, for example, could be developed, providing job opportunities for many and making the community and the country self-reliant.

'The necessary equipment for a collective operation should have been provided at least 10 years ago. But every request for workshop facilities in Durban has been turned down because of the Group Areas Act.

'People are prepared to put money into business but it must be a business they know something about.'

He emphasised that the free enterprise system should be respected and encouraged and if the Minister of Transport withdrew the Indian operators' permits 'it will be seen as an act whereby the strong eradicate the weak'.

The commission adjourned until October 13.

German ties stressed

'ONE DAY you might have sanctions applied against you, and then the people who have had good business ties with you might just decide to stay on and tell the rest of the world to go to hell.'

Captain Ernst Wachenfeld, master of the Macs-owned, multi-purpose general freighter Durban Carrier, was discussing the commitment that his non-conference company has to the South Africa-Europe trade.

'Macs is a German company and not very big by European shipping standards. But I think we represent much of the German way of thinking.

Problems

'Germany has its problems just as your country has its problems, and it is possible that out of our problems we can work to each other's mutual benefit.

'We Germans live on our exports, not on resources. It is vital that we continue to conduct our affairs in a true businesslike way with the people that enable us to make this living.'

Captain Wachenfeld said that if santions were applied against South Africa, it was possible that some companies that had formed close business ties could choose to disregard the sanctions.

'I have not had time to get to know your country well yet, but it is obvious that you have your problems here. But I have seen a great many countries around the world, and none of them is without problems.

Crisis ahead

'Germany has its difficulties, and we could be heading for a crisis. We have too little space, too many people and not enough natural resources. You have space and resources. This gives you room to move in, and time to deal with your problems.'

MASTER of the Durban Carrier, Captain Ernst Wachenfeld.

Remarking that he saw no Russian ships in Durban, Captain Wachenfeld said the Soviet merchant fleet posed one of the biggest threats to the West's shipping lines.

'When some people condone communism in Europe they do not take into account that it has completely different economic principles to those of a capitalistic system.

'The Russian ships are taking cargo at such low freight rates that there cannot be any profit motive on their part, and it is impossible for the Western lines to compete.

Strongly in favour of a free enterprise system, Captain Wachenfeld said competition between freight rates was a good thing. But pegging them artificially too low — or too high — was unhealthy.

'Macs has just come into this service. We have had to take many factors into account to be able to offer a realistic rate, yet still make it profitable for us to be here. We have to find a standard that is acceptable to us and our customers yet which is not so expensive that it forces us out of business.

'There are plenty of sub-standard ships around. Because their standards are so low they do not charge very much. But their shippers find out that they experiences things like cargo losses, and these lines eventually end up on a black list.'

The Monrovia-registered Durban Carrier has a Spanish crew with German officers.

'Economically, this is the best arrangement for us. If she were registered in Germany and had an all-German crew, this would cost the owners more because there would have to be more on the ship.'

Ship renamed

But Captain Wachenfeld emphasised that she was a 'German-standard ship'. He has been with her for most of the eight years since she was constructed in a British yard in Sunderland. In fact, he had spent the final four months of her construction with her to advise the builders of final details for the owners.

The Durban Carrier came out of that yard as the Cosmokrat. But for Macs' new service she has been renamed.

'She has been given this name to indicate our intentions. And to underline our determination to forge links with your city, I have just presented a plate to the mayor of Durban from the ship.'

Gundelfingers are the agents for Macs in South Africa.

Putco service may be trimmed

32

STAR 21/7/80

More than 1 000 commuters stand to lose their bus service if Putco Operating (Pty) Ltd (POTS) fails to get financial assistance.

POTS does not want to drop the Johannesburg-Pretoria service, but it might soon have no other choice.

The reasons are purely financial and similar to those facing white bus operators throughout the country — soaring operating costs, the need to keep fares as low as possible to encourage use of public transport and the lack of operating or passenger subsidies.

Mr E E Milns, general manager of POTS, said today that no final decision had yet been taken about the service.

"But, in the face of our increasing losses over the last two years on the route, we have made representations to the Metropolitan Transport Advisory Board and the local authorities of Halfway House, Verwoerdburg and Sandton for financial assistance," he said.

The route passes through these areas.

PEAK PERIODS

Mr Milns said it was likely that, until there was some response from these authorities, POTS could soon start trimming its service on the route and cater mainly for peak periods.

"That will be necessary, I believe, even if we do get financial assistance."

The route started showing a loss after the 1977 Transportation Act ended POTS' monopoly over road-parcel services between Johannesburg and Pretoria.

Police deny City pirate taxi arrests

(332) (275)

CAPE TIMES 23/7/80

THE BOYCOTT of City Tramways buses shows no sign of faltering in the black areas, with all buses to the townships running empty yesterday.

The boycott has been peaceful in these areas, according to a bus driver who lives in Guguletu.

On Thursday and Friday last week there were reports of harassment of commuters by police in Claremont.

However, the district commander for the Wynberg district, Colonel H van Dyk, told the Cape Times that nobody had been arrested for driving pirate taxis and he knew of no arrests or confiscation of cars.

Many commuters had to walk about 16 km to Nyanga, Guguletu and Crossroads from Claremont after police allegedly prevented the taxis from ferrying people. Police were reported to have arrived at the vacant ground behind Claremont station from where the taxis operated about 3 pm on Friday.

A witness said that when the police arrived some people ran away. "The police told people that they should take the buses," he said. He refused to give his name.

Other commuters alleged that two young men were arrested and two cars confiscated by the police. The driver of one of the cars, denying that he was operating as a taxi, said: "My car was locked and the police used their own keys to drive it away."

After the police had gone people gathered again, waiting for cars to take them home. Many walked home, as few cars arrived.

The action was seen by black commuters as a direct attempt by the police to terminate the bus boycott.

One Nyanga man said: "We will not stop the bus boycott because of police action; we would rather walk or take the trains."

One man said that not even rain would discourage the boycotters as they did not have the money to pay the increased fares.

'Transport lines will buckle under more imports'

Star 332 23/7/80

By Kevin Murray, Transport Reporter

Economists and freight forwarders warned today that South Africa's transport system could be disrupted by any further huge increases in imports.

They say airlines, shippers and the Railways are struggling to cope with a 50 percent increase in imports since January and would be overloaded by further increases.

Backlogs of South Africa-bound freight have built up at some airports in Europe, shippers are bringing in extra vessels and containers to cope with demand and the Railways last week had to resort to restricting the flow of all freight to the Witwatersrand because of a severely overloaded Reef rail system.

The economists say the huge increase in imports has come about because of the improved economic climate, the lifting of the import surcharge and the breaking down of Government restrictions on many imports.

But, they say, the economic boom here has been "vastly underestimated" and that there will be an even more dramatic increase in imports during the rest of the year.

"If the Railways and airlines and shippers are struggling to cope with traffic now, what will happen when these greater tonnages start moving to South Africa?" they ask.

SLOWDOWN

Freight forwarders said today further growth would result in huge freight backlogs at sea and air ports around the world, resulting in a slowdown in the country's economic growth rate.

Mr E W Verburg, an economist for the Johannesburg Chamber of Commerce, said: "The boom has been vastly underestimated and people are import goods needed to take advantage of the increased purchasing power here.

But a spokesman for the Railways said: "We will have increased capacity during the summer months that will allow us to move all imports once they reach our ports.

"Our harbours have the capacity to handle a lot more freight, and when we have got over the winter phenomenon of heavy maize and coal transport, we will have all the capacity that will be needed."

But the summer months are traditionally the busiest for shippers and airlines, who operate to capacity at these times. Freight agents say they will not be able to cope this summer.

and employee[67]. (a) Legal industrial disputes, (b) illegal industrial disputes. (c) Worker-employer dissatisfaction not expressed in actual dispute (complaints, ill feelings, etc.). (d) Expressions of this in

Tenants' outcry on fare hikes

23/7/80 Post 332

By MZIKAYISE EDOM

BUS fares in Duduza, Nigel, will be increased by 5 cents and 10 cents — as from August 4.

But residents have come out strongly against this.

The increase was confirmed yesterday by a spokesman for the Nigel Town Council which owns the bus service operating in the township.

The bus fare for a single trip from the township to town will be increased from 25 cents to 35 cents and season tickets from R1,85 to R1,90.

The spokesman said: "Petrol, diesel and parts have gone up, but for the past two years we have not increased the fares. We will be working at a great loss if we do not increase the fares."

INCREASE

Mr James Nkosi, the chairman of the Duduza Community Council and his deputy, Mr Johnny Mokote, were yesterday not available for comment.

Duduza residents interviewed by POST yesterday said they were against the forthcoming bus fare increase.

Mr Peter "Best" Mtshali said it was strange that bus fares were going to be increased whereas the pay of the black man was not increased.

He asked: "Where does the Town Council think we get the money from because in the first place we are underpaid."

Another resident who did not want his name mentioned said, "This is ridiculous. The Town Council is taking us for a ride and it is upon the local Community Council to stop these increases immediately.

"It is a short distance from the township to town and double the distance from the townships to Brakpan station, but we are expected to pay the same fares. This is daylight robbery."

Mr Shepherd Molefe, a member of the Duduza Community Council, said: "In the first place, we were not consulted when the Town Council decided to increase fares.

"My feeling is that the council should drop the increases. We will not accept what the Town Council is trying to feed us with."

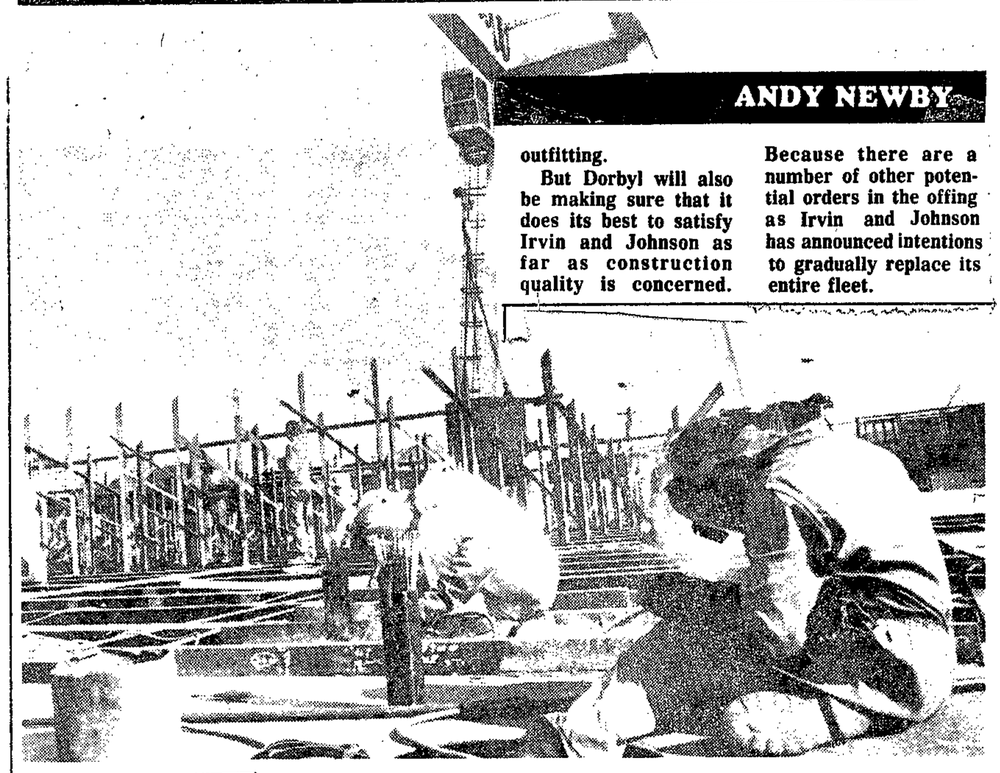
locally, nationally losses sustained by balance of payment faults); bankruptcies in boycotts, embargoes goods or services on markets for producers skills being deployed

67: Note here that of living' levels the level above appropriate to on the level of situation.

68: Note here that to the remedy ne problem which wi sort; this acti problem.

be explicitly represented; and the battery which effects the transformation should be included in the list of resources). (3) One must clearly define *when a resource is in use*. This implies when it is not in use, and therefore available to be [illegible] from some other when it produces it is exchanged special case, whe consumption use, the resource may consumed in produ is consumed when when it is used,

Given these distinctions, the clear separation of the different causal levels affecting the group's welfare gives a useful operational classification of the kinds of action taking place and affecting that welfare. The first feedback loop, operating to modify the mode of utilisation of existing flows of resources, characterizes *social action*. The second feedback loop, operating to exchange resources or to convert the available stock of resources in other ways (for example, by building up of resources at this level through 'investment' of some of the available flow of resources) and so to change the resource flow available, characterizes *economic action*. (One should note that this will always entail some resource use - e.g. time spent, telephone calls, letters sent, etc. - at the Level of Living level; we therefore include as 'economic action' any resource use at the level of Living level which feeds back, through investment, to the Available Resources level.) The third feedback loop, aiming to increase the resource base available to the group and to improve their institutional circumstances by the use of power relations rather than by social or economic activity, characterizes *political action* (this will also entail some



Working ahead cuts costs

N.M 24/7/80

332

ANDY NEWBY

'THE only way that we can be competitive on the world market is by pre-outfitting,' maintains Mr Brian Gowans, Shipbuilding Superintendent of the Dorbyl yard.

To the layman 'pre-outfitting' might sound a rather nebulous term. But for Mr Gowans and his men in the Dorbyl yard it means doing as much work as possible to a vessel on the slipway before she is put in the water. By doing this less time is spent on the overall contract because more can be done on a ship out of the water than in the water.

And in the shipbuilding industry more than in most other industries time means money. In one of the most fiercely competitive businesses in the world, where the thin line between a marginal profit and a loss can lead to a yard closing, efficiency is paramount.

'I have been following the principles of pre-outfitting in this yard for some time now,' said Mr Gowans.

'The tender price is worked out by someone superior to me. But once that tender is accepted it's very much my concern to make sure that we achieve final construction at that figure. This means that the number of projected man-hours should be the same as those eventually spent on the vessel.

'In the old days, when things were not quite so competitive, it did not matter so much when the ship went into the water.'

Mr Gowans listed a number of examples in which the principles of pre-outfitting had recently been closely adhered to at Dorbyl.

'The four Railways' tugs, the last of which is to be handed over next month, were good examples. So were the two barges for Richards Bay. The Sea Fisheries research vessel, which is exceptionally labour intensive for its size, is another.

'The pair of Irvin and Johnson trawlers, whose hulls have just been laid, will also be be fairly complete when they go in.'

A parcel which recently arrived at Dorbyl from Japan contained a scale model of the propulsion system of the research vessel, much of it constructed in transparent plastic.

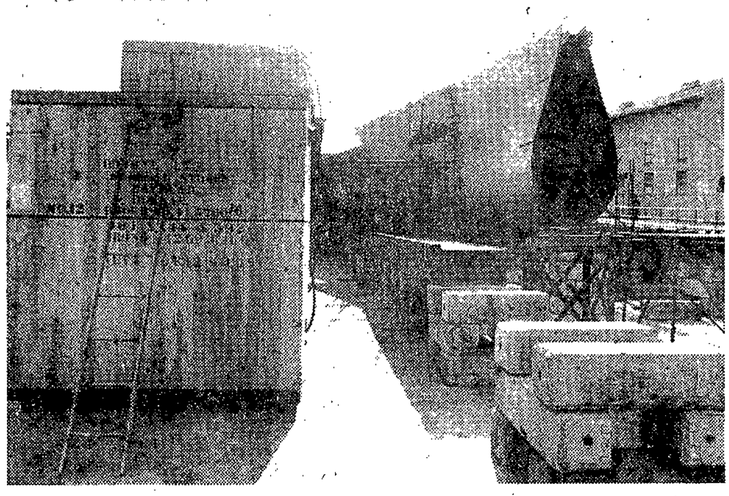
Models used

A Japanese constructor who specialises in making such models, had made the replica after examining plans of the ship.

'This exercise is another illustration of pre-outfitting, and we will probably use a model with the trawlers as well.

'Models allow us to plan ahead and anticipate problems so that we can project later stages of construction earlier. We can look at the model from its three-dimensional form visualise in the office how everything is going to fit.

'If the South African industry is going to compete effectively on the world market, then we are forced to look continually for ways of being more efficient,' concluded Mr Gowans.



THE crated engine that will drive the generators of the research vessel lies next to her partially complete bulbous bow. When the ship travels down the slipway she will have a large proportion of her complex equipment already fitted so that the time between launching and delivery is minimised.

THE beginnings of a pair of trawlers for Irvin and Johnson. The hulls of these vessels, designed by famous marine architect Conrad Birkhoff of Hamburg, are being laid at the back of the Dorbyl yard being its most recent projects.

This is the start of a R6-million contract and the first of the sophisticated 47 m trawlers is set down to be delivered in June next year.

Dorbyl won the double contract from the private buyer in the face of worldwide major shipbuilding competition from Britain, Norway, France, Italy, Germany, Japan and Korea.

The competitive nature of the local tender will ensure that the trawlers are built as quickly and efficiently as possible — following the doctrine of pre-outfitting.

But Dorbyl will also be making sure that it does its best to satisfy Irvin and Johnson as far as construction quality is concerned.

Because there are a number of other potential orders in the offing as Irvin and Johnson has announced intentions to gradually replace its entire fleet.

Shipping

Imports pour in

332

NM 24/7/80

THE SA Waterberg has been hustled prematurely back into service, and the City of Durban will be taking empty containers back to Europe — these are the latest moves by the Southern Africa Europe Container Service to cope with the increase in southbound trade.

According to Mr Neil Semphill, South African chairman of the South Africa/Europe conference, more boxes are needed in Europe to bring imports into the country, and an extra sailing is required to cope with the cargo volume.

'The SA Waterberg has drydocked, would have lain idle for a while and have come back into the run next month. But we now have her loading in Southampton.

'The SA Winterberg is also in Europe as scheduled and between the two of them we have rationalised loading at those ports and provided an extra sailing.'

Imbalance

Mr Semphill said the increase in southbound trade could be running as high as 35 percent over the volume recorded this time last year. Because of the imbalance between northbound and southbound trade, a significant number of containers need to be taken from South Africa to Europe to be filled.

Southbound traffic has always been higher than northbound traffic, but Mr Semphill said the current imbalance had been accentuated by a number of factors.

'South Africa's buoyant economy compared to the generally depressed European economies is the main factor. The decline in the local fruit exporting season is another — the large volumes of fruit are not going out anymore. The Sasol programme is in full swing, and there is a lot of heavy equipment coming in,' he said.

Heavy loads

The Ortelius, the most recent large SAECS container ship to call, has just discharged 19 large pieces of uncontainerised cargo said they usually travelled north and south almost full. The Ango, to arrive in Durban soon, is expected with a near-record southbound cargo.

'I expect this trend to continue for some time with the economy as it is. Traditionally, southbound traffic falls off slightly in August because of the European holidays and the factories shutting down. But I don't think that this will be the case this time,' said Mr Semphill.

for Sasol III at Richards Bay. The heaviest, weighing 50 tons, was handled by the heavy lift crane installed at the Zululand port to cope with the large Sasol cargoes.

She was the fourth ship of this class to call at Richards Bay and will be followed by the Transvaal.

As far as the four SAECS ro-ro ships were concerned, Mr Semphill

Dredger

Duduza to fight a bus fare battle

THE Duduza community council in Nigel is flexing its muscles.

It meets next Wednesday afternoon to discuss ways and means of rejecting the proposed bus fare increases in the township by the Nigel Town Council — due to come into effect on August 4.

Mr Johnny Mokote, deputy chairman of the community council, said yesterday: "My council was not approached by the town council before it decided to increase the bus fares and as far as we are concerned, the increases are not official."

NOTICES

The town council, which owns the bus service operating in the township, has issued notices that bus fares will be increased by 5 cents and 10 cents — as from August 4.

A spokesman for the council said this week that the fares for a single trip from the township to town will be increased from 25 cents to 35 cents and season tickets from R1,85 to R1,90.

Post 24/7/80

But residents have come out strongly against this.

332

Mr Mokote said: "We are going to block the town council from increasing the fares, because in the first place we were not consulted. We were only informed that bus fares will be going up."

He said they also received a letter from the town council stating that it was not for the community council to approve the bus fare increases, as the town council had already decided to increase them.

(332) Post 24/7/80

Cops fail to foil bus boycott

POLICE action against pirate taxi operators has not slowed the bus boycott in Cape Town townships.

The action, according to two witnesses, included the use of batons against people trying to board taxis.

However, it has caused many African workers to be hours late for work.

A police spokesman has denied that force had been used.

The police action against pirate taxis continued at the weekend at Claremont, Mowbray and in the townships. Pirate taxi owners, who have been providing transport for boycotters since the bus boycott began in June, were not on the roads yesterday.

A Presbyterian minister, who did not want to be named, said he was among people waiting in an open field next to Claremont Station for a taxi on Friday when about 10 police vans arrived.

Two vans parked across the entrance to the lot, preventing cars from driving in. When two men tried to get past the block two policemen struck them with batons, he said.

The police then chased people and they fled in "all directions".

Most commuters then took a train to Salt River and after that another train to Langa, Nyanga and Guguletu townships.

Other reports received during the past few days include one from a woman who said she saw police driving Africans away from the Claremont collection point with batons. Her description of the incident matched the report made by the minister.

DENIAL

Colonel A J van Dyk, District Commandant for the Wynberg area, denied that his men had used any force against people wishing to catch pirate taxis.

He said that police and traffic officials had been active in stopping the pirate taxis and that people had been charged.

He claimed that reports about police action were probably started by dissatisfied pirate taxi owners.

An attorney said he found reports of police action against people using the taxis difficult to understand.

"They have the law on their side. They don't even have to prove that the drivers are taking money. All they have to do is to arrest the man and charge him. It is then up to the driver to prove that he did not take money," he said.

A school hostel matron said her staff, all of whom were "very reliable", were late because of transport problems.

"They have been told that if they use the buses their homes will be broken into and they will be beaten," she said. "They believe this will happen and so they do not use the buses".

Queues of bus boycotters wait to catch private transport or taxis at various pick-up points in the Peninsula every day. Here, people enter a taxi at the pick-up point [illegible] Ground Road, near the Clare-

C. Times 24/7/80

332

Traffic cops victimize us — taxi drivers

CITY taxi drivers are locked in a dispute with the traffic department over an alleged shortage of taxi ranks.

Traffic policemen have been accused of "victimizing" taxi drivers who are forced to double park or stop in fire bays or loading zones because they have nowhere else to park.

The dispute, which has simmered for the past three or four years, has boiled over recently with a number of taxi drivers fighting their cases in court.

Taxi drivers claim that the three areas marked off as taxi ranks in Plein Street and upper and lower parts of Adderley Street are insufficient for the large number of licensed drivers in the City.

According to the drivers, taxis are allowed to park only at ranks provided for them and picking up passengers anywhere else is not permitted.

Drivers coming in from jobs during the slack hours have to cruise up and down or double park till parking is available to them, Mr J D Khalo told the Cape Times yesterday at an Adderley Street rank.

While Mr Khalo spoke to the Cape Times reporter a number of empty taxis pulled up alongside looking for parking and remained double parked till other taxis moved out on jobs. Fines range between R15 and R35.

Taxi drivers are not represented by a union and individual representations have been made to the traffic department to try to sort out the problem.

"However, it does not help," Mr Khalo said, "it is just a waste of time because they do not want to help us."

Where money is

A traffic spokesman said traffic inspectors were not victimizing taxi drivers and that sufficient ranks existed for the licensed taxi drivers in the City.

"Before our men ticket drivers they check the other ranks to see if they are all full," he said. "The problem is that the drivers want to be where the money is and this is why they centre on one taxi rank, leaving the others still partially empty."

He said the possibility of creating a fourth rank in Plein street was being considered, and the traffic department was investigating.

A City taxi driver double parks next to a taxi rank in Adderley Street because, he claims, there are no parking bays available to him.

Post 24/7/80

Lebowa bus fare hikes staved off

332

By MATHATHA TSEDU

BUS FARES in areas served by Lebowa Transport are definitely not going up next Monday, the company's group manager, Mr H T Brooks, told POST yesterday.

Mr Brooks said the delay was due to an application by the company to the Department of Transport to subsidise casual passengers as well. The department previously subsidised workers' weekly fares only.

The increases were supposed to be effective from Monday, July 28, but the postponement is now indefinite, Mr Brooks said. He could not even speculate on any likely future date on which the fares may be increased, he added.

He said his company was doing all it could to keep the actual increase for the passenger as low as possible through subsidies and would not increase fares until negotiations with the department are concluded.

He said the department had already agreed on a further 50 percent subsidy for the workers' weekly fares. He appealed to the public to wait for official notification through the news media and pamphlets at local depots. His appeal came as commuters in Seshego were threatening to boycott the buses on Monday and walk the 12 kilometers to Pietersburg, should the increases be implemented on that day.

My inner - conscious tells me make its decision.

I compass it here; separated.

Govt officials now in Putco talks

332

By KINGDOM LOLWANE

THE Putco wage dispute took a new turn yesterday when the Action Committee announced that their negotiations with management would be handled by the Department of Manpower Utilisation.

This came to light shortly after yesterday's meeting between the committee and the department officials in Johannesburg.

The committee also said they had stepped down from their original demand for a R35 a week increase but refused to disclose their new figure.

COMMITTEES

And the department's divisional inspector, Mr R Dickens, told POST in an interview that they had established regional committees to assist in the negotiations.

The committees, Mr Dickens said. were formed in terms of the Black Labour Relations Regulations Act and consist of people from different business organisations in Johannesburg, Benoni, Krugersdorp and Germiston — the areas affected by the dispute.

The new turn now means that only Putco management, the regional committees and the department officials will sit at the negotiating table.

Mr Dickens said there was no breakdown in yesterday's talks but refused to give details. He would also not say when the negotiations with Putco would take place.

"Negotiations are still going forward and that's all I can say," he said.

The Putco dispute, which led to a strike by the workers two weeks ago, centres around a 15 percent increase that management offered. The workers had demanded R35 a week increment.

Several talks between Putco and the Action Committee have ended in a deadlock. The Department of Manpower Utilisation was later called in to try and solve the dispute.

Stranded passengers during the drivers' strike two weeks ago.

28/7/80 ARGUS

Taxi men act on 'pirate' operators

(332)

CITY taxi drivers are banding together to fight the pirate operators who, they say, are crippling their business by overcharging, robbing and assaulting visiting seamen.

A pamphlet, signed 'Taxi Drivers,' has been issued listing the registration number, make, and colour of 58 vehicles which they claim are operating at night around various night spots in the city.

The drivers claim the pirate taxis charge R10 for a trip from the docks to the city and R30 for a trip from the city to Claremont.

The normal taxi fare from the Heerengracht to A berth in the docks is around R3.

At ranks in the city yesterday drivers said they were aware of the pamphlets but were afraid to give their names for fear of victimisation.

A police spokesman said the police and the traffic department were aware of the problem.

DEPARTEMENT VAN VERVOER

332

No. 1540 25 Julie 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 bestuur van Howick met ingang van 1 Augustus 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 Augustus 1980 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

No. 1541 25 Julie 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 bestuur van Bethlehem met ingang van 1 Augustus 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 Augustus 1980 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

DEPARTMENT OF TRANSPORT

No. 1540 GG 7139 25 July 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 authority of Howick to be an area in which the provisions of the Act shall apply, with effect from 1 August 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 August 1980.

J. C. HEUNIS, Minister of Transport Affairs.

No. 1541 25 July 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 authority of Bethlehem to be an area in which the provisions of the Act shall apply, with effect from 1 August 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 August 1980.

J. C. HEUNIS, Minister of Transport Affairs.

Container groups in big expansion

Star 28/7/80 (33.2)

At least two freight carriers have found it advantageous to expand their container and warehouse facilities, one in Durban and the other in Johannesburg.

In Durban, Mitchell Cotts has completed the modernisation of that company's containerisation facilities in Maydon Road at a cost of R1m.

The work involves the complete restructuring of the 3 100 sq metre warehouse with a portal frame roof construction which allows a stacking height of seven metres.

The new warehouse can now incorporate 10 platform type container bays under cover and lighting has been made available for 24 hours working conditions.

The warehouse was officially opened earlier this month and the group is confident that it will be able to handle 40 containers a day.

The Freight Services Group has announced an ambitious plan to establish South Africa's largest privately owned inland handling complex for transit cargo at City Deep in Johannesburg, the first stage costing about R5m.

The first stage will cover the construction of a 6 000 sq metre warehouse and an open storage area of the same size in addition to rail siding facilities.

Air fares slashed but not to Jo'burg

332

RDM 29/7/84

By IAN HOBBS
London Bureau

THE high cost of flying between South Africa and Europe was further exposed yesterday as the Transatlantic air fare war led to dramatic new price cuts.

The incredible success of the Skytrain pioneer, Sir Freddie Laker, whose first-off success has outstripped all opposition, has forced the major airlines to drop fixed price cartels and scramble for business.

British Airways yesterday announced that from September its stand-by fare for London-New York is being slashed to R152.

Trans World Airways immediately announced a fare about R4 cheaper. Within hours, British Airways bounded back cutting its fare again to match the TWA price. It will cost the same to fly to Washington.

British Airways also shook the opposition by announcing an advance-booked London-Los Angeles return fare of R505.

In kilometres this can be compared with the advance-purchase London-Johannesburg ticket — but not in price terms. The ticket to South Africa and back costs R892. The London-Johannesburg 19 to 75-day excursion return fare is R1 164.

With the trans-Atlantic and internal European air fares set to go still lower, a new world of travel has opened up.

Sir Freddie, who can still beat the state airlines hands down, had even been offering a R[illegible] single fare to Miami.

ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT ADVERTISEMENT

BUS DRIVERS WANTED

332

EARN UP TO R105,00 PER WEEK

YOU SHOULD BE:

A man aged 25 to 45. You should have an unendorsed Code 10 or 11 driving licence, with a minimum of two years bus or heavy duty experience. A Public Driving Permit will be an added advantage.

WHAT YOU'LL GET:

As a Putco driver you will be paid R39,50 per week while you train at our Driving School. Your training lasts for 21 days. After that you'll be on probation for a three month period at one of our Divisions, and you'll be paid R57,00 per week. On completion of this probationary period your weekly wage increases to

R75,00 PER WEEK

plus you get paid for any overtime you work. Apart from annual service increases, wages are reviewed each July. The top rate for drivers is currently

R105,00 PER WEEK

(And of course this goes up if overtime is worked).

All employees are required to join the Putco Pension Fund and are covered by accident insurance. Each of our Divisions has a clinic with a Sister in charge and regular visits are paid to these clinics by our Company doctor. Treatment at these clinics is free for both employees and their families.

Other benefits include a Christmas Bonus, free travel on company buses, Canteen facilities, Funeral Fund, Staff Assistance Funds, Bursaries for school children and assistance to employees undertaking private studies.

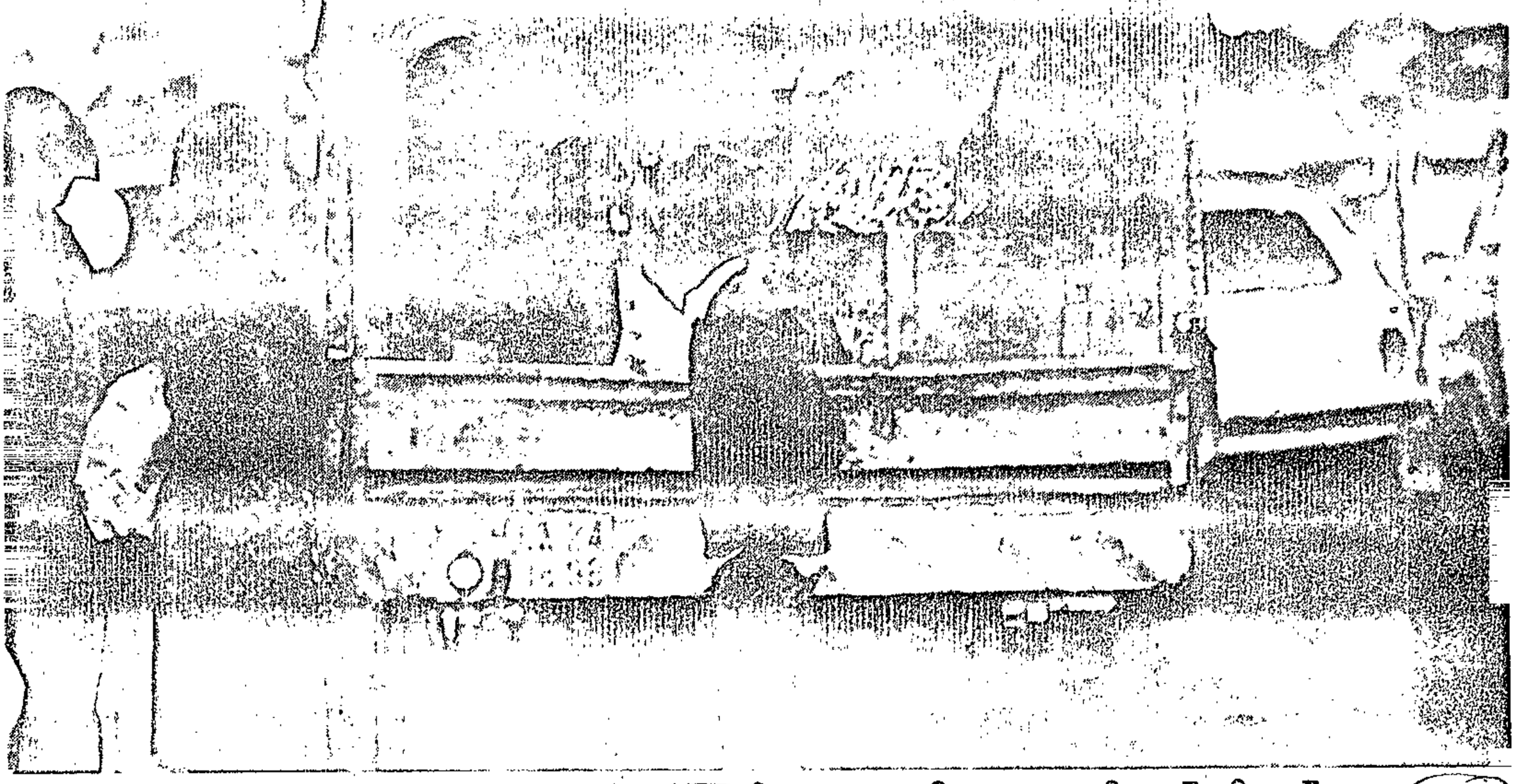
Number of buses: 2 300

We carry over 300 million passengers per year

Excellent prospects for promotion to supervisory posts

Apply to: The Employment and Training Centre, 744 3rd Street, Wynberg. Tel: 786-8400 (or any Putco depot)

THE PEOPLE MOVING BUSINESS



commuters picked up outside the Kenilworth Centre, only members of the Road Transportation Board 400 m further s-boycotting township-dwellers is stopped by police last night.

Pictures: Alvin Andrews

'Pirate' taxis hit by police and authorities

Cape Times 30/7/80

By LEW ELIAS and ANDILE NTEYI

POLICE, traffic officials and Road Transportation Board authorities cracked down on pirate taxis at Claremont railway station late yesterday, forcing commuters to walk at least 4km to try to get alternative lifts home.

The authorities blocked the entrance to the unofficial "taxi" rank behind the station and prevented pirate taxi drivers taking people home to the townships.

Because of the recent clampdown on "pirates", many commuters have been taking lifts in empty trucks, but the drivers have been stopped by police and warned they were committing an offence.

At the entrance to Claremont station parking lot shortly before 5 pm yesterday, there was an unmarked station-wagon with a police officer and an official of the Road Transportation Board inside.

And further back on the lot was a large truck with the words Traffic Control Department on its door with three traffic officers inside.

Trucks, which usually stop and pick up passengers, spotted the two vehicles in the lot and drove on.

Commuters waiting in the parking lot saw that the trucks would not stop and began walking towards the townships.

The closest point to Claremont station where people were being picked up was the Kenilworth Centre almost 4km away.

According to commuters, drivers of alternative transport to that offered by City Tramways are being "bothered" by police, municipal officials and members of the Road Transportation Board.

Shortly before 5 pm yesterday there were fewer than 30 commuters waiting for lifts in an area which is usually crowded at that hour.

But pavements alongside the road from Claremont station to the Kenilworth Centre, in Chichester Road, were filled with pedestrians.

One van loaded people near the Kenilworth Centre and was stopped by two men, one in police uniform and another who said he was from the Local Road Transportation Board.

The board official warned the driver not to pick up commuters again.

One of the commuters, Mr W Sobhuza, who works in Claremont, said the action by the police was intimidating people.

Another commuter, who declined to give his name, said that because of the increase in bus fares most residents had made other arrangements t commute and even if it [illegible] money to get to Langa an Guguletu, it was being use within the community whic supported it.

"We have broken no laws [illegible] wait here for a lift and it is [illegible] a crime to refuse City [illegible] ways transport but the poli[illegible] will not allow us to get home [illegible] we would like to," he said.

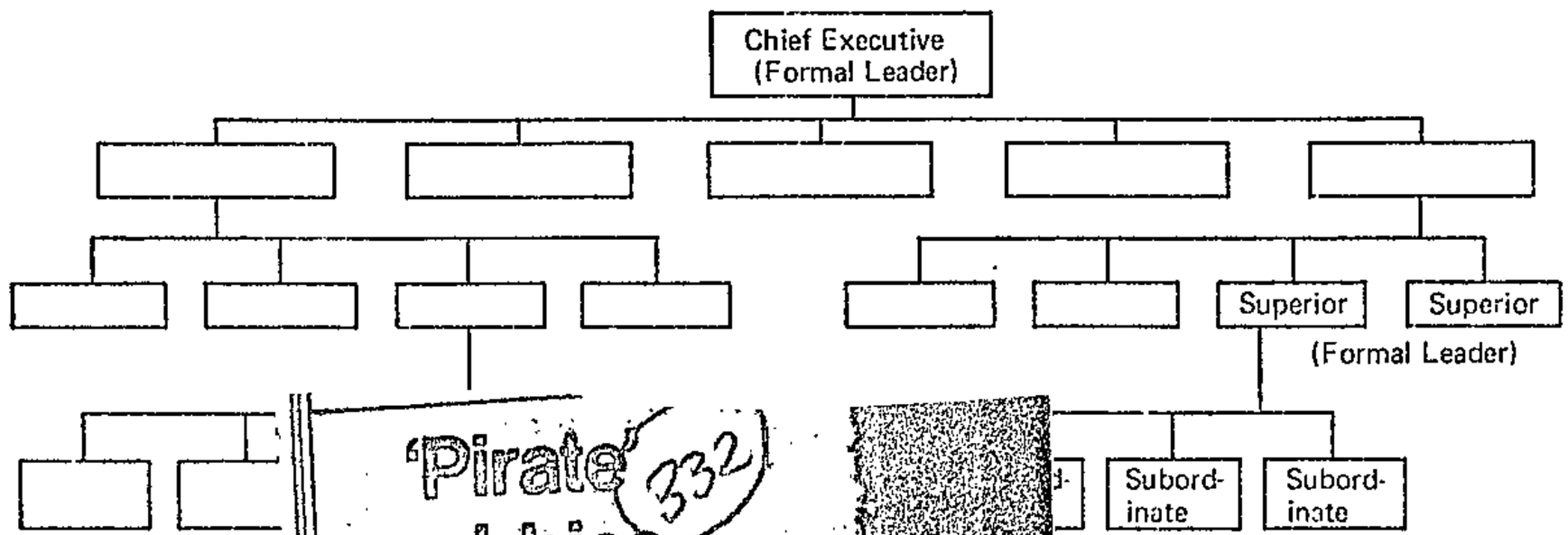
In Mowbray, most peop[illegible] who live in Langa resorted [illegible] catching trains. There was [illegible] one at the parking space whe[illegible] the taxis loaded commuters [illegible] the past.

○ Commuters from [illegible] Langa, Guguletu and Cr[illegible] roads are still not using [illegible] as the Peninsula-wide boy[illegible] of buses ends its second [illegible]

However, support on [illegible] Cape Flats and in t[illegible] Wynberg/Retreat area [illegible] dropped considerably in t[illegible] wake of winter cold and rain.

○ Cape Town's bla[illegible] commuters stopped using buse on June 2 this year after fare were increased by between 3[illegible] percent and 100 percent.

○ The head of publicity fo City Tramways, Mr [illegible] Krause, declined to com[illegible] yesterday on whether [illegible] people were using buses.



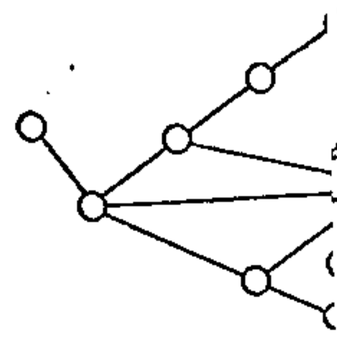


Chart 2

'Pirate' cabbies held

332

Post 30/7/80

A NUMBER of drivers allegedly operating "pirate" taxis in the Bellville area were arrested at the station yesterday.

Major F Geldenhuys, Commander at Bellville police station, said eight drivers were being charged with driving passengers without the necessary permit.

They would probably appear in court today. Major Geldenhuys said the drivers were arrested by inspectors of the Road Transportation Board. — Sapa.

central persons are e, can be performed in three
informal structure, n
chart, looks like a n ng
like a child's toy. ding (filling in questionnaires or
people who appear c rms)
of relationships with lationship structure can be done
two or all of the three above-
Usually, the study is not done in
he above-mentioned ways because
ional researchers support and are
ent research methodologies in the
ionships study.
fferent existing approaches to the
ips and interactions. The first is
servations conducted by the researcher,
while the other is based on data received from the members of the organization by way of interviews or self-recording.

We have describe chart by way of rectangles while the people in the informal chart appeared as circles. This different way of description enables us immediately to distinguish between a formal and an informal chart. It might well be that these two different signs were chosen to demonstrate that the rectangles are artificial, functional forms rarely found in nature, while the circles symbolize people as they actually are, as one encounters round forms in nature much more frequently than one would encounter forms with straight lines and right angles.

The study of the relationship structures, formal and informal, as part of the study of the organi-

When the study is based on the observations of the researcher, its results are clear-cut. When the study relies, however, on data received from members of the organization, the evolving formal and informal structures are not at all clear-cut. This is so because perceptions of members of the organization, as to their role in the organizational structure, are not always harmonious—that is to say, that every two members of the organization are not always in agreement as to the relationship between them. Two people might disagree as to the formal relationship

gains. Stilfontein at 2 500c hit a new high.

In the Free Stateps gains outnumbered losses by six to one with Saalplaas and Welkom reaching for new peaks.

The West Wits issues were all marginally better, with Elandsrand adding 85c to touch a new high of 1415c.

Coals were firmer, coppers moved sluggishly and the platinums appear to have lost much of their recent fire.

price to ...

Among stores, Woolworths made a small advance ahead of the results. OK Bazaars put on 50c while Pep and Pick 'n Pay were also better.

more in finals than in interim.

The surplus market value of investments over book value was R312 901 000 at June 30, to which the addition of total net

toward gold and platinum and a good spread through Union Corporation companies and solid industrial interests.

Reserve ... rates up to record heights, ... mitted to slower monetary growth.

Rates held at those levels for a few weeks, but in the past two

Yet in recent weeks US mon-

in a 14,8% in-
May 1979 level.

monthly rise in
n January and

d that the most
s in June were
tain where both
. — Reuter.

DATED MINES LIMITED
Republic of South Africa)

AN CORPORATION
AFRICA LIMITED
Republic of South Africa)

GOLD FIELDS LIMITED
ated in England)

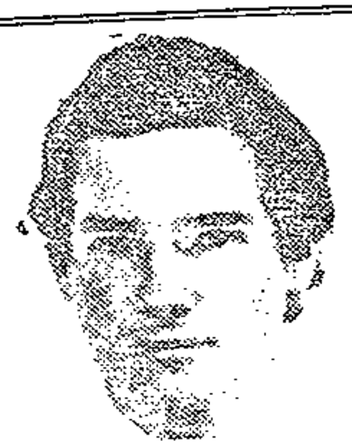
ons in regard to board representation
e Beers Consolidated Mines Limited
ration of South Africa Limited (AAC)
d (CGF).

J. Agnew, group chief executive and
joining the board of AAC, and Mr. J.
director of AAC and a director of De
GF. Both these appointments will be in
l take effect on August 1 1980. It is
text of the discussions, a further
will be made in due course.

ntention of De Beers, AAC and CGF to
anies when such co-operation is in the
nd does not infringe the competitive
ry.

(332) RDM 30/7/80.

For exporters who miss the boat



Simon Willson

Down to business

COMPETITIVELY priced exporting from inland South Africa is difficult enough without letting needless extra costs jack up the expenses of freighting export consignments before they have even left our shores.

But a Durban-based shipping, clearing and forwarding agent has found that many Transvaal industries which rail their products to Durban for containerisation and export are packing their goods so badly that they are interfering seriously with the efficient clearance of foreign-bound merchandise at the port.

The situation is becoming so bad that the agent has planned a series of seminars for its Transvaal clients to teach them how to pack their export consignments effectively to avoid the delays and expense of en-route damage to freighted goods.

Oceanair is the forwarding agent concerned. It handles a lot of non-bulk, destructible and perishable cargoes railed from the Transvaal to Durban. Oceanair officials say the arrival of a badly packed and damaged export consignment is a daily occurrence.

The expenses of repair and the time taken to repack damaged consignments are needlessly increasing costs for the Transvaal exporters and delaying tightly scheduled shipments, sometimes to the extent of missing the boat.

The problem starts in the rail trucks. Oceanair is careful to specify that the railway authorities are rarely responsible — the fault usually stems from firms with their own sidings.

The cargoes, destined for the holding areas at the forwarding agent's coastal depots, are packed without adequate stowing precautions being taken in the positioning of the packages in the trucks, Oceanair.

Forwarding agents are then expected to load damaged cargoes into containers.

But receiving ports in Europe are strict on the condition of transit cargoes, and Oceanair reports instances of large container cargoes being refused onward passage unless repairs and repackaging are undertaken, entailing more expense and delay.

One European port charged a South African exporter $14 000 (R18 340) in repair charges before allowing a consignment through.

Some companies may claim that it is one of the functions of the forwarding agent to check the condition of freighted goods before packing for export, and to repair and repack where necessary.

The companies may also claim that any costs incurred as a result of less than perfect packing will be met by freight insurance which is, after all, there for that purpose.

But the forwarding agents' response is that the companies lose out in the end through careless packing at the point of dispatch — even with own-negligence cover — because they will lose no-claim bonuses and incur higher premiums.

The agents also say that the costs of repairing and repackaging at the coast are almost without exception greater than at the factory.

Forwarding agents rarely have the specialised equipment necessary for effective repacking. Oceanair quotes two examples of having to hire a shrink-wrapping machine at R40 an hour and a mobile 15-ton crane at R80 an hour to carry out tricky repackaging.

Oceanair ships 250 000 tons of export cargo a year from Transvaal industries, merchandise worth about R50-million a year. The company estimates that it has to carry out repairs costing R2 000 every month to badly packed cargoes.

Packaging materials are also expensive. Part of the trouble is caused by a sort of false sense of security adopted by exporting firms which think that since the cargoes are to be safely tucked up in big, robust containers, there is no need to spend the earth on packing the consignments up for the short hop to the coast.

They forget that the rail journey is the first stage of a strenuous journey in which the products and their casings are handled and transferred many times.

Oceanair, with other coastal forwarding agents, takes part in a scheme whereby the Railways runs a return service for reusable packaging materials in an attempt to cut down on waste in the short first stage of a Europe-bound export from inland South Africa.

Export cargoes which are proving especially susceptible to poor packaging and are suffering cost penalties as a result are those packed in drums, like semi-finished minerals in powder or semi-solid form; liquid products in bottles; and charcoal and ceramics in paper sacks and cardboard cartons.

Loosely packed products also suffer: scrap-iron consignments work loose and disintegrate; items like whell rims are held together only by a central pivot and when this breaks the rims go everywhere; unsecured steel tubes and bars, packed in lengths, come loose and are damaged by movement.

In addition, water-perishable cargoes provisionally covered by tarpaulins are exposed to the elements because tarpaulins are easily dislodged.

Oceanair's freight packaging seminar is scheduled for the end of the year, and will tour the major rail loading sites to educate exporters in the delicate art of protecting their goods from factory door to factory door.

The company is compiling a file of photographic evidence of what it sees as corporate carelessness by exporters.

disposal; (b) Information processing: information generation (research and data collection), processing, storage, and distribution; (c) Money processing: money creation, storage, distribution, and exchange; (d) Personnel processing: use of resources for recruiting, transporting, training and retraining of personnel (insofar as these are not included in (i) above). (iv) *Resource investment*. Withdrawal of group resources from immediate access so that they may be used to generate new resources, either immediately or in the future, without 'using up' the resources (i.e. the resource will become available again to the group in the future); includes financial investment, rental and hiring, insurance schemes. (v) *Trade and export*. Use of the group's resources so that they become available to other groups, in exchange for other resources. Includes trade of money, material goods, energy, information. (iv) *Persuasion*. Advertising and other expenditures aimed at increasing the resource exchange and processing potential, and influencing the views in society which determine economic activities (e.g. by influencing fashions); a negative component may be associated with undue exposure to advertising for commercial and economic purposes by other groups.

In these four uses, 'investment' (a flow of resources back into the available resources level, i.e. an expenditure of some resources, and resulting income of other resources) takes place[58]. As resources (e.g. raw materials, energy, information) are processed, they can pass through various intermediate stages which are outputs of one operation but inputs for the next; for example, consumption of cotton produces material, a new resource, which in turn is consumed to produce clothes, which are themselves resources which are 'consumed' when they are acquired and hung in a wardrobe for private use (even when they are not actually being worn, they are unavailable for other people to wear). This means that when resources are repeatedly processed in this way, they enter and re-enter in the 'available resources' level, and each time they do so, the appropriate level of aggregation for description will be different (the clothes are still made of cotton, threads, buttons, etc., but instead of describing all these components we simply class them all together as 'clothes'). The classification of the roles

58: We can regard 'gifts donated' and 'emigration' as trade or export expenditure which do *not* produce any resulting income; and 'gifts received' and 'immigration' as corresponding incomes received without associated expenditures (so they are classified in (v) above).

(inadequate); grade II (adequate); and grade I (affluent). Thus for example, labour relations (an aspect of the 'level of pressure') might be classified into, IV = {riots, repeated strikes and lockouts}; III = {tension in labour relations}; II = {labour relations satisfactory}; I = {labour relations good} (page 65 in [9]; many more examples are given in that reference). Then a group of competent observers of the scene could fairly easily assign values to each ordinal indicator. This enables one to obtain a quantified estimate of many aspects of the situation in a satisfactory way, even if no reasonably accessible cardinal indicator can be found[38]. One could express ... of suitable va...

Th... reasonably ... when we can... that would b... that is, we ... indicators, ... explicitly k... One might, f... aspects of th... indicators f... actualisatio... operatic gro... unless mount... unclear as t...

Thousands of workers walk home in bus fares protest

NM 332 31/7/80

African Affairs Reporter

THOUSANDS of Estcourt workers walked home last night as they kept up the bus boycott which started last Monday when fares were increased.

Pirate taxis were doing roaring business but last night police stopped cars carrying passengers at the entrance of Wembezi. Employers taking their domestic servants home were turned away by an official who told them they were breaking the law.

Workers said they were determined to boycott until the fares went down.

Employers told the Mercury that a man calling himself the assistant director of the Natal Transportation Board told them it was against the law to take workers home.

An Estcourt woman claimed riot police had asked her not to transport her employees to and from home because they were trying to force the workers to use the buses.

38: One may ... example, found productive use in astronomical observations, e.g. in the classification of spectral types of stars, and also in classifying galactic types and hence (following a suggestion of S. van den Bergh) determining galactic magnitudes.

Anger as police eject boycotters

31/7/80 Star

332

Own Correspondent

CAPE TOWN — Police action against private vehicles ferrying bus boycotters to townships erupted into ugly scenes in the suburb of Claremont yesterday afternoon when police arrested the drivers and impounded their vehicles.

Crowds gathered opposite the Claremont police station where three packed vehicles were stopped by uniformed police, traffic police and men in plain clothes carrying submachine guns.

A policeman smashed the windscreen of one vehicle.

The driver of another vehicle was handcuffed as he sat behind the steering wheel, and was forcibly removed and taken to the police station.

Almost all the passengers were women. "All we are doing is boycotting buses. We do not want violence. It has been us mothers who have told our children to leave the Tramway buses alone," said one woman, a domestic worker on her way home to Guguletu.

A newspaper photographer was taken to the police station when he took a picture of a policeman trying to drive away in one vehicle still full of passengers.

No charges were laid and the photographer was released.

From Estcourt it is reported that police have manned the Estcourt-Wembezi township road and are preventing bus-boycotting black workers from using private transport.

Police erected a roadblock about 2 km from Estcourt on the Wembezi Road yesterday and stopped all vehicles except empty buses.

A white driver taking workers home was stopped and told it was against the law to transport the boycotters.

Making bus boycotters walk

Cape Times 31/7/80 (332)

IT IS illegal to operate an unregistered taxi service, and the authorities were fully entitled to stop the unofficial ferrying of fares from suburban railway stations to the black townships this week. Yet the effect of their actions did nothing to ease a serious socio-economic and political problem. On the contrary, they probably aggravated tensions within the Peninsula's black community. Thousands of workers are still sufficiently motivated to continue their bus boycott after two months of physical inconvenience and hardship. They have queued up after dark on what is often a muddy quagmire just below Claremont station, waiting for the so-called pirate taxis and lorries to take them home. Their behaviour has been orderly and patient. Their most noteworthy quality has been an unflinching resolve not to travel on buses, a resolve first provoked by an increase in fares but probably stiffened subsequently by bus travel having become a symbol of their grievances in general.

Now, as they see it, harassment of vehicle-owners who have been providing them with alternative transport is an attempt to break the bus boycott and force them to pay the higher fares. After a long day's work, they have to walk several kilometres in search of lifts elsewhere. The law is being upheld, but a strain is being imposed on the order their own self-discipline has ensured. In applying that law, the authorities should take account of the strength of feeling that has led to the law's infringement. Nothing will be solved merely by penalizing "pirate" taxi drivers. A far more understanding approach towards the needs of black commuters is required before normality can be achieved. They are right when they claim their boycott of City Tramways transport is not a crime, and that to wait for a lift breaks no law. Yet they have inevitably become involved in the authorities' confrontation with those who are providing them with a transport service, albeit an unauthorized one. It is an unhappy development, and one fraught with potential for further conflict.

Expatriate

Remember, my friend in exile,
of my own choice I came here
to scenes made familiar by
my inner eye in times when
printed word and pictures so
enlarged my conscious world
that my native land was thus
diminished and things small
and petty seemed to typify
its more squalid conditions.

The pinpricks rather than
the gaping wound had me say
adieu and exit; by my own
choice I sought the not so
familiar after all, for one
can swap the jacket and the
cap, run a faster race, but
his own land's candle must
burn forever within the exile's
heart, not have him rest.

— *Elaine Tasker*

Raid on 'private taxis' in Claremont, drivers told

ARGUS 31/7/80 (332)

AFTER first locking all the doors and windows and ignoring demands by police to leave the vehicle, these women, most of them domestic workers, eventually alighted and gathered on the pavement chanting.

POLICE action against the owners of private vehicles ferrying bus boycotters to the townships, resulted in tense scenes in Claremont yesterday afternoon when several drivers were arrested and their vehicles impounded.

Large crowds gathered in Lansdowne Road, opposite the Claremont police station, where three vehicles, packed to capacity, had been stopped by uniformed police, traffic policemen and men in plainclothes carrying submachine-guns.

Traffic piled up as police attempted to persuade the drivers and passengers to alight.

A policeman smashed the windscreen of one of the vehicles with a baton when the driver tried to move off.

HANDCUFFED

The driver of another vehicle was handcuffed as he sat behind the steering wheel and was forcibly removed and taken to the police station.

Passengers in the vehicle with the smashed windscreen, who had locked all the doors and windows, eventually got out waving their fists at police and chanting: 'We shall one day have our freedom.'

The driver, however, refused to disembark and remained in the driving seat while his vehicle was towed to the nearby police station by a traffic department break-down vehicle.

Two youths rode on the back of the vehicle, waving to the crowd. They were chased off it as it entered the police station.

Almost all the passengers were women.

'All we are doing is boycotting buses. We do not want violence. It has been us mothers who have told our children not to interefere with the Tramway buses,' said one woman, a domestic worker on her way home to Guguletu.

THREATENED

An Argus photographer was threatened and later taken to the Claremont police station when he took a picture of a policeman trying to drive away one of the vehicles, still full of passengers.

No charges were laid and he was immediately released.

Earlier in the afternoon police had told drivers to move their vehicles from the pick-up point in Montrose Avenue, opposite the Claremont railway station.

It is not known how many vehicles were impounded or drivers arrested.

R100 BAIL

However, a driver who had been arrested earlier, Mr G Ketafoot of Crossroads, was released from the Claremont police station on R100 bail and warned to appear in the Retreat Magistrate's Court on August 8.

A man who appeared to be one of the organisers of the operation was pointed out by a policeman as being a member of the Road Transportation Board.

He refused to comment.

Afterwards the crowd, which had swelled to hundreds, marched in the direction of Guguletu, singing and giving clenched fist salutes.

UNIDENTIFIED men armed with sub-machine guns inspect the licence of a vehicle.

A POLICEMAN sorts out a traffic jam in Lansdowne Road after police action against the owners of private vehicles.

AFTER the vehicles in which they had been travelling had been impounded and their drivers arrested, hundreds of bus boycotters marched in the direction of Guguletu, singing and giving clenched fist salutes.

'Pirate taxis' Two City men fined

Staff Reporter

TWO MEN found guilty of transporting passengers without a road transportation permit were yesterday fined R200 (or six months) in Bellville magistrate's court.

A further four men appeared in court on similar charges but the cases were postponed to today and Friday.

The appearances were a sequel to the crackdown on "pirate taxis" operating to supplement transport lacks in the continuing bus boycott in the Peninsula.

School bus

Mr H Nokwe, 33, of Nyanga pleaded not guilty and Mr Jutta or Kuguleta pleaded guilty. Jutta was found transporting 25 passengers in a school bus and admitted to charging them 50 cents each.

In sentencing Nokwe the magistrate, Mr M Miles, said he had not produced any evidence to prove he had not been rewarded for ferrying passengers.

The four men due to appear again were arrested in the vicinity of Bellville station on Tuesday. They were Elliot Raeaza, F Malgonwana of Nyanga, Sydney Mbengo of Crossroads and Robert Noor of Nyanga. They appeared before Mr M J Langenhoven.

Mr F Smit prosecuted. Nokwe and Jutta were not represented.

C. Times 31/7/80

Police act in Estcourt bus boycott

DURBAN. — Thousands of workers were stranded last night at Estcourt bus ranks because of a bus boycott which started last Monday when bus fares were increased.

Pirate taxis had been doing a roaring business transporting commuters, but last night cars carrying passengers were stopped at the entrance of Wembezi by police. Employers taking their domestic servants home were turned away at the township entrance by an official who told them that they were breaking the law.

Hundreds of workers said they were now sleeping in the premises of their employers in order to report to work on time, and were determined to continue with the boycott of buses until the fares were reduced.

The road leading from Estcourt to Wembezi township was crowded with thousands walking or cycling home.

Some employers said that a man, calling himself the assistant director of the Natal Transportation Board told them that they were not allowed to transport their employees home because they contravened the law.

An Estcourt woman claimed that she was approached by riot police and asked not to transport her employees because they were trying to force the employees to use the buses.

Registered taxis battle 'pirates'

CAPE TIMES 31/7/80 (332)

By STEPHEN WROTTESLEY

REGISTERED City taxis — the lifeblood of the nightclubs of Cape Town — are struggling to survive against pirate operators. And in the battle, registered taxis are breaking the law.

They claim that pirates are attacking visiting seamen and are seeking permission for taxi ranks to be set up outside the central City clubs. But even now they do not operate from their ranks, preferring to park outside the clubs, many of them blocking streets.

However, the municipal traffic police seem powerless to act, being told by the drivers that they are merely waiting for a client to come back from inside one of the clubs.

The drivers themselves are abusive when questioned as to why they are parked outside the clubs.

Cape Town's traffic manager, Mr Pat Melly, told the Cape Times this week he had been approached by a group calling itself the Western Province Taxi Association who had asked that ranks be established outside the clubs.

He said he had refused the application.

Many of the taxis are used to ferry seamen from the docks to the nightclubs. They wait around till the small hours of the morning till the sailors wish to be taken elsewhere.

One was fined in recent years for pimping (assisting in the commission of an immoral act) after being acquitted of living off the earnings of prostitution.

During his trial, the court heard that the driver had brought clients to the homes of seven women aged between 19 and 25 and that they had paid him R10.

One of the women said she had paid him R10 for bringing a client she had not asked for.

The driver said he had never knowingly taken unwanted men to women's flats and that if a sailor asked to go to a certain address he would take them.

"I don't know whether they had sex," he said.

The magistrate who fined the driver said it was common cause that the liaison between prostitutes and their clients were taxi drivers.

Mr Melly said traffic officers did go around checking outside the clubs but that the drivers always had "some kind of excuse".

Usually they said they were waiting for clients. It was difficult to prove a case of illegal operating, he said.

Pirate taxis also cause a problem for the sailors, many of them being robbed, stabbed and molested. Stories of the attacks were confirmed by a letter sent to the Cape Times and signed by "Taxi drivers".

The letter alleged that pirate taxi drivers were responsible for robbing, stabbing, molesting and over-charging foreign seamen.

Police have said the allegations made in the letter were "quite possible".

Most of the pick-up points were outside the City's central nightclubs, the letter claimed. The letter gave a list of more than 50 registration numbers of alleged pirate taxis. Mr Melly said yesterday he was investigating the numbers.

The pirate taxis 'mainly operate between midnight and 5.30 am and are prevalent when Japanese vessels are in port.

Further allegations are that seamen were being robbed of money, watches, cameras, radios and clothing, taken to deserted areas and dumped.

Mr Melly said that late at night and in the early morning, there were few fares available for taxi-drivers and that many from outlying areas went to the City centre.

Two women from one of the clubs yell at one of the ever-present taxi drivers as they head for the Golden Gate Take-Aways, a cafe in the centre of Cape Town's nightlife area.

332

TRANSPORT, PRIVATE - General

1-8-80 - 31-12-80

Tollgate issues

1/8/80 (332) RDM

CAPE TOWN. — A final dividend of 10c has been declared by Tollgate Holdings.

The company also announces the creation of 9-million shares of R1 each and a capitalisation issue of 9 169 689 shares of R1 each in the ratio of 60 new shares for every 100 shares held on August 15, 1980.

The capitalisation shares will rank equally with the then existing shares in the company and will qualify for the final dividend of 10c a share for the year to June 30, 1980.

The directors consider that, provided no unforeseen circumstances arise, the annual rate of dividend on the increased share capital will not be less than 20c paid in the year to June 30, 1979. — Sapa.

'Pirate' charge: Man's bakkie held

C. Times 1/8/86 Staff Reporter 332

A BELLVILLE magistrate yesterday refused to grant permission for the vehicle of a man charged with operating a "pirate taxi" to be returned to him.

The magistrate, Mr M Miles, said he was acting on the instructions of the attorney-general. The vehicle belonged to Mr France Mangolwane, 62, of Nyanga East, who is facing a charge of transporting people without a road transportation permit.

Mr Mangolwane has pleaded not guilty to the charge. His case was yesterday adjourned in the Bellville Magistrate's Court till August 22, and bail was extended till then.

The case follows a crack-down on "pirate taxis" which have allegedly been providing commuters with alternative transport since the boycott of buses began two months ago.

Mr Mangolwane told the court yesterday that he had been out of work for the past two months and he usually took his wife and daughter, both of whom worked in Bellville, to work and back in his 1964 bakkie.

"When I fetch my wife, she is not standing alone and when she gets into the bakkie, the other people get in as well," he said. "If I didn't do them that favour, my bakkie might get damaged."

He denied that he had ever accepted money from the people to whom he gave lifts.

Mr Mangolwane said he agreed that people should boycott buses because bus fares had increased.

"I am quite happy to help people to go to work because there is no transport," he said.

Asked by the prosecutor, Mr F Smit, why he had made two trips between Bellville station and Nyanga on the afternoon of July 28, Mr Mangolwane said:

"When we got to Nyanga, they said there are still people waiting in Bellville, you must go and fetch them."

Under cross-examination by counsel for the defence, Mr D Mias, Mr H J du Plessis, a transport inspector based in Pretoria, said he had seen Mr Mangolwane at Bellville station three times, loading and offloading people from his bakkie.

When asked by Mr Mias whether many people might not view giving lifts to people who lived near them as their contribution to the bus boycott, Mr Du Plessis said: "It might be so."

'Harassed' bus boycotters 'angry'

C. Times 11/3/80

332

THE "harassment" of African commuters boycotting buses has led to increased frustration and anger, according to a statement released this week by the South African Institute of Race Relations.

The institute was reacting to Tuesday's crackdown by police, traffic officials and Road Transportation Board authorities on pirate taxis at Claremont railway station.

The "taxis" were transporting black bus boycotters to the townships.

Tuesday's crackdown forced commuters to walk several kilometres to get alternative transport home.

The institute's statement said people had maintained a "very effective bus boycott" over the past two months after "having exhausted all other means of protest against the bus fares that are beyond their financial means".

The statement continues: "Their protest is essentially a peaceful one, and in spontaneous lift clubs and self-help schemes they have sought sensible ways of overcoming the acute problem of commuting.

"Now the situation is developing into one of harassment, which has led to increased frustration and anger."

The SAIRR said the government should "heavily subsidize to bring the cost of bus transportation within the means of township commuters".

"The onus is on the government to do this and is all the greater because, for ideological reasons, it has compelled the poorer section of our community to live so far from their places of work."

The [illegible] of commuters boycotting buses waits patiently [illegible] the arrival of the few taxis [illegible] the Mowbray station yesterday evening. For many it was a wait of at least two hours

Police in force seeking 'pirates'

Staff Reporter

PLAIN-CLOTHES policemen armed with submachine-guns, uniformed police, traffic officials and Road Transportation Board officials were out in force yesterday afternoon at Mowbray railway station.

The station was the scene of a long queue — sometimes with nearly 100 people in it — waiting for registered taxis as the crackdown on "pirate" vehicles continued.

Mini-bus taxis came every 15 minutes or so, causing long waits, some of them in excess of two hours, for the black commuters.

Shortly after 4 pm there were three uniformed policemen, two traffic policemen, two Road Transportation Board officials and three men armed with submachine-guns at the station.

They waited from across the street but made no moves towards the crowd of waiting commuters. There was no sign of the "pirate" taxis that had been operating in the area since the start of the Peninsula bus boycott.

Buses operating from the Mowbray bus terminus were in the main full or near full. The terminus was crowded.

At the parking-lot at the corner of Palmyra Road and Montrose Avenue, near Claremont station, there was a large contingent of police watching for "pirate" taxis. One enclosed lorry was stopped by police and the names of those inside were taken. The driver told a policeman: "We have been doing this for years."

Colonel Dawid Viljoen, District CI Chief for Wynberg, said the men armed with submachine-guns were not detectives. However, it is reliably understood that the men were uniformed policemen dressed in plain clothes.

Armed men were 'only there to stop cars'

By STEPHEN WROTTESLEY

THE MEN armed with semi-automatic carbines at the Mowbray railway station on Thursday night were inspectors from the Department of Transport.

Disclosing this yesterday, Colonel A J van Dyk, Police District Commandant for Wynberg, said that police force members under his jurisdiction were "only there to stop the cars for the inspectors".

The mystery about which department the men belonged to arose on Thursday night after three men, armed with with carbines, were spotted at the station while a crowd of nearly 100 people queued for taxis as the boycott of buses continued.

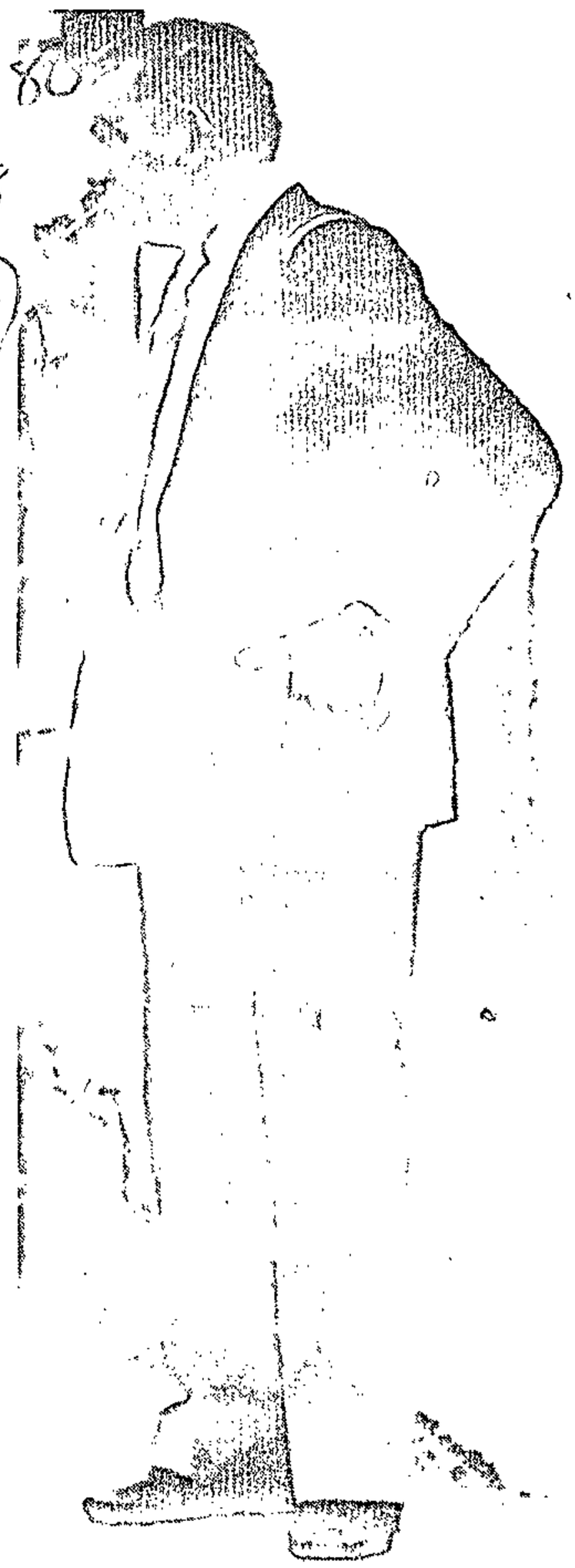
There were three uniformed policemen, members of the traffic department and members of the Road Transportation Board at the station during the crackdown on pirate taxis.

On Thursday Colonel David Viljoen, District CID Chief for Wynberg, said that the men were not members of his force. And yesterday Brigadier D P Nel, head of the Railway Police for the Western Cape, denied that the armed men were railway police members.

Colonel Van Dyk, District Commandant for Wynberg, held the answer to the mystery; but Department of Transport officials could not be contacted yesterday.

Cape Times Defence Reporter Willem Steenkamp reports that the weapon carried by the officials at Mowbray station is not a machine-pistol or submachine-gun, although it looks like one. It is the Kommando, manufactured by Maxim Parabellum of Parys, Free State.

Weapons firing relatively low-intensity, large-calibre cartridges like the 9mm Parabellum are not considered suitable for crowd or riot control because their bullets tend to ricochet and endanger uninvolved people — particularly in built-up areas, where there are many hard, flat surfaces which a random bullet can strike.



One of the unidentified, plainclothes men seen at Mowbray station this week armed with a semi-automatic carbine.

RAND DAILY MAIL, Saturday, August 2, 1980

Deadlocked Putco dispute may now go to Minister

(332) (ESP) RDM 2/8/80

By STEVEN FRIEDMAN
Labour Reporter

THE Putco bus company has once again rejected driver demands for an increase on the 15% wage increase it granted workers earlier this year — this time after the intervention of the Department of Manpower Utilisation.

It is now almost certain that the dispute will be submitted to the Wage Board, which will have to make a recommendation to the Minister.

This was revealed yesterday by Mr Michael Mohatla, general secretary of the Transport and Allied Workers Union, on behalf of the Putco drivers' action committee.

He also revealed that the action committee is applying for permission from Johannesburg's Chief Magistrate to hold a report-back meeting next week at which it hopes to inform drivers of the current state of negotiations.

Permission is needed because of the Government's ban on meetings of 10 people or more.

The dispute between drivers and the company culminated in a recent strike. The company raised wages by 15% but drivers rejected this and demanded a R35 a week increase for all workers.

The dispute has now been referred to the Department of Manpower Utilisation, which is attempting to settle it.

The department's regional black labour committees recently approached Putco and suggested that the company offer to increase the 15% award.

However, Mr Mohatla said yesterday that the action committee had been told by the department that Putco was not prepared to move beyond the 15%.

The dispute has now been referred to the Central Black Labour Board, the last step before a Wage Board investigation is ordered.

Because passenger transport is an "essential service", no legal strike by the drivers is possible.

The action committee asked the department's representatives if they could make representations to the central board but were told that this was not possible, according to Mr Mohatla.

The committee also asked the department to help it obtain permission from the Johannesburg Chief Magistrate to hold a report-back meeting, but were told that this decision was "beyond Manpower Utilisation's power".

Black unions are increasingly demanding the right to report back to their members on the progress of wage negotiations, arguing that it is essential that workers approve agreements before they are signed.

Recently, Putco refused an action committee request to hold a report-back on company premises.

The committee has now decided to approach the Chief Magistrate and ask for permission to hold a meeting at the Diepkloof Hotel at 10am on Wednesday.

1/8/80

NM

332

Buses on the 'boycott' run withdrawn

African Affairs Reporter

ALL the buses owned by Khanyani Bus Company, which have been boycotted by commuters at Estcourt, have been withdrawn — except one which runs empty throughout the day as the boycott continues.

Mr E M Cebekulu, the owner of the bus company, yesterday left for Ulundi to have talks with Dr Frank Mdlalose, KwaZulu's Interior Minister, on the bus boycott which started last Monday.

The commuters are protesting against increased fares.

Residents complained yesterday that private cars carrying workers were being stopped by the police at the entrance to Wembezi township.

But a spokesman for the police at Estcourt said this was not so.

Inspectors from the Road Transportation Board were doing so and this was confirmed by the board in Pretoria.

Star 4/8/80

(337)

Putco wage dispute still unresolved

The unresolved dispute between Putco bus company and its drivers has been referred to the Central Black Labour Board, the last step before a Wage Board investigation.

This follows failure by regional labour officials of the Department of Manpower Utilisation to settle the dispute, in which the drivers are demanding an increase of R35 a week.

The company has once again rejected demands by its drivers for an improvement on the 15 percent wage increase it granted workers earlier this year.

Bus boycotters to ask for help

NM 4/8/80

332

African Affairs Reporter

MORE than 1 500 residents of Wembezi township in Estcourt decided yesterday to send a delegation to Ulundi today to ask the KwaZulu Government to intervene in the bus boycott.

Residents said they would continue with the boycott until the bus fares, which were increased last Monday, were reduced.

Mr E M Cebekulu, the owner of the bus company, did not attend the meeting.

It was decided that Dr Frank Mdlalose, KwaZulu's Minister of Interior, should ask the police and the Road Transportation Board to allow private cars to transport commuters until the matter was settled.

5/8/80

Buses to townships empty

AKUS

332

BUS boycotters appear to be playing a cat and mouse game with road transportation officials and traffic police.

The usual long queues of commuters outside the Claremont station were absent yesterday yet the buses to Langa Guguletu and Nyanga were empty.

Plainclothes policeman and Road Transportation Board officials in unmarked cars prowled the station and surrounding roads. Commuters alighted from the trains and filtered into the streets either to hitchhike or to walk.

At the Mowbray station, however, people queued for more than three hours for legal taxis. Officials in unmarked cars kept a watch on roads leading to the station.

People in the queues said they resented the presence of the officials but were determined to continue not using the buses.

Support for bus boycott declining

C. Times 6/8/86 332

By ANDILE NTEYI

SUPPORT for the bus boycott has been declining rapidly in the coloured areas in the past few weeks but it is still strong in the African areas, according to community leaders.

City Tramways has consistently declined to comment on the boycott in recent weeks.

Before the boycott started on June 2, representatives of 40 African and coloured civic and residents' associations formed a Bus Action Committee to regulate it. The committee is still in operation.

The president of South African Council of Sport, Mr Hassan Howa, told the Cape Times that the coloured people had not been ready for a boycott. There was still a lot of work to be done particularly in the coloured communities.

"The divide-and-rule policy of the government makes it difficult for the coloured people to identify themselves with the Africans," he said.

Mr Rommel Roberts, who fought the fare increases last year, said that initially people were not expected to boycott for a long time as it was impossible for them to manage without the buses. Also, as the coloured townships were not situated close together, it was difficult for them to achieve solidarity.

Not as badly affected as Africans

In any case most coloured people were not as badly affected as the Africans. However, the Africans had no choice but to boycott.

Mr Roberts said, however, that his assessment was superficial and might be different if he were in a position to make one in-depth.

The chairman of the Civic Co-ordinating Council, which represents the three African townships, Mr Silas Tindleni, told the Cape Times there was determination among the Africans to boycott till the fares had been brought down to their original level.

The chairman of the Nyanga East Residents' Association, Mr Oscar Mpetha, said that it became financially impossible for Africans take the buses when the fares went up.

The organization of alternative transport was better in the African areas. He also said Nyanga residents were angry with the City Tramways, who had never listened in the past to their complaints about the services in Nyanga East.

"Africans are fed up with the bus company because it is only interested in their money, and ignores their welfare."

A coloured woman said the boycott in the coloured areas declined because of lack of alternative transport. People depended on the goodwill of drivers to give them lifts. They gave up more easily as there was no good organization before the boycott.

Order by A-G on pirate taxis

2/8/80 Cape Times

332

Staff Reporter

THE Attorney-General of the Cape has instructed prosecutors to oppose the "early return" of vehicles allegedly being used as pirate taxis.

In a statement yesterday the Attorney-General, Mr D J Rossouw said prosecutors had also been instructed to oppose bail "in suitable cases where persons already released on bail have been apprehended and charged with similar offences shortly afterwards".

The statement said there was a law prohibiting people from operating vehicles which were not registered.

"At the moment pirate taxis are operating on a wide scale in the Peninsula," said the statement.

The relevant authorities were "combating this offence by apprehending person operating taxis unlawfully and seizing the vehicles, as these are exhibits in the court cases which must follow."

"At an early stage, vehicles were returned to the owners before the conclusion of their trials, but it was found in a large proportion of cases that the same vehicles were being used in circumstances which justify further charges that they were being used as pirate taxis."

"The efficiency of the police action is therefore jeopardized, and the vehicles must be held until their disposal is ordered by the court at the end of every case."

Mr Rossouw said he had accordingly ordered prosecutors to oppose applications for the early return of vehicles.

"I have also, in the interests of justice in maintaining the law of the land, felt obliged to instruct prosecutors to oppose bail in suitable cases where persons already released on bail have been apprehended and charged with similar offences shortly afterwards."

3-hour wait for taxi commuters

Staff Reporter

QUEUES of people travelling to Guguletu, Nyanga and Langa stood for over three hours at the Mowbray railway station waiting for taxis yesterday afternoon in the wake of police action last week against pirate taxis in the area.

Plainclothes policemen stationed themselves in parked cars across the road watching as the only three legal taxis picking up commuters loaded up.

Bitterness against the police blitz last week on owners of pirate taxis was apparent among the people, most of whom were returning from work.

Those interviewed yesterday told the Cape Times the police had been present while they had been waiting to be collected, which in some instances was over three hours.

Feelings were high among the boycotters who are determined to maintain their resistance to the bus fare increases, even if the taxis are refused permission to pick them up.

"If this happens we will walk to our homes," one man asserted. "We will fight them till the prices return to what they were."

Only three taxis, were available the entire afternoon to commuters — although many more legal taxis operate in the townships — and those standing in the queue believed this was because of police pressure.

Buses to African areas empty

C.T. 7/8/80 (232)

Staff Reporter

BUSES from Claremont and Mowbray to Guguletu, Nyanga East, Crossroads and Langa ran empty again yesterday.

Areas previously used as loading points by "pirate" taxis were empty.

Putco fares

POST 332 8/8/80

BLACK community leaders are gearing themselves up for an all-out opposition of Putco's renewed attempt to increase bus fares in the Witwatersrand and parts of Pretoria.

Putco's renewed application for higher bus fares will be heard before the

On the other hand commission in Pretoria this month where the company is expected to tell the board that it is losing millions of rands and that there is a need for its fares to go up.

On the other hand commuter objectors will be meeting at an undisclosed venue and date next week to discuss and prepare their argument against Putco raising its fares.

Mr Mohammed Dangor, head of the Commuters Watchdog Association, said yesterday that he was calling on all objectors to attend the meeting.

The hearing will be at the Road Transportation Board offices in Pretoria on August 18.

The Cape Times

TUESDAY, AUGUST 5, 1980

Blood out of a stone

HARASSMENT of illegal taxi operators may be technically justifiable in terms of the fine print of the road transport regulations. But these are already too restrictive anyway in a country which is supposed to uphold free enterprise. In the bus boycott in the Cape Peninsula, the present campaign of harassment is imprudent in the extreme. This concerted drive against illegal taxis and their passengers is stirring up a dangerous measure of inter-group resentment and tension. The aim is to force black commuters to return to the buses — which blacks have deserted on the grounds that they cannot afford the increased fares. The presence at bus termini of plain clothes transportation board inspectors armed with sub-machineguns has been only the most ugly, menacing and maladroit aspect of this official campaign of intimidation.

Leaving aside for the moment ordinary considerations of humanity and decency, let us consider the economics of the situation. Why should black commuters ride on the buses if they now prefer cheaper ways of making the long journey to and from work, whether by so-called "pirate" taxi, on foot or by any other means? In a free enterprise economy, why should operators not seek to fill an opening in the market — if they can do so more cheaply than the buses and still make a profit? Instead of arresting the so-called pirate taxi drivers, harassing their passengers and confiscating their vehicles, a wise authority in a genuine free enterprise society might be expected to encourage such entrepreneurs to take out taxi licences. These taxis are meeting part of the demand for alternative means of transport. Why should they not be legalized and be allowed to continue to meet this demand? Why should the Nationalist government invoke the majesty of the state to favour the bus company against its passengers in this extraordinary fashion? Why this determination to break the boycott and drive the black labour force back to the buses?

The boycott of buses by Africans in the Cape Peninsula is a Cape problem which should be left to the Cape to resolve in its own way. In the Transvaal, strong-arm tactics are the invariable response to bus boycotts and similar protests. In the Cape, there is a gentler, more humane and, we believe, more civilized social tradition. Whatever the answer to the problem, bully-boy tactics are not appreciated. It seems the Pretoria government is determined to interfere, sub-machineguns and all, whatever the effect on inter-group relations. But this intervention will not work. The government would be wiser to tackle the problem at its roots in poverty rather than declare war on the unlicensed taxis and their customers. People who are obliged by ideological legislation to live long distances from their places of work cannot be expected to go on paying ever-increasing bus fares indefinitely. If they must, they will walk to and from work, whatever the hardship. You cannot get blood out of a stone. But you can stir up violence and disorder if you are sufficiently maladroit and content to rely on the big stick as the answer to practically everything.

The first of a two-part series on the Peninsula bus boycott

7/8/80 ARGUS (232)

Why did it happen?

By John Fensham

CITY TRAMWAYS is an entrenched monopoly. Competing companies have long been either absorbed or driven out of business — all justifiable in our free enterprise economy.

But repeated applications by other companies to establish alternative services have been turned down by the Local Road Transportation Board and the National Transport Commission.

So people ask: 'Just how free is our enterprise?'

Tramways regularly brings fare-increase applications to the LRTB, claiming heavy cost rises. Yet after the 1977 fare increase the company's profits jumped from R2,07-million to R4,10-million — a 100 percent increase. Turnover increased from R15.98-million in 1975 to R29.2-million last year.

The question is asked: 'Are black people being fleeced, with Government sanction, to fatten a white-owned company with expatriate shareholders?'

Figures

Both Tramways and the LRTB refuse to release company figures to still these murmurings, and over the years the resentment has built up.

There are other thorns in this crown.

In the galaxy of daily reminders of apartheid, the bus ticket occupies a very special place. It is a 'cost of work,' an uncontrollable expense which drains pay packets in proportion to the distance people live from their places of work, and this distance is determined largely by the white Government — so the bus ticket becomes a recurrent symbol of the Group Areas Act, and of just how much it costs the people who can least afford it to obey a discriminatory law.

Moved

One man commented: 'I lived in Salt River once, just a block from my work. It took me two minutes to get to work. Then we moved to Mitchells Plain. Now it takes me 40 minutes and costs R5 a week. And the bus drops me just a block from my old house.

There's a Portuguese immigrant living there now. He came here from Angola.'

The people's resistance came on June 2. Thousands from Mitchells Plain, Elsies River, Retreat and the African townships heeded a call to boycott City Tramways buses.

In the mists of a Cape Flats winter, thousands of shadowy figures strode past the yellow lights from idling buses, ignoring them. Snaking lines trudged in the chilly dawn. Lifts were accepted where offered but the buses were left.

Ending

Now, eight weeks later, the boycott is dying, but not before exacting its toll from City Tramways as much as from the commuters.

The cost to City Tramways can be measured in rands and cents — some estimates put it as high as R1 000 000 but this may be an exaggeration. Tramways will not release figures. But it acknowledged a 50 percent cut in services at the height of the boycott and estimates the current usage point at 65 percent.

Intimidation, according to some boycott organisers, and a reluctance to act against the mainstream of community thought, have meant that many commuters continued the boycott much longer than they would otherwise have, and it is becoming impossible and unwise to sustain it longer.

'We do not see the death of the boycott as a defeat,' an organiser told me. 'We did not expect to bring City Tramways to its knees, but we did want to hurt the company, and I think we have achieved this.

Solidarity

'A secondary, and probably more important, result has been a demonstration to our people and to the authorities of the tremendous solidarity that can be generated, that more and more people are becoming aware and more involved in the struggle against discrimination.

'From this point of view the boycott has been a triumph, though it has now outlived its usefulness. If we attempt to revive or sustain it we could alienate those newly involved in our cause and depress those who realise that the boycott, while hurting the bus company, is also causing hardship to the people.

'Letting the boycott fade out — and we are doing this as much by refusing to sustain it as by discouraging those extremists responsible for violence and intimidation — gives us a weapon for the future.'

Police

The boycott organisers are under constant watch by police. They refuse to attach their names to any statement about the boycott. Community workers have been in detention. LRTB officials and police are waging a relentless war against pirate taxis, the alternative to buses for those without trains.

The boycott of buses is more than a protest against increased fares. It has its roots in the unrest of 1976 (and perhaps even before) and its motivation is in the overpowering feeling of alienation and resentment felt by South Africa's black and coloured peoples.

The feeling finds expression in a new 'spirit of resistance' — a determination to stand up and be counted.

Boycott organisers are determined to keep all protest 'disciplined and dignified,' but their control is limited.

Reaction

The authorities' reaction had been to use riot squads, security men, Local Road Transportation Board officials and (last week) armed plainclothes transport inspectors. Police and traffic officers have mounted an intensive campaign against pirate taxis and trucks transporting people to and from black townships.

A community worker told me: 'In every situation of mass action such as strikes and boycotts an extremist, militant faction emerges, as it did from our boycott action. We almost had this faction under control when the police started acting against the taxis.

'This increased the tempo of the militants. Their militancy is fed and their resentment is forced down their throats, instead of being given an outlet.

'Angrier'

'All that the police and all these other funny people with guns are doing is making the people angrier, increasing their solidarity, feeding their political awareness and delaying the search for a solution.'

A commuter said: 'Since the 1976 riots, black and coloured people have come to recognise their mass strength, to understand the power of concerted group action. The boycott began, as these things do, with a lot of initial enthusiasm, but unlike past actions, it did not quickly fade out.'

'We wanted the bus fares to come down again. Rommel Roberts made us see that City Tramways was getting very rich with our money — and we are already poor, but he also made us see, when he won that first court case, that we can do something about what happens to us. We don't have to always just sit and say "That's life".'

In democratic countries a boycott motivated by increased bus fares would not easily arise because the authorities who had to approve the increases would risk being removed from power. The boycotter in Cape Town recognise clearly that they exercise no democratic power whatever, that they are powerless to influence decisions about where they must live or what they must pay to get to work.

Suggestions

A prominent member of the coloured community who did not wish to be named said: 'There have been suggestions that coloured and black leaders should get together with City Tramways and with Government officials to talk the matter out without going to the extremes of boycotting.

'But the police action makes us all feel that the Government does not want to talk. It just wants us to obey, like sheep. And Tramways itself has never indicated that bus fares are open to negotiation. If we met them, they would just try to justify their prices. Let them rather justify their profits and their capital growth — if they can.

'We are also told: "Stop the boycott, then we talk," as happened with the schools boycott. We are fed up with this kind of instruction, which is just designed to bring us to the negotiation table without strength, without power.'

But more than a reduction of bus fares, the boycotters are fighting for the recognition of their rights. Disillusioned by unfulfilled promises of reform and inured to punitive reprisals, they are endorsing a comment that, with the present government, South Africa will just have to get used to living with strikes.'

● **Tomorrow: How to settle the bus dispute.**

Settling the bus dispute

(332) 8/8/80 ARGUS

● The second of a two-part series on the Peninsula bus boycott

By John Fensham

THE Government could have defused the bus boycott situation in the Cape simply by raising its subsidy to cover the increase in City Tramways fares.

But with subsidies for commuters from 'black' to 'white' areas now running at about R35-million a year, and eight new cities the size of Soweto needed by the turn of the century, the question arises: 'If subsidies are to increase at the same rate as the population, just how long will South Africa be able to afford its policies?'

And how much longer can the State afford to allow City Tramways to operate as a privately owned, profit-making company?

The boycott was and is a graphic demonstration of the level of resentment against the company, a demonstration which calls for a total reassessment of the Peninsula's transport strategy.

City Tramways is caught in the crossfire of an oppressive system and a repressed but awakening people.

The company holds a mandate from its shareholders to make profits, and the management would be replaced if it did not do this.

It must thus accept at least some of the backlash against both itself and the system which sustains it. The solution is more an ethical than an economic one.

It is accepted by transport authorities throughout the world that an operator providing a scheduled service in public transport must be offered a virtual monopoly — this is the only way in which the inevitable losses on some scheduled routes can be offset against more profitable services.

Monopolies, however, are wide open to exploitation so should be in the hands of authorities subject to the democratic process.

Even in South Africa, where the democratic process has a limited application, a public transport facility in the hands of local or central authorities would be preferable to the existing system.

Mr B Floor, head of the Transport Research Centre, at the University of Stellenbosch, contends that City Tramways is an anachronism in terms of modern transport thinking.

'The duty of a public transport service is to provide mobility for people. Shareholder-controlled companies are profit motivated. For them, mobility is a secondary consideration.

'It is the duty of the local authority which determines land-use patterns — in South Africa these are based on ideology, not on economics — to ensure the mobility of the people affected by those decisions.

'It is a shocking dereliction of duty for local authorities in the Cape to distance themselves from the mobility problems of the community.

'All over the world there is the recognition that even people who wouldn't normally use a bus service — in this country these are mostly the white people — benefit from it.

'Their servants and workers arrive by bus, they themselves use it as a standby, the service improves property values.

'Yet the Cape authorities refuse to involve themselves, in spite of the benefits to the community.'

But this suggestion raises practical problems peculiar to the Peninsula.

With City Tramways operating across different municipalities there is some conflict about how authority, benefit and cost would be allocated under such a plan.

Mr Brian Rees, former director of the Urban Planning Research Unit at the University of Cape Town, agrees that Cape Town's bus service should be controlled by a central authority, but proposes, instead of a fragmented, competitive service controlled by different municipalities, a bus company operating under an umbrella body incorporating experienced planners in transport, land use, roads departments, town planning, building, manpower utilisation and any other bodies involved in the development and utilisation of resources.

He said: 'Only in this way can we avoid repeating the kind of mistakes we are making now.

'City Tramways is the victim of ideological planning, as are the people who use its services.

'If planning had been done on logical criteria instead of ideology, the cost to both the company and the commuters would have been considered, and quite possibly Mitchells Plain would not now exist.'

Tramways also claims its efficiency is bolstered by the profit motive. The absence of this profit motive in services run by local authorities encourages loss, and the lower salaries paid to local authority employees attract only those unable to compete on the open market.

Mr Floor finds this attitude arrogant.

'The Johannesburg bus service is municipal controlled, and every bit as efficient as Tramways. It is just that the motivation is different. The municipal undertaking is concerned with providing mobility for the community, not with making profit, and under these criteria Johannesburg's management is just as good as Tramsways. If they are inefficient, it is because, as a monopoly, they are not subject to competition.'

There are two choices — open Cape Town's bus service to free enterprise, to competition, or put the monopoly in the hands of local authorities.

If, as claimed by Tramways, the first choice leads to price-cutting by ramshackle operations dangerous to the public, there are enough road ordinances to enforce safety.

If placed in the hands of local authorities under an umbrella body, let the commuters who use the buses benefit from any profits, which could be ploughed back into the service as an additional subsidy to reduce fares.

It was the fare increase, after all, which started the boycott.

But coloured leaders are unequivocal: 'The boycott would stop if fares were reduced to old levels. But those extra few rands in our pockets every month are not going to change our lives much.

'We still live under apartheid, we still hate it, and we will still fight it. If it is not the bus-fares issue it will be something else.'

Politically, economically and socially, the planning in this country must involve all its people.

Not only must their needs and aspirations be considered when decisions are made — they must be involved in the decision-making process itself.

Too many decisions are made on behalf of people whose interests are not even known or, as in the case of the Tramways fare increase, are known but ignored.

When dissatisfaction with these decisions is expressed, it is too often crushed without the alternative of conciliation or compromise.

Unless this is done, boycotts and strikes will continue, becoming increasingly widespread, increasingly sustained, a wildly careering roller coaster on which everybody loses.

332 BSM POST 8/8/80

Fired workers in - firm union claims denied

THE Port Elizabeth bus company, PE Tramways, has denied allegations that it dismissed workers for refusing to join the recently established in-company Bay Busworkers Union.

The company also denies that this union is financially backed by the company or that it is not outonomous.

It admits that money and other assistance was provided to the union to start operating. Also that new employees were asked to join the union.

Existing employees, however, were not compelled to join, although the company would have preferred all its workers to belong to one trade union.

The claims were made in a reply affidavit filed in the Supreme Court in Port Elizabeth on Wednesday by the company's general manager, Mr Carl Coetzer.

He was responding to an interim interdict granted by the Grahamstown Supreme Court at the beginning of July to stop the company dismissing workers who refused to join the in-company union.

Applicants in the case were the unregistered Black Transport and Allied Workers Union, represented by its secretary, Mr Mike Mohatla, and six Tramways employees who alleged Mr Coetzer told workers those who refused to join the in-company union would be fired.

In his affidavit Mr Coetzer denied documents submitted to court by Mr Mohatla were sufficient authority to act on behalf of the union or the workers, that the union or workers had a legal right to bring the application, or to apply for any of the relief claimed.

Judgment will be given on August 25th.

Buses hit by rising costs

12/8/80 (332)

Fewer passengers and trips, according to official report

Municipal Reporter

DURBAN'S white bus service is caught in a deadly spiral of rising costs, according to figures prepared by the Durban Transport Management Board.

A comparison between the 1975/76 and 1979/80 financial years shows fuel has risen 296,4 percent to more than 38 c a litre.

Repair and maintenance is up by 30,3 percent and tyre costs by 85,7 percent, working out at 20,13 and 3,2 c/km respectively.

But the total distance travelled, including tours and special hires, declined from 7 054 733 km to 5 780 000 km, or by 18,1 percent.

The number of passengers on the regular service is down 22 percent, from 15 660 268 to 12 209 670, and trips have been cut by 31,2 percent, from 598 977 to 409 600.

Wages have gone up — by 30,8 percent for artisans and 39 percent for drivers — but total staff complement, for both services, is down from 1 781 to 1 530, 14 percent.

Fares are difficult to compare, because stages are now longer than they were. But where fares were the same whether passengers bought coupons or paid cash, coupons are now much below the cash price.

The old Stage 5 cost 18 c but its equivalent, Stage 2, is 40 c cash or 30 c for a coupon — up 122,2 and 66,7 percent.

Total expenditure has risen by R1 646 829 to R6 167 770, or 36,4 percent. Income is up by 46,4 percent, to R4 656 160.

And the deficit has risen by a mere 12,8 percent, to R1 511 610.

'Considering the inflation over that period of time, I don't think we've done too badly,' says DTMB general manager Marshall Cuthbert.

13/8/80 Times

Violence caused by clamp-down

2715 332

Staff Reporter

THE violence that had erupted over the bus-boycott situation resulted from rigorous official clamping-down on alternative car transport being used by Africans, the Western Cape chairman of the Institute of Race Relations, Miss Daphne Wilson, said in a statement.

She said this week that whatever the Road Transportation Act stated, it was monopolistic and extremely unwise to deny people a reasonable private-enterprise solution to economic and transport problems.

She asked how long the government thought commuters could endure with patience the strong show of force that thwarted all their peaceful efforts to show their unanimous rejection of high bus tariffs.

In this boycott the authorities were not dealing with a group of strikers but with entire township communities, she said.

The government should realize it was impossible for workers, obliged to live so far from their place of work, to pay high prices for bus transport.

Miss Wilson added: "If City Tramways cannot bring its fares within the range of commuters' salaries then it is the urgent duty of the state either to provide cheap state-run bus transport or to subsidize fares to a price that is realistic."

STAR 13/8/80

Black lawyers call for sanctions

337

The Star Bureau

NEW YORK -- The National Bar Association of America, at its annual conference in Dallas, has called for "comprehensive economic sanctions" against South Africa.

The association of 8 000 lawyers — mostly black — last year received international recognition for a study report opposing the lifting of sanctions against Zimbabwe.

The resolution urging full sanctions against South Africa will be presented to the House Foreign Affairs Subcommittee on Africa.

The move followed a comprehensive report by the association on sanctions against South Africa. It noted "the repression of freedom of expression and association for blacks, the lack of a right to vote, citizenship rights and rights to own land in South Africa."

The conference also endorsed the campaign for the release of Nelson Mandela from life imprisonment on Robben Island.

The president of the association, Robert Earl Harris, presented an award intended for Mandela for his "heroic efforts for the liberation of black people in South Africa."

The resolution urging full economic sanctions also recommended a ban on new investment and loan guarantees for South Africa. It suggested mandatory phased withdrawal of existing investment and an embargo on all trade, including air traffic, and a denial of landing rights in the United States.

Van set on fire

POST 12/8/80 331

AN ANGRY mob set fire to a Post Office maintenance van at the Nyanga bus terminus, Cape Town yesterday after police had forced passengers out of 'pirate taxis'.

There were also several reports from different sources that cars had been stoned. An eye-witness said the burning of the Post Office van took place after a pirate taxi was hit with a baton by police during an argument.

'Pirate' taxi drivers fined

C. T. 13/8/80

Staff Reporter

FOUR "pirate" taxi drivers were fined a total of R600 (or 300 days) in separate cases in the Retreat Magistrate's Court yesterday.

Michael Philips, 51, of Elsie's River, was fined R150 (or 75 days) for transporting 15 passengers without a public-transport permit in Mowbray on August 2. A further 100 days were suspended for five years.

He pleaded guilty. He said his passengers were to pay him 30c each. He did not know he needed a permit, and it was the first time he had conveyed paying passengers, he said.

He was not represented.

Motfbang Carlisle Khotke, 60, of Bangani Road, Nyanga, was fined R100 (or 50 days) for conveying five people for payment in Claremont on August 1. A further 100 days were suspended for five years.

Khotke, pleading not guilty, said he did not know it was an offence to accept money from his passengers. Moreover, they were his neighbours. They each paid him R1,50 a week to be transported to work. Seeing that the cost of running his car was R12 a week, he was not making a profit. He earned R35 a week.

Dana Sidia, 56, of Crossroads, pleaded guilty to transporting 15 passengers in Claremont on August 1. He said he knew he needed a permit.

He was fined R150 (or 75 days), plus a further 100 days suspended for five years. He was not represented.

Gukwana Alec Mfatanie, of Nyanga East, was convicted and fined R200 (or 100 days), with a further 200 days suspended for five years.

The magistrate was Mr P Sieberhagen. Mr J C Willemse prosecuted. Mr David Mias represented Khotke.

SECTION D

Shipping

Andy Newby

Safmarine hat trick

332

NM 14/8/80

Container ships pay triple call

IT IS not often that two of Safmarine's 48 000-dwt fully cellular ships dock at Durban's Container Terminal simultaneously.

But when three Safmarine container ships — two of the large ones serving north-west Europe and one of the smaller ones serving the Mediterranean — are tied up at the same time in Durban, it is something of an occasion.

That was the scene yesterday when the 24 000-dwt SA Langeberg was berthed at 200, the SA Waterberg at 203 and the SA Winterberg at 205.

The increase in trade between Europe and Southern Africa which has been in the news recently was the reason for the trio of distinctive white Safmarine ships being in port together yesterday. Southbound trade has picked up by as much as 35 percent compared to this time last year.

The SA Waterburg, which has just been drydocked in Europe, was hurried back into the schedule early. That is why two big box ships which are both on the same run are operating so close together.

She would have lain idle for a while. But because of the increasing demand for tonnage between here and Europe ship repairers worked on her seven days a week, around the clock ,to bring her back into the Southern Africa Europe Container Service schedule.

The ship provided an extra sailing from Southampton when SAECS rationalised loading between her and the SA Winterberg, which was also in Europe last month.

Because the larger 'Atlantic' class vessels and smaller 'Meditteranean' class container ships serve different areas, it is not uncommon to have a small one and a big one in port at the same time.

When their calls do coincide, port officials berth them between 203 and 205 in positions which place them on full view of observers driving down the Esplanade.

But there is not enough wharf space or crane facilities to line up three ships of this size one in front of the other, and so the smaller Langeberg was placed in a strange berth around the corner on the Bluff side of the Container Terminal.

ECONO 1

(to be copied from the heading

Paper No 2

(to be copied from the heading

NOTE CAREFULLY

1. Enter at the top of each page a ... er of the of the block on this cover the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

1. No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

Duduza bus hikes deferred for a month

332

POST 14/8/90

By Mzikayise Edom

THE bus fare increase in Duduza, Nigel, has been suspended for a month until all the residents have been informed.

The increases, by 5c and 10c, were supposed to come into effect on Monday, but were stopped by the local community council. They were introduced by the Nigel Town Council, which owns a bus service operating in Duduza, but the local community council stopped the increases, which claiming that it was not consulted when they were introduced.

Mr Johnny Mokote, the deputy chairman of the community council said yesterday that a public meeting will be held on August 24 at the church hall, where the community will be informed about the proposed increases.

He said, "We cannot allow the town council to increase the fares without consulting us and the community. The community must first be informed and they should be allowed to give their views concerning the increases."

A spokesman for the Nigel Town Council confirmed yesterday that the increases have been suspended for a month.

He said, "The community council asked us to suspend the increases for a month so that they could consult the residents first and come back to us so that we can hold further talks on whether to increase the fares or not."

The fares were supposed to have been increased from 25c to 35c for a single trip from the township to town and from R1,85 to R1,90 for a season tickets.

For nearly 10 weeks, a bus boycott by African and coloured commuters has added to the politically charged atmosphere in the Cape Peninsula. The boycott has become a major political rallying-point and has prompted the Government to try to end it. LIZ McGREGOR reports from Cape Town.

Cape bus boycotters still walk firm

Commuters waiting in long queues at Nyanga railway station to buy train tickets a day before the bus boycott.

332

RDM 13/8/80

IN SUN, wind and rain they walk.

Some in whole families — father, mother and tiny children; old women with bundles on their backs; brightly dressed young girls in tottering high heels; and middle-aged men, huddled in scarves, coats, hats pulled down tightly onto their foreheads in the half-dark of pre-dawn winter mornings.

Some make sporadic attempts to hitch but most accept that all they can ultimately rely on is their own two feet.

The boycott of buses by Cape Town's black community has now entered its 10th week. Although it is still 100 % effective in the African townships — Nyanga, Langa, Guguletu and Crossroads — many coloured commuters are again using the buses.

The boycott followed the decision by the National Transport Commission in March this year to allow City Tramways Limited, which has a monopoly of bus transport in Cape Town, to increase its fares by between 30 and 100 %.

Cape Town's African and coloured communities responded jointly to the news of the increase. Representatives from 40 community-based organisations met to form the Bus Action Committee (BAC), which decided on Sunday, May 25, that buses should be boycotted from Monday, June 2, "until the fares come down".

The first statement issued by the BAC said the reason for the boycott was that workers' wages had not kept pace with the rise in the cost of living.

The increase in bus fares — an essential expenditure for thousands of working people — was the last straw.

This was borne out by a series of strikes by several thousand Cape Town garment and construction workers soon after the fares were increased.

The workers demanded more money, saying their wages were insufficient to cover the increase in their transport costs.

During the week preceding the boycott, community meetings were held all over the Peninsula to discuss its implementation. In many communities, students, themselves boycotting classes, went round from house to house canvassing support for the boycott and organising alternative transport for residents in their areas.

At first, the boycott was highly effective with alternative transport arranged in most areas. Street committees were formed to help people get to work, central points were organised where private vehicles would pick up commuters, and students flagged down cars for commuters too timid to hitch.

However, the bus boycott must be seen in the context of the general political mobilisation of Cape Town's black community which followed the boycott of classes by pupils and students protesting against their education and the boycott of red meat in support of the meat workers.

The boycott of red meat began when 800 Cape Town meat workers from 17 factories went on strike after the managements of two of the factories refused to allow their workers to choose their own form of representation. This was an issue close to the heart of Cape Town's disenfranchised masses and the workers' call for a boycott of red meat to add muscle to their demands was met with an enthusiastic response.

At that stage, there was whole-hearted support from all sections of Cape Town's black community for the students' boycott and red meat was a dirty word in most households.

Several mass meetings were held every night in communities all over Cape Town where community participation in the three boycotts was discussed.

Why has the boycott been so much more successful in the African areas than in the coloured areas? Various reasons have been advanced in an attempt to explain this.

One is that the coloured community has little experience of mass protest. The political organisation that has existed has never been extensive or deep-rooted.

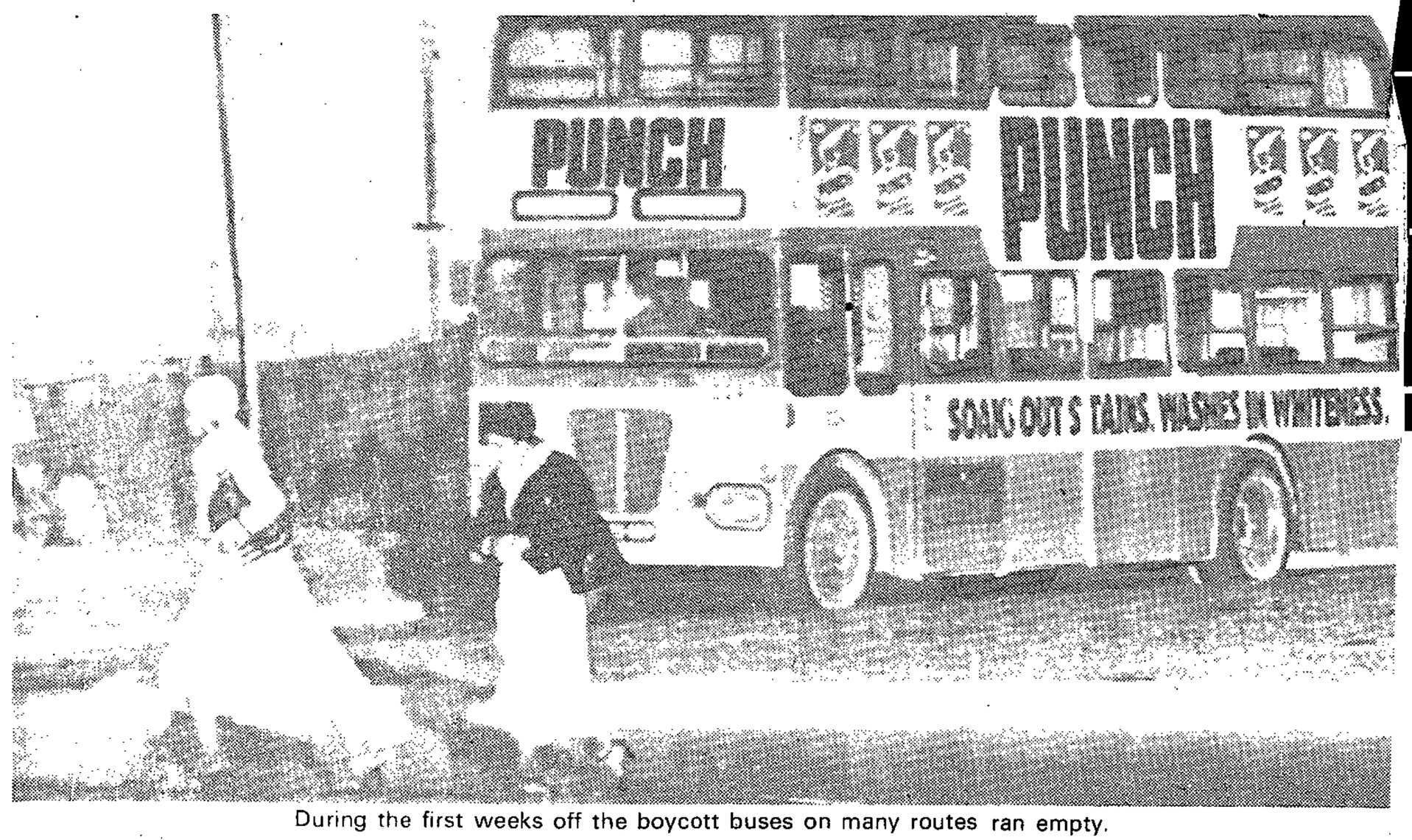
The Unity Movement has always been confined to an intellectual elite with no real community base, while the Coloured Representative Council has never mobilised communities to act together on a large scale.

Since the start of the unrest this year, a number of grass-roots community organisations have been formed, but in most areas they were still nascent and did not have the strength to sustain the organisation needed to keep the boycott going.

Also, it is only in recent years that coloured people have been forced to move from their homes near the city centre — in Woodstock, District Six and Claremont — to the far-flung step-children of the Group Areas Act such as Mitchell's Plain, Atlantis and Ravensmead.

Unlike the African communities, most have never before had to face the problems of long-distance commuting and therefore their resistance to it is not as effective.

[illegible] so means that there is



During the first weeks off the boycott buses on many routes ran empty.

332 RDM 13/8/80

still no sense of community in many areas.

On the other hand, there has been a long history of mass resistance in the African townships. Previous bus boycotts, anti-pass campaigns, squatter resistance to Divisional Council attempts to demolish their houses have already provided the groundwork for strong organisation and communal action in Nyanga, Langa, Guguletu and Crossroads.

Well established residents' associations also exist in these areas.

In recent weeks, the wrath of the State has fallen heavily on African commuters. Towards the end of last month, the authorities began cracking down on "pirate taxis" — one of the main forms of alternative transport used by African commuters.

Owners of private vehicles, from bakkies to camping vans have been transporting commuters from the townships to Claremont, Mowbray and Bellville for a fee considerably below that charged by the buses in an attempt to meet the desperate need for alternative transport.

From about 4 pm on weekdays people wanting to return to townships would queue at a specified venue near the station. As the taxis arrived, students ushered commuters into them.

As soon as a vehicle was filled, the next one would drive up and pick up the next group of people in the queue.

Towards the end of last month, the crackdown began. Police and Road Transportation Board officials raided the "pirate taxi lots" and arrested drivers and confiscated their vehicles.

Inspectors from the Department of Transport armed with semi-automatic carbines patrolled Mowbray station, apparently on the lookout for pirate taxis.

The "pirates" were forced to stop operating and long queues of weary, angry commuters were forced [illegible] hours for the few legal taxis [illegible] long walk home.

Legal action against the pirate taxis has been severe. In many cases, bail was refused and on the orders of the Cape Attorney-General their vehicles were confiscated. Those convicted have been sentenced to fines of R200, or six months.

Ironically, this has simply increased the determination and militancy of the people. One community leader called it a "blessing in disguise".

"This action of the police and the Road Transportation Board officials has simply made people angrier and more united because they can see that the Government is helping City Tramways. Instead of making the company look into its fares, they came in with sub-machine guns and dogs and tried to force the people to board the buses," he said.

"It has been an education for some of the people to see how the Government works together with business. They must just realise that the people are not going to go back to the buses until the fares go down."

Bus boycotters wait in long queues at Nyanga railway station to buy train tickets.

332

C.T. 14/6/80

The black bus boycott 10 weeks old

By LIZ McGREGOR

IN SUN, wind and rain they walk — some in whole families, father, mother and tiny children, old women with bundles on their backs, brightly dressed young girls in tottering high heels and middle-aged men, huddled in scarves, coats, hats pulled down tightly on to their foreheads in the half-dark of pre-dawn winter mornings. Some make sporadic attempts to hitch but most accept that all they can ultimately rely on is their own two feet.

The boycott of buses by Cape Town's black community has now entered its tenth week. Although it is still 100 percent effective in the African townships — Nyanga, Langa, Guguletu and Crossroads — many coloured commuters are again using the buses.

The boycott followed the decision by the National Transport Commission in March this year to allow City Tramways Limited, which has a monopoly of bus transport in Cape Town, to increase its fares by between 30 and 100 percent.

Cape Town's African and coloured community responded jointly to the news of the increase. Representatives from 40 community-based organisations met to form the Bus Action Committee (BAC) which decided on Sunday, May 25 that buses should be boycotted from Monday, June 2 "until the fares come down".

The first statement issued by BAC said the reason for the boycott was that workers' wages had not kept pace with the rise in the cost of living.

The increase in bus fares — an essential expenditure for thousands of working people — was the last straw.

This was borne out by a series of strikes by several thousand Cape Town garment and construction workers soon after the fares were increased.

The workers demanded more money, saying their wages were insufficient to cover the increase in their transport costs.

During the week preceding the boycott, community meetings were held all over the Peninsula to discuss its implementation. In many communities, students, themselves boycotting classes, went round from house to house canvassing support for the boycott and organising alternative transport for residents in their areas.

At first, the boycott was highly effective with alternative transport arranged in most areas. Street committees were formed to help people get to work, central points were organised where private vehicles would pick up commuters and students flagged down cars for commuters too timid to hitch.

However, the bus boycott must be seen in the context of the general political mobilization of Cape Town's black community which followed the boycott of classes by pupils and students protesting against their education and the boycott of red meat in support of the meat workers.

The boycott of red meat began when 800 Cape Town meat workers from 17 factories went on strike after management of two of the factories refused to allow their workers to choose their own form of representation. This was an issue close to the heart of Cape Town's disenfranchized masses and the workers' call for a boycott of red meat to add muscle to their demands was met with an enthusiastic response.

A dirty word

At that stage, there was whole-hearted support from all sections of Cape Town's black community for the students' boycott and red meat was a dirty word in most households.

Several mass meetings were held every night in communities all over Cape Town where community participation in the three boycotts was discussed.

Why has the boycott been so much more successful in the African areas than in the coloured areas? Various reasons have been advanced in an attempt to explain this.

One is that the coloured community has little experience of mass protest. The political organisation that has existed has never been extensive or deep-rooted.

The Unity Movement has always been confined to an intellectual elite with no real community base while the Coloured Representative Council has never mobilized communities to act together on a large scale.

Since the start of the unrest this year, a number of grassroots community organisations have been formed but in most areas, they were still nascent and did not have the strength to sustain the organisation needed to keep the boycott going.

Also, it is only in recent years that coloured people have been forced to move from their homes near the city centre in Woodstock, District Six and Claremont to the far-flung step-children of the Group Areas Act such as Mitchell's Plain, Atlantis and Belhar.

Unlike the African communities, most have never before had to face the problems of long-distance commuting and therefore their resistance to it is not as effective.

This also means that there is still no sense of community in many areas.

On the other hand, there has been a long history of mass resistance in the African townships. Previous bus boycotts, anti-pass campaigns, squatter resistance to Divisional Council attempts to demolish their houses have already provided the groundwork for strong organisation and communal action in Nyanga, Langa, Guguletu and Crossroads.

Well established residents' associations also exist in these areas.

In recent weeks, the wrath of the State has fallen heavily on African commuters. Towards the end of last month, the authorities have begun cracking down on "pirate taxis" — one of the main forms of of alternative transport used by African commuters.

Owners of private vehicles, from bakkies to camping vans have been transporting commuters from the townships to Claremont, Mowbray and Bellville for a fee considerably below that charged by the buses in an attempt to meet the desperate need for alternative transport.

From 4pm

From about 4pm on week-day afternoons, people wanting to return to townships would queue at a specified venue near the station. As the taxis arrived, students ushered commuters into them.

As soon as a vehicle was filled, the next one would drive up and pick up the next group of people in the queue.

Towards the end of last month, the crack-down began. Police and Road Tranportation Board officials raided the "pirate taxi lots" and arrested drivers and confiscated their vehicles.

Inspectors from the Department of Transport armed with semi-automomatic carbines patrolled Mowbray station, apparently on the look-out for pirate taxis.

The "pirates" were forced to stop operating and long queues of weary, angry commuters were forced to wait up to three hours for the few "legal" taxis — or resign themselves to the long walk home.

Legal action against the pirate taxis has been severe. In many cases, bail was refused and their vehicles confiscated. Those convicted have recieved sentences of R200 fines or six months' imprisonment.

Now angrier

Ironically, this has simply increased the determination and militance of the people.

"This action of the police and the Road Transportation Board officials has simply made people angrier and more united because they can see the government is helping City Tramways. Instead of making the company look into its fares, they came in with sub-machine guns and dogs and tried to force the people to board the buses," commented one community leader.

"It has been an education for some of the people to see how the government works together with business. They must just realise that the people are not going to go back to the buses until the fares go down."

STAR 14/8/80

Bus company eye on pirate taxis

332

CAPE TOWN — The managing director of City Tramways, Cape Town, Mr Johan Barnard, admitted in an interview with the SABC today that his inspectors were reporting operators of pirate taxis to the authorities.

Breaking his company's two-month silence on the bus boycott, Mr Barnard said the company's inspectors had co-operated with the authorities for 40 to 50 years. When they saw an illegal operator on the road, they reported him and would continue to do so.

He was replying to a question that it was a strange coincidence that the authorities were clamping down on pirate taxis at precisely the time that Tramways was facing the most serious boycott in its history.

Mr Barnard said that if an operator went on the air in competition with the SABC, which was statutory, the SABC would look to the authorities for protection.

He had no first-hand knowledge of police attempting to force people to make use of buses, as alleged by the chairman of the Cape Western Region of the SA Institute of Race Relations, Mrs Daphne Wilson.

In answer to Mrs Wilson's assertion that authorities should turn a blind eye in a situation as explosive as the bus boycott, Mr Barnard said the law must be enforced.

He said many pirate taxi owners were operating unroadworthy vehicles. The passengers were at risk and in an accident the passengers would have no redress in terms of the Motor Vehicle Assurance Act.

Mr Barnard said the boycott, which started on June 2, had in its initial stages been "pretty bad." His company had suffered "extensive financial loss," but the passengers had been returning to the extent that the buses were now carrying 73 percent of their anticipated load.

N. M 14/8/80 (332)

Cuthbert's complaint

INSIGHT on Durban's buses

DENNIS HENSHAW

***THIRTY Characters in Search of a Policy* could be the title of the ongoing saga of Durban's bus service. One or two of the characters may change at the municipal elections next month, but there is little sign of Durban City Council coming up with a policy.**

Here is the diary of dilly-dally since General Manager Marshall Cuthbert inherited the disaster area that was the Durban Transport Management Board in 1976.

The bus service had lost R4 000 000 the previous year and Mr Cuthbert launched a clean-up operation, restructuring routes, fleet, maintenance and fares to the point where the black services broke even and the deficit on the white was reduced to R1 511 000.

OCTOBER 30, 1979: Cuthbert suggests to council that it should subsidise fares on a basis of so much each white passenger, as it does with scholars and pensioners and as the State does with black transport, rather than treat the DTMB's loss as a deficit.

There is every likelihood that the Metropolitan Transport Advisory Board could become involved in subsidising fares and would be better disposed to this system.

NOVEMBER 19, 1979: Cuthbert and DTMB Chairman R J Draper submit a five-year plan to the background of a drop in white passengers from 30 million in 1970 to 12 million in 1980 and to a projected 4,6 million by 1990.

DECEMBER 12, 1979: Cuthbert memo to Town Clerk appeals again to council for a directive on policy.

Should the Board tailor services to needs — a cost effective policy — or try to woo passengers back by better services and better buses? He points out that the trend in past 15 years is for passengers to decrease in direct ratio to increased car ownership.

INTEGRATION is not an automatic remedy for Durban's municipal transport ills, says Mr Marshall Cuthbert, general manager of the Durban Transport Management Board.

The white buses are seemingly embarked on a route to the graveyard, via increased fares, reduced services and passenger losses — with inflation putting them into overdrive.

It has been proved that in our affluent society only penal sanctions on the private motorist could reverse the trend away from public transport.

Today fewer than 10 percent of Durban's white citizens use the buses; by the end of the decade it could be down to 3 percent.

So ... sell the service to private enterprise, howl some 'experts'.

Integrate it, say others.

There have been negotiations to sell out to private enterprise, says Mr Cuthbert, but no-one wants the white service. What businessman would invest in a sure-fire loser?

The whole question of desegregation is being examined by the DTMB, 'and it is a fact,' says Mr Cuthbert, 'that the black and white routes would integrate reasonably well.

'But if we had to reduce white fares to the black level we could not eliminate our deficit. And there is no way we can operate on a differential fare basis or raise black fares to subsidise the whites.'

Durban's black buses operate at 2,3 cents a kilometre for each passenger; the white buses at 6,5 cents — the difference representing the loads carried. A Stage 1 fare is 13 cents on a black bus and 35 cents — 24c coupon — on a white.

The example of Cape Tramways, always privately owned and integrated, is something of a red herring.

So are the East London system, which integrated in February, and operates 52 buses at a R600 000 annual loss, and Pietermaritzburg's, both of which have always carried blacks in set-aside sections of white buses. While on comparisons, Johannesburg's buses lose nearly R10 million annually, Pretoria's R4,5 million and Durban's will lose R1,5 million this year.

So it seems inevitable that in modern society transport must be subsidised.

The State subsidises Durban's black passengers beyond a 10km journey, and the ratepayers — albeit unwillingly — subsidise the whites.

In an election year, such as this, some councillors tend to turn somersaults so as not to be associated either with schedule cuts, or fare increases, or subsidies.

This attitude manifests itself in walking out on a debate before voting time, arguing for both sides or even voting for opposite alternatives.

It does little to give the DTMB a guideline, and for the past several months every decision on the buses has been a decision of expediency.

Cuts in schedules planned for March and July have been countermanded and extra money has been voted, then rescinded. Now the cuts have had to be made and inevitably fares will go up again.

'We can give Durban whatever kind of bus service it is prepared to pay for' has always been Marshall Cuthbert's theme. 'But to work to a budget we must cut services to meet demand, and we must raise fares to meet inflation.

'The Management Committee has always gone along with the board's thinking, but then individual members white-ant decisions which have been taken — on purely emotional lines.

'Please don't ask me what is our policy.

'All I say is: Please give us a policy.'

The man, the vehicles... but where's the policy?

Natal Mercury 14/8/80

332

JANUARY 24, 1980: The Management Committee replies that DTMB should continue to operate on cost efficiency basis at present level. If it is necessary to curtail services which council thinks should be retained, it will subsidise these.

FEBRUARY 4, 1980: Council negatives proposed service cuts for March — new timetables already in print — and orders DTMB to continue to operate at present level, or better if required. Resultant cost will be met by council and not reflected as a deficit. Annual extra cost R237 500.

FEBRUARY 6 & 21, 1980: DTMB submits list of proposed cuts, which will now not be implemented, and which would have resulted in saving of nine buses and 422 000 km a year. Some buses were carrying no passengers and 22 percent carried fewer than 10.

MARCH 6, 1980: DTMB memo says cuts not implemented plus 15 percent inflation will mean possible council subsidy in 1980-81 of R445 000.

APRIL 21, 1980: Manco recommends to council that DTMB apply for 9 percent increase in fares. Council votes to refer back to Manco to ask DTMB not to apply for increase.

MAY 20, 1980: City Treasurer spells out hard financial facts to council:

To maintain present services and fares will result in deficit for 1980-81 of R2 104 000;

Cutting services to cost efficient basis would save R473 000;

Raising fares by 9 percent could save R336 000; and

Cutting services and raising fares would save R809 000, reducing estimated deficit to R1 295 000.

MAY 23, 1980: Council-in-committee meeting, characterised by councillors drifting out of chamber until only 15 left to vote on:

1. That DTMB maintain present services and fares, or
2. That DTMB cut services and increase fares.

In their finest hour, the remaining councillors voted against both alternatives, 10-5 and 9-6, and referred the subject back to Manco.

MAY 29, 1980: Manco recommends cost effective services and fare increases.

JUNE 2, 1980: After an emotional debate, council votes 14-5 to retain present services and fares at R2 104 000 subsidy for 1980-81.

Councillor Jock Reilly, member of Manco and of DTMB, says a loss of 2 200 000 passengers is expected in the next two years, but 'Where in the world would you find another international seaport and holiday resort with no evening and weekend services?'

JUNE 16, 1980: Council first votes in favour of its previous decision, then there is an angry debate, during which Mr A Singh, Northern Durban Indian LAC representative, criticises council for 'subsidising the affluent'.

Council then votes in favour of reducing services and raising fares to cut deficit to R1 295 000. There is a hopeful rider that any funds made available by weekday cuts might go to experimental evening and weekend services.

AUGUST 6, 1980: DTMB announces massive cuts to most weekend services and further rationalisation of schedules to get board out of impossible position. New services to be effective from August 24.

FEBRUARY, 1981: Further cuts in services expected.

Fares

332

POST 15/8/80

By CHRIS MORE

THE long-awaited Putco hearing at the Road Transportation Board has finally been set for Monday.

This hearing follows a re-application by Putco to increase bus fares after their initial application was stopped through a Supreme Court order in December last year when Ms Kathleen Mulligan objected to fare increases effected by the company.

The action by Ms Mulligan was won on a technicality as Putco, in their advertisement in the Government Gazette, did not give full details of the increase.

Putco's application last October, was for increases of between five and 25 percent in Johannesburg's black townships and between the townships and the city.

The Commuters Watchdog Association was established soon after and led a massive campaign against fare increases. The Legal Resources Centre, working on the instruction of Comwasa, a group of organisations and individuals challenged Putco on the fare war.

'Pirate' taxi man is fined

(332)

C.T. 15/4/85

Staff Reporter

A CROSSROADS "pirate" taxi-driver was fined R120 (or 120 days) in the Retreat Magistrate's Court yesterday and sentenced to four months suspended for three years.

Sentencing Jackson Vanto, 47, the magistrate, Mr J Huggett, said he was aware that the bus boycott was being exploited by "pirate" taxi-drivers to make money. He considered Mr Vanto's transporting of 16 passengers in a bakkie last month without a public transport permit a "reasonably serious offence". Mr Vanto, who is jobless, pleaded not guilty.

Mr J C Willemse prosecuted. Mr R Vassen of A M Omar and Co appeared for Vanto.

Urgent need for bus subsidy talks

(332) 15/8/80

Chief Reporter

THE chairman of the Cape Western Region of the SA Institute of Race Relations, Mrs Daphne Wilson, said yesterday there was an urgent need for talks between City Tramways Limited and the government to discuss a state subsidy large enough to enable the bus company to reduce its fares.

She was commenting on a radio interview in which the managing director of City Tramways Limited, Mr Johan Barnard, breaking his company's silence on the bus boycott, said he could not commit himself on whether an increased subsidy from the government would mean a reduction in fares.

A higher subsidy would however help avert further increases.

Mrs Wilson, who had been interviewed on the bus boycott earlier yesterday by the SABC, told the Cape Times she believed it was the government's responsibility, in view of its policies, to ensure that bus fares did not exceed a reasonable percentage of wages earned by people living in the townships.

She said she had been amazed to hear Mr Barnard say a bigger subsidy would not necessarily mean a reduction in fares.

Normal load

When Mr Barnard had spoken about buses now being back to 73 percent of normal load, she added, he must be referring to the coloured community only, as nothing like that proportion of black commuters had returned to the buses.

"Mr Barnard did make the point in his interview that coloured workers had apparently been more successful in their wage negotiations than had black workers."

Mr Barnard said in the interview that he had no first-hand knowledge of police trying to force people to make use of the buses, as alleged by Mrs Wilson in the earlier interview.

He said he could not speculate on why the authorities had decided to take strong action now against pirate taxi owners, but this could be because if strict compliance with the law was not enforced, other problems could arise.

Many of the pirate taxis being used were unroadworthy, and this put passengers at risk. In the event of an accident, passengers in such vehicles would have no redress in terms of the Motor Vehicle Assurance Act.

Asked by interviewer Nigel Murphy what he thought the answer was to the problems caused by commuter resistence to increased bus fares Mr Barnard said employers should increase the size of their workers' pay-packets.

Higher subsidy

Also, the government should implement the recommendations of the Driessen commission on public transport and pay bus companies a higher subsidy.

Mr Barnard said consideration should be given to the inclusion in employees' wages of a tax-deductable amount specifically to cover bus fares.

Asked by Mr Murphy if he did not agree there were times when the authorities should turn a blind eye to matters such as the operation of pirate taxis when these were helping to ease what had become a social problem, he replied that it was up to the authorities to "size up the situation and act accordingly".

Mr Barnard said illegal operators were trying to keep the boycott going by inciting people not to catch buses.

He declined to give the number of windows broken during the stonings of buses as he said any statistics released may be used by trouble-makers in "a scoreboard" of broken windows.

- Asked why he had not before been prepared to talk to the news media about the boycott he replied: "This has become a very emotional issue — and when emotion takes the place of logic, the least said the better."

C.T. 16/8/85

Crackdown on 'pirates' results in 9 convictions

Staff Reporter

SEVEN "pirate" taxi-drivers were convicted in Peninsula courts this week in a sequel to the recent crack-down by police and officials of the Road Transportation Board.

So far nine drivers have been convicted on charges related to the transporting of passengers without permits.

With the exception of one who is from Elsie's River, the "pirate" taxi-drivers are either from Guguletu, Nyanga or Crossroads.

All of the drivers were sentenced to fines ranging from R100 with an alternative of 50 days in jail to R200 with an alternative of six months' jail.

Suspended jail sentences imposed on some of the drivers, along with the fines, ranged from four months suspended for three years to six months suspended for five years.

The appearances were sequels to the clampdown on taxis during the continuing bus boycott by black commuters in the Peninsula.

The boycott started on July 2 in protest against the increase in bus fares of between 30 percent and 100 percent.

The trials of more than 50 alleged pirate taxi-drivers were postponed to later dates.

Fettered enterprise

THE BLACK boycott of the monopolistic bus service to townships in the Peninsula is foremost an economic protest. Commuters believe the distance they have to travel each day to and from work does not warrant the increased fares levied by the bus company. And as if to prove their point, the so-called "pirate" taxis are charging less than the buses though buses, after trains, are claimed to provide the cheapest form of public transport. In a normal free enterprise society, undercutting by the small entrepreneur is both legal and acceptable. The South African government, however, for all the Prime Minister's flirtation with the concept of unfettered competition, is intolerant of the small man cocking a snook at big vested interests. It would rather force the consumer to pay more for a service than he need do. Self-help in the black community is something, surely, to be encouraged, not smashed. Even blacks sharing cars for no more than the price of the petrol are now being harassed, if what appear to be genuine complaints are to be believed. White car-owners do it daily, in the interests of fuel conservation and their own pockets. But because blacks are boycotting a bus service — a perfectly legal form of protest, as yet — any car containing more than one black occupant is likely to engage the unwelcome attention of armed officialdom. Authorities insist that recent outbreaks of violence have nothing to do with action against "pirate" taxis, but even if they are right their inflexible implementation of the letter of the law is seen as state intercession, on behalf of the bus company, to break the boycott. Hardly the way to defuse a chronically-explosive situation.

Bosses against bus boycott —claim

THE Bus Action Committee claimed this week that Cape Town employers, with the help of traffic police, were bringing pressure to bear on workers who were boycotting the buses.

The committee in a statement issued on Wednesday, claims that intimidation of the bus boycotters, taxi operators and other supporters of the bus boycott was taking place on a wide scale.

They claim that the traffic department and the police are now assisting the bus company by harassing motorists who support the bus boycott. Drivers who give lifts are stopped and given spot fines if any defects are found.

Cape Times 332

CLOTHES

The Bus Action Committee also claims that the bus company has issued an instruction to its employees to use the buses while in private clothes to give the impression that they are passengers.

'The people are not fooled by trickery and are not frightened by official harassment,' the committee said in their statement. 'They are to be complimented for continuing the boycott under difficult conditions.

TRANSPORT

'We are also aware,' the committee said, 'that many employers have told their workers that transport will no longer be provided and that they have to use the buses.

They urged people to continue the boycott.

A police spokesman in Cape Town denied that there had been a blitz on motorists who assist bus boycotters.

Police District Commander, Colonel van Wyk, said that the police were not going out of their way to clamp down on pirate taxis. It was part of the job of a policeman to apprehend people who break the law as these taxi drivers were doing, Colonel van Wyk said.

Durban taxi association goes multiracial

16/8/80

332

Mercury Reporter

THE Durban Taxi Owners' Association has gone multiracial.

This was decided by majority vote at a meeting in Durban yesterday.

A spokesman for the association, Mrs K Watson, said yesterday that 300 taxi owners of all races now officially represented the Durban area.

She said the association, formerly known as the European Taxi Association, had not included blacks in the past because they had operated on a different metering system.

Fare hike case in for gruelling time

BUSFARE increase objectors will argue against Putco's renewed bid to increase their fares when their case is heard before the Road Transportation Commission in Pretoria today.

Black community leaders and organisations opposing the increases held meetings and consultations last week, gearing themselves up for a total opposition against the increases which will affect routes in the Witwatersrand and parts of Pretoria should Putco win the case.

The war against Putco's fare increases started last year when the company increased them by between five percent and 25 percent in areas throughout the Witwatersrand and Pretoria.

The increases were challenged by a black woman, Mrs Kathleen Mulligan, who argued that the increases were not properly advertised — maintaining that the notice in the Government Gazette was not properly published and inadequate.

A Supreme Court judge, Mr Justice Melamet, later set the increases aside on procedural grounds, which forced Putco to lower their fares to their previous fares on all routes affected by the increase.

But the bus company shocked commuters when they almost immediately re-applied and re-advertised the same increases on the same routes.

The re-application prompted objections from commuters who are now prepared to argue against the increases saying blacks cannot afford them.

Putco has succeeded in increasing fares in most routes in Pretoria after objectors' case had failed before the Road Transportation Board in that area.

DD 18/8/80

Top-level talks on EL harbour

(332)

EAST LONDON — The future of the city's harbour will be discussed at a top-level meeting of government officials and local businessmen in Cape Town next month.

The chairman of the East London Chamber of Commerce's transport committee, Mr George Orsmond, said there were too many rumours floating around for anyone to know for sure what was going to happen to the harbour.

He would not disclose any of these suggestions, as he said it might be prejudicial to the area's future.

The chamber's secretary, Mr Jock Allison, would issue a statement explaining the full story after the meeting on September 2, Mr Orsmond said.

Delegates were still to be named but Mr Orsmond said they would represent both commerce and the municipality at the meeting, which will also be attended by shipping executives.

He described weekend press reports hinting at a possible end to the exporting of copper through the harbour as "mere speculation".

"There's more than one side to the story and we feel it would be better to thrash things out before making them public," he said.

The weekend reports said there had been a number of "hints" that copper exports would no longer go through East London harbour, but would be routed through Port Elizabeth. — DDR

STAR 15/8/80

'Fuel hike forced Putco fare rises

332

Own Correspondent

The huge hike in the fuel price last year forced Putco to apply for increased bus tariffs.

This was said by Mr A P W de Klerk, representing Putco at a National Transport Commission hearing in Pretoria today.

The application follows a Supreme Court ruling in November which set aside tariff increases in the Witwatersrand area which were approved by the local Road Transportation Board in Johannesburg in October last year.

Mr de Klerk said the average increase being asked for was 22,2 percent. The highest was 28 percent and the lowest nothing.

He said last year's increased fuel prices pushed up the cost of Putco's fuel in the Witwatersrand area by R4,3-million. Putco has 1 075 buses operating in the area.

Replying to a question by Mr B Slabbert, chairman of the commission, Mr de Klerk said similar increases were approved for the Pretoria area and would be implemented by the end of November.

(Proceeding)

Bloem youths stone buses

VIOLENCE erupted in Bloemfontein yesterday when buses were stoned as an increase in bus fares came into effect.

The service was withdrawn by the bus company and reintroduced later in the day with a police escort.

The violence broke out when a bus boycott planned failed to materialise. The boycott had been called after fares had been increased from 15 to 20 cents. This increase came into effect yesterday.

A spokesman for Bloemfontein City Council said four buses had been damaged by noon yesterday and the service withdrawn. This was resumed when police escorted the buses against stone throwers.

Pamphlets of the planned "Azikhwelwa" were distributed around the township at the weekend.

As early as 4,30 yesterday morning many people were seen walking from Lower Phahameng, Bochabela, Malay Camp, Batho, Cape Stands and Matlhomola townships into the city. The only commuters who used buses were people staying in Rocklands which is a little far from the city.

Police vans in great numbers were seen in the township Moshoeshoe Drive and the Old Dewetsdorp Road which leads into the city.

Taximen and pirates made brisk business as most commuters rushed for their cabs in the midst of the boycott.

'Take over Putco'

A LEADING advocate yesterday urged that the Government take over Putco to ensure a fair deal for blacks.

Mr Arthur Chaskalson SC said this yesterday in the hearing at which Putco is applying for bus fare increases in routes on the Witwatersrand and in Vaal complex. Mr Chaskalson is on the Legal Resources Centre, a legal organisation handling the legal aspects of the action.

The hearing is before the National Road Transportation Board in Pretoria. Mr Chaskalson represents black organisations and leaders objecting to the increases. According to him, the bodies and leaders came together last year to avert a major bus boycott and unrest.

Arguing for Government control of the giant bus company, he said the Theron Commission on Transport showed that blacks relied on bus transport and this was not in their control. He recommended that the Government take over to ensure a fair deal.

He also said:

- The application was the most important to come before the commission and it was heard in the background of increases in staple food, the boycott of education in the black community and a national labour unrest;
- [illegible] the hearing [illegible] commission should [illegible] the underprivileged hope that their voices of protest could still be heard;
- The people against whom the increases were levied were poverty-stricken and could not afford the hikes, and
- Putco's financial activities were kept a secret and the increases sought was unreasonable and not in the public interest.

Mr Chaskalson's address came after that of Mr A P W de Klerk, who told the commission that the increases had been in operation from October 29 until the Supreme Court set them aside in November. There had until then been no objection from the travelling pub-

To Page 4

State is urged to take over Putco

From Page 1

lic, he said.

Mr De Klerk said that had it not been for technical errors which resulted in the court ruling, the tarrifs would still be in force without any public objection.

The principal objector, Mrs Kathleen Mulligan, a black woman, had challenged that the hikes were not properly advertised and maintained that the notice in the Government Gazette was inadequate and not properly published.

Earlier, Mr De Klerk submitted an amendment on certain tarrifs which covered about 107 of the 1 500 routes earlier affected by increases.

Increases on 69 routes, according to the amendment, have now been cut while 38 had been reduced. Mr De Klerk admitted that there were some abnormalities on the proposed fare increases implemented in October.

The listed objectors included Mrs Mulligan (65), Mr Ismael Richards, chairman of the Johannesburg Coloured Management Committee, Mr Mohamad Dangor, chairman of Commuters Watchdog Association (Comwasa), Mr Henry Matemann, director of Good Sheperd Community Services in Eldorado Park, Dr Nthato Motlana, chairman of the SCA, Mrs Ellen Khuzwayo, a prominent social worker, Mrs Sally Motlana, leader of Soweto Housewives' League, and Bishop Desmond Tutu, secretary of the SACC.

The hearing continues today.

Moves to keep Putco fares down

Far-reaching recommendations have been made to prevent increases of black bus fares in the Witwatersrand area.

Mr Arthur Chaskalson, representing 35 people opposing a Putco application yesterday to increase fares, has asked the National Transport Commission in Pretoria to consider:

- Recommending to the Government that Putco be released from certain taxes in order to release its profits and not need to increase tariffs;
- Aking the Government to increase its subsidy to Putco;
- Asking the Government to take over commuter services for coloured and black passengers in the area.

Mr Chaskalson also asked the commission to postpone its decision on the application until the Government replied to the recommendations.

If the Government refused assistance to Putco, the commission should take the unusual step of giving reasons for any decision it made, Mr Chaskalson said.

Replying on behalf of Putco, Mr A T W de Klerk said complaints against transport costs should be referred to another forum.

"It is not Putco's fault that people have been resettled further away from their work due to the Group Areas Act."

The hearing was adjourned.

Putco 'should use reserves' to pay for fuel

(332) Turns

20/8/80

Own Correspondent

PRETORIA. — The Putco Bus Company's "massive" reserves and unused loan facilities should be used to reduce the burden of the fuel price increase the company wishes to pass on to its passengers.

This was suggested by Mr Arthur Chaskalson, SC, who was representing a group objecting to Putco's application for fare increases which was heard before the National Transport Commission in Pretoria yesterday.

The commission refused Mr Chaskalson's application for the release of certain documents which he argued could shed light on the company's financial position.

Mr Andries de Klerk, representing Putco, claimed on Monday that the company needed the fare increase "in order to survive".

Putco has resubmitted its application to push up fares — seven 7 percent for season tickets and 13,6 percent for commuters paying cash — which was dismissed last year because the company had not complied with certain Road Transportation Department requirements.

The present application is being opposed by a number of prominent black community leaders.

In his argument yesterday, Mr Chaskalson said between 1978 and 1979 Putco's reserves had increased from R12,7 million to R18,2 million and unutilised loan facilities had increased from R8 million to R19,8 million.

"Putco has accumulated reserves which are too great, and has massive unused loan facilities which should be released to solve the problems of today. Money for bus replacement should be derived from capital markets, not reserves", he said.

Mr Chaskalson asked the commission to recommend to the government:

- To consider the establishment of a public utility to take over urban transport for the black community;
- To increase subsidies, which he said were a recognised principle in urban transport in the world's major cities, to reduce the need for tariff increases;
- That it consider a change in fiscal policy through taxation and grants on capital replacement to make the accumulation of massive capital reserves unnecessary and to release profits. He said Putco has a highly conservative fiscal policy.

Mr Chaskalson asked that any increase granted should be on the condition that Putco provided certain facilities, cleaner buses and allowed for tickets which could be used at any time, instead of the present system which limited their use to certain times and routes.

He said the company should bear some of the fuel price increase.

Mr Andries de Klerk said the reserves were required to provide for the replacement of buses, the cost of which increased over the lifetime of a bus because of inflation.

Replying to earlier statements that the Group Areas Act had forced people to live far from work, Mr De Klerk said: "I feel sorry for the people who have been resettled and have to pay more for transport, but Putco is not to blame. Mr De Klerk said Putco buses were clean.

Mr De Klerk will complete his argument today.

The National Transport Commission was represented by Mr B Slabbert, chairman, Mr M J van Zyl and Mr E F Niksch.

POST 20/5/80

Cabbies bitter

(332)

By MZIKAYISE EDOM

MEMBERS of the Benoni Taxi Association are bitter that they are not allowed to stop in Reading Road in the industrial site and have urged replanning of the road to prevent further infringements of the law.

The taxi association recently sent a memorandum stating their grievances to the Town Council, the Chief Magistrate of Benoni, the Council of Indian Affairs in Actonville and the Daveyton Community Council.

The chairman of the taxi association, Mr Noel Mlokoti said there are non-stop signs running throughout the road and frequently, taxis were compelled to stop behind stationary vehicle, especially buses.

He said: "Because of this, impatient and wayward passengers left the taxis without the driver's knowledge". When this happens, traffic officers on the scene ticket the drivers and impose heavy fines.

Mr Mlokoti called for the provision of off-loading taxi bays such as those provided for buses.

In reply to Mr Mlokoti's memorandum, the Benoni Town Secretary, Mr Chris Boshoff, said "no stopping sign" were erected in Reading Road because of the high accident rate there.

He said, accidents over the past three years had resulted in a financial loss of over R247 000, one death and 13 serious injuries.

Mr Boshoff said that taxis could make use of Singh Street, which runs parallel to Reading Road, as well as the open area of the northern side to load and to off-load passengers.

(332) (Dawn) (Bus) STAR 20/8/80

Bus fares go up 10 percent — but pensioners let off

Municipal Reporter

It's official. Johannesburg commuters will have to pay 10 percent more for their bus fares next month.

The Johannesburg City Council announced in its June budget that it wanted to increase bus fares. It has now received the approval of the Road Transportation Board to introduce the new fares on September 1.

The new fares were advertised in major daily newspapers yesterday and the new tickets and coupons will be available as from Friday. Fares for pensioners will NOT increase.

The increase is the first in two years and will bring in an extra R1,1-million. But the Transport Department's deficit is still expected to increase by about R2-million to R10-million, mainly because of increased fuel and wage bills.

The department has also applied to increase black bus fares, but has not yet received the necessary approval.

The new fares make provision for a special season ticket for Randburg residents who work in Johannesburg.

A new schedule for the department's mobile ticket offices has been worked out to make it easier for commuters to buy tickets and to encourage them to buy coupons or season tickets.

Mr Gert Tighy, manager (management services), said the department was continuing its investigation into the possibility of staggering school hours to reduce peak-period demands on bus services.

It was also still considering restricting the special scholar fares to off-peak periods in 1982.

Fare hike despite millions

POST 21/8/80

332

By NORMAN NGALE

DESPITE Putco's enormous reserves of R15,3-million, it still plans to raise bus fares by as much as 50 percent if it gets official approval.

Mr Andries de Klerk, a Pretoria Lawyer representing Putco, told the National Transport Commission yesterday that the company had no money to meet commuters half-way.

He was answering a call by Mr Arthur Chaskalson SC, for the objectors, who appealed either for the Government to increase subsidies for Putco or else for Putco to meet commuters half-way in increasing fares.

The commission, chaired by Mr B Slabbert who is assisted by Mr M J van Zyl and Mr E F Nikoch, concluded its three-day hearing of Putco's application to increase bus fares for the Witwatersrand area. The hearing was held in Pretoria.

Altogether 35 black leaders and organisations oppose the proposed fare increase. They were represented by Mr Chaskalson, assisted by Mrs F N Kentridge, both of the Legal Resources Centre, Johannesburg.

OBJECTORS

Mr Donald Mateman, co-chairman of the Commuters' Watchdog Association (Comwasa) and Mrs Kathleen Mulligan (65), the principal objectors, travelled daily between Johannesburg and Pretoria to attend the hearing.

The other objectors were Mr Ishmael Richards, chairman of the Johannesburg Coloured Management Committee, Mr Muhammed Dangor, chairman of the Comwasa, Dr Nthato Motlana, chairman of the Soweto Civic Association, Mrs Ellen Kuzwayo, a leading social worker, Mrs Sally Motlana, president of the Black Housewives League and Bishop Desmond Tutu, general secretary of the SACC.

Mr De Klerk said that all allegations of bitterness, resentment and unrest were matters of political nature. He urged the commission not to consider them in reading its findings.

He said it was clear that Putco buses were made the scapegoat for other grievances and that whenever a Putco bus was stoned during disturbances it was not that the bus was the prime target but that it became vulnerable because it was readily found at the scene of unrest.

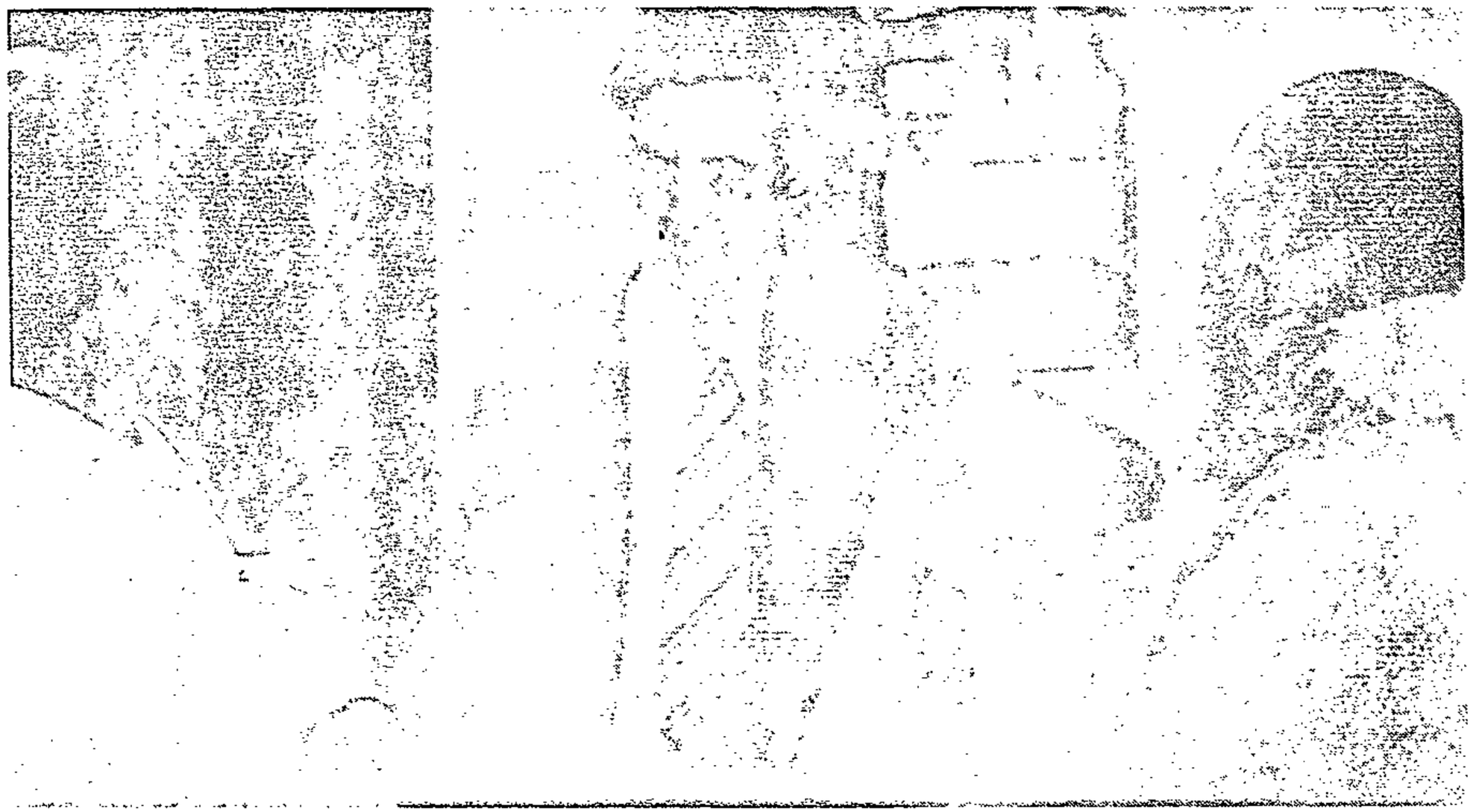
Mr De Klerk delivered a detailed argument to justify the amount of profits Putco had retained in reserve. He said Putco had to replace buses which became redundant, and it was forced to expand to meet public demand.

Earlier in the hearing, Mr Chaskalson called for a public inquiry into Putco's financial affairs in view of the belief held by commuters that the company was making substantial profits at their expense.

Affidavits and extracts from the Theron and Cillie commissions indicated the anger and frustrations felt in black communities because of rising transport costs which they could not afford.

The commission also heard how poor black commuters were affected by the Group Areas Act which kept them long distances from their places of employment, and how low black wages meant they could not afford fare hikes.

The commission reserved its findings, said Mr Slabbert. It needed time to go through evidence gathered during the three-day hearing before it could announce its findings.



Mr Geoff Budlender, of the Legal Resources, with Mrs Sally Motlana (right), and Mrs Kathleen Mulligan in Pretoria yesterday.

POST 21/8/80

SA officials are immune

Andy Newby

Two for Far East service

NM 21/8/80 332

IN A MAJOR development in the containerisation programme for South Africa and the Far East, it has been disclosed that Nedlloyd will soon be chartering a pair of cellular ships for the service.

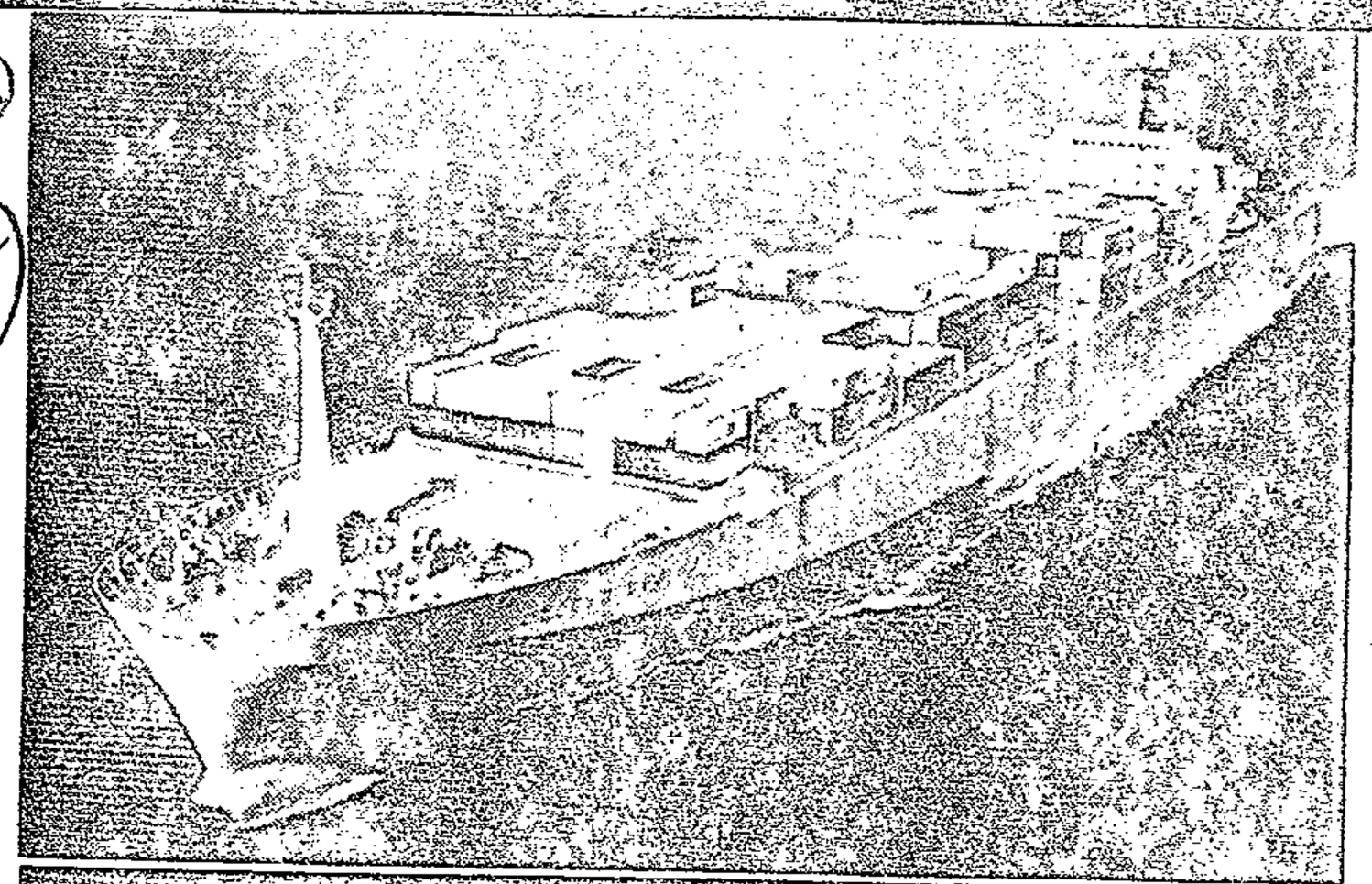
The vessels are the Strider Crystal and the Sapphire Bounty, and both are to be chartered for nine months with an option for a further three months.

Their funnels will be painted in the line's colours, and they will be renamed the Nedlloyd Bounty and the Nedlloyd Crystal. The Nedlloyd Crystal is scheduled to come into service at the end of October and the Nedlloyd Bounty at the end of November.

The 6 580-dwt container ships will have a capacity of 328 TEUs, and a gross registered tonnage of 5 480 tons. Their gear includes a Liebherr electro-hydraulic crane with a 38-ton capacity below the lifting frame, with automatic spreaders for 6,1 m and 12,2 m boxes of 20 tons and 30 tons respectively.

In the Nedlloyd tradition, it is unusual for chartered ships to be renamed with Nedlloyd names, although painting funnels with Nedlloyd colours has been fairly common practice.

The two vessels are an interim measure to introduce the new era of a completely cellular service between Southern Africa and the Far East, planned to come into effect in 1982.



IN PORT

POINT SHEDS: A Alama; B C Tenchbank; D Popi P; E Lancashire; F Aegis Hellenic; L Ecuadorian Reefer; L/M Alkimi; M Ex Thorswave; N Oregon; R Nectis.

MAYDON WHARF: 2 Melina Tsiris; 5 Kiwi Arrow; 6 Annette; 7A Gouritz; 9 Aquitania; 10A Voorspeler; 12C Rogers Trader; 13 Mkuze.

PIER NO 1: 100 Evdokia Tsiris; 101 Tey Kaiser; 102 Freewave; 103 Herefordshire; 104A Hellenic Laurel; 104B Norden Nav; 106 Hella Pride; 107 Asia Grace. CONTAINER TERMINAL: 108 Berg; 201 Range; 202 Ocean Esperance; 204 Vered; 205 SA Sederberg. BLUFF: 4 Patria. ISLAND VIEW: 3 Grecian Spirit. S R J: Fassat Universal. GRAVING DOCK: Pike Bank; Monsone Universal.

DEPARTURES. Tenchbank for USA; Oregon for High Seas; Alaima for Continent.

ARRIVALS: Raimu ex Coast.

Container ships for conversion

TWO container ships in Nedlloyd's international fleet are to be converted from steam turbine to diesel as part of a fuel-saving programme.

Mr Steffen Elgersma, general manager of Nedlloyd SA, confirmed that the 48 146-dwt fully cellular sister ships, Nedlloyd Dejima (left) and Nedlloyd Delft, would be re-engined in the Mitsubishi yards at Yokohama.

'Work on the Nedlloyd Delft will begin in mid-June 1981. She is scheduled to resume sailing services five months later, at which time her sister ship the Nedlloyd Dejima will enter the yards.'

Mr Elgersma said that this engine conversion was a major project which would make a significant contribution towards fuel saving by Nedlloyd.

After the conversion, the maximum speed of the vessels will be reduced from 27 knots to 23,5 knots.

Both ships are third generation Nedlloyd container carriers with a 3 022 TEU capacity, with provision for 120 refrigerated containers.

The Nedlloyd Delft and the Nedlloyd Dejima are well-known for their contribution in the Scandutch service.

C. Times 21/8/80

SA firm recognizes unregistered union

JOHANNESBURG. — A subsidiary of a major South African company has recognized an unregistered black trade union, becoming one of the first locally-owned companies to do so.

It is AECI Paints (formerly Prolux Paints), a subsidiary of the giant AECI group, which has recognized the SA Chemical Workers' Union at its Alrode plant, near Alberton. The union is affiliated to the Consultative Committee of Black Trade Unions.

It was also disclosed th week that Rennies Bulk Terminal, which is owned by the locally-owned Rennies Group, is in the process of negotiating a recognition agreement with the unregistered Transport and General Workers Union at Durban harbour.

4 000 members

Although more than a dozen companies have signed recognition agreements with black unions, few have been locally-owned and the fact that two major companies are dealing with black unions may have a significant influence on labour relations.

AECI Paints' decision to recognize the union was disclosed in a statement issued by the SACWU, which has a membership of more than 4 000.

The union said that the agreement entailed the recognition by the company of union shop stewards and the union's right to access to company premises at Alrode. A grievance and disciplinary procedure had also been agreed.

The union represents about two-thirds of the 200 workers at the plant.

Although the SACWU applied for registration last December, it has not yet been registered. In the statement, it said it was "anxiously waiting" for registration.

SACWU's general secretary, Mr Dan Tau, said yesterday that the AECI agreement was the first formal recognition agreement the union had signed.

He added, however: "We have informal arrangements with a number of companies and are hoping to formalize these soon."

Founder member

The union was formed in 1972 and was a founder member of the Consultative Committee. It is based on the Witwatersrand but is planning to organize black workers in Durban and Port Elizabeth.

A spokesman for AECI paints, Mr John Russel, this week confirmed that the union had been recognized at the Alrode plant.

The fact that the union was not yet registered had not been a stumbling-block to recognition, although the company hoped SACWU would gain registration.

"The negotiations were very constructive and mature. There was no animosity," he said.

In Durban, the managing director of Rennies Bulk Terminals, Mr John Trathern, confirmed yesterday that his company was negotiating a recognition agreement with the TGWU, a Fosatu affiliate.

The union claims to represent 148 of the company's 168 workers at the Durban docks. The two parties have signed an agreement which gives the union limited facilities at the company.

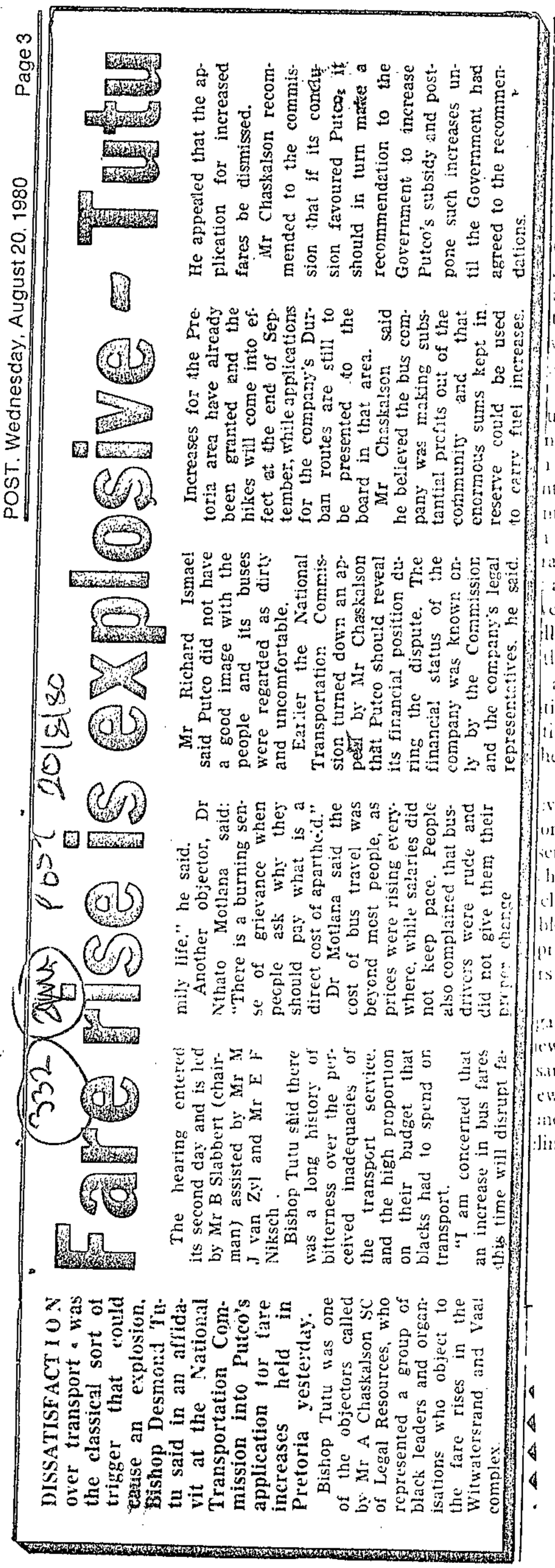
Mr Trathern said that "negotiations have advanced to the stage where we now tacitly recognize the union".

Deductions

Talks designed to lead up to a recognition agreement were under way, and the two parties had discussed the form of "stop order" facilities whereby the company would deduct union dues from the pay of union members.

"An agreement may take some months to conclude, but it is highly unlikely that the talks will not lead to an agreement. The union does represent the vast majority of our workers," Mr Trathern said.

A union spokesman confirmed yesterday that a preliminary recognition agreement had been signed and said that talks were also being held with other employers at the docks in an attempt to conclude a harbour-wide agreement.



332 2MA POST 20/8/80

Fare rise is explosive - Tutu

DISSATISFACTION over transport was the classical sort of trigger that could cause an explosion, Bishop Desmond Tutu said in an affidavit at the National Transportation Commission into Putco's application for fare increases held in Pretoria yesterday.

Bishop Tutu was one of the objectors called by Mr A Chaskalson SC of Legal Resources, who represented a group of black leaders and organisations who object to the fare rises in the Witwatersrand and Vaal complex.

The hearing entered its second day and is led by Mr B Slabbert (chairman) assisted by Mr M J van Zyl and Mr E F Niksch .

Bishop Tutu said there was a long history of bitterness over the perceived inadequacies of the transport service, and the high proportion on their budget that blacks had to spend on transport.

"I am concerned that an increase in bus fares this time will disrupt family life," he said.

Another objector, Dr Nthato Motlana said: "There is a burning sense of grievance when people ask why they should pay what is a direct cost of apartheid."

Dr Motlana said the cost of bus travel was beyond most people, as prices were rising everywhere, while salaries did not keep pace. People also complained that bus-drivers were rude and did not give them their proper change

Mr Richard Ismael said Putco did not have a good image with the people and its buses were regarded as dirty and uncomfortable.

Earlier the National Transportation Commission turned down an appeal by Mr Chaskalson that Putco should reveal its financial position during the dispute. The financial status of the company was known only by the Commission and the company's legal representatives, he said.

Increases for the Pretoria area have already been granted and the hikes will come into effect at the end of September, while applications for the company's Durban routes are still to be presented to the board in that area.

Mr Chaskalson said he believed the bus company was making substantial profits out of the community and that enormous sums kept in reserve could be used to carry fuel increases.

He appealed that the application for increased fares be dismissed.

Mr Chaskalson recommended to the commission that if its conclusion favoured Putco, it should in turn make a recommendation to the Government to increase Putco's subsidy and postpone such increases until the Government had agreed to the recommendations.

and attitudes towards problems and people. The fact that the interviewer is from out of the organization helps the interviewee to express his feelings freely, primarily because he is not afraid of the reactions of the interviewer and of the possible results of this catharsis.

It is not always possible, however, to interview all the members of the organization, and we therefore make use of questionnaires. Personal interviews with several organizational members serve as a basis for the preparation of an "attitudes questionnaire". This attitudes questionnaire is subsequently distributed to all members of the organization. The questionnaire does not serve for probing in depth the feelings of people, but is a more quantitative technique, striving at a much more systematic and wide coverage of the organization. The people, who are requested to respond to the questionnaire, are promised that their personal responses will be kept secret, i.e. that individual answers will not be disclosed to any other member of the organization, or that the identity of the respondents will not be made public. The questions are generally prepared in such a way that a respondent can choose one out of several pre-established answers to a question. Following are two examples of questions which might appear in an attitude questionnaire:

PLEASE CHECK THE CATEGORY WHICH MOST NEARLY APPLIES TO YOUR FEELINGS WITH REGARD TO EACH OF THE FOLLOWING QUESTIONS:

All things considered, how satisfied are you working for the organization?

- --Very satisfied
- --Satisfied
- --Dissatisfied
- --Very dissatisfied

Do you feel that your job responsibilities and what is expected of you are clear?

- --Very clear
- --Clear enough
- --Not clear enough
- --Definitely not clear

21/8/80

Nine held by police for paying driver claim

Cape Times

332

Staff Reporter

A GUGULETU woman claims she and eight other people were arrested by police yesterday morning and held for two hours at Philippi Police Station after they paid a private motorist to convey them to work.

Miss Gloria Gcilishe, 20, said they were arrested in Wetton by four policemen at 8.10am. She was eventually released without being charged, however, and had to walk to work, arriving hours late.

Her employer, Mr Norman Dubowitz, a Claremont pharmacist, expressed his annoyance to the Cape Times and asked ~~that the~~ incident be investigated.

The Philippi police station commander, Captain P G du Toit, denied that any driver or passengers had been charged under the Road Transport Act at his station yesterday morning. There was no such entry in the station's register books, he said.

Mr Dubowitz criticized the difficulties black commuters experienced.

"They are victimised — both if they catch buses, and if they pay to be conveyed by car. These people are getting angry."

Campaign to boycott buses revived

18/8/80 ARGUS (332)

COMMUNITIES in the Western Cape last night intensified their campaign to revive the 12-week-old bus boycott which had faltered in certain areas.

Today in most areas commuters on their way to work were greeted by bold posters calling on them to 'stand firm' to 'stay alive' and to continue the boycott of City Tramways buses.

Slogans, aimed at trying to get those commuters who started using buses again back on the road and to register their protest against increased bus fares were also sprayed on bus stops and walls near busy bus stops.

'PIRATE TAXIS'

Yesterday's attempt to revive the bus boycott is the second since Road Transportation Board officials armed with machine carbines tried to stop 'pirate taxis' from transporting workers to black townships. Since then many workers have either been walking or getting lifts to their homes. Others have started to use the buses again.

The first attempt by communities was to get motorists to offer bus boycotters lifts and to get boycotters to walk.

PUTCO'S PLEA

FM 22/8/80 (332)

Since June 1979, Putco has received special government subsidies to help it meet the 60% fuel price rises it claims as the basis of its application to have bus fares on the Witwatersrand increased.

In a hearing before the National Road Transportation Board this week, in which Putco's application was challenged by 35 individuals and organisations, among them black community leaders, it was revealed that the private company had shown increased profits despite the fuel price hikes, and during the time increases were being applied for.

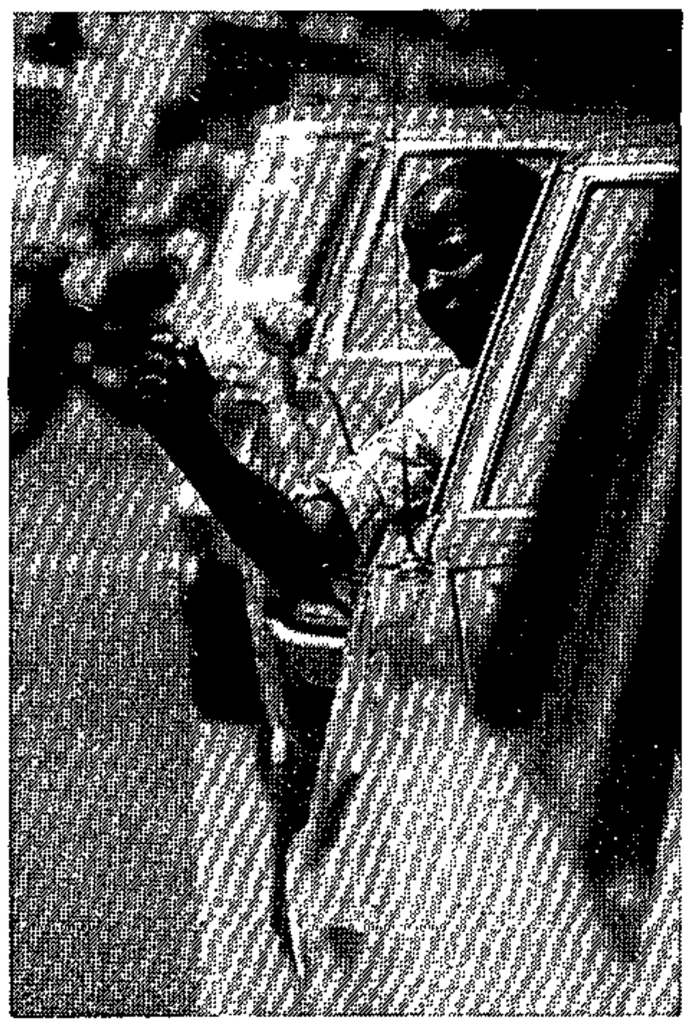
Arthur Chaskalson, SC, instructed by the Legal Resources Centre, requested that Putco reveal its balance sheet for the Witwatersrand area for the relevant period, to June 1980.

Leading Putco's application, Andries de Klerk said his clients viewed the matter before the board as a "hearing," not an inquiry. This was the basis of his refusal to divulge profit and loss accounts for Putco's Witwatersrand operation.

The board upheld the refusal.

Illustrating the company's profitability, nationally, Chaskalson said some R14m was used to maintain and expand the business in 1979.

Putco, said Chaskalson, was an "octopus" company, with vast reserves of wealth locked into it. It was neither providing a social service nor was it a private enterprise company, but a monopoly, he claimed. The government should give serious consideration to taking it over and transforming it into a true public utility. A major reason for this suggestion was that public transport was essential to the poor, often forced by government policy to live far out of the towns, and had to be a truly "social" service if unrest was to be avoided.



Protecting interests

FM 22/8/80 (332)

Sir — The present rage in the black community in Cape Town is hardly surprising. They daily find themselves confronted by officials and armed police forcing them to spend their money on a particular private firm that has a monopoly on public transport to their townships; a firm which has the power to raise prices without reference to the wages its customers are receiving. Further, those members of the community who have vehicles available and are providing transport, are being forcibly prevented from doing so.

This situation gives the lie to the recent claim in the National Development Plan that "informal sector" activity will be encouraged and allowed to develop. For the "pirate taxis" are nothing other than small-scale commercial operators, meeting a considerable need in their community in the true spirit of private enterprise. What is being currently proved is that whenever such enterprise meets with substantial success, it is likely that the state will rally round to protect established commercial interests with all the *kragdadigheid* at its disposal. There will always be some pretext related to licensing laws that can be used to justify such an operation. It is hard to believe that those responsible for this policy do not realise the rage and frustration that will inevitably result.

If the proclaimed support for "informal sector" activity is to mean anything at all, it certainly means that licensing laws must be altered, or operated in such a way as to encourage small-scale operators with limited means to gain a toehold in the world of commercial activity. And a most appropriate place to begin encouraging this is in the area of transport.

G Ellis, Kenilworth, Cape.

Many have lost jobs

Cape Times 332 31/8/80

SIR, — The bus boycott must stop! Many people, including my parents lost their jobs because of it.

People lost their jobs because there was no transport.

The taxis were always overloaded, and sometimes just drove past without even stopping.

We just can't do without the buses. The boycott should therefore stop.

WILLEM VAN WYK
Elsies River

BLACKS BACK MIXED BUSES BUT CLAIM: THE MONEY TALKED!

Marshall Cuthbert — plan to integrate buses

BLACK leaders and some Durban city councillors yesterday supported Durban Transport Management Board general manager Marshall Cuthbert's plans to scrap apartheid on municipal buses.

At the same time the leaders — Austerville Action Committee secretary Archie Hulley, Natal Commuters' Association president Jarbandhan Bugwandeen and Chesterville attorney Bill Bhengu — said "liberalism" had not forced Mr Cuthbert to make far-reaching recommendations to desegregate the white and black services.

The increasing heavy losses being incurred by the white service had made him realise that an integrated service would reduce the deficit, they said.

Mr Cuthbert is to recommend to the Durban Transport Management Board on Wednesday that an application be made to the Local Road Transportation Board to desegregate the services, while retaining the existing fares structure on each.

Tribune Reporter

In 1975 the transportation board rejected an application for permits for an integrated service made by the then general manager of the Durban Transport Management Board, Mr Noel Flanagan.

Mr Cuthbert said this week that it had become difficult to justify the cost of duplicated services which involved about R470 000 and about 230 000 litres of diesel fuel a year.

He also warned that because of constant diminishing support, the size of the white service would reduce to the point where in time it would become minimal.

Mr Hulley said yesterday that his committee had approached the Durban City Council last year to integrate its services.

"While I welcome the new move by Mr Cuthbert, I will have to say at the same time that economics forced him to move in that direction," he said.

He said the white service was losing money because of the city council's racial transport policies.

Mr Cuthbert retorted. "As far as I am aware, the city council has no say in whether its buses should be segregated or not. In fact, in 1967 the council was directed by the Transportation Board to segregate its buses. Until then our services had been integrated."

Mr Bugwandeen said he would back Mr Cuthbert "to the hilt" while Mr Bhengu was sceptical of the Local Transportation Board giving the go-ahead for an integrated service.

"The people, I am sure, have no objections to mixing in the buses. But some officials sitting in dark offices in Pretoria will stifle the whole thing," said Mr Bhengu.

City Councillor Margaret Ambler believes the recommendation for an integrated service should have been made a long time ago.

"It is criminal to waste so much fuel on duplicated routes," she said. Mixed services have worked beautifully in Pietermritzburg and Cape Town, and I can't see there being any problems here."

Mr Jock Reilly, a council representative on the Durban Transportation Management Board, said he would support the move towards integration.

10

340011
340031
340074

Atteridgeville council chief under fire

POST 25/8/80 332

MR Z Z MASHAO, chairman of the Atteridgeville Community Council came under fire this weekend from members of the Black Unity Express Bus Service (BUEBS).

They accused him of failing to challenge Putco fare hikes on behalf of the local residents.

Buebs is a long standing critic of Putco's operations in Pretoria and maintains that, according to the Road Ordinance Act, Putco is not supposed to be trading in black townships as it is not a black company.

Putco has received the Road Transportation Board go-ahead to increase their fares on all Pretoria routes by up to 13 percent with effect from the end of September.

Mr J Gomba, chairman of Buebs was reacting to a statement made by Mr Mashao in a Pretoria newspaper that he was against the fare hikes and that he urged the Government to increase Putco's subsidy.

"We vehemently oppose all that Mr Mashao and his council say about the hikes, for they even failed to send an observer at the National Transport Commission last week when Johannesburg leaders took Putco to task on increased fare," Mr Gomba said.

Row over bus fares

POST 25/8/80

332

By MZIKAYISE EDOM

RESIDENTS in Duduza, Nigel, decided at a meeting held yesterday not to pay proposed bus fare increases until the Nigel Town Council produces its financial statement.

The meeting was held at the Duduza Church Hall and about 200 attended.

The residents said they would not pay the increases until they had been shown the financial statement to see for themselves if the council was running the bus service at a loss as it had previously claimed.

The increases, by five cents and 10 cents, were supposed to have come into effect on August 4, but were stopped by the Duduza Community Council claiming that residents were not informed.

They were supposed to have been increased from 25 cents to 35 cents for a single trip from the township to town and R1,85 to R1,90 for season ticket.

Mr James Mkonzi, chairman of the Community Council, told the residents that the council will meet the Town Council on Wednesday to discuss the residents' resolutions.

Warning shots fired in uneasy Seshego

STAR 332 26/8/80

Northern Transvaal Bureau

PIETERSBURG — Warning shots were fired to scatter high school pupils involved in a running battle with police in Seshego yesterday.

Cars and buses were damaged by the stone-throwing pupils, eight of whom were arrested.

The violence broke out in the wake of a bus boycott by Seshega workers and police continued to patrol the township today.

The bus boycott continued as thousands of workers walked 12 km from Seshego to Pietersburg.

Pupils have been boycotting classes in sympathy with their commuter parents, who are protesting against increased bus fares.

Tempers run high as Natal bus boycotters meet

Natal Mercury 24/8/80

332

African Affairs Reporter

MORE than 1500 residents of Wembezi township at Estcourt decided at a weekend meeting to continue a five-week-old bus boycott until a new bus company was operating in the area.

Tempers ran high when residents were told that the Road Transportation Board had said it would not issue a permit to any other bus company as long as the boycotted Khanyani Bus Company was a licensee.

The meeting decided to tell the board it could not compel residents to use the Khanyani buses and they would continue the boycott until their demands were met. The bus owner, Mr M Cebekulu, was no longer wanted by the community, even if he reduced bus fares, because he had failed to meet residents to discuss the issue.

The meeting was attended by members of the KwaZulu Legislative Assembly.

One of Mr Cebekulu's buses caught fire at an Escourt bus rank at the weekend. It is not known why.

More join the Pietersburg bus boycott

Own Correspondent

PIETERSBURG. — More people joined the Pietersburg bus boycott yesterday and Mohlakeng High School pupils continued to stay away from school.

The boycott is drawing sympathy from other areas and a resident of Lebowakgomo — 40km from Pietersburg — said yesterday: "We are in full support of the boycott. It is just unfortunate that we cannot walk the distance from Lebowakgomo and there is no alternative transport."

Late on Tuesday night, about 100 policemen rushed to Perskebult where protesting schoolchildren stoned two buses, damaging the windows.

According to Colonel J M Mphahlele of the Lebowa Police, no-one was arrested and there were no further incidents.

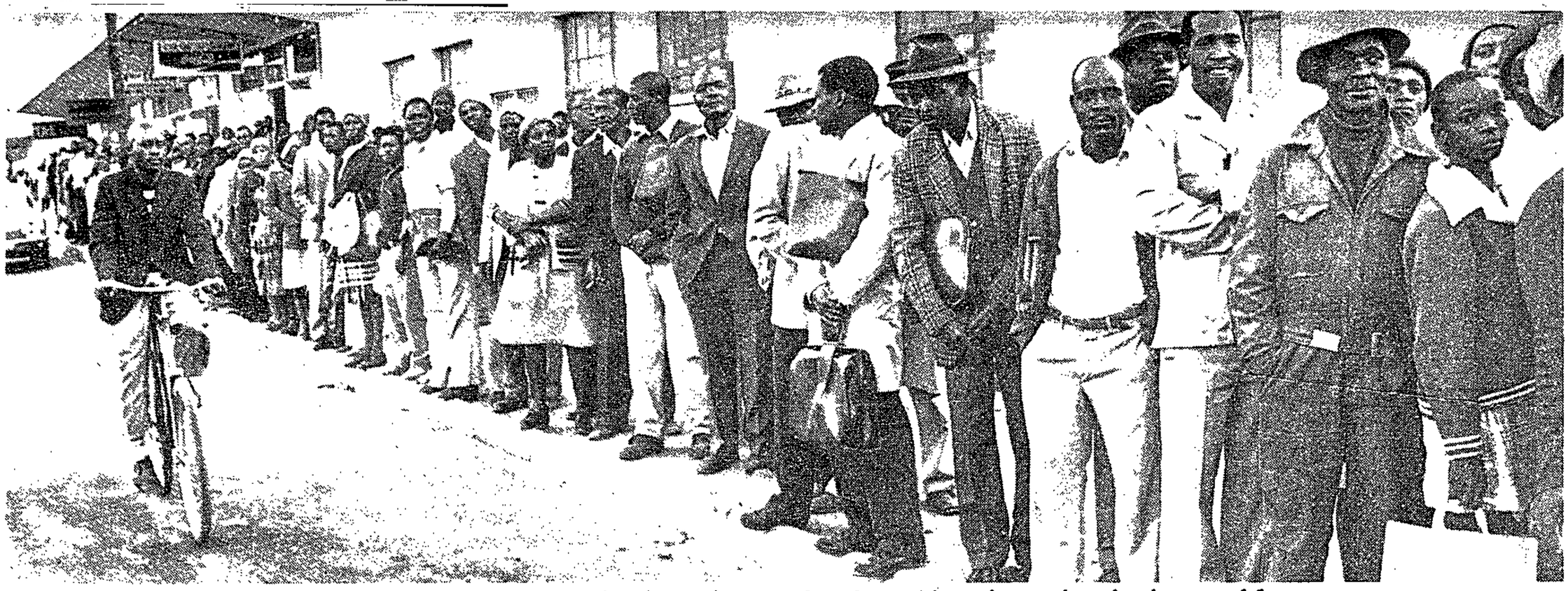
Members of the Lebowa Legislative Assembly for the Seshego constituency, Mr M J Dube, Mr J N Papo and Mr I K Moloko met the Chief Minister, Dr C N Phatudi, and the Minister of Interior, Chief H Rammupudu, to discuss the bus boycott.

Chief Rammupudu said after the meeting that they agreed to hold talks with the representatives of the bus company, the Seshego Town Council and the Seshego Village Committee. The meeting is planned for today.

The 16 youths who were arrested in Seshego on Monday made a formal appearance in the Seshego Magistrate's Court yesterday on a charge of public violence and their case was postponed to September 10.

They are Mr Maribe C Sebelebele, 19; Mr A Sebola, 19; Mr Rabasotho Ngoepe, 19; Mr Malaiwa Mabasa, 19; Mr Mpaishe Bopape, 18; Mr Madimetsa Tshuene, 20; Mr Andries Mojela, 19; Mr Robert Ramolotja, 18; Mr Mokwatsi Modiba, 22; Mr Motibiso Mothema, 18; a 12-year-old youth; two 15-year-olds; two 16-year-olds and one 17-year-old youth.

They appeared before Mr N K M Chuene and were represented by Mr P Machaka. Bail was fixed at R30.



Some of the commuters queueing for taxis . . . rather than taking a bus and paying increased fares.

Bus boycott, big walk

POST 28/8/80

By MATHATHA TSEDU

AS the bus boycott in Pietersburg entered its 3rd day yesterday with the workers continuing their walk to work, the Lebowa Government has called a meeting for today between community leaders and the bus company representative to discuss the matter.

The meeting to be attended by the members of Lebowa Legislative Assembly, the Seshego Town Council and the chief from the Moletji area, will be held in the community hall and takes place as schooling at post primary level in the township has come to a halt.

The chairman of the Seshego Village Committee, the Rev M P Malatjie whose organisation, togetheir with Azapo (Seshego branch), organised the meeting that called for the bus boycott is the only one operating outside government-created platforms to be invited to the meeting. He said he would attend the meeting.

The decision to call the meeting was taken at another meeting yesterday between Lebowa MPs representing Seshego and the homeland Chief Minister, Dr C N Phatudi.

The boycott started on Monday, as protest against the increase in bus fares effective from that date. Workers are calling for a general increase in pay as a prerequisite to any fare increase and the absorption of the increases by government subsidy.

They are also calling for the buses to drop people in town and not "at beerhalls in the outskirts of town where our people were encouraged to squander all their earnings in liquor." The present bus rank at Polokwane Centre has four liquor outlets ranging from a lady's bar to an open sorghum beer garden.

In an interview yesterday, Dr Phatudi gave guarded support to the stand taken by the workers, saying that black wages were "always below expectations. These people say the cost of living, transport and other things has gone up and that they cannot afford them. One must listen sympathetically.

"My concern is to see the present tension reduced and to have the matter resolved harmoniously between the commuters and the bus company," he said. Dr Phatudi's Minister of Finance, Mr L C Mothiba is on the board of directors of the bus company.

The group manager for the bus company, Mr H T Brooks yesterday denied that the service to Blood River and Mmutung-Wa-Perekisi had been suspended on Tuesday. He said there had been a temporary suspension due to stoning and that the service was later restored.

Workers from the two areas, however, are continuing the boycott of the buses and are footing it to Pietersburg, a distance of at least 23 km, or using Hamba-Buya buses once they reach the outskirts of Seshego.

Students at the two high schools in the township continued with their boycott of lessons in solidarity.

Young and old . . . all are taking part in the walk against increased bus fares.

This is not the fashionable Big Walk competition you may have seen before, but these are commuters who have chosen to foot it to and from work.

28/8/82 POST

SB quiz bus chief

MR J GOMBA, chairman of Black Unity Express Bus Service (Buebs) of Atteridgeville was visited by a security policeman at his home on Monday night and called to Compol (Security headquarters) for questioning yesterday.

Mr Gomba said he was questioned for 30 minutes about his company's activities and why he was criticising the local Community Council for its failure to intervene in Putco's proposed fare hikes in Pretoria.

Mr Gomba said questioning and the visit to his home was prompted by a report in POST on his criticism of Mr Mashao, chairman of the Atteridgeville Community Council, for his failure to intervene in the proposed increase.

Mr Gomba said that his interrogator was friendly and sympathetic towards his appeal as a transport man. Mr Gomba said he told the interrogator that it was important that leaders should talk to Putco to avert a disturbance when the fares were raised.

DD 29/8/80 (332)

Workers sacked over union link court told

PORT ELIZABETH — A vital court case, in which workers allege they were fired for refusing to join a "company union", began in the Supreme Court here this week.

The case could have far-reaching implications for disputes between independent black unions and unions formed with alleged employer support.

Evidence was heard and judgment has been reserved. A decision is expected within the next two or three weeks.

The "company union" issue gained prominence recently during the Johannesburg municipal strike when the city council refused to deal with an independent union, preferring to negotiate with its "company union".

The council was condemned from several quarters for dealing with this union as company unions are allegedly initiated by employers.

However, disputes between independent black unions and "parallel" or "company" unions are becoming increasingly common. Unionists allege that these unions enjoy employer support and are designed to "elbow out" representative black unions.

The Port Elizabeth case is the first in which these disputes have spilled over into the courts, with an independent union attempting to secure a legal ruling against a "company" rival.

In it, five members of the Transport and Allied Workers' Union, an independent union affiliated to the Consultative Committee of Black Trade Unions, allege that a Port Elizabeth bus company, PE Tramways, tried to compel them to join a company union.

They allege that they feared dismissal if they did not join this union, the Bay Bus Workers' Union.

PE Tramways, a subsidiary of the Tollgate Holdings group which also owns buses in Cape Town, has denied these allegations and the company is contesting the case. — DDC.

The Natal Mercury, Thursday, August 28, 1980

My wife on a 'green mamba'? Never, says Lew Phillips

THE Durban Transport Management Board meets to consider applying for integration of the city's bus services. From left are the board's deputy general manager Mr Clive Stuart, Mr Jeremy Horne, Mr Martin van Rensburg, the general manager, Mr Marshall Cuthbert, the chairman, Mr Rod Draper, the vice-chairman, Mr Paul Mossmann, Councillor Lew Phillips and the Deputy City Treasurer, Mr Doug Damp.

DTMB votes 4-1 for all-race buses

332

NM 28/8/80

Municipal Reporter

THE Durban Transport Management Board decided by four votes to one yesterday to apply to the Local Road Transportation Board for desegregation of the city's black and white bus services.

Councillor Lew Phillips voted against the move, saying he would not allow his wife to board a 'green mamba'.

The chairman, Mr Rod Draper, the vice-chairman, Mr Paul Mossmann, Mr Martin van Rensburg and Mr Jeremy Horne voted in favour of the recommendation by DTMB general manager Mr Marshall Cuthbert.

Councillor Jock Reilly was unable to attend the meeting.

After the meeting, Mr Cuthbert said the application would be lodged as soon as possible, probably before the end of this week.

Mr Phillips said he would not let his wife use a bus whose driver had to be protected from hooligans by a security cage.

He said Mr Cuthbert had told him openly that there was a different pattern with Cape Town's integrated buses — there was a premium white service and the other service carried only coloured and white people.

In Durban, different ethnic groups used the buses.

'There's no other province that has the problems we have.

What the drivers think about that 'Never on Sunday' service

Mercury Reporter

MOST Durban bus drivers spoken to yesterday favoured the withdrawal of most of the Sunday bus service because it allowed them more time with their families.

There are only a few buses on a Sunday, travelling only from the Berea area to the beachfront.

Some drivers told the Mercury that while many of their younger and unmarried colleagues were a little upset at not being able to put in the occasional overtime now that the number of buses had been reduced, married drivers were 'very happy' with the situation.

One man, who has been a bus driver for four years, said the public was wrong in thinking drivers now had a lot of spare time. He said he was picked up for work at 4am and returned home at 7pm.

Empty

'In the past we used to have a lot of time on our hands because buses were so empty, but now that buses are fewer they are usually quite full. A lot of us have a long day and that's why I'm so pleased we don't have to work Sundays anymore.'

Another driver said he now did not spend as much time driving as in the past because he generally worked less busy routes.

He said, however, that those drivers who did have spare time were kept on standby at the depots in case a bus broke down and had to be replaced.

Another driver, speaking on behalf of two colleagues, said before the withdrawal of most of the Sunday service, the system entailed drivers working only one Sunday a month.

'But even that was a hassle and it is nice not having to get up early on a Sunday and to be able to spend more time with the wife and kids.'

'Zulus, Pondos and Xhosas all have their own beliefs — you can't put a whole lot of Bantus together without a faction fight.'

Mr Phillips said it was a shame the board had given no thought to introducing a premium service at night and weekends.

It had not given the white service a chance to 'settle down' since the last fuel-price increase.

It was a matter of using green buses because the city could not provide a service for whites, and it would be better to sell the whole undertaking to private enterprise.

He wondered how the Government's R3 million susbsidy for black passengers would affect white passengers on green buses.

'It's pretty obvious that sometimes we're working in the dark.'

Top-level talks on bus boycott

C Times

332

28/8/80

By ENRICO KEMP

A DELEGATION headed by the chairman of the Nyanga, Langa and Guguletu Civic Co-ordinating Council, Mr S M Tindleni, yesterday met the Ministers of Transport and Police in Pretoria for top-level talks on the Cape bus boycott and the recent arrests of pirate-taxi drivers.

Mr Tindleni was accompanied by the director of the South African Institute for Race Relations, Mr John Rees, and the chairwoman of the Mowbray Inter-Race Group (Mirge), Mrs Daphne Wilson.

The delegation initiated the meeting with the Minister of Transport, Mr Chris Heunis, and the Minister of Police, Mr Louis le Grange, and discussed the 12-week-old boycott and alleged harassment of pirate-taxi drivers.

A statement on the outcome of the meeting is expected to be released by the delegation today. Both parties declined to comment last night.

Meanwhile, the Mayor of Cape Town, Mr Louis Kreiner, last night said a meeting with "higher authorities" would be held soon to discuss ways of resolving the bus boycott.

This follows a meeting yesterday between Mr Kriener and the deputy mayor, Mr M J van Zyl, and members of community councils, representatives of the Cape Town Chamber of Commerce and the Western Province African Chamber of Commerce and other community leaders.

The managing director of City Tramways, Mr Johan Barnard, last night refused to comment on whether his company had been represented at the meeting.

Mr Kreiner declined to say what had been discussed at the meeting. He said the talks were "delicate", but confirmed that a further meeting with senior authorities would be held soon.

'Company unions': Vital court case

By STEVEN FRIEDMAN

A VITAL court case, in which workers allege they were fired for refusing to join a "company union", began in the Port Elizabeth Supreme Court this week.

The case could have far-reaching implications for disputes between independent black unions and unions formed with alleged employer support.

Evidence was heard this week and judgment has been reserved. A decision is expected within the next two or three weeks.

The "company union" issue sprang to national prominence recently during the Johannesburg municipal strike when the city council refused to deal with an independent union, preferring to negotiate with its "company union".

Disputes between independent black unions and "parallel" or "company" unions are becoming increasingly common. Unionists allege that these unions enjoy employer support and are designed to "crow out" representative black unions.

The Port Elizabeth case is the first in which these disputes have spilled over into the courts, with an independent union attempting to secure a Supreme Court ruling against a "company" rival.

In it, five members of the Transport and Allied Workers, an independent union affiliated to the Consultative Committee of Black Trade Unions, allege that Port Elizabeth's bus company, PE Tramways, tried to compel them to join a company union.

They allege that they feared dismissal if they did not join this union, the Bay Bus Workers' Union.

The workers allege that the company has violated their freedom of association and that this right is guaranteed in industrial law.

PE Tramways, a subsidiary of the Tollgate Holdings group which also owns buses in Cape Town, has denied these allegations and the company is contesting the case.

In early July, the court granted the workers an interim interdict against the company restraining it from:

- Dismissing any of the applicants "by reason of their membership" of the Transport and Allied Workers Union or their refusal or failure to apply for membership of the Bay Bus Workers' Union;
- Dismissing any other workers for the same reason; or,
- Requiring any worker "either as a condition of employment or otherwise" not to join the TAWU or to join the Bay Bus Workers Union.

The case is continuing.

Factory reps meet council on hikes

Post 29/8/85 332

By MZIKAYISE EDOM

THE Nigel Town Council will meet liaison committees from the different factories in Nigel soon, to discuss the proposed bus fare increases in Duduza.

This decision was taken at a meeting held between the Nigel Town Council and the Duduza Community Council this week, in the chamber of the Community Council.

The Community Council held a meeting with the residents at the weekend to discuss the increases.

The residents rejected the increases saying that they will not pay them until the Town Council has produced its last financial statement.

Mr Johnny Momoto, deputy chairman of the Duduza Community Council said yesterday, "We held a meeting with the town council on Wednesday afternoon and told them that the residents said they will not pay the increases until they are shown the financial statement."

A spokesman for the Town Council said, "Our next step now is to negotiate with the liaison committees to give them our reasons for increasing the fares."

The increases by 5c and 10c were supposed to have come into effect on August 4 but were stopped by the Community Council, who claimed that residents were not informed.

They were supposed to have been increased from 25c to 35c for a single trip from the township to town and R1,85 to R1,90 for a season ticket.

Boycott: 'Good hearing' for SAIRR

332

C. Times 29/8/80

Staff Reporter

THE GOVERNMENT was adamant that it could not turn a "blind eye" to the use of illegal taxis nor could it permit its officials to carry out their duties unarmed.

This emerged during a 1½-hour meeting in Pretoria between a delegation from the South African Institute of Race Relations and the ministers of transport and police on Wednesday.

The delegation was also told that a new plan was being evolved for a transport pool to which many different sectors would contribute.

The meeting, initiated by the delegation, was held to discuss the Cape's bus boycott, which is already in its 12th week.

The SAIRR delegation consisted of Mrs Daphne Wilson, chairman of the Cape Western Region of the institute, Mr John Rees, the institute's national director, and Mr S M Tindleni, chairman of the Co-ordinating Civic Council of Nyanga, Langa and Guguletu.

Discussions

They held discussions with the Minister of Transport, Mr J C Heunis, the Minister of Police, Mr Louis le Grange, and the Director-General and officials of the Department of Transport.

Mrs Wilson said in a statement yesterday that the delegation was given a good hearing.

A six-page memorandum, laying special emphasis on three major appeals, was presented to Mr Heunis.

The appeals were that:

- Additional funding be found to augment the already heavily subsidized bus service to ensure that the amount a worker spent on public transport was no more than a reasonable percentage of his wages;
- The present rigorous enforcements of the Transportation Act regulations regarding the use of "pirate" taxis be relaxed till the boycott problem had been sorted out and
- Transport in general in the Peninsula be improved with special attention given to granting more "public permits" covering wider areas for black taxi operators.

The statement said both Mr Heunis and Mr Le Grange remained adamant that they could not turn a blind eye to the use of illegal taxis nor permit their officials to carry out their duties unarmed.

Mr Heunis, however, was prepared to recognize the predicament of workers who were unable to meet transport costs on their existing wages.

"After stressing that R87,2-million (including contributions from employers) has been spent for the 79-80 financial year in the Cape Peninsula out of the total national bus subsidy of R76-million (plus R14,8-million from employers) he stated that a new plan was being evolved for a transport pool fund into which many different sectors will contribute," the statement said.

However, no short-term relief in the form of an additional subsidy was foreseeable for this year. Both parties agreed that an all-round increase in wages should be sought as a "matter of urgency".

Talks proceed on bus fare increases

RDM 29/5/85 332

Staff Reporter

THE Nigel Town Council is still negotiating for the introduction of its increased bus fares on the service between Duduza and the town — despite a rejection of the increases by township residents.

A spokesman for the Town Council told the Rand Daily Mail yesterday that no decision had been taken regarding the introduction of the proposed fare increases.

"We are still negotiating and have to confer with works committees at various firms and industries in and around the town. We will also confer with managements at business centres before making final decision on whether or not to introduce the proposed fare increases," said the spokesman.

The Town Council wants to increase the fare for a single ticket by 10c, from 25c to 35c, and weekly tickets by 5c, from R1,85 to R1,90.

When Duduza Community Council rejected the proposal, the Town Council sought the feelings of residents in the township. And last Sunday residents also rejected the proposal, saying they could not afford increased fares.

The long walk home after a hard day's work — homebound Seshego bus boycotters, footsore but still able to raise a smile

Why an evangelist leads bus boycott

By J S MOJAPELO

A RETIRED Presbyterian minister, the Rev M P Malatji, is leading the week-long bus boycott by more than 3 000 commuters in Seshego, near Pietersburg — and he sees this simply as an extension of his evangelist role.

The commuters have been boycotting buses operated by the Lebowa Transport Company between Seshego and Pietersburg since Monday, when increased fares came into effect.

All post-primary schools in Seshego have been empty since the start of the boycott — the pupils are boycotting classes in solidarity with their commuter parents.

The local branch of the Azanian Peoples' Organisation also supports the action.

The Lebowa boycott, the first to come off in a Northern Transvaal homeland, is run by the Seshego Village Committee, SVC. Mr Malatji is the founder and chairman of the SVC.

This week he took time out from discussions with other organisers in a Seshego hotel to talk to the Rand Daily Mail.

Speaking about his boycott role, he said: "I am not a politician — never was one. And I was never a member of any political organisation.

"I do not fear arrest or banning."

He draws a Biblical analogy for his activist leadership, in which he sees himself as a "prophet" who must lead and advise the people against "kings" — the kings being the Lebowa Transport Company.

"I'm no politician" ... the Rev M P Malatji, leader of the Seshego bus boycott

"I see my role in the boycott as a continuation of evangalism," Mr Malatji said.

He agrees the organisation is "unofficial," but says it is the voice of residents. The "official" civic organisation is the Seshego Township Council.

SVC was formed last year but was inactive for a long time.

It was so ineffective that when the Lebowa Transport Company first increased fares last year, it took no action. Residents protested for a while, but continued using the company's buses.

Mr Malatji said: "We were not strong then, and the fares were forced on us. But when the fares were now increased from 15c to 25c per single trip, it was enough for the people.

"They decided to walk — and we provided the leadership."

Besides protesting against the increased fares, Seshego residents are up in arms because the transport company buses do not run into the centre of Pietersburg, but drop commuters at the outskirts of the town.

"Commuters have to walk a distance into the town. Some women domestic workers walk up to 6km to catch a bus," Mr Malatji said.

Commuters are still using the buses of the black-owned Hamba Buya Bus Company.

Hamba Buya buses are not allowed into Seshego. Commuters alight at the outskirts of Seshego and walk several kilometres to their homes.

"They don't mind," Mr Malatji said.

Born in Ga-Mothapo near Pietersburg in 1914, Mr Malatji started school there, but was soon drawn to city life and went to Pretoria.

He continued his education through night school and correspondence college. He passed his Junior Certificate.

He went to Fort Hare University to study for the ministry in 1935.

He was stationed in various areas until his retirement in 1970, when he returned to the Pietersburg area.

Jairos keeps them hard at work

By DIAGO SEGOLA

IT ALL started after the
ond World War — in 1948 t
precise — when Mr Jairos
saw that nothing was b
done for the aged, blind
physically handicapped ar
his hometown of Bulaw
Zimbabwe.

"When I found that t
people had nobody to look a
them I took some into
home. Then I found it was
essary that they be train
Mr Jiri said yesterday.

He taught one of the disa
how to repair shoes. More
more came forward to
taught.

What started out in a mo
building in Bulawayo is tod
large organisation with 14
tres spread all over the c
try. And more are be
planned.

Mr Jiri, a former sc
teacher, is in Johannesbur
see what is being done in S
Africa to alleviate the pligh
the disabled.

Mr Jiri has been hono
for the work he is doing. In
he was made a Member o
British Empire (MBE) an
1977 was awarded an hono
Master of Arts degree by
then University of Rhodesi

3 killed, 30 hurt in bus crash

332

20/8/80

Lowveld Bureau

WHITE RIVER — Five people were killed and 30 injured — 25 seriously — when an open, heavy duty lorry overturned at a bend on the White River — Hazyview road last night.

The lorry, from Secunda, was bringing workers to their homes at Bushbuckridge for the weekend when the accident took place.

It appears the driver lost control of the vehicle down a steep hill about 2 km outside White River.

People were flung in all directions as the vehicle overturned and landed on its roof. The driver is believed to have run away and has not been seen since.

Ambulances from Nelspruit and White River took the injured to the Themba Hospital.

The names of the dead and injured have not been released.

(332) Cape Herald 30/8/80

Bus wage talks 'if boycott ends'

CALL off the bus boycott and we will consider the wage demands of the bus workers. This is the message given to the bus workers' union by City Tramways on Monday.

This was confirmed by Mr D C Benade, secretary of the Tramways and Omnibus Workers' Union, which represents the workers.

The company's ultimatum follows demands made at a meeting of the bus workers last week, where they expressed anger at the deal they were receiving and threatened tough action if their grievances were not removed.

Among the demands are a 25 percent wage increase and a complete re-evaluation of job catagories.

City Tramway's standpoint of meeting the workers' demands only once the boycott was called off was made at the first of a long series of wage talks held on Monday.

Mr Benade has described the talks as the most crucial in the union's history.

City Tramways was represented at the meeting by its general manager, Mr Derrick King. He was not available for comment.

The head of the publicity department at the company, Mr Bob Krause, refused to comment, other than saying the matter should not be aired in the Press.

A spokesman for the Bus Action Committee said the boycott will not be called off.

'We have previously referred to the 'Dirty Tricks Department' of City Tramways and suspect they are at work again.

'They are obviously trying to play up one section of the community against the other.

'What happened to the claims they made in their many pamphlets that their employees are well paid?

'This is obviously a thinly-veiled attempt to end the bus boycott, but City Tramways will not succeed,' the spokesman said.

Top-level talks to save port

DD 30/8/80

332

DAVID DENISON
Business Editor

EAST LONDON — The Fighting Port is spoiling for a fight and a top-level delegation flies out of East London on Monday in a bid to save East London's harbour from slipping any further into obscurity.

Their destination is Cape Town where they will see the Director-General of Transport, Mr A. B. Eksteen, and the managing director of Safmarine, Mr Marme Marsh, on Tuesday. The delegation will be led by the Deputy Mayor, Mr Errol Spring, and the other members are Mr Max Phillips, immediate past president of the Border Chamber of Industries, and Mr George Orsmond, a recognised authority on East London harbour affairs, who will be representing the East London Chamber of Commerce.

A former mayor, Mr R.L. de Lange, may join the delegation.

Their brief is a showdown with the Department of Transport and Safmarine — the leading member of the member of the Conference Lines — on what the future of the East London harbour is, particularly with twin giant threats hanging over the future of wool and copper exports from the river port.

There have previously been hints that all wool shipped through East London should be diverted to Port Elizabeth — a move that could cripple East London's already under-utilised harbour.

More recently there have been moves to have Zambian and Zairean copper — mainstay of East London's harbour activities since copper exports started two years ago — also switched to Port Elizabeth.

If East London loses its wool exports it will be crippling.

If it loses its copper exports it will be a hammer blow.

If it loses both it could be the death-knell of meaningful harbour activity here.

Official statistics reveal that wool shipments have dropped from 22 198 165kg of greased and scoured wool in the 1972-73 season to 14 229 322kg in the 1978-79 season — a drop of 36 per cent in six seasons.

And an indication of the importance of copper exports to East London is reflected in the latest available figures — 55 735 tons of copper exported through East London in June at the rate of 605 tons an hour.

Because it is a high-rated cargo, losing copper exports would also seriously affect earnings of the Cape Eastern System.

The Conference Lines, often criticised as a virtual cartel monopolising South African-European trade, handle wool and copper shipped from East London and Mr Orsmond believes the Conference — as it is called in shipping circles — is behind the move to have these cargoes switched to Port Elizabeth.

"At the moment Port Elizabeth is not a viable call for Conference ships and the amount of container traffic through Port Elizabeth is far below what their feasibility studies indicated before they invested heavily in new — and, in my opinion, the wrong kind of container vessels," Mr Orsmond said.

"However, if wool and copper exports were diverted to Port Elizabeth it would make it much more worthwhile for the Conference's ships to call there.

"East London is expendable in the eyes of the Conference Lines. We aim to change that viewpoint dramatically at our meeting in Cape Town next week."

Mr Neil Sempill, South African chairman of the Europe-South Africa Conference Lines consortium, who is based in Cape Town, was not available for comment yesterday as he is overseas and nor was I able to contact Safmarine's senior marketing manager, Mr Michael Veary, in Cape Town for comment.

Mr Denis Bethell, managing director of Rennies Shipping in East London which handles the Zambian copper contract, declined to comment — "at this stage" — when he was asked to confirm or deny the lucrative R415-million contract might be transferred to Port Elizabeth.

The Zairean copper passing through East London is handled by Freight Services Forwarding whose local management are under instruction not to talk to the press about the Zairean shipments.

Wool port threat, page 2

Seshego bus boycott victory

S. POST 31/8/80

By MATHATHA TSEDU

THE Pietersburg bus boycott ended yesterday in a resounding victory for the thousands of commuters who had been walking up to 23 km to work.

Fare increases have been temporarily suspended for two weeks and the old rates will apply until a final decision on further subsidies is reached.

The dramatic climbdown by the authorities came after frantic phone calls between the Lebowa government and Pretoria. The phone calls followed unprecedented show of strength and unity by Seshego workers that, observers believe, took the homeland government by surprise.

When the fares went up by an average of 60 cents per week last Monday, the workers boycotted the buses. They walked to town or used other means of transport. Several buses were stoned and police were locked in running battles with students on the first day.

In the wake of the workers' victory, a mass rally is being planned for Sunday, September 7, to celebrate. Details are still being worked out.

State may take part control of Putco

Pretoria Bureau

THE Government may intervene and take a share in the control of Putco, South Africa's largest bus service — which is at present in the hands of a family — the Secretary for Transport, Mr A B Eksteen, said in Pretoria yesterday.

State subsidies to Putco have increased over the years as operating costs have escalated to the point where black commuters are unable to pay economic fares.

In the past three years, subsidies of R75-million have been paid to Putco to keep fares at a reasonable level for the estimated million passengers which use its services every day.

Bus fares have been at the root of unrest in major urban areas, and Putco buses have been the target of angry black workers protesting against increases.

This year the State subsidy is R40-million — which is close to half the company's total turnover.

Mr Eksteen said yesterday: "I think it is time that the Government interfered and had some say in the management of the company."

He said he had submitted proposals to the Minister of Transport, Mr Chris Heunis, aimed at fragmenting Putco into four separate companies. They would have their own directors and be based in Putco's main areas of operation.

Mr Eksteen said the taxpayers' money had to be safeguarded. The Government's investment in Putco was a substantial one. It was necessary that the vital service by Putco be subsidised, but it was essential, too, that the Government should be satisfied that State funds were being spent wisely.

"I intend deliberating and discussing the issue with the managing director, Mr Albino Carleo, to see how far we can get in ensuring a say by the Government in the management of the company."

Mr Eksteen added the National Transportation Commission agreed that the issue should be taken to the Minister — "and Mr Heunis told us we can carry on as he is in agreement with the commission's aims".

Mr Carleo said last night that he had no knowledge of any call for State intervention in Putco.

"If this is true, then I will require official notification to that effect. I am not going to accept a newspaper story as confirmation.

"I had not heard about the matter before 5pm today, when I read about it in a newspaper. I will wait for any official notification before I contemplate any steps to be taken."

Though Mr Carleo confirmed that Putco would be receiving R40-million in State subsidies this year, he refused to discuss whether he felt any moves by the State to obtain control of the company would be justified.

"I can say no more until I have thought about the matter — and then only if I receive my confirmation," he said.

Wages — Tramways denies boycott ultimatum

30/8/80 Cape Herald 332

CITY Tramways has denied issuing an ultimatum that it would consider wage demands by its workers only once the bus boycott was called off.

The allegation was made in a report in an earlier edition of Cape Herald this week.

DEMANDS

Mr D C Benade, secretary of the Tramway and Omnibus Workers' Union agrees having told Cape Herald that 'the company (City Tramways) is prepared to consider our wage demands favourably if the Bus Action Committee abandons the boycott moves.

'But this was merely my interpretation of the situation,' he told Cape Herald on Tuesday.

'I did not mention the world ultimatum.'

A senior spokesman for City Tramways said the report was completely false and misleading and was highly speculative.

'Indeed, both the company and the union view the allegations contained in the report in a most serious light.'

Meanwhile it was confirmed by both sides that the wage negotiations were continuing but that there was nothing new at present.

'No mandate' for meeting on 'bus' boycott

332

C.T. 1/9/82

Staff Reporter

GUGULETU and Nyanga East community organizations expressed surprise last week about the meeting on the bus boycott held in Pretoria on Tuesday.

The organizations attacked the chairman of Civic Coordinating Council, Mr Silas Tindleni, for not getting a mandate from them before going to the meeting.

The meeting was attended by Mr Tindleni, the director of the South African Institute of Race Relations, Mr John Rees, the chairwoman of Mowbray Inter-Race Group, Mirge, Mrs Daphne Wilson, the Minister of Transport, Mr Chris Heunis, and the Minister of Police, Mr Louis Le Grange.

'Pirate' taxis

They discussed the 12-week-old bus boycott and the alleged harrassment of "pirate" taxis.

A spokesman for the Nyanga Residents' Association said the residents were shocked to hear about the meeting.

He said the people did not know who sent Mr Tindleni to negotiate for them. It would have been better if Mr Tindleni had spoken to their and other community organizations before going to the meeting, he said.

"No matter how good the intention was, it would have been common decency on his part to consult other groups and get their backing," he added.

'Mistake'

The Guguletu Residents' Association also felt the move by Mr Tindleni was wrong. A spokesman for the association said Mr Tindleni had made a mistake to negotiate for the people without getting a mandate to do so.

The Bus Action Committee was not interested, as it had stated before that it would not engage in negotiations with City Tramways or the government about the bus boycott.

A spokesman said their demands were that City Tramways should bring down the bus fares by asking the government to increase the subsidsy, or that City Tramways should cut down on their profits.

When approaced for comment, Mr Tindleni said the organazations should complain to him personaliy.

Hansard 10 Ques Col. 665/666/667/668

25/4/80

Durban Transport Management Board/Intertown Passenger Services (Pty.) Limited unsegregated buses

10(665) 25/4/80 (332)

550. Mr. R. A. F. SWART asked the Minister of Transport Affairs:

(1) Whether applications for authority to convey members of all race groups in unsegregated buses were submitted to the Local Road Transportation Board, Durban, by the Durban Transport Management Board and Intertown Passenger Services (Pty.) Limited, during the period 31 March 1977 to 31 March 1980; if so, (a) when were the applications made and (b) what was he precise nature of the applications;

(2) whether the applications have been considered by the Local Board; if so, with what result; if not, why not;

(3) whether any other applications for authority to convey members of all race groups in unsegregated buses were submitted to this Local Board during the same period; if so, (a) by whom, (b) what was the precise nature of the applications and (c) when were they submitted;

(4) whether the applications have been considered by the Local Board; if so, with what result; if not, why not?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes, by Intertown Passenger Services (Pty) Ltd.
No application was received from the Durban Transport Management Board as such, but an application by the City Engineer of Durban on behalf of the Durban Municipality for a park and ride service was received. This application was erroneously construed as having been submitted by the Durban Transport Management Board.

(a) 8 April 1978.

(b) Non-White passengers and their personal effects from Pinetown Central to Farningham Ridge and Paradise Valley on buses departing from Pinetown Central before and up to 12h00 and from Farningham Ridge and Paradise Valley to Pinetown Central on buses departing from Paradise Valley and Farningham Ridge after 12h00. (The company already has authority to convey Whites between these points.)

(2) No. The application was to have been considered on 31 March 1980 but consideration has been postponed at the request of the applicant.

(3) Yes.

(a) (i) City Engineer of Durban on behalf of the Durban Municipality.

(ii) Estate late J. Bhana, trading as United Transport.

(iii) Marinpine Transport (Pty) Ltd.

(iv) Coastal Motor Transport (Pty) Ltd.

(b) (i) City Engineer of Durban on behalf of the Durban Municipality for a park and ride bus service: Passengers from Durban Drive-In via Stanger Street, Somtsu Road, Brickhill Road, Point Road, Smith Street, Field Street, West Street, Brickhill Road to Durban Drive-In.

(ii) Estate late J. Bhana, trading

(332)

PTO

Hansard 7(404) 18/3/80 332

Putco Bus Services/Tollgate Holdings

7(404) 18/3/80 332

469. Mr. R. J. LORIMER asked the Minister of Transport Affairs:

(1) What was the amount of subsidy paid to (a) Putco Bus Services and (b) Tollgate Holdings in the financial year 1979-'80 or the latest year for which figures are available;

(2) what amount of the total paid to Tollgate Holdings was paid in respect of each of its subsidiaries?

The MINISTER OF TRANSPORT AFFAIRS:

The information below is in respect of the financial year 1978/79, the latest year for which figures are available.

(1) (a) R15 260 344,37.

(b) Nil.

(2) Although no amount was paid to Tollgate Holdings direct, the following amounts were paid to its subsidiaries:

	R
City Tramways Ltd	8 122 046,84
Boland Passenger Transport Ltd	20 630,90
Simonstown Passenger Transport Ltd	39 434,70
Bay Passenger Transport Ltd	1 428 272,67
Port Elizabeth Passenger Transport Ltd	1 291 185,14
P E Tramways Ltd	340 462,05
Uitenhage Passenger Transport Ltd	76 857,06

Dither over new Jo'burg bus fares

Star 332 2/9/80

Some people seem to take time to catch on to changes — and the introduction of the new bus fares in Johannesburg today had many commuters in a dither.

The Transport Department has got all too used to the fact that, no matter how much publicity is given to any change, some members of the public "will know nothing about it."

As a result, reported one reader, her bus ride into the city centre from Berea early today "took much longer than usual" because so many commuters had forgotten to buy new coupons and had to pay the driver the difference.

The Transport Department said it had had no reports of buses being delayed and estimated it would take about a week for everyone to get used to the new fares.

EL to stay wool port

3/9/80

EAST LONDON —The development of a deep-water container berth on the West Bank and the acquisition of a portainer-crane to handle containers would help combat the under-utilisation of the East London harbour, a top level delegation to Cape Town was told yesterday.

The Deputy Mayor, Mr Errol Spring, Mr Max Phillips, immediate past president of the Border Chamber of Industries and Mr George Orsmond, representing the East London Chamber of Commerce, met the Director General of Transport, Mr A. B. Eksteen, and the managing director of Safmarine, Mr Marme Marsh, for talks on the future of the harbour.

In a statement on the delegates' return last night, Mr Spring said Safmarine would continue to ship wool from East London to Port Elizabeth. Safmarine had 80 per cent of this traffic

On copper, Mr Marsh had stated that it was more economic for his organisation to ship Zairean copper through Port Elizabeth in containers. There was a problem of the draft of the East London harbour

Zambian copper, which formed the larger part of the total copper exports, would continue to be shipped through East London as far as he was aware.

Japanese interests were against ro-ro style or smaller cellular vessels but the existing service would continue to call at East London. The same applied to the US-South Africa service and back up ships on the UK and north-west Continent service would make use of East London.

"Mr Eksteen undertook to put our case to the Minister of Transport but said he believed East London and the Border area needed overall stimulus, not just from his department, to overcome our problems," said Mr Spring. — DDR

Bus boycott drama

3/9/80

By MATHATHA TSEDU

THE Seshego bus boycott row took a dramatic turn yesterday when about 1 000 commuters who met in the township decided to continue the boycott even though the increases are suspended.

The meeting was to discuss the two-week suspension of the increases pending further discussions on more government subsidies.

The commuters called for a reduction of the fares from the present 25 c to 15 c and a stop to the different fares for areas in the township.

Passengers who board buses at Roma bus stop pay 15 c while the rest of the township pay 25 c. Weekly fares do not differ and have a uniform rate for the whole township.

The commuters argued that if passengers from the Roma bus stop can be transported profitably to town at 15 c, so can the whole township.

Other demands are that the buses should not drop passengers at Polokwane Centre, the new bus rank that has come under heavy criticism because of its many liquor outlets.

They also demanded an end to the luggage fare for handbags and an improvement of the service. The commuters said suspension of the increases, announced last Friday after a five-day boycott, was to lure them back to the buses in order to destroy their unity.

The chairman of the Seshego Village Committee, the Rev M P Malatji, yesterday said the people had discovered strength in unity and were using their bargaining power.

He said he hoped that people in other areas who are faced with the same problem would realise their strength and stand up.

Seshego boycott of buses goes on

332

3/9/80 ENN

SESHEGO. — More than 500 Seshego residents have decided to continue their boycott of buses — even though the Lebowa Bus Service has suspended its increase in fares.

The Seshego Committee called a meeting on Monday to discuss the suspension of the fares rise for two weeks pending talks on increased subsidies by the government.

The residents' meeting called for:

- Reduction of fares from 25c to 15c;
- The same fare to be charged for journeys to different areas in the township;
- Improvement of the bus service.

The committee chairman, the Rev J Malatji, said commuters would continue the boycott until the demands were met. He appealed to taxi owners to co-operate with residents by charging them "reasonable fares". — Sapa.

4/9/80

Remember the new bus fares!

Star 332

Johannesburg commuters have until the end of the week to get used to the new bus fares introduced this week, says the general manager of the Transport Department.

Mr Les Pettey said today, drivers had been instructed to "go easy" on commuters who had not yet bought the new coupons.

"This does not mean we are encouraging them to use their old coupons, but we do not want to inconvenience people who have not yet been able to get the new coupons," he said.

From next week, the new fares will be strictly enforced.

Mr Pettey said most people had adjusted to the new fares and many commuters who had forgotten to buy new coupons were insisting on paying the driver the difference.

332 (143) STAR 4/4/18

Workers lose test case on rights

By Craig Charney

The Appeal Court in Bloemfontein has rejected an appeal in a test case on the legal rights of workers and trade unions.

The court yesterday, on a technicality, refused to condone the late filing of the lower court record in the so-called Bosman case, where a trade union, dismissed workers, and the works committee at P E Bosman Ltd were claiming the right to sue the company for alleged victimisation of workers' spokesmen.

By rejecting the appeal, the Appeal Court let stand the ruling by Mr Justice Eloff in the Supreme Court in 1978 that none of the parties had a legal interest in the matter entitling them to sue.

Legal sources close to the case expressed disappointment at the ruling. They indicated that the original record had been lost in the lower court, and that other complications had arisen, saying that they felt it unusual for the court to reject an application of this sort.

A reversal of the previous ruling could have enabled trade unions to protect their members' rights in court.

Mr Justice Eloff held that the union involved, the unregistered Transport and Allied Workers' Union, had only an indirect financial interest in the case against the Vereeniging employer, and no legal rights at stake. He also ruled that the works committee had no right to sue.

He held that the dismissed workers themselves had no interest in the case, an urgent application to prevent victimisation, as they were no longer employed.

His ruling will now stand unless it is overruled in another case by a full Bench of the Supreme Court or by the Appeal Court.

Last week the new Industrial Court handed down a ruling in direct conflict with Mr Justice Eloff's, in which it held that the unregistered Metal and Allied Workers' Union and a contract worker whose contract had lapsed, Mr Stephen Maponya, had standing to sue Mr Maponya's former employer in the Industrial Court for unfair labour practices.

Re: Term 3: Here it is sugg
to (or slightly
a comparable lo
This stream is
because the les
to get the cash flow.

Re: Term 4: The riskiness of this flow is likely to
that of Term 3 thus the same discount fa
suggested. To facilitate a fair compari
leasing the most rapid method of depreci
by the Receiver of Revenue should be use
more depreciation in this context includ
ment and initial allowances.

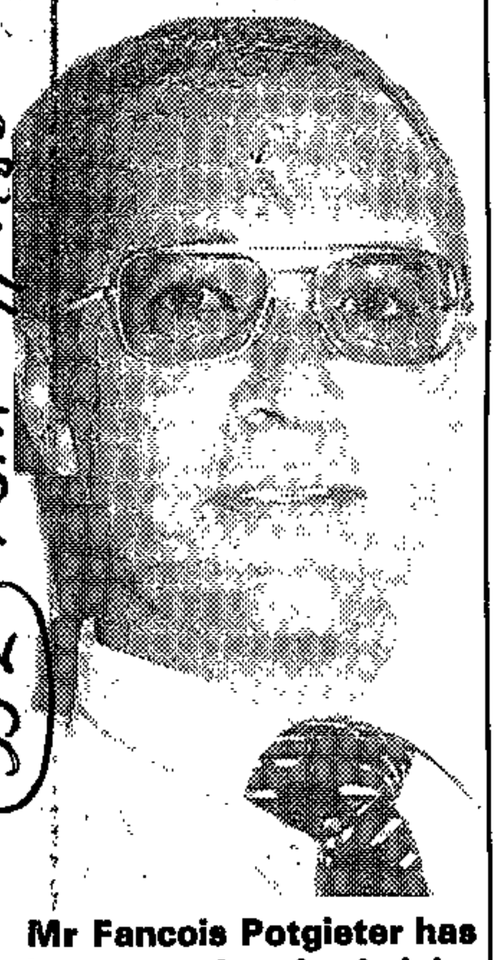
Re: Term 5: The riskiness of this flow is likely to
to that of Term 3 thus the same discount
suggested. This stream is the tax shiel
from the tax deductibility of the intere
equivalent (the displaced) loan.

The general approach will now be applied to the prob
530 which follows.

KOM 4/9/80

(332)

Union Lime in R63m expansion



Mr Fancois Potgieter has been appointed administrative manager with Cape Tramways in Cape Town. He was Under-Secretary with the Department of Industrial Affairs.

UNION Lime, part of the Anglo-Alpha group, has embarked on a R63-million expansion programme at its Ouplaas works. The first stage is almost complete with two shaft kilns being commissioned as the major part of a development costing R20-million.

Two more kilns to cost an additional R20-million are under construction for commissioning next year. They will be followed by another pair, at a cost of R23-million, in 1982.

Mr J G Pretorius, managing director of Union Lime Company, said that a three-phase expansion programme was decided on to meet the rising lime demand and to provide sufficient capacity margin to cater for market fluctuations, a feature of the lime consuming industry.

"Ouplaas has one of the best high-grade calcitic limestone deposits now being mined in South Africa" he said. "Based on the current demand for lime and limestone products, the reserves there should last for over 150 years."

Union Lime's mining operation at Ouplaas began in 1975 when the first rotary kiln was commissioned. Since then, Ouplaas has rapidly become the focal point of Union Lime's operations.

"When the two kilns now under construction come on stream next year, the present expansion programme at Ouplaas will have increased Union Lime's total production by more than 50%," Mr Pretorius said.

The Beckenbach shaft kilns commissioned this week have a combined capacity of 180 000 tons a year.

The whole project is being controlled by Anglo-Alpha Technical Services, the technical division of Anglo-Alpha Limited.

The first four kilns are based on a design supplied by a German group, Warmestelle Steiner Und Erden.

The two shaft kilns to be commissioned in 1982 will be of a more advanced design than the present ones, particularly from an energy point of view. They will be able to operate with lower grade coal, which is unsuitable for export.

High-grade limestone, slaked and unslaked lime are widely used throughout the mining, metallurgical and chemical industries.

Lime has played an increasingly important role in the manufacture of plastics since the rise in oil prices. Plastic and PVC normally manufactured from oil-based products are now commonly made by using lime and coal to form calcium carbide for the production of acetylene gas which is used as an alternative raw material in plastics manufacture.

332 POST 4/9/80

Free bus rides to collect pensions

POST Reporter

MAMELODI becomes the second township in Pretoria to transport its elderly residents to "pay-out centres", from today, free of charge.

Mr A D Maredi, chairman of the local Society for Care of the Aged said Putco had offered three buses, which could be increased if the need arose. He appealed to grand-children of all pensioners due for their pension fund, which is paid once every two months, to ensure that their grannies do not go to the centres on foot.

Pay-outs at Mamelodi East, will be distributed tomorrow morning (September 5) and on Monday (September 8) at Rethabile Community hall, while dates for Mamelodi West are September 12, 15 and 17 at the Mamelodi community centre.

Mr Maredi said his committee could not yet determine the points of pick-up and the number of buses required, but that this would be decided by the numbers which turn up at the main streets on the said dates.

The buses will run along all the main streets to collect the aged.

The aged will be served with refreshments at the centres, according to Mr Maredi, who said a sub-committee had been appointed to cater for this.

The Mamelodi society took their cue from their Atteridgeville counterparts who launched a similar transport service for their aged two months ago.

Mr Joe Tshabalala, chairman of the Atteridgeville-Saulsville Society of Care for the Aged, said the service operated successfully and was hailed by the elderly people as a convenient service.

The buses convey the aged at both townships free of charge.

Buses burned

By WILLIE BOKALA

FOUR BUSES — three of them belonging to Putco — were burned when violence broke out at Mamelodi Stadium, Pretoria, during a soccer match between Mamelodi High and KwaThema High Schools yesterday.

Several students from both schools were injured but a spokesman for Mamelodi High School said the injuries were minor and some students had to be treated for cuts and wounds sustained from stone-throwing and other missiles.

Police at Mamelodi station refused to comment on the incident. According to information reaching POST yesterday, violence erupted towards the end of the soccer game. Mamelodi were leading 1—0.

There was stone-throwing and the whole thing became a free for all and the KwaThema buses were set alight.

Mr R K Duff, area executive manager of Putco, said last night three buses were completely destroyed causing R150 000 damage. The buses cost R50 000 each and it was going to take 18 months to replace them.

"People should be aware that we are operating at capacity. The burning of the buses means three loads of commuters would go without transport.

"We must condemn the senselessness of this kind of vandalism. It will take us 18 months to replace the buses," he said.

BOYCOTTS FM 5/9/80

Protest walk

(332)

For the past two weeks over 3 000 black commuters in Pietersburg have boycotted the buses because of a fares increase. And the boycott is continuing despite a temporary suspension of the increases.

An initial hike of some 30% — from R1,40 to R1,90 — on a five-day ticket, issued by the Lebowa Bus Company (one of the two major bus companies operating in the area) triggered the boycott.

But now the commuters want clear assurances that there will be no increases if they take to the buses again; and are also insisting that the company transport them right into the town centre. The terminal is presently located on the outskirts of Pietersburg and commuters have to trudge about 3 km to work.

Other community concerns have cropped up, including wage grievances. The Pietersburg branch of the Azanian Peoples Organisation (Azapo) and the Seshego Village Committee (SVA), a civic body operating outside government-created structures, are co-ordinating actions and protest. People have "discovered their strength and unity and are now using their bargaining power," according to a SVA spokesman. Even Lebowa Chief Minister Cedric Phatudi — who is arbitrating in the bus boycott negotiations — has hinted that wages should rise.

In support of the commuters, most post-primary school students have kept out of class — an indication of how a single matter can escalate to reveal the general discontent prevalent in black communities.

personnel can also prove a major management task. On an industrial project where there are a limited number of

t, this may not be problematical, but

a shopping complex may involve a sub-

ers, all with their own requirements.

e more complex, so do tasks such as

munications, programming and even

the organization of design and con-

The purpose of protest

ngement is

programming

h flowing

3.5 COMPLEXITY AND RISK

Complexity of modern construction projects was the most important criterion that determined the need for project management.[11] As technology advanced and industrial processes became more complex, the construction of industrial plants increased in complexity and more and more diverse skills were employed on construction. Building construction too, particularly in respect of high-rise office blocks and shopping complexes, employed an ever-increasing number of different specialists on construction. From the management point of view, handling the large number of subcontractors on a major project presents considerable problems, but in addition to construction personnel, the user

CONTAINERS (332)

Feeling spare

FM 5/9/80

Due to the country's favourable balance of payments position, the end of the fruit export season, and the resulting slump in exports, shipping lines Safmarine and Unicorn have been landed with excess container capacity.

Instead of the projected annual 3,5 Mt in north-bound exports, actual export performance is down to about 2,3 Mt, resulting in considerable slack not only in terms of container ship capacity but also in terms of containers. And empty containers add up to considerable revenue losses.

Unicorn container manager, Captain Simon Price says excess capacity adds up to 200 of Unicorn's 3 500 container units. (Unicorn owns 92% and leases 8% of the units.)

Excess capacity is often sub-leased to fellow partners on other shipping lines, but moving a container to demand areas such as the US or the Far East averages R500-R700 a container. Current slack affects mostly specialised containers such as refrigerated and flat rack containers.

Nevertheless, Price says Unicorn is better off owning rather than leasing containers. "At least you own the asset when you finish paying. We're more profitable than we would have been if we only leased." But he agrees Unicorn is not looking to buying more containers — "certainly not in the next 12 months."

Safmarine with a total container fleet of 23 874 units, owns roughly 15 000 and leases nearly 9 000 units. The current imbalance, says a Safmarine spokesman, runs at roughly 25%. On south-bound voyages 15 000 containers are utilised, 11 300 on north-bound trips.

The spokesman says repositioning idle containers to other high-demand world ports "utilises empty space. We're not displacing cargo."

Container leasing companies are also feeling the pinch. Alistair Forbes, MD of CTI (SA), says: "There are a lot of excess containers coming in. A lot of empties stand around generating no revenue. It's a problem." (CTI owns 300 000 units worldwide.) The problem of spare capacity is acute in Europe, Australia and SA.

Forbes says that in SA spare capacity averages 15%. However, there's strong demand for containers in the Far East. "But until there's an economic downturn in SA and imports are restricted, I can't see a change in the container position here for the next two years."

7.3 PROCUREMENT IN

7.3.1 PROCUREM

During the deve

given to the pl

procurement planning

cention must be

4. The

In monitoring

must allow the

bounds and ess

well thought c

hind schedule,

the designers

the designer

the design or

bring design b

Finally, in co

a duty to the

promptly, at a

quantity that

up of a specia

cation system

and develops this rapport to the extent that they feel part of a team working towards a common goal.

The

instantly aware of

the Project Manager

edom within certain

ight about by careful,

gn is slipping be-

act and are consist-

these objectives.

e

t

tional manpower to

ertain aspects of

offer assistance to

h a rapid communi-

and the site.

Project Manager has

he is supplied

irawings in the

nvolve the setting

procurement planning

Mr Manyosi . . . attended meeting.

POST 5/9/80 (35)

Taximen hit out at Putco

SOWETO taxi association are up in arms against Putco whom they accuse of extending bus services "too wide."

At a Soweto Taxi Association meeting held at the Swazi Royal Club, White City yesterday, the taxi drivers resolved to take up the matter with the Transport Committee of the Soweto Council.

Two members of the Transport Committee, Mr E L Manyosi and Mr M A Makhanya attended the meeting.

Taxi owners alleged that Putco was operating in all the side streets of Soweto. The buses were no longer confined to the main roads, they said and added that Putco had erected stop signs in every street.

Mr Makhanya said it was impossible for the councillors to know everything that was happening in Soweto. This, he said was because they were dealing with so many people.

"You are the people who know what is happening in Soweto. You must inform us and we shall raise the matter at our next meeting," he said.

Mr Manyosi told the meeting that people should approach the council whenever there was a problem. He said his committee would do everything to solve their problem. He added that he would be happy if the money spent by taxi owners on licences could be ploughed back into Soweto coffers.

The meeting was told that the Soweto Council has no say in the issuing of transport licences. The taxi owners said they had the impression that the council was controlling everything in Soweto. It was surprising, they said, to be told by the councillors that the West Rand Administration Board (Wrab) is in control of everything in Soweto.

The associations represented at the meeting were: Nancefield, Naledi, West Rand, Witwatersrand and Soweto.

Seshego boycott talks in deadlock

Own Correspondent

PIETERSBURG. — Yet another closed meeting at the Pietersburg Town Council offices over the boycott of buses has ended in deadlock.

The boycott was sparked by a fare increase.

A Seshego delegate said the meeting was disappointing.

"It was obvious we were hitting against the wall. They came with ready-made answers."

The delegate, who did not want to be named, was referring to the Town Clerk, Mr Jack Botes, having told the meeting that commuters would have to pay more if the buses were to transport them into town.

The meeting was chaired by the Lebowa Minister of the Interior, Chief H Rammupudu.

He said he had called the meeting on the advice of the Chief Minister, Dr C N Phatudi. The three Seshego MPs, the Seshego Village Committee, and the Seshego Township Council were invited to attend. The bus company was represented by its group manager, Mr B H Brooks.

The council was included in the talks because they centre on complaints that buses offload passengers at a rank outside the town, and also the low pay which people are earning.

Mr Botes told the meeting that the council had no objection to bus stops, so long as they were in streets outside the business centre. But commuters would have to pay more.

He said he would speak to the Pietersburg Chamber of Commerce and employers' bodies about increasing wages.

Mr Botes said the council paid its workers R70 a month. According to the chief director of the local administration board, Mr C J Lotter, it paid workers R70 to R80. He said this was the standard rate in the northern areas.

Re: Term 3: Here it a discount factor equal to (or n) the interest rate on a compa e used for this term. This st n the stream in Term 2 because s to have a taxable income to get

Re: Term 4: The risk is likely to be equal to that of ne discount factor is suggeste a fair comparison with leasing od of depreciation allowed by the F should be used. Further- more dep context includes the invest- ment and .

Re: Term 5: The risk: is likely to be equal to that same discount factor is suggested. This stream is the tax shield arising from the tax deductibility of the interest on an equivalent (the displaced) loan.

The general approach will now be applied to the problem in MAN. 530 which follows.

Threat of bus boycott

MAMELODI residents yesterday threatened to go on a bus boycott if Putco put its fares up.

This was resolved at a public meeting attended by more than 300 people at the Sindawonye Primary School to discuss matters relating to rent and bus fare increases.

The meeting was called by the Vulamehlo Civic Party.

The leader of the party, Mr Bernard Ndlazi, called on the Government to subsidise township fares since people were not responsible for their removal from areas near town to the far-off black townships.

He said if Putco was unable to serve without charging high fares services should be left to people who understood the man's sufferings in this country.

Tutu's boycott warning to Putco

STAR 8/9/83

332

By Derrick Thema and Abel Mabelane

Any decision by Putco to press ahead with bus fare increases could spark off legal action and a bus boycott in the Transvaal, Bishop Desmond Tutu, secretary general of the SA Council of Churches, warned today.

His warning came in the wake of protest meetings in Soweto and Mamelodi, where residents threatened to walk rather than pay 11 percent fare increases.

Mr W S Bowen, planning executive for Putco, said today that although the Transportation Board had approved the increase in Pretoria, these had not come into effect.

"The tentative date is set for the end of September but we still have to get the reaction of the Community Council and other bodies before the increases are put into effect," he said.

He said Reef fare increases had been temporarily shelved while the National Transportation Commission was investigating the matter. The commission had as yet came to no decision.

Bishop Tutu said he opposed the increases.

"It is not the people's fault that they live far away from the places of employment. The apartheid system is to blame and it is therefore the duty of the Government to subsidise fares," he said.

He warned there would be a bus boycott if Putco increased fares. He also threatened legal action, "as we did in the Cape."

Major call to cancel Lebowa buses

By JAKE MOKGOLO

SESHEGO. — Residents at a meeting yesterday called for a complete withdrawal of Lebowa Transport bus services from Seshego.

Homeland leaders were also denounced at the meeting and called "two-faced sell-outs who pretended to be working for the people whereas they are friends of the bus company".

This followed a statement last week by the group manager of the bus company, Mr B H Brooks, after a meeting with the Lebowa Government, in which he said there was no way the company could reduce bus fares.

The Rev M P Malatji, the chairman of the Seshego Village Committee, Mr Mamabolo Raphesu, and Mr K M Molosi, chairman and vice-chairman respectively of the Azanians Peoples Organisation (Azapo) outlined the company's position to a gathering of more than 3 000 men and women, including residents of Blood River.

Angry residents shouted: "Let them go, we don't want the buses. They have exploited us enough."

It was suggested at the meeting that buses from Blood River and Moletsi should not pass through Seshego as the sight of them weakened the morale of boycotters.

Mr Raphesu attacked the local newspaper for saying the boycott was politically inspired.

The people were brought together by hardship and were united in their suffering, he said.

He also attacked meetings between the Lebowa Government and the Pietersburg Town Council as deviationary tactics.

"The people know where they stand and Chief Rammupudu cannot negotiate for us," he said.

Mr Molosi told the meeting:

"Don't listen to voices from that government of sell-outs. Remember that government is the one that approved fare increases. That government is not for us. Forget about homeland policies and ethnic decisions. You must get to know the right leaders who represent you."

There was need to work for one South Africa in unity, Mr Molosi said.

The Bantu Investment Corporation, owners of the bus company, and their black directors, were not true leaders.

Homeland

said.

Mr Molosi told the meeting:

"Don't listen to voices from that government of sell-outs. Remember that government is the one that approved fare increases. That government is not for us. Forget about homeland policies and ethnic decisions. You must get to know the right leaders who represent you."

There was need to work for one South Africa in unity, Mr Molosi said.

The Bantu Investment Corporation, owners of the bus company, and their black directors, were not true leaders.

Homeland governments were puppets and should be ignored.

"These protest meetings have shown that unity is strength and freedom started with fights like this," he said.

The Lebowa Cabinet came under fire when it was disclosed that the power to allow a black-owned private bus company, Hamba Buya Bus Service, to operate from Seshego rested with the Cabinet.

The disclosure was made by Mr J N Papo, member of the Legislative Assembly for Seshego, in a report-back speech from the deadlocked meeting with the Pietersburg Town Council last week.

Mr Papo told the meeting that after the bus company had indicated that it would not shift from its intention to increase fares, he and Mr M J Duba and Mr I K Moloko had approached the Lebowa Transportation Board to find out if there was any legal restriction on Hamba Buya Bus Service operating from Seshego.

City tries again for mini-taxis

STAR 8/9/80 (332)

Johannesburg is renewing the battle to give the central city a fleet of inexpensive mini-taxis despite a thumbs-down by the local Road Transportation Board.

The application for mini-cab services in the city, strongly supported by the Central Business District Association, will now be taken to the National Road Transportation Board on appeal.

The chairman of the CBDA, Mr Nigel Mandy, said today: "We cannot understand how this application for mini-cabs could have been refused. The 1975 Driessen Report and White Paper said mini-cabs should be allowed urgently as a matter of Government policy.

"This seems like another departure from Government policy at a lower level."

The proposed tiny taxis, used mainly in the city and surrounding residential suburbs as far as Berea, Hillbrow and Doornfontein, would carry passengers at 45c a km instead of the regular 60c. They would also charge a 20c lower "flag drop" entry minimum, and would be allowed to cruise the streets.

We will walk to work, say commuters

8/9/80 POST

B32

APAM

THE Diepkloof Civic Association yesterday decided to walk rather than pay higher bus fares.

A hundred members of the association met at the St James Anglican Church Hall, Diepkloof, yesterday to hear a report on a mass meeting called by the Soweto Committee of Ten two weeks ago.

The meeting yesterday endorsed these resolutions taken at the mass meeting:

TUTU

- That even if the Road Transportation Board decides to allow Putco to increase fares, they would not pay the increased fares;
- That Bishop Desmond Tutu be nominated chaplain of the Committee of Ten and the Civic Association;
- That the Committee of Ten be acknowledged as the leadership of the Civic Association.

Summing up the discussions, Mr David Mogase, the chairman of the DCA, said when the people decided to walk rather than pay increased fares, they would not be boycotting the buses.

"All we will do is pay the old fares, and if they refuse to accept that, they will be boycotting our business," Mr Mogase said.

Several speakers criticised Soweto residents who paid increased rents at the beginning of August. The meeting resolved to pay the "normal" rents if any increases for the Diep-Meadow area were announced.

9/9/80 ARGUS (332)

Stop bus boycott—mayor's plea to Govt

Mr Louis Kreiner

Municipal Reporter

THE Mayor of Cape Town, Mr Louis Kreiner, and his deputy, Mr M J van Zyl, have made a personal appeal to the Minister of Transport to solve the bus boycott problem.

Speaking at his installation as mayor for a second term today, Mr Kreiner said the interview with the Minister was the result of the meeting he and Mr van Zyl, also re-elected for a second term, had recently had with all interested parties to discuss the bus boycott.

Addressing the council-chamber induction audience — the chamber was used instead of the usual larger venue to cut costs — the mayor said he could not look back on the year without a thought for the school, bus and meat boycotts and the unnecessary loss of lives which resulted.

'I saw how a breakdown in human relations can occur and the ease with which violence and bitterness can erupt'.

Offering condolences to families of riot victims, Mr Kreiner added that he also realised the tremendous burden of responsibility on the shoulders of civic leaders who had to find solutions to these problems.

'We must realise that these solutions do not only rest with the city fathers and politicians, but with all the people in this city, who must show their willingness to understand each others' viewpoint,' Mr Kreiner said.

'The door remained open for anybody who felt he had a grievance, whether they were schoolchildren, a bus company, or representatives of committees.

CRIME RATE

'If I can't propose solutions, I can at least attempt to arbitrate,' he added.

Speaking about Cape Town's crime rate, Mr Kreiner said: 'I will work to my utmost to thwart this undesirable aspect of our city life.'

Mr Kreiner's brother Arnold, 41, was shot dead by robbers in a Milnerton supermarket 11 days ago.

The mayor said certain crime-fighting strategies had been used by the police and positive steps were being taken.

Mr Kreiner said he had worked hard to bring the English and Afrikaans sections closer together.

'Now that we have progressed, let us go forward together with positive thoughts and words for the good of Cape Town,' he added.

POST 11/9/80

332

Bid to increase bus fares

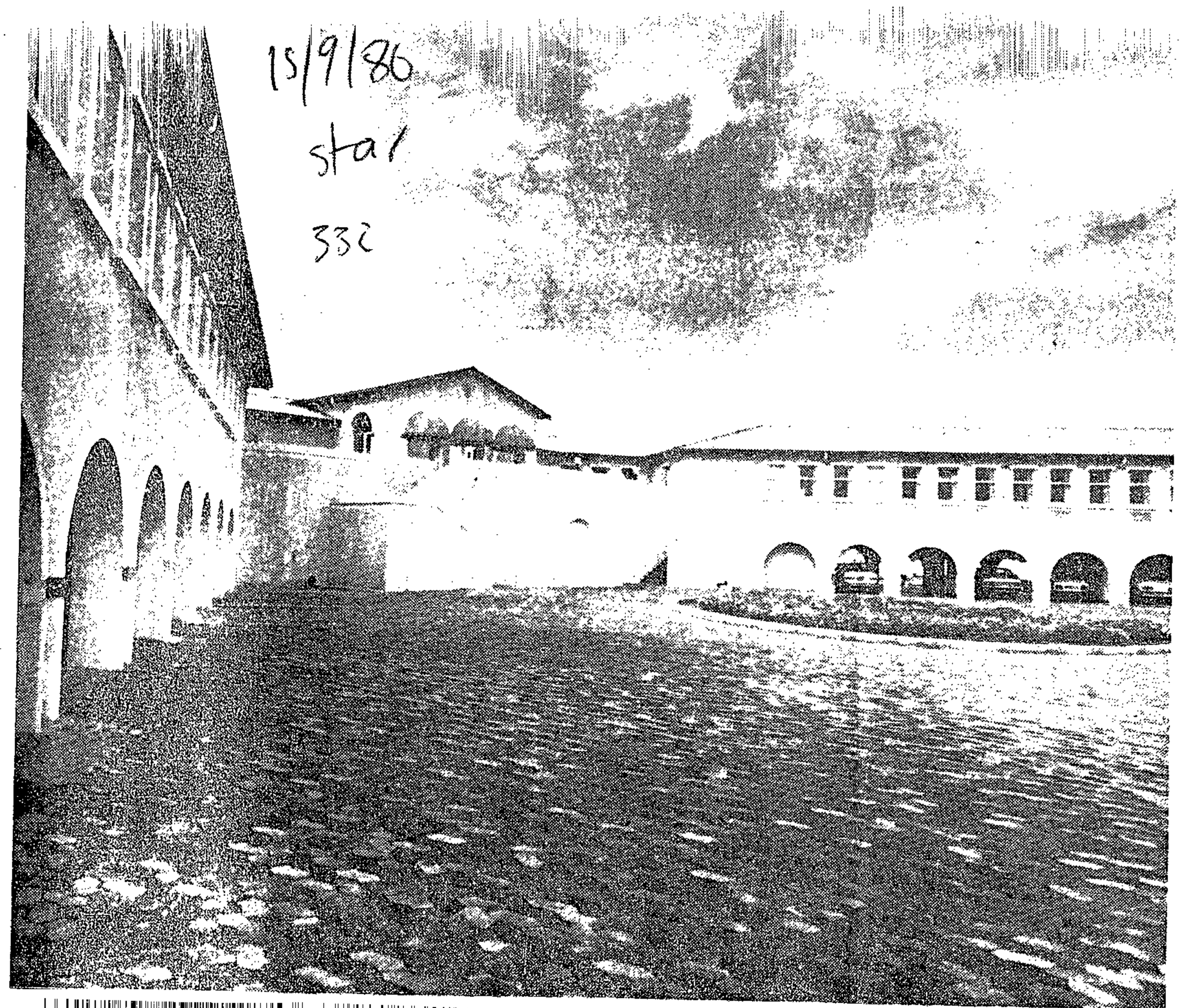
AFTER the refusal by the Duduza Community Council to sanction an increase in bus fares, the Nigel Town Council has now sought support from liaison committees in Nigel companies.

And indications are that most the committees approached have rejected plans for the increases and have supported the council's stand that residents should rather walk than pay increased fares.

The spokesman for the Town Council, said yesterday that the council was still negotiating witn the liaison committees, explaining to them why the council wanted to increases the fares.

The increases of 5c and 10c were supposed to have come into effect on August 4, but were stopped by the Council.

15/9/86
star
332



Mr Albino Carleo—"An empire? What's wrong with an empire?"

The Putco headquarters in Sandton built in the style of a 9th century Italian monastry.

STAR 332 15/9/80

An SA empire built on buses —and the Italian connection

'I did not build it up to sell it'

By Mike Sullivan and Anthony Duigan

In 1947 a Dakota on a flight from Italy to South Africa crash-landed in the Shaba Province of the then Belgian Congo (now Zaire).

One of the passengers was a young man, Albino Carleo, from a small town south of Naples. He picked up his luggage and continued south.

Twenty-seven days later he arrived in South Africa after walking more than 2 000 km through rough and dangerous country.

He settled on the Reef, and from his beginnings as a bus-driver, and later the controller of a small fleet of "black" buses, Mr Albino Carleo has come a long way.

Today he is at the head of Putco, a transport conglomerate that moves 500 000 passengers to and from work each day and is worth about R35-million, with fixed assets of R63-million. It is a handsome return on the R489 849 the Carleo family invested to take control of the company.

"Putco will be twice its present size by 1985," predicts the animated Italian who has not forgotten a childhood when he had to walk because his family could not afford bus fares.

Now Putco runs more than 2 000 buses on routes that cover a large part of the Transvaal as well as areas in Natal. Mr Carleo plans to have 4 000 buses running by 1985 — a development that will cost R213-million.

"Putco is a Carleo company (the main shareholder is a company controlled by Mr Gaetano Carleo, a 79-year-old resident of Italy and father of Albino Carleo), and I believe in centralised control," says Mr Carleo, who is a South African citizen.

"Oligarchic control is a disaster. I believe in a monarchy. But always my family and I have tried to run this company for the benefit of all South Africans.

"I've created something this country needed, and now it is here. I am building an empire. Sure I am. What is wrong with an empire? What is wrong with capitalism?

"There are the Rockefellers in the United States — why not Carleos in South Africa?"

He fondly recalls the days when his company was small, and he remembered the names of all his employees and even the individual sounds of every bus he owned.

But with the growth of his company and its projection into the political arena — Putco buses are often the first target during unrest — has come a fear of terrorist attack against himself and the company.

He shuns publicity and does business from a low-key headquarters tucked away in a residential suburb of Sandton and modelled on a 9th century monastery in his home village in Italy.

It was built two years ago at a cost of R600 000. The computer which programmes the running of Putco's extensive transport network is buried under the building.

In 1976 rioters came within 2 m of damaging the same computer, which at that stage was housed in the old company headquarters at Wynberg on the edge of Alexandra township.

"I personally am apolitical," Mr Carleo emphasises. "Politics is a monster. I want nothing to do with it. The company is politically sensitive because people make it so."

And the situation Putco finds itself in has become [illegible] workers to Pretoria by [illegible] say the company's executives [illegible] Putco. It was never the object to build up the company and then sell it. Sure, Putco is valuable — if you sell it. But not if you run it. In fact, Putco is poor for the job it has to do.

"But if there is someone else who thinks he can run Putco better, then he is welcome.

The company has generally been paying a low dividend (about R165 000 last year on a turnover of R71-million). But Mr Carleo [illegible]

15/9/80
Star 332

Poor man, bus man, rich man, chief

progressively complicated and sensitive, according to Mr Carleo and his top executives.

Take the matter of a black community moved by Government policy from its traditional home fairly close to where its wage-earners work to a far-out rural area, they say.

An example is the Ndebele community, which was moved from an area in Bophuthatswana just north of Pretoria, to Dennilton, about 120 km away from the city.

"These people work in Pretoria, and suddenly found themselves in the middle of nowhere without any way of getting to work. We now run more than 60 buses a day to transport these people to and from Pretoria.

"But to get them to work on time our drivers have to sleep in the Dennilton area. And they have to begin moving at about 3.30 am each day to get the 6.30 am.

"We have had to ask the chiefs in the area for a place to park our buses where, hopefully, they will be safe."

This can be regarded as an occupational hazard for a bus operator like Putco. But one problem that creates far bigger headaches is the ever-escalating cost of fuel, spares and buses.

"We will soon be paying close to R48 000 for a bus. By 1985 the same bus will cost about R95 000 according to our projections," said Putco group financial controller, Mr R W Button.

During the last financial year operating costs rose by 55 percent. A 15 percent fare increase was granted to Putco last May, but this was compensation only for the two big fuel-price increases at the beginning of last year.

These rising costs are forever pushing Putco, cap in hand, to the Government to ask for fare increases, and each time there is a fare increase black commuter resistence to the higher costs of travel creates further problems.

Attempts to keep the fares stable as well as the bureaucratic delays in granting fare increases (these often take several months to come through) have led the Government to invest large sums in the form of subsidies in Putco. This could mean Government involvement in the actual running of Putco.

But Mr Carleo clings to his "empire." It is clear that he sees himself remaining at the helm of an ever-expanding and strategic enterprise.

His aim, in his words, is "to make Putco a larger, more sophisticated company with better controls."

"I am not prepared to be a minority shareholder in the company. I have built up. I have never worked for anybody in my life, and I am not prepared to start now."

"I do not want to sell

concedes that the value of the company has grown dramatically over the past eight years. Today the Carleo family shares are worth more than R18-million.

The thorny issue of overseas control — Mr Carleo senior is the majority shareholder in Carleo Investments (Pty) Ltd, which controls Putco — elicits a shrug of the shoulders from Mr Albino Carleo.

"It is a human problem that can be solved only with time. If my father dies — God forbid — I will run the company."

At the same time Mr Carleo is keen to see black advancement. "For management purposes Putco is divided into four divisions — East Rand, West Rand, Pretoria and Durban. I would like to see black divisional managers of Putco.

Then with an expressive gesture. "Putco, as I see it, is a cup of black coffee with a dash of white cream."

THE increasing Government subsidy to Putco — R40-million in subsidies this year — has led to growing concern in Pretoria. During the past eight years there have been two departmental inquiries into the company and its subsidiaries.

In 1972, shortly after the Carleo family took over Putco, a Department of Transport inquiry pointed to several irregularities in the management of the company.

Putco was accused of giving preferential treatment to subsidiary companies controlled by the Carleo family. It was felt that some services were bought from these companies by Putco at fees in excess of what could have been obtained on the open market.

This year an independent company of cost accountants investigated Putco management and finances on behalf of the Department of Transport.

These departmental inquiries have been confirmed by both Putco and the Department of Transport, and both parties state that the irregularities pointed out by the 1972 inquiry have since been cleared up.

These inquiries underline the Government's concern over its substantial subsidy to a public company over which it currently has no control and which is growing into an enormous conglomerate.

State is asked to act on Putco

332

STAR 15/9/80

By Mike Sullivan and Anthony Duigan

The Government is to ask the Italian family which controls the giant Putco operation to break up its shareholding in the company because of concern over the large sums of public money poured into it as subsidies.

This was confirmed today by the Director-General of the Department of Transport, Mr A B Eksteen, who is to ask Mr Albina Carleo, managing director of Putco, to expand the shareholding of the transport conglomerate and break it up into four companies regionally based in the main areas of Putco's operation.

Outside of education, public transport is one of the country's most politically sensitive areas of black interest and Putco has borne the brunt of black anger during periods of unrest.

Control of Putco was bought by an Italian family, the Carleos, eight years ago for less than R500 000. Today the Carleo share of Putco is worth R18,34-million.

The Putco share value then was 62,6 cents. Today Putco values the shares at 758,7 cents — a 1 200 percent increase. With assets included the share value has risen [illegible] — from 254,6 to 1 317,4 cents.

Putco plans a R213-million expansion to double its size by 1985, but sources within the company are worried about where the money is to come from.

Putco, which carries more than 1-million passengers a day, has received over R75-million from the Government to subsidise black and coloured fares in the last three financial years. This year alone it is getting R40-million — about 40 percent of its turnover.

The Department of Transport has already instructed Mr Albino Carleo to expand his board of directors to include experts in the fields of computers, finance and engineering.

"I have recommended to the Minister that the shareholding in Putco be expanded and that the company be broken up into at least four separate companies with their own directors regionally based in each of the main areas of Putco's operation," Mr Eksteen said.

"I must protect the Government's investment in Putco. Transportation is a social service and must be subsidised, but I must know that the Government's money is being spent the right way."

Mr Gaetano Carleo, who has lived in Italy since 1968, controls the company. Mr Albino Carleo has said that he and his family would be reluctant to relinquish control of Putco.

"It is a Carleo company. I am not prepared to be a minority shareholder. In Putco I have created something the country has needed. I and my family have tried to do something good for the benefit of all South Africans," he said.

Mr Carleo, a South African citizen, said that it was not his intention at any time to sell his and his family's share in the company. But if he had to he would sell, he added.

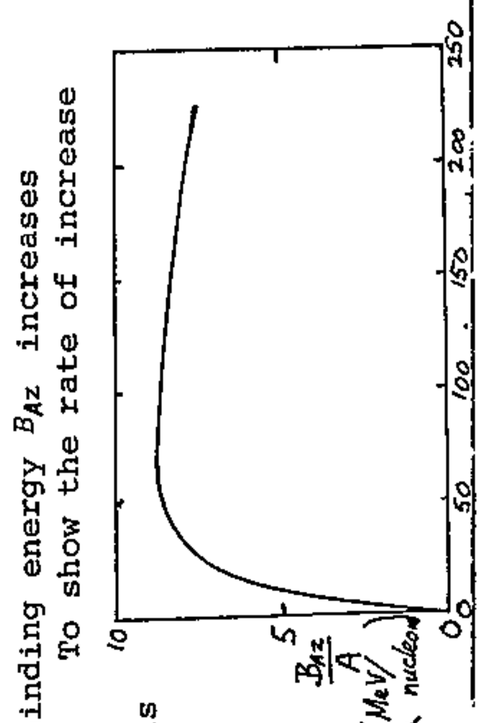
Rising costs and delays in the granting of fare increases to Rutco are putting a great strain on the company which has to continually plan for the replacement of its major asset — buses.

The financial crisis in the company is underlined by the fact that its bus replacement reserve — R15-million — is only a book entry.

● **Page 12: An SA empire built on buses.**

4.8 *Fission and Fusion*

In the stable nuclei the nuclear binding energy B_{AZ} increases as the nucleon number A increases. To show the rate of increase we plot the ratio (B_{AZ}/A) versus A in fig. 22. The ratio is approximately constant and reaches a maximum of ~8 MeV nucleon^{-1} for "medium" nuclei (A = 40-120). The lower values for light nuclei can be attributed to enhanced 'nuclear surface tension'. The lower values for heavy nuclei ($A \gtrsim 120$) can be attributed to the enhanced Coulomb repulsion of the protons in these nuclei.



If we fuse light ($A \lesssim 10$) nuclei in (fission) heavy ($A \gtrsim 200$) nuclei in system will therefore be more tigh system (fig.22). In other words, of energy (like latent heat) which kinetic energy of the reaction pro fusion one or both of the initial energy to overcome their mutual Co the nuclear separation to within tl Fission occurs spontaneously in so a form of radioactivity in these c a nuclear reaction, for example by as ^{235}U with neutrons (fig. 23). fragments) produced exhibit range are initially highly excited and a ground states and therefore radioa are also released in the fission p in the production of self-sustaini Most of the energy released in eac as the kinetic energy of the fissi

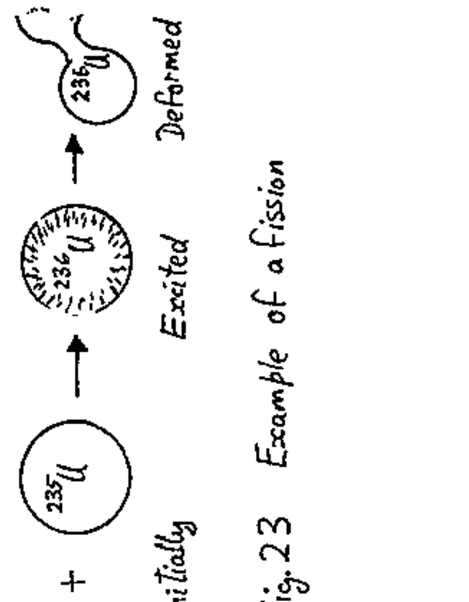


Fig. 23 Example of a Fission

5. *Interactions and Measurements of Nuclear Radiations*

We consider only radiations (particles) having kinetic energies in the energy range (between ~ 0.1 MeV and a few × 10 MeV) typical of nuclear physics. The interactions of these radiations with matter are basic to many phenomena and to many aspects of nuclear technology. Examples are the detection of nuclear radiation, the design of radiation shielding and the assessment of radiation dose.

5.1 *Interaction of radiation with matter*

As a representative group of particles (radiations) we will consider the electron, proton, alpha particle, neutron and gamma photon (e, p, α, n, γ). Within these the charged particles form a natural group or subset which it is convenient

CAPE TIMES 16/9/80 (332)

Taxi men council hold talks

Municipal Reporter

IMPORTANT discussions were held yesterday between representatives of the Western Province Taxi Owners' Association and the Utilities and Works Committee of the Cape Town City Council.

Among the issues discussed were the curbing of pirate taxis in the central City area, the possibility of amending taxi by-laws, the decentralization of existing taxi ranks, the establishment of taxi ranks outside or adjacent to nightclubs, and the examination of taxis in regard to the re-sealing of taxi meters.

Present at yesterday's discussion was city traffic manager, Mr P Melly, who was asked for a comprehensive report on the issues raised. Mr Melly is expected to report at next month's meeting of the Utilities and Works Committee.

The chairman of the WP Taxi Owners' Association, Mr M Raymond, said yesterday that he could not comment till the committee had reacted to his organization's suggestions.

Taxi rank for Sea Point

● After months of waiting and a petition signed by Sea Point residents, the area now has its first legal taxi rank which is situated in Beach Road.

Mr E McDonald who runs the radio taxi service there, said yesterday that in the past, residents could only obtain taxis from the central city area.

His application for a rank "wasn't easy", but he was satisfied there was a need for the service.

● The Utilities and Works Committee decided yesterday to ask Exco for R10 340 to repair traffic lights damaged during the recent unrest. The traffic signals affected are in Retreat, Philippi, Lansdowne, Athlone and Bonteheuwel.

● In another decision, the committee agreed to a proposal by the City Engineer to give one name to "Main Road no 11" which extends from Voortrekker Road in Goodwood to Baden Powell Drive near Muizenberg.

At present this route has three names — Vanguard Drive from Voortrekker Road to Klipfontein Road in Athlone, Hein Road from Klipfontein Road to Lansdowne Road, and Vanguard Expressway, an unofficial name, from Lansdowne Road to Baden Powell Drive.

The City Engineer reported that this was an important arterial route and the different names could cause confusion. It was decided to call the entire route described Vanguard Drive.

The speed limit on the section presently known as Vanguard Expressway will be 70km/h.

for either particle, the velocity decreases, and hence $(-dE/dx)$

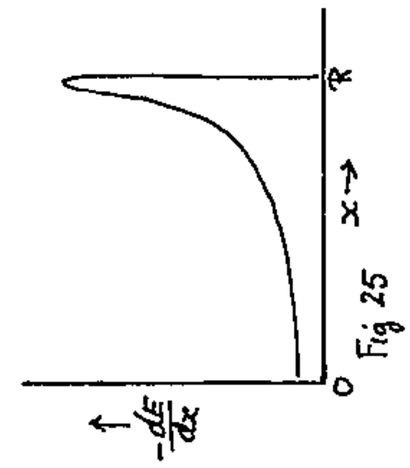


Fig 25

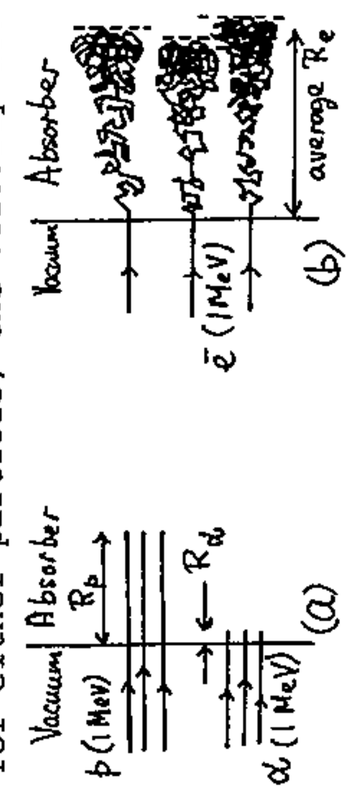
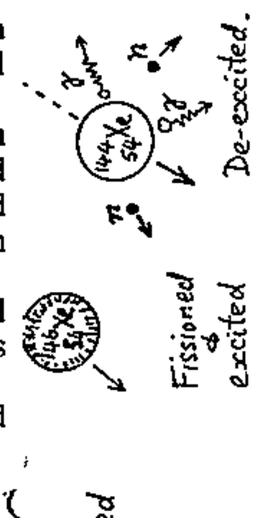


Fig. 24



Goods transit crisis threatens City Deep

(332) RDM 16/9/80

By SIMON WILLSON
Industrial Reporter

A CRISIS in goods transit from Johannesburg's City Deep container terminal could soon develop because the terminal is getting so congested, the Association of Chambers of Commerce (Assocom), warned this week.

Assocom appealed to importers to take steps to speed up the flow of container traffic to prevent the serious congestion which, it said, had arisen at the terminal.

This month alone 5 400 containers are expected at City Deep carrying imports for distribution on the Witwatersrand. This figure would represent a 50% increase on last month's traffic.

"This is partly the outcome of the strong upturn in the South African economy and, unless special steps are taken by both the Railways administration and private enterprise, a goods transit crisis could well develop," an Assocom spokesman said.

In view of the possible cost and delay, Assocom recommended that importers consider the following steps:

- Ensuring that all traffic is customs-cleared before arrival at City Deep to save time and demurrage fees.
- Making use of the direct container train now available between Durban and Pretoria.
- Considering receiving containers after normal working hours wherever practicable, for which special rebates are available.
- Accepting and dispatching containers over weekends.

Assocom's recommendations were welcomed by Mr Tony Yuill, managing director of South African Container Depot (SACD), a firm which unpacks LCL (multi-consignment) containers at City Deep.

"Unless something is done about the congestion soon we are going to run out of containers to unpack," Mr Yuill said.

"We have already put forward proposals about how the situation can be improved. Basically the problem is that there are not enough trailers to unload the containers on, and so containers are being stacked on the ground, and they cannot be processed there.

"There is a shortage of trailers and a shortage of storage space for containers waiting to be unpacked."

POST 16/9/80. 332 275 111

Students arrested after bus stoning

By MATHATHA TSEDU

AN undisclosed number of students were arrested in Lenyenye township, Tzaneen, yesterday after the hi-jacking and stoning of a bus in protest against fare increases.

The students, mainly girls, are from the Seboye High School were arrested after a group from the school stoned a Lebowa Transport bus carrying students to Ramoba High School, at GaMohoboya.

The stoning was sparked by the increase of fares yesterday. The fares were first increased on August 25 but were later suspended for two weeks, after the boycott and stoning of buses in Seshego, near Pietersburg.

Eye-witnesses said students ordered a driver and all passengers out before smashing all windows. The students then drove the bus to a hill in an apparent attempt to overturn it, but scattered when police arrived.

Some ran into the nearby hills while others disappeared into the township. Police raided the township and a number of warning shots were fired during the raid. The cops also followed those in the hills but it was not yet established whether they caught up with them.

At Sekaba High School, also near the township, students refused to board the buses yesterday afternoon, after the stoning and said they would boycott Lebowa Transport buses until the fares were reduced.

Student sources said yesterday the problem arose from an announcement by the Lebowa Minister of Interior, Chief B H Rammopudi on Friday night, that the suspension of the increments had been extended indefinitely, pending the outcome of negotiations with Pretoria over further subsidies.

But Chief Rammopudi yesterday said the extention of the suspension only covered the Seshego depot, where commuters have been boycotting Lebowa Transport buses for the fourth week running now.

A spokesman for Lebowa Transport confirmed that fares have gone up in all other areas except those covered by Seshego depot. The manager of Lenyenye depot, confirming the stoning, said he did not know how much the damage was.

Lt Col P Moloto of Lebowa police, said "a number of students" had been detained but said he did not know the exact number. The station commander at Lenyenye said only 10 male students were being held.

But this figure was disrupted by students who said over a 100 students were arrested. POST reporters saw about 10 girls at the police station ear-

To Page 2

Bus fare increases

From Page 1

lier in the morning and at least one of these had not been released by the time the station commander gave us the figure.

The increments have sparked a lot of criticism and comparison has been made between Lebowa Transport fares and those of a black owned bus company, Risaba bus service, that operates in nearby Nkowankowa.

Lebowa Transport weekly fares are the same for Lenyenye and Nkowankowa and are more than double those charged by Risaba.

A Lebowa Transport five-day weekly ticket for both areas increased yesterday from R1,60 to R2,10 while Risaba charges only 90c from Nkowankowa. A six day ticket increased from R1,95 to R2,55 while Risaba charges only R1,08.

A seven day ticket is now R2,95, an increase of 70c.

Student fares have increased from 10c to 13c and 15c depending on bus stops. The students yesterday made a call to all workers from Lenyenye to join the boycott and to walk to Nkowankowa, about 8 km and board Risaba buses.

Five schools, four in the Northern Cape and one in Port Elizabeth were set alight over the weekend, according to police.

The schools are Letshogo Primary School, Boitsoko Primary School in Gableshewe Township, Kimberley, Elco Primary School at Delportsdorp and De Jong Masenga Lower Primary School in Walmer, Port Elizabeth.

Police are investigating arson in all the cases. In the Boitsoko case a man aged 22 has been arrested.

reaction which usually leads to the emission of charged (charged) recoil nucleus, or neutron transfers s
particles or gamma rays. Thus the secondary partic
resulting from neutron interactions in matter are oft
charged particles and these particles then interact w
matter as described in (a). Hydrogenous media such
water or plastic are of particular interest because a
can lose any fraction (0-100%) of its kinetic energy
with a proton. The maximum
resulting from elastic scattering
max
and energy E) on a nucleus of mass m_N

$$E/(m_n+m_N)^2 \qquad \ldots\ldots\ldots (34)$$

ler for heavy nuclei than for hydrogen.

effects in the interaction of gamma
photoelectric effect (described in
2.3,p.8). Energy is transferred
photon to a photoelectron, a
lectron-positron pair respectively.
particles then interact with the
a). As in the case of neutrons,
s with matter is a statistical process
ponential absorption law of the form
1 a representing the gamma ray
This coefficient can, in turn be
components α_{PE}, α_C and α_{PP},
σ, Compton and pair effects. Thus

$$\ldots\ldots\ldots (35)$$

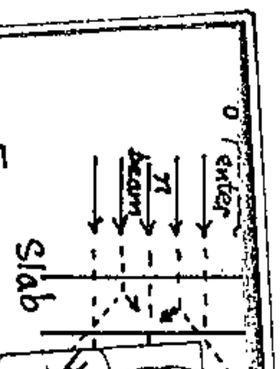
s are largest for the heaviest
usually dominates for gamma
energies above ~ 10 MeV and

ma interaction calculations
to the half-life in radio-
e thickness $x_{\frac{1}{2}}$ of the
nce the fraction N/N_o (eq.(33))
a energy.

$$\ldots\ldots\ldots (36)$$

(in mm)
Concrete
47.0
100.0

Fig. 26



14/9/80 ARGUS

Blacks back Govt move on buses control

332

Argus Correspondent

JOHANNESBURG. — Putco bus drivers on the Reef met today to discuss the Government's move to break the one-family control of the transport giant as black community leaders generally welcomed the State's intervention.

Yesterday the Minister of Transport, Mr Chris Heunis, gave the go-ahead to his department to ask the directors of Putco — controlled since 1971 by the Carleo family — to break up the company into four separate operating companies and to expand its shareholding.

The Government's move is the result of growing concern about the amounts of public money — R75-million in three years — poured into Putco to subsidise black and coloured fares.

It was necessary that the Government protect its investment in public transport by having a broader base, said Mr A B Eksteen, director-general of transport.

Dr Nthato Motlana of the Soweto Committee of 10 and Bishop Desmond Tutu, general secretary of the SA Council of Churches — both involved in fighting the fare increase for which Putco has applied — said the Government move was 'a good thing.'

The Star

Towards a more public Putco

NOBODY should imagine that public transport for blacks can be self-sufficient. Its customers are not rich and through no choice of their own, are forced to live at great distances from their jobs. Without subsidies from the public exchequer fares would be impossibly high, and politically an even more explosive issue.

Nobody should believe that private ownership of a public utility is necessarily a bad thing. The opposite has been proved in countries overseas, with services ranging from electricity supply to telephones. Private enterprise tends to cut down on bureaucracy to run more efficiently, if only because it needs to show its shareholders a fair return.

These are considerations which apply to the giant Putco bus operation, which The Star has been investigating during the past few weeks. Putco has done an efficient job in ferrying vast numbers of black passengers (presently about 1-million a day) on the Rand, in Pretoria and in Durban. But there are other considerations. As its traffic has grown, as its size has doubled and redoubled, so have the Government subsidies. To the point where this year alone the company is getting R40-million — some 40 percent of the State's total bus subsidies. Along with this large investment Putco's value has increased dramatically for the family which bought a controlling interest for less than R500 000 eight years ago. And there is the fact that the majority shareholder, Mr Gaetano Carleo, lives abroad.

It seems reasonable enough in the circumstances that the State have some say in the enterprise. What the Government has proposed to Putco is not nationalisation, but a broadening of the board of directors and of the shareholding. It would like to see more experts among the directors, specialists in such fields as finance, computers and engineering. It also urges that Putco should be broken up into four or more regionally based companies.

Even a family business can grow unwieldy. If these proposals result in a more effective Putco, both taxpayers and customers will be served. Certainly the restructuring will open the way for one obvious move, not so far mentioned — to bring in blacks as directors and shareholders. For a business like Putco, that would make sense from every point of view.

332

16/9/80

Putco: Govt must intervene

THE Commuters Watchdog Association (Comswa) which lodged an objection against the bus fare increases, supports the idea of the Government involvement in the operations of Putco — if the burden of the increases will be offset by a subsidy.

A proposal that will force the Carleo family — owners of Putco — to relinquish its control, if it is implemented, has been forwarded to the Minister of Transport, Mr C Heunis, by the Director General of Transport, Mr A B Eksteen.

The Department of Transport has already instructed Mr Albino Carleo, Managing Director of Putco, to expand his Board of Directors to include experts in the fields of computers, banking and engineering.

Mr Mohamed Dangor, who convened Comwasa, said as transport was "a social responsibility," the Government should nationalise it.

"I am happy that the Government is now thinking of intervening as commuters had been asked to bear the increases," he said.

When Putco first raised the fares, which were later reversed by the Rand Supreme Court, Mr Dangor had asked for an independent probe into the entire operation of Putco.

GOVERNMENT

Mr Isaac Mogasa the chairman of the Diepkloof Civic Association, which is also a member of Comwasa, said they had asked for Government involvement because Putco was "increasing fares at anytime."

Lawyers representing Comwasa said government involvement might offset the fare increases.

Putco, which carries more than one-million passengers a day, has received over R75-million from the Government to subsidise black and coloured fares in the last three financial years.

4.8 *Fission and Fusion*

In the stable nuclei the nuclear binding energy B_{Az} increases as the nucleon number A increases. To show the rate of increase we plot the ratio (B_{Az}/A) versus A in fig. 22. The ratio is approximately constant and reaches a maximum of ~ 8 MeV nucleon^{-1} for "medium" nuclei ($A \approx 40$–120). The lower values for light nuclei can be attributed to enhanced 'nuclear surface tension'. The lower values for heavy nuclei ($A \gtrsim 120$) can be attributed to the enhanced Coulomb repulsion of the protons in these nuclei.

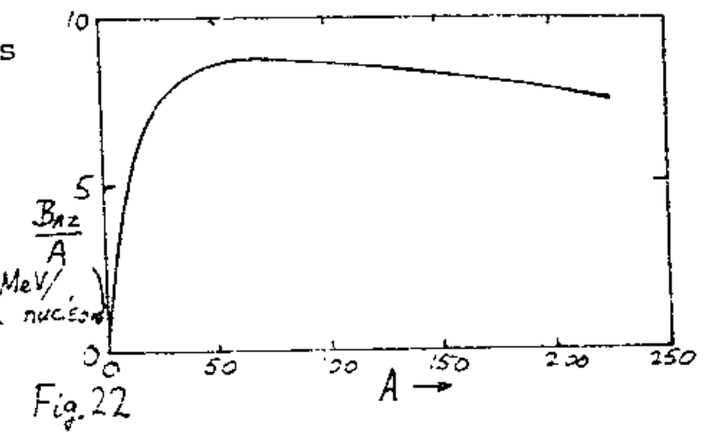


Fig. 22

If we fuse light ($A \lesssim 10$) nuclei into medium nuclei or if we split (fission) heavy ($A \gtrsim 200$) nuclei into medium nuclei our final system will therefore be more tightly bound than the initial system (fig.22). In other words, there will be a further release of energy (like latent heat) which will be liberated as kinetic energy of the reaction products. In order to fuse one or both of the initial nuclei must have suffi energy to overcome their mutual Coulomb repulsion, so as the nuclear separation to within the range of the nuclea Fission occurs spontaneously in some very heavy nuclei a a form of radioactivity in these cases. It may also be a nuclear reaction, for example by bombarding a heavy nu as ^{235}U with neutrons (fig. 23). The product nuclei (f fragments) produced exhibit a range of A values, average A are initially highly excited and are usually unstable in ground states and therefore radioactive. Two or three are also released in the fission process and these are in the production of self-sustaining fission chain reac Most of the energy released in each fission (~ 200 MeV) as the kinetic energy of the fission fragments.

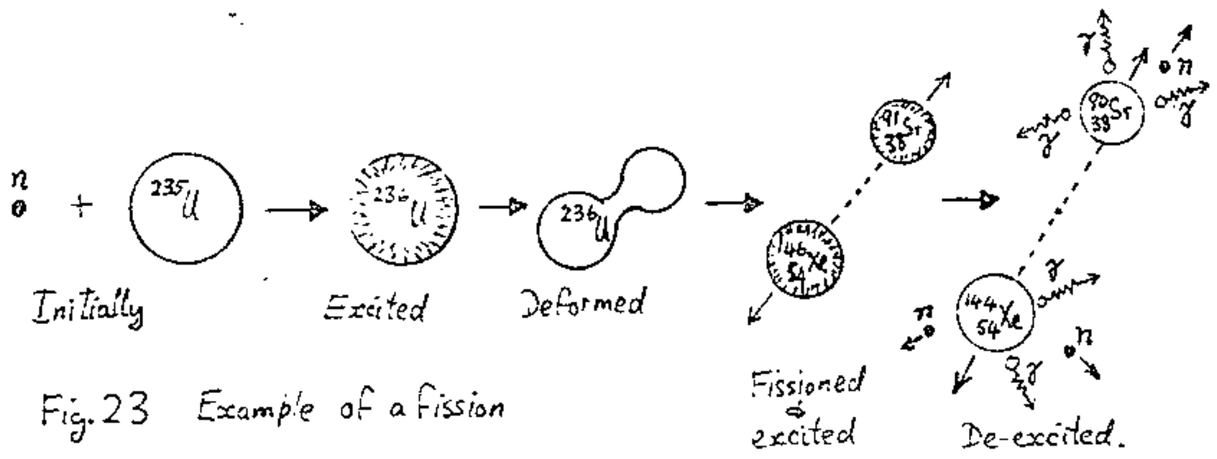


Fig. 23 Example of a fission

5. *Interactions and Measurements of Nuclear Radiations*

We consider only radiations (particles) having kinetic energies in the energy range (between ~ 0.1 MeV and a few $\times$ 10 MeV) typical of nuclear physics. The interactions of these radiations with matter are basic to many phenomena and to many aspects of nuclear technology. Examples are the detection of nuclear radiation, the design of radiation shielding and the assessment of radiation dose.

5.1 *Interaction of radiation with matter*

As a representative group of particles (radiations) we will consider the electron, proton, alpha particle, neutron and gamma photon (e, p, α, n, γ). Within these the charged particles form a natural group or subset which it is convenient to consider together.

(a) *Charged particles* (e.g. e, p and α) interact predominantly with the atomic electrons in matter. Their interactions with nuclei are extremely rare, in comparison, at the energies considering. The interactions lead to the ionization

Cape Times 18/8/80

State may have a say in Putco

Own Correspondent

JOHANNESBURG. — The government may intervene to take a share in the control of the country's biggest bus service, Putco — which is now totally in the hands of an Italian family, the Secretary for Transport, Mr A B Eksteen, said in Pretoria yesterday.

Bus fares have been at the root of the unrest in major urban areas, and Putco buses have been the targets of angry black workers protesting against increases.

This year the government subsidy is R40 million, which is close to half of the company's total turnover.

Mr Ekstein said yesterday: "I think it is time that the government interfered and had some say in the management of the company."

He said he had submitted proposals to the Minister of Transport, Mr Heunis, aimed at expanding the shareholding and fragmenting the existing company into four separate companies.

The separate companies would have their own directors based in Putco's main areas of operation.

"I shall discuss the issue with the managing director, Mr Albino Carlen, to see how far we can get in ensuring a say by government in the management of the company," he said.

332

medium and the charge and ~~the velocity~~ of the particle. It is higher for a higher charge or a lower velocity. If we compare alphas and protons at the same energy, for example, the alphas have a higher charge and (owing to their larger mass) a lower velocity. Therefore, in a given medium, $(-dE/dx)$ is larger for alphas than for protons of the same energy and the alpha range is less than the proton range for the same incident energy (see tables below and fig.24(a)). Furthermore, for either particle, the velocity decreases, and hence $(-dE/dx)$

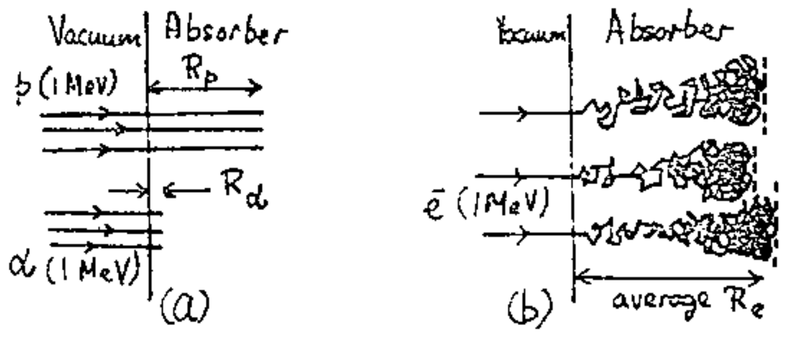


Fig. 24

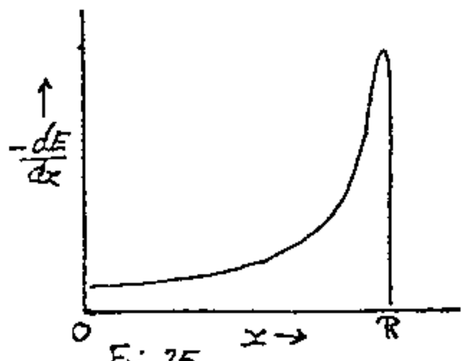


Fig 25

332 STAR 17/9/80

Workers threaten to burn buses

Angry commuters this morning threatened to burn two Lenasia buses which broke down en route to the city.

Workers who boarded the 6.30 am bus from Lenasia expecting to reach work at 7 am said they got to work at 8.30 am.

Mr H Ragabhai said: "Our bosses don't believe us when we come late for work and complain that buses broke down. They take off money from our wages when we clock in late."

Several irate people telephoned The Star to complain about the buses "always breaking down."

Workers who found themselves stranded said the other Lenasia buses passed them by because they were overloaded.

Commuters said they had repeatedly complained to the Lenasia Bus Service about their "bad services" but nothing effective had been done to improve conditions.

A spokesman for a group of commuters said: "The railways must step in to help us. We want a direct railway service from Lenasia to the city.

"There are thousands of daily commuters between Lenasia and the city," he said. "People are now thoroughly sick and tired of the monopolistic one-company bus service here."

The Lenasia Bus Service is the only company running bus transport there.

A spokesman for the Lenasia Bus Service told The Star: "I have no comment to make other than to say that we are trying to improve the services all the time. We have 28 buses and we cannot say they are all perfect."

increases, as the particle penetrates deeper into the medium . The density of energy deposited ($-dE/dx$) is therefore highest at the end of the range (fig. 25).

Relatively heavy particles such as the p or α are not significantly deflected in their collisions with the much lighter electrons in matter and the maximum energy lost per collision is only a tiny fraction of the p or α energy. These heavy particles therefore retain their original directions throughout the slowing down process and their ranges are well defined - do not vary much from one particle to another of the same energy (fig. 24(a)). Incident electrons, however, can scatter through large angles in their collisions with atomic electrons (of similar mass) and can lose a large fraction of their energy in a single collision, therefore their detailed trajectories

Hundreds
join hus
bookcrossing

neutrons per second (as in fig.26) a fraction N/N_o of the beam is transmitted without interaction and a fraction $(1-N/N_o)$ interacts with nuclei in the slab. The number N of neutrons emerging per second is given by

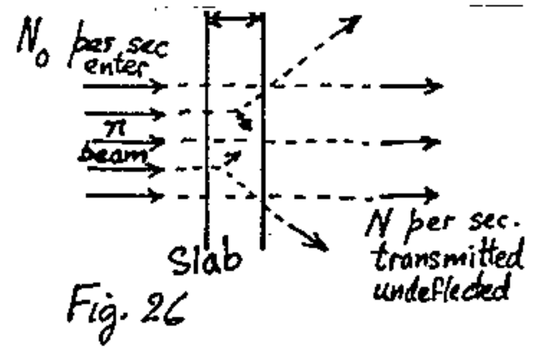


Fig. 26

$$N = N_o \exp(-\alpha x) \quad \ldots\ldots\ldots\ldots\ldots (33)$$

where α is the neutron interaction coefficient of the slab and depends on neutron energy and on the species and density of nuclei in the slab.

The neutron-nucleus interaction is either a nuclear scattering process, in which the neutron transfers some of its energy to the resulting (charged) recoil nucleus, or a nuclear reaction which usually leads to the emission of charged particles or gamma rays. Thus the secondary particles resulting from neutron interactions in matter are often charged particles and these particles then interact with the matter as described in (a). Hydrogenous media such as wax, water or plastic are of particular interest because a neutron can lose any fraction (0-100%) of its kinetic energy in a

single elastic collision with a proton. The maximum nuclear recoil energy E_{max} resulting from elastic scattering of neutrons (of mass m_n and energy E) on a nucleus of mass m_N is given by

$$E_{max} = 4m_n m_N E/(m_n+m_N)^2 \quad \ldots\ldots (34)$$

Thus E_{max}/E is much smaller for heavy nuclei than for hydrogen.

(c) Gamma rays

The three most important effects in the interaction of gamma rays with matter are the photoelectric effect (described in section 2.1), the Compton effect (section 2.1,p.5) and pair production (section 2.3,p.8). Energy is transferred from the incident gamma photon to a photoelectron, a Compton electron or an electron-positron pair respectively. These charged secondary particles then interact with the medium as described in (a). As in the case of neutrons, the interaction of gammas with matter is a statistical process and is governed by an exponential absorption law of the form given by eq.(33) but with α representing the gamma ray absorption coefficient. This coefficient can, in turn be considered as the sum of components α_{PE}, α_C and α_{PP}, corresponding to the photo-, Compton and pair effects. Thus

$$\alpha = \alpha_{PE} + \alpha_C + \alpha_{PP} \quad \ldots\ldots\ldots (35)$$

The absorption coefficients are largest for the heaviest elements (e.g. lead) and α_{PE} usually dominates for gamma energies below 0.5 MeV, α_{PP} for energies above ∿ 10 MeV and α_C for energies around 1 MeV.

A convenient measure for gamma interaction calculations is the half-thickness, analogous to the half-life in radioactivity. This is defined as the thickness $x_{\frac{1}{2}}$ of the particular medium required to reduce the fraction N/N_o (eq.(33)) to one half for a particular gamma energy.

Thus $N/N_o = \frac{1}{2} = \exp(-\alpha x_{\frac{1}{2}})$ . . . . . .(36)

Some values of $x_{\frac{1}{2}}$ are given below (in mm)

Energy	Lead	Concrete
1 MeV	9.0	47.0
5 MeV	14.5	100.0

½ percent response a help to transport

17/7/80

332

By James Clarke

Although less than half a percent of the greater Johannesburg public responded to public transport questionnaires sent out by Jomet the exercise was "thoroughly worthwhile" says one of the organisers.

It was South Africa's first attempt at mass public involvement in urban planning.

But out of 250 000 questionnaires sent to homeowners only 1 130 came back — a 0,45 percent return.

Elsburg returned none. The best respondents were Randburg who returned 152 out of 15 000. Johannesburg returned 810 (out of 195 000), Sandton 65 (7 000), Germiston 17 (11 000).

Ninety percent of respondents were English-speaking.

But the organisers admit the questionnaires were lengthy and quite complicated.

Mr Bob Stanway, formerly assistant director of forward planning for Johannesburg, has issued a report on the Jomet exercise via the SA Institution of Civil Engineers. He says public input via newspapers and nine public meetings which attracted 1 500 people was valuable to the planners.

"The concept of public involvement seemed to please the public although there was a lot of suspicion about the motive. Some thought it might just be a glossy public relations campaign."

He said the public "appeared to have a lack of confidence in the Jomet local authorities — apparently due to past performance."

The public stressed repeatedly its concern for environmental preservation — "rivers, valleys, ridges, historical sites" — and called for environmental impact reports for each major project.

"There were requests that more emphasis should be given to black transportation. Planning also seemed to be too constrained by the Group Areas Act and very different strategies could have emerged if this had not been strictly adhered to."

As far as the mode of transport was concerned there was a large lobby in favour of a strong public transport system and another which went for a balance between public and private transport.

The public also wanted less interference by the higher authorities in local planning issues.

Mr Stanway said councillors and blacks "were insufficiently involved."

He said that because of the public's reaction the planners changed some of their thinking regarding land use and transport objectives and tested a further five strategies. Two are now undergoing detailed analysis.

ABOUT 40 people were injured when two buses collided yesterday morning at Vosloorus on the East Rand.

Only seven of the injured had to be admitted to hospitals — Natalspruit and Boksburg. One of them is in a serious condition.

The collision, which happened just after 6 am, was between a bus taking workers into Boksburg and a bus going to the township. The bus going

·eak-hour collision

hurt in crash

332

POST 18/9/86

Josia Mashaba . . . injured in smash. Ph: SHADRACK NKOMO.

Buses in 40 in

BY PHIL MTIMKULU

the township was empty.

Both drivers were admitted to hospital.

Those sent to Boksburg-Benoni Hospital were Frans Ranoto (driver), Salthiel Sello, Thomas Nobathane and Lucas Ramalepye and those sent to Natalspruit were Veli Kunene (driver), Josias Mashaba and Velasazi Pateyi.

Most of the pasengers said that they heard a loud bang and then they were thrown all over the floor of the bus.

The sides of the bus had to be pulled apart to release them.

The driver of the empty bus, Mr Frans Ranoto (40), said the accident happened when a pedestrian suddenly ran across the street.

"I did not hear the crash. I must have lost my senses because I don't know how I got out of my cabin. The next thing I knew, I was walking some distance from the bus. Someone took me back and I was taken to hospital."

Mr Salthiel Sello (30), said he was standing in the bus when the accident happened.

"I heard a crash and saw the bus turning and facing a different direction. I did not lose consciousness and I could hear people screaming and calling for help and trying to get out of the bus. I scrambled out of a window and saw injured people lying all over the place waiting for the ambulances. These took some time to come," Mr Sello said.

Mr Lucas Ramalebye and Mr Thomas Nobathane said they did not see the other bus approaching.

All they heard was a loud bang and then they fell to the floor of the bus.

• To Page 2

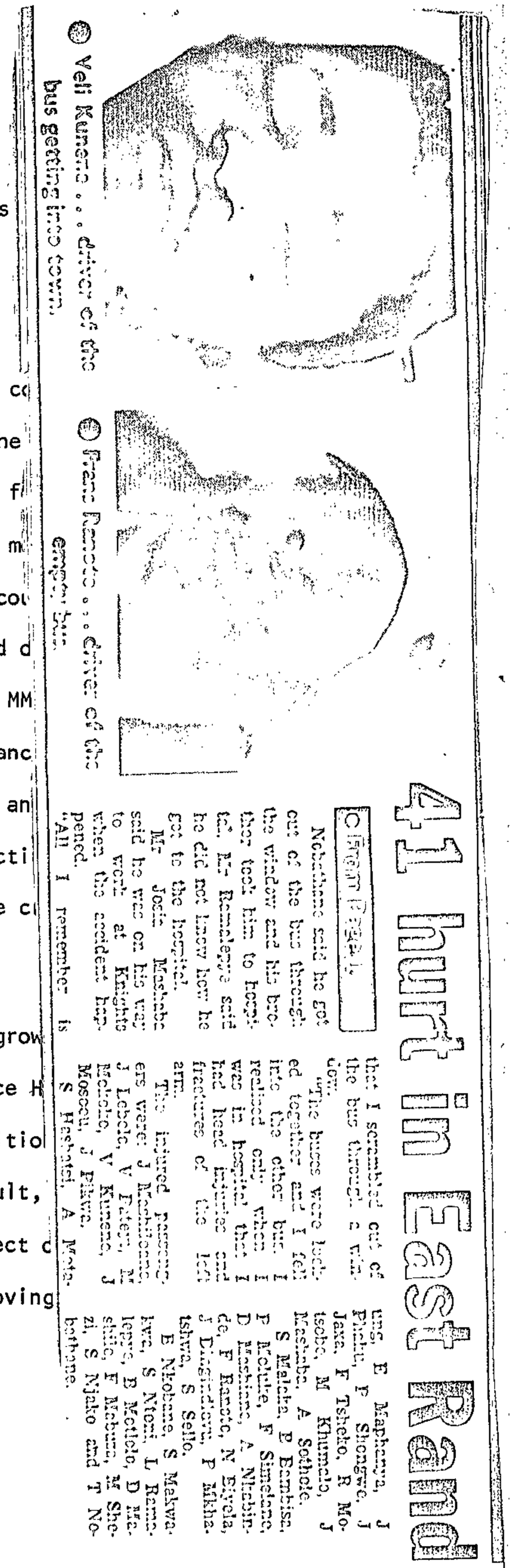
while at no time committing any funds to his
(Buy back were banned in December 1973, but s
are currently in existence).

(v) The Banks

Commercial banks - their main function is to co
They are permitted to accept deposits from the
such are the principal source of call monies f
principal channel through which the public's m
General banks - don't normally run cheque accou
broadening of their activities into the field d
are becoming a source of call monies for the MM
Accepting banks - apart from granting acceptanc
these banks provide a wide range of advisory an
services. They are becoming increasingly acti
the primary source of bills in the acceptance c

(vi) Finance Houses

Since the early 1970's there has been rapid grow
market in this country and a number of Finance H
Companies which do not form part of the traditio
up alongside the discount houses. As a result,
competiton has arisen which has the dual effect c
which banks can obtain funds as well as improving
the investor.



STRIKE

At least 15 people were injured when two buses collided head-on in the Soweto township of Diepkloof last night.

Witnesses said the drivers of the two buses had been racing into town.

Pictures: Peter Magubane

Witnesses said the drivers of the two buses had been racing into town.

Nobathane said he got out of the bus through the window and his brother took him to hospital. Mr Remelepe said he did not know how he got to the hospital.

Mr Josia Moshebe said he was on his way to work at Knights when the accident happened. "All I remember is that I scrambled out of the bus through a window.

"The buses were locked together and I fell into the other bus. I realised only when I was in hospital that I had head injuries and fractures of the left arm.

The injured passengers were: J Moshibane, J Lebelo, V Ratsoo, M Mehlolo, V Kunene, J Moseoli, J Phiwe, S Hashatsi, A Motaung, E Maphanya, J Phiku, P Shongwe, J Jaxa, F Tsheko, R Motsebo, M Khumalo, J Mashebe, A Sothole, S Malcha, P Bambise, P Mohlo, F Simelane, D Mashinke, A Nhlapide, F Ramatc, N Siyela, J Dlaginduna, P Mkhatshwa, S Sello.

E Nhobane, S Makwayve, S Ntoni, L Ramelepe, B Motlolo, D Mashile, F Mabuza, M Shezi, S Njako and T Nobathane.

increases, as the particle penetrates deeper into the
ed $(-dE/dx)$
ange (fig. 25).

the p or α
collisions with
the maximum energy
on of the p or α
e retain their
ng down process and
ary much from one
fig. 24(a)).
through large
electrons (of
ion of their energy
etailed trajectories
nother and their
).

1 MeV protons in media (in mm)

inium	Lead
126	0.0106

ei in atoms and
ss. If we place

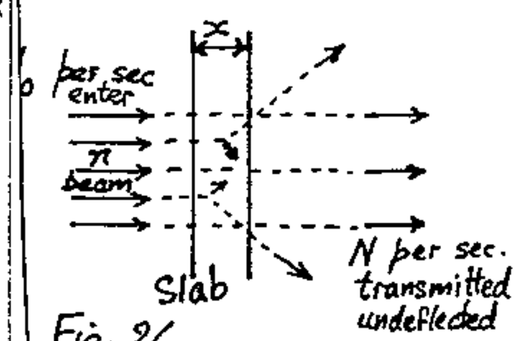


Fig. 26

either a nuclear
transfers some of its
nucleus, or a nuclear
ion of charged
dary particles
tter are often
ticles then interact with the matter as described in (a). Hydrogenous media such as wax, water or plastic are of particular interest because a neutron can lose any fraction (0-100%) of its kinetic energy in a

Union meets Putco bosses over strike

By JOE THLOLOE

THE recent strike by Putco drivers will be among the things discussed at the annual general meeting of the Transport and Allied Workers' Union in Boksburg on Sunday.

The union meets the Putco management next Wednesday to continue discussions on recognition.

The unregistered union, which has a signed-up membership of 5 500 according to the secretary, has been prominent in the Putco dispute which started in June when hundreds of drivers went on strike for two days and brought bus traffic to a halt.

At the start of the strike the Putco workers demanded increases of R35 a week each but, later, they added a demand that the company should recognise their union.

Transport and Allied is now one of two unions that have asked the company for recognition. The other is affiliated to the Federation of South African Trade Unions.

The AGM will be at the Vosloorus Clubhouse and registration will be at 9 am.

single elastic collision with a proton. The maximum nuclear recoil energy E_{max} resulting from elastic scattering of neutrons (of mass m_n and energy E) on a nucleus of mass m_N is given by

$$E_{max} = 4m_n m_N E/(m_n+m_N)^2 \qquad \ldots\ldots (34)$$

Thus E_{max}/E is much smaller for heavy nuclei than for hydrogen.

(c) Gamma rays

The three most important effects in the interaction of gamma rays with matter are the photoelectric effect (described in section 2.1), the Compton effect (section 2.1,p.5) and pair production (section 2.3,p.8). Energy is transferred from the incident gamma photon to a photoelectron, a Compton electron or an electron-positron pair respectively. These charged secondary particles then interact with the medium as described in (a). As in the case of neutrons, the interaction of gammas with matter is a statistical process and is governed by an exponential absorption law of the form given by eq.(33) but with α representing the gamma ray absorption coefficient. This coefficient can, in turn be considered as the sum of components α_{PE}, α_C and α_{PP}, corresponding to the photo-, Compton and pair effects. Thus

$$\alpha = \alpha_{PE} + \alpha_C + \alpha_{PP} \qquad \ldots\ldots (35)$$

The absorption coefficients are largest for the heaviest elements (e.g. lead) and α_{PE} usually dominates for gamma energies below 0.5 MeV, α_{PP} for energies above ∿ 10 MeV and α_C for energies around 1 MeV.

A convenient measure for gamma interaction calculations is the half-thickness, analogous to the half-life in radioactivity. This is defined as the thickness $x_{\frac{1}{2}}$ of the particular medium required to reduce the fraction N/N_o (eq.(33)) to one half for a particular gamma energy.

Thus $N/N_o = \frac{1}{2} = \exp(-\alpha x_{\frac{1}{2}})$ .....(36)

Some values of $x_{\frac{1}{2}}$ are given below (in mm)

Energy	Lead	Concrete
1 MeV	9.0	47.0
5 MeV	14.5	100.0

increases, as the particle penetrates deeper into the medium. The density of energy deposited ($-dE/dx$) is therefore highest at the end of the range (fig. 25).

Relatively heavy particles such as the p or α are not significantly deflected in their collisions with the much lighter electrons in matter and the maximum energy lost per collision is only a tiny fraction of the p or α energy. These heavy particles therefore retain their original directions throughout the slowing down process and their ranges are well defined - do not vary much from one particle to another of the same energy (fig. 24(a)). Incident electrons, however, can scatter through large angles in their collisions with atomic electrons (of similar mass) and can lose a large fraction of their energy in a single collision, therefore their detailed trajectories vary a great deal from one electron to another and their ranges are not well defined (fig. 24 (b)).

single elastic collision with a proton. The maximum nuclear recoil energy E_{max} resulting from elastic scattering of neutrons (of mass m_n and energy E) on a nucleus of mass m_N is given by

$$E_{max} = 4m_n m_N E/(m_n+m_N)^2 \quad \ldots\ldots (34)$$

Thus E_{max}/E is much smaller for heavy nuclei than for hydrogen.

(c) *Gamma rays*

The three most important effects in the interaction of gamma rays with matter are the photoelectric effect (described in section 2.1), the Compton effect (section 2.1,p.5) and pair production (section 2.3,p.8). Energy is transferred from the incident gamma photon to a photoelectron, a Compton electron or an electron-positron pair respectively. These charged secondary particles then interact with the medium as described in (a). As in the case of neutrons, the interaction of gammas with matter is a statistical process

Putco halts fares rise

18/9/83

332

Own Correspondent

PUTCO has decided not to implement fare increases for their Pretoria routes at the end of this month even though they have been approved.

This decision was apparently taken after an outcry about the proposed increases and the threat of a bus boycott by commuters.

Although Mr Don Rolt, spokesman for Putco, denied that there was a move to increase the fares before the end of this month, the company had received the go ahead from the local Road Transportation Board.

Mr Rolt denied yesterday that the proposed increases were implemented at the end of this month as reported in the Press.

"There have been reports in the Press that fares would go up before the end of September but we have no information about that," Mr Rolt said.

REPORTS

But Mr Rolt reacted earlier this month to reports of the increases without denying that they would be effected at the end of the month.

The South African Cabinet has been asked to break the one-family control of the giant Putco transport company because of growing public concern.

Fare increases which were due in the Witwatersrand area last year had to be suspended after Soweto leaders had successfully sought a court interdict followed by a hearing by the National Transport Commission in Pretoria.

Atteridgeville and Mamelodi Community Councils have recently voiced concern about the proposed increases for the area and claimed that residents would not be able to absorb them.

Mr B Ndlazi, a Mamelodi councillor, held a public meeting in his ward and it was resolved that buses would be boycotted if the increases came into force.

a fraction $(1-N/N_0)$ [illegible] nuclei in the slab. The number N of neutrons emerging per second is given by

$$N = N_0 \exp(-\alpha x) \quad \ldots\ldots\ldots\ldots (33)$$

where α is the neutron interaction coefficient of the slab and depends on neutron energy and on the species and density of nuclei in the slab.

The neutron-nucleus interaction is either a nuclear scattering process, in which the neutron transfers some of its energy to the resulting (charged) recoil nucleus, or a nuclear reaction which usually leads to the emission of charged particles or gamma rays. Thus the secondary particles resulting from neutron interactions in matter are often charged particles and these particles then interact with the matter as described in (a). Hydrogenous media such as wax, water or plastic are of particular interest because a neutron can lose any fraction (0-100%) of its kinetic energy in a

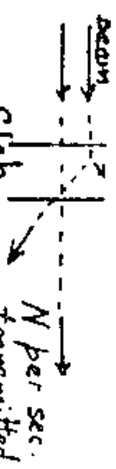


Fig. 26

is the half-thickness, analogous to the half-life of activity. This is defined as the thickness $x_{\frac{1}{2}}$ of the particular medium required to reduce the fraction N/N_0 (eq. (33)) to one half for a particular gamma energy.

Thus $N/N_0 = \frac{1}{2} = \exp(-\alpha x_{\frac{1}{2}})$ $\quad \ldots\ldots\ldots\ldots (36)$

Some values of $x_{\frac{1}{2}}$ are given below (in mm)

Energy	Lead	Concrete
1 MeV	9.0	47.0
5 MeV	14.5	100.0

(332)

Hearing today on Putco fares rise

RDM 18/9/80

By PATRICK LAURENCE

THE National Transport Commission meets in Pretoria today to hear argument over whether thousands of black commuters from Soweto and townships on the Reef and Pretoria should pay an increased bus fare of about 25%.

An application for an average increase of 25% has been made by Putco, the bus company which provides most of the bus services between Soweto and Johannesburg, as well as further services for black commuters on the Reef and in Pretoria.

An objection to the increase has been made by 32 prominent members of the black and coloured communities on behalf of the passengers.

They have instructed Mr Arthur Chaskalson, SC, of the Legal Resources Centre, to put their case to the National Transport Commission. The hearing will bring finality to a year-long battle over the proposed increase.

The dispute started in August last year when the local Road Transportation Board allowed Putco to increase its fares.

Today's hearing, which has been set down for three days, comes immediately before a different official body meets to try to settle another dispute involving Putco. The second dispute relates to a recent strike by Putco drivers for a R35 a week wage increase and for recognition by the company of the Transport and Allied Workers' Union.

The drivers' action committee, which is closely allied to the union, is scheduled to meet officials of the Department of Manpower Utilization on Wednesday in a bid to resolve the dispute.

Safmarine profits surge

(332) RDM 18/9/80

By DAVID CARTE
Deputy Financial Editor

BURGEONING imports and exports and a halved interest bill more than doubled Safmarine's pre-tax profit in the year to June 30 and despite the huge one-for-two rights issue, earnings on a weighted basis, rose 30%.

The dividend was hoisted 47% to 25c (17c).

Operating profit rose 36% to R105 852 000 on a 35% rise in turnover, which was R424-million. The sale of ships brought in 36% more at R5 641 000, while the depreciation provision rose 20% to R32 346 000.

The interest bill plummeted by 50% to R31 947 000, with the result that pre-tax profit soared 103% to R47 200 000. The tax rate rose from 10,1% to 25,8%, so taxed profit was 68% ahead at R35-million.

After the rights issue the number of shares in issue rose 53% to 52 338 000 at the year end.

But the rights issue took place on December 7, so earnings were calculated on a weighted basis, rising from 61c to 79c, a 30% improvement.

The preliminary report says the company benefited from strong support and therefore a better use of its facilities. Better rates were secured, particularly in bulk trade.

The group reports that the capital intensive cellular service is now making profits.

COMMENT: The company does not describe prospects for the year ahead but it is most unlikely that this kind of profit growth can be maintained.

As I wrote in September last year, when the share price was 265c, Safmarine's high gearing and the full utilisation of a previously under-utilised fleet just had to set profits alight but there is finite profit mileage in capacity utilisation and the rights issue has reduced gearing.

In the year ahead, export volumes will no doubt fall but imports will probably increase. A strong rand will also not aid profits.

Nevertheless, earnings will no doubt grow by a good deal more than the inflation rate and Safmarine looks solid even after a breathtaking run in 1980, yielding 5,4% on 465c.

Boycott: The only means of protest

(332) RDM 18/9/80

The bus boycott in the Cape Town area enters its 11th week today. A great deal has transpired since it began on Monday, June 2. CHRISTIANNE ELIAS, regional secretary of the South African Institute of Race Relations, Cape Western Region, analyses the boycott, focusing on the question: What is the transport situation in the black and coloured townships in the Cape Town area?

THE PICTURE which appears seems blurred and undefined. During the year there has been a sensational trial in which a community worker Rommel Roberts and the Green Point and Sea Point Ratepayers and Residents Association challenged the City Tramways with regard to their proposed increase in fares. Both these plaintiffs lost their cases.

With the increase in bus fares, a bus boycott started on June 2 and it has continued through the cold winter months, and is now gaining even greater momentum in the black townships. But it appears to have lost support among coloureds who are again using the bus service.

We have in Cape Town a population of angry, frustrated people using the only means at their disposal to demonstrate their helplessness at the ever increasing cost of living and low wages, and a transport situation which seems calculated to cause them irritation and humiliation.

Due to the implementation of the Group Areas Act, vast numbers of coloured families have been resettled from areas near the heart of Cape Town to areas far removed from their work situation. In addition the four black areas of Langa, Guguletu, Nyanga and Mfuleni are situated in some instances 25km from the central business district.

Transport to and from work

railway station. The already over-crowded service was unable to cope with the heavy increase in traffic and therefore people who owned cars clubbed together to travel to work. In addition the combi owners saw a means of fulfilling both a service and making some money, and they collected passengers and transported them to recognised taxi terminals.

At this stage the arm of the law stepped in and bus termi-

situation it is tragic to see domestic workers, tired after a day's work, waiting patiently for long hours in queues while armed police and officials stood by forbidding them to enter any "illegal" private car.

Those of us who were able to give lifts to the waiting commuters — and on every occasion we heard stories of how they had been forced into the situation because of the rise in busfares — it must be admitted that standing in long queues

and that instead of intimidating the bus boycotters their resolve appears to have been strengthened by the demonstration of force.

It is difficult to find an immediate solution to the bus boycott in view of the sparse rail services operating to the black areas. Obviously an immediate return to the old fares would be a solution. But in addition plans must be drawn up to improve the railway service to these areas.

creased dramatically at Mitchell's Plain because of the added service. However, this amenity has not yet operated successfully and there are daily breakdowns due to overloading.

It is easy to be wise after the event but surely another railway line should have been added to service the new town of Mitchell's Plain, particularly in view of the recommendations of the reports of both the Theron and Driessen commis-

sions. In addition, commuters who live in the Stellenbosch and Hottentots Holland areas should be linked by a rail service around the False Bay Coast to the Muizenberg line.

In any event the bus boycott seems here to stay at great inconvenience to those carrying it out and financial loss to the firm owning the buses. In addition this high-handed action has sparked off feelings of racial animosity and hatred which may well have culminated in the deaths of three travellers and one alleged petrol bomb thrower.

All our black people remember how we were exhorted by the State to share private transport in order to save petrol. It is difficult for them to understand that whites are asked to do this and yet they are prosecuted for doing the self same thing. Admittedly the ends are not identical in this case but there is no reason why they should not be.

The South African Institute of Race Relations has been in contact with cases where black "pirate" taxi drivers were not only arrested but had their cars impounded and these in cases where they were insured to carry passengers.

It is difficult to explain these subtleties of differentiation in such cases and to the average black it looks like white privilege and black oppression.

car ownership is very low among blacks. The Driessen report stated that only "13% of the non-whites used cars for urban travelling". The remainder are obliged to use public transport.

The public transport available consists of a railway and bus system. The railway system is operated by the South African Railways and the bus system is operated by City Tramways, a subsidiary of Tollgate Holdings. The Theron Commission report states that the Tollgate Group is a bus monopoly which has nine principal subsidiaries controlling a further 79 wholly owned subsidiaries and 12 associated companies. The report further states that where bus services are operated as a private enterprise their principal aim is to make a profit. This means that the moving units are supplied by private concerns while the infrastructure — roads, bus depots, etc — are provided by the local authorities.

A look at a map of the Cape Town area will demonstrate that three out of four black townships are served by only one railway line. The estimated population of these townships, Langa, Guguletu and Nyanga, is between 150 000 to 200 000. In addition there are at least 17 coloured areas, with a total population of about 253 000, which are serviced by this same line. It is clear that a bus service fills a very real need in this particular area where the rail service is so inadequate. Any increase in bus fares affects the population of these areas vitally as they are forced both for economic and work reasons to use the public transport available.

Points to be borne in mind when assessing the total situation are that the household subsistence level for blacks and coloureds in Cape Town as reported in this May's issue of Institute for Planning Research are the second and third highest in the country respectively.

Wages, however, are not commensurate with this high cost of living in the Western Cape so that any increase in a critical service such as transport can easily prove the breaking point in budgeting.

In addition to this, many commuters are obliged, because of the distance of the railway station from their homes, to use a bus to reach the railway station so they are forced to use both bus and rail services to reach their places of employment.

A way out of this dilemma when bus fares were raised appeared to be to walk to the

at Claremont and Mowbray, were scenes of intimidation, with civilian members of the Department of Transport armed with sub-machineguns, members of the police force and traffic police arresting those owners of private — now termed pirate — cars who were transporting the bus boycotters.

For those of us observing the

in the pouring rain cannot be a pleasant prospect after a day's work. The motivation must be urgent, and it is stressed that in spite of remarks to the contrary the raison d'etre of the bus boycott is undoubtedly an economic one.

It is for this reason that the presence of armed civilians and the police gave an impetus to any spirits that were flagging

An added strain has been the opening of the extension of the Cape Town-Nyanga line to serve Mitchell's Plain and its 87 000 inhabitants on July 1. This has meant that an already overstrained railway line has been asked to do the impossible and provide rail transport for nearly 100 000 more people.

Since the opening of the railway line, house sales have

In the early days of the boycott commuters of all ages walked and hitch-hiked to and from work.

Bus company replies

ASKED to comment on the above article, Mr Johann Barnard, managing director of City Tramways, replied:

"We cannot accept that the bus boycott is gaining momentum — in fact there are indications to the contrary. We also cannot accept that the bus boycott is purely an economic issue. It is symptomatic of a range of very much deeper social and political frustrations experienced by the black community.

"Monopolistic control of bus services is severely criticised. World wide it is accepted that public transport can only be provided under monopolistic conditions if the best interests of passenger convenience and safety are to be served.

"We have an international reputation for providing one of the safest and most efficient bus services in the world because, inter alia, we are profit motivated.

"It is implied that when bus fares went up people flocked to the trains presumably because these are cheaper. This is only because of the huge subsidies. An analysis of rail fares shows that each individual journey is subsidised to the extent of more than 70c. If the same level of subsidy were applied to bus fares, bus passengers would travel free.

"To suggest that a solution to the bus fares dilemma lies in increasing train lines and services at vast capital expense to provide more people with the opportunity to benefit from lower fares is short sighted.

"It makes much more economic and planning sense to increase the subsidies on bus fares to bring them into line with train fares, at the same time maintaining the essential feeder service function highlighted by the correspondent.

"It is unlikely that pirate taxi operators are being prosecuted for doing the 'self-same thing'. They are probably being prosecuted for illegally charging customers a fee not being correctly licensed and controlled and in many cases for using completely unroadworthy vehicles. It should be pointed out that passengers travelling in unlicensed vehicles have no claim against the MVA (Motor Vehicle Assurance) fund in the event of an accident."

18/9/80 Argus (332)

Tramways, union reach pay agreement

Labour Reporter

A WAGE agreement was reached between City Tramways and the Tramway and Omnibus Workers' Union this week, but neither would give details.

It is understood that workers accepted an offer of an immediate 10 percent increase with a further 8 percent in February.

The union had demanded a 25 percent increase and a major job category re-evaluation.

Mr J Barnard, managing director, said the agreement was a domestic matter between the firm and the union.

Asked whether it could have an effect on fares, he said: 'Wait till we tell you.'

The secretary of the union, Mr D C Benade, said the increase was 'the type of information which one has to treat with a measure of confidence.'

An offer from the company had been accepted with reservations by the overwhelming majority of workers at two meetings on Tuesday.

The agreement would affect both maintenance and running staff, he said.

A R40-m argument

pom (332) 17/9/82

PUTCO'S name is deceptive. As the bus company is at present, it is not a public utility transport company. A public utility is non-profit making; Putco, however, makes profits for its private owners — with steadily increasing help from taxpayers. As has been reported this week, this year alone the help, in the form of a State subsidy, amounts to R40-million — which is close to half the company's total turnover.

In addition, Putco receives additional and substantial aid from the State because it is given a monopoly in providing bus services over specified routes.

The dizzying result is that Putco is not a private enterprise company (because it operates with the benefit of State funds); nor is it a public utility (because its owners, a family, derive profits).

Yet the function which Putco performs in carrying about 1-million people a day is a vital one. It is in every sense a social service which in this day and age cannot be left in private hands — and especially in South Africa where the entire issue of the transport provided for blacks and coloureds is integrally bound up with apartheid policy: costs are what they are because the bus company must cater for people who are compelled to live considerable distances from cities and workplaces.

Putco's latest application for fare increases has finally brought all these factors to a head. Not only has there been public questioning of the company's methods of making financial provision for future purchases of buses, but the fierce resistance to the increases and the arguments — legal, economic, social and political — advanced by various interested parties, have persuaded the Department of Transport about the need for intervention.

"I think it is time that the Government interfered and had some say in the management of the company," says Mr A B Eksteen, the Secretary for Transport. The proposal he has submitted to the Minister of Transport is aimed at fragmenting Putco into four separate companies with the Government having some, still unspecified, degree of say in management.

These moves will certainly be a welcome advance. But why stop halfway? Surely, once there is acknowledgement of Putco's anomalous position, the Government should go all the way and buy out the private owner and turn the company into a fully-fledged public utility, thus putting it on the same level as the major transport companies in most South African cities and in cities abroad.

The driving point in the argument is that taxpayers are paying the R40-million a year subsidy. That is already enough money without a profit margin for private people being built into fares.

PUTCO (332)

Under scrutiny

FM 19/9/80

The Department of Transport's proposals to split Putco into four and expand its shareholding and directorships does not quite add up.

On the one hand, the director general of the Department of Transport, A B Eksteen, says he wants better checks on the way Putco spends its money — particularly its government subsidy, which reached R40m this year. This suggests he has doubts about the management of the giant bus monopoly.

On the other hand, he told the *FM* this week he had "confidence" in the Putco managers, and trusted them. In addition an independent audit of the company — ordered by him — had "very positive" results.

Eksteen also denied press reports that government is thinking of taking a stake in the company, without ruling out the possibility in the future: "We would have to see how present suggestions work out but other measures might become necessary."

He added that he most certainly did not wish to take ultimate ownership away from the Carleo family, which controls Putco through Carleo Investments (Pty) Ltd.

Putco MD Albino Carleo professed himself aggrieved and bewildered by Eksteen's Putco statements. Attempts to contact Eksteen for an explanation had failed, he told the *FM*.

Carleo feared the government was contemplating a form of nationalisation. Whatever the case he could not follow Eksteen's reasoning: "If you split a giant into four does that make it any cheaper?" In addition, although Putco could be split into Pretoria, Durban, East and West Rand divisions, all these areas overlapped and had services and supplying in common.

What could be worrying the government is the degree of vertical integration in Putco. It has subsidiaries that supply it with bus bodies, engine overhauls, reconditioning, and insurance.

PFP's transport spokesman, Rupert Lorimer, told the *FM* this week such in-house subsidiaries could in his view have little incentive to cost competitively.

Carleo does not agree. He claimed that if it were not for its service subsidiaries Putco's operating costs "would be from 25%-35% higher."

However, once before, in 1972, Putco had its wrist sharply slapped by the Department of Transport for giving preferential treatment to companies controlled by the Carleo family. Auditors reported services were being bought for fees exceeding market rates.

Could this still be happening? Putco's 1979 annual report gives little information on subsidiaries on the grounds that as their purpose was to provide bus bodies and services to the parent company "statistics illustrating the proportion of profits and return on assets . . . would be meaningless."

Perhaps so — but the accounts do indicate that although the subsidiaries account for a relatively minor part of group turnover they also contribute a healthy share of group profits.

According to the accounts, subsidiaries contributed almost R2,2m of the group operating income of R4,1m and almost R1,5m of group before-tax net income of R4,14m.

In addition, associated with Putco, but not as subsidiaries, are various Carleo-controlled companies whose activities caused the fuss in 1972. They include Rapid General Services (Pty), Putco Operating (Pty), Lafor Engineering Machinery (Pty), and Carleo Diesel Services (Pty).

Eksteen . . . posers for Carleo

Whether their activities have anything to do with Eksteen's moves is impossible to say, particularly as both Putco and government sources say the 1972 irregularities have long since been cleared up.

Government moves on Putco will be keenly watched. It is not just a major consumer of subsidies but also operates in that most delicate of areas — black urban transport.

were hoisted to provide some sort of return on capital employed. This resulted in an unhealthy accounting regime of cross-subsidisation in which it could be argued that importers of, say, industrial machinery, paid to get Cape apples to Euromarkets at rock bottom rates.

As the gap between voyage costs and charges widened, sharp-eyed liner operators outside the conference cartel picked up an increasing percentage of European export shipments to SA. Conference members estimate that until recently "interlopers" secured nearly 50% of south-bound cargo trades. Contrary to popular belief, they did not get the business by cutting rates to "uneconomic" levels. They simply charged a cost-related rate because they had no contractual obligation to Pretoria to shift low-rated primary goods to Europe.

The more business conference lines lost, the greater the pressure they exerted to hoist rates in terms of their fixed charge contract with Pretoria, and so a spiral of self-fulfilling distortion of rates and erosion of cargo business was set in motion. But shippers now agree that the disparity should be removed.

OCEAN FREIGHTS (332)

Negotiating rates

FM 19/9/80

Signatories to the ocean freight agreement, which regulates seaborne trades between SA and Europe, met in Pretoria this week to negotiate freight rates for 1981.

Signatories are the 10 ship-owning members of the SA-Europe Container Service (Saecs), government, the Deciduous Fruit Board and the Perishable Products Export Control Board. Also included in the negotiations, although they are not signatories, are the shippers' councils of SA and Europe whose views and representations have lately begun to exert considerable influence on the outcome of freight talks.

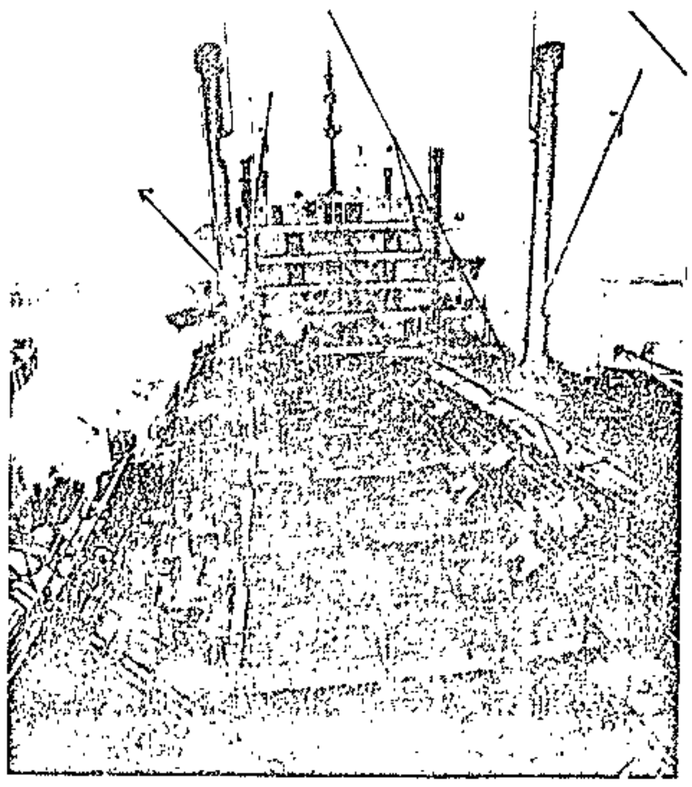
It is understood that shipowners will be seeking a basic tariff rise of 12% at the upper limit, but not less than 10%, which is a substantial reduction on the average 16% increases sought in previous years.

Users, on the other hand, may feel inclined to question the size of the increase sought, on the grounds that the Saecs container fleet is fast approaching a balance of loads on both north- and south-bound sealegs.

Moreover, some may argue that, on the strength of forecasts which indicate that the domestic economy will maintain a head of steam for at least another year, voyage results have yet to peak at current freight rate levels. It is argued that a bumper deciduous fruit season, opening in December, will further sweeten owners' earnings.

Users may also question the quantum of the basic increase on the grounds that major cost inflators such as adverse exchange rate movements against the US dollar (the tariff currency) and fuel price increases are automatically taken care of by movements in the currency adjustment factor and the bunkers adjustment factor, which are surcharges added to basic rates of freight.

The former stands at about 9.5% and the latter at about 5%. Factors of fuel and currency exchange rates often accounted for more than half the "basket" of cost increases which owners in the past sought to recoup in annual reviews of rates.



Ocean freight . . . shipowners want a tariff rise

It is not known at this stage whether this week's meeting of OFA signatories included further discussions on the desirability of further reducing the substantial tariff differentials between north- and south-bound rates.

Government, conference members and the shippers councils of Europe and SA are in complete agreement that a basic re-structuring of freight rates is long overdue, but the effect would be so painful for SA exporters, particularly for shippers of primary goods, that the reforms will have to be phased in gradually. Alternatively, a fund would have to be created to absorb most of the impact of the reforms, but such a step would conceivably draw sharp criticism from GATT, although it is hard to see why since the move is in the long-term interests of world trade reform.

Historically, SA governments of all persuasions have tended to wrest the lowest possible north-bound rates for exports of primary goods.

Against everyone's better judgment, rates charged for the northbound sea leg of the trades were barely sufficient to cover voyage expenses, while rates applicable to the import (south bound) leg

Group Area Act slated in bus row

332

RDM 19/9/80.

Pretoria Bureau

THE consequences of the Group Areas Act — under which thousands of black, coloured and Indian people were forced to live in townships far from work — was one of the chief objections raised against the request by the Putco Bus Company to increase its fares.

This came out at a hearing of the National Transport Commission in Pretoria yesterday.

The commission heard objections lodged by eight black community leaders who condemned the Group Areas Act for forcefully removing people inconveniently away from "places of their work".

Extracts from the Theron Commission of Inquiry into coloured matters, which criticised bus companies for inefficient services, were read to the hearing, supporting the objections.

Putco increased its tariffs in August last year after the price of petrol climbed by 60%; but were forced to lower their fares again after a Supreme Court ruled the increase null and void because the company had not complied with certain Road Transportation Department requirements.

The company re-submitted an application for an increase of fares at the end of last year, but the move was objected to by a number of prominent black community leaders.

Mr Andries de Klerk, acting for Putco, claimed the company needed the fare increase "in order to survive" huge increases in the cost of petrol.

The increases — which it was argued would only effectively push up fares by between 7% for season ticket holders and 13,6% for cash-paying commuters — would not be detrimental to the community.

Mr De Klerk claimed Putco could not afford to carry a R4,3-million fuel budget — the result of the petrol price increase.

Putco holds a virtual monopoly on bus transportation in the Witwatersrand area.

Mr A Chaskalson, SC, engaged to fight the case for the objectors, quoted extensively from the Theron Commission of Inquiry.

He said that black and coloured people, who did not have their own transport depended extensively on an efficient bus service.

Mr Chaskalson, quoting from the Theron Commission said: "Transport expenses constitute a relatively large proportion of the average coloured family's total expenditure ... as high as 15% to 20% in some cases."

In support of the objections raised before the hearing the chairman of the Coloured Management Committee said:

- "Putco does not have a good image within the community. Its buses are regarded as being dirty and uncomfortable, and its service is considered unsatisfactory."
- The chairman of Commuters' Watchdog Committee (Comwasa), Mr Dangor, said the forced removal of people from Alexandra and Newclare to Klipspruit West and Eldorado Park "has meant workers now have to commute long distances to get to their place of work."
- Mr Donald Mateman, co-chairman of Comwasa, said coloured and black communities felt their transportation costs should be Government-subsided.
- Dr Motlana, chairman of the Soweto Committee of 10, said there was a sense of grievance about Group Areas removals.

The hearing continues today.

The National Transport Commission, a standing statutory body, was represented by Mr B Slabbert (chairman), Mr M J van Zyl, and Mr E F Niksch.

Milestone union deal by SA firm

RDM 20/9/86

332

By STEVEN FRIEDMAN
Labour Reporter

A SUBSIDIARY of a major South African company has recognised an unregistered black trade union, becoming one of the first locally-owned companies to do so.

It is AECI Paints (formerly Prolux Paints), a subsidiary of the giant AECI group, which has recognised the SA Chemical Workers Union (SACWU) at its Alrode plant near Alberton. The union is affiliated to the Consultative Committee of Black Trade Unions.

It was also revealed yesterday that Rennies Bulk Terminal, owned by the locally-owned Rennies Group, is in the process of negotiating a recognition agreement with the unregistered Transport and General Workers Union at Durban harbour.

Although over a dozen companies have signed recognition agreements with black unions, few have been locally-owned and the fact that two major companies are dealing with black unions may have a significant influence on labour relations.

AECI Paints' decision to recognise the union was revealed yesterday in a statement issued by the SACWU, which has a membership of over 4 000.

The union said that the agreement entailed the recognition by the company of union shop stewards and the union's right of access to company premises at Alrode. A grievance and disciplinary procedure had also [illegible]

The union represents about two-thirds of the 300 workers at the plant.

Although the SACWU applied for registration last December, it has not yet been registered. In the statement, it said it was "anxiously waiting" for registration.

SACWU's general secretary, Mr Dan Tau, said yesterday that the AECI agreement was the first formal recognition agreement the union had signed.

He added, however: "We have informal arrangements with a number of companies and are hoping to formalise these soon."

A spokesman for AECI Paints, Mr John Russel, yesterday confirmed that the union had been recognised at the Alrode plant.

"The negotiations were very constructive and mature. There was no animosity," he said.

In Durban, the managing director of Rennies Bulk Terminals, Mr John Trathern, confirmed yesterday that his company was negotiating a recognition agreement with the TGWU, a Fosatu affiliate.

The union claims to represent 148 of the company's 168 workers at the Durban docks. The two parties have signed an agreement which gives the union limited facilities at the company.

Mr Trathen said yesterday that "negotiations have advanced to the stage where we now tacitly recognise the union".

A union spokesman confirmed yesterday that a preliminary recognition agreement had been signed, and that talks were also being held with other employers at the docks in an attempt to conclude a harbour-wide agreement.

Police rode shotgun on stoned Cape buses

S. POST 21/9/80 332

THE South African Police Directorate of Public Relations has confirmed that police "occasionally" boarded buses which were stoned in Guguletu recently "to protect life and property".

This follows criticism from the mother of Lennox Memani (16), who was shot dead on September 10 by riot police allegedly hiding in a bus.

Mrs Caroline Memani said the police had played a "dirty trick".

Eyewitnesses and friends also condemned the incident.

Friends of Lennox, a Standard 5 pupil at Vukukanye, said they were on the way home at about 4 pm when they say children stoning a bus at Nyi.

The bus appeared to be empty except for the driver, a man in a City Tramway uniform.

"Suddenly about 20 riot police who must have been crouching or lying on the seats, stood up, opened the windows and shot at us," said one of the friends.

Lennox was shot in the stomach and in the arm. He died at the Guguletu Day Hospital.

Police said riotous black youths had been stoning vehicles at random in Guguletu and it had been necessary for the police to open fire on the stonethrowers on several occasions. A black male had died

Targets

"Buses were the prime target of stone throwers and the police were forced to escort the buses into the townships and to board them on occasions in their efforts to protect life and property.

"These buses were driven by company drivers in the normal course of their duties. They were thus aware of the presence of the police on the buses.

"Due to continuous police protection the stone throwing ceased and some arrests were made."

A senior spokesman for City Tramways said his company accepted the police statement, but "after a thorough investigation we have no knowledge of this particular incident apart from what we have read in the media."

He confirmed his company was aware of police escorting buses into the area on that day.

"We have no control over the police — they can commandeer vehicles when they want," the spokesman said.

"At one stage they told us we could not go into the area. Afterwards they told us we could not go in without a police escort.

"We have made a thorough investigation and we could not establish whether one of our buses was used or not," he said. — SUNDAY POST Correspondent.

(332)

Wage Board may settle Putco dispute

RDM 21/8/80.

By STEVEN FRIEDMAN
Labour Reporter

THE wage dispute at the Putco bus company is to be referred to the Minister of Manpower Utilisation, Mr Fanie Botha, who is certain to order a Wage Board investigation into drivers' pay claims.

This emerged yesterday from a meeting between the Putco drivers' action committee and the Central Black Labour Board.

In another development yesterday, it was announced that officials of the department had agreed to address a meeting of Putco drivers in Orlando, Soweto, this morning.

An action committee spokesman said yesterday that a permit had been obtained to hold a meeting at the Orlando DOCC hall this morning. He urged all Putco drivers to attend.

Officials of the department had been asked to attend so that they could explain the workings of the official disputes' settling machinery to drivers, he added.

There have been warnings of a new strike at the company, partly because drivers are dissatisfied with the fact that the dispute remains unresolved despite being referred to the department six weeks ago.

Drivers are demanding a R35-a-week increase and are unhappy with a recent 15% wage increase.

In terms of existing labour legislation, a dispute involving black workers must be settled by the Department of Manpower Utilisation within 30 days.

In most industries, workers are entitled to strike after that period has elapsed if no settlement has emerged.

However, Putco drivers are employed in an "essential service" in which strikes are illegal and a deadlocked dispute in the industry must be referred to compulsory arbitration by the Minister if no settlement emerges.

In the case of black workers who are not members of a registered trade union, compulsory arbitration takes the form of a Wage Board investigation.

Meanwhile, the Rand Daily Mail's **Pretoria Bureau** reports that the National Transport Commission, which has been hearing an application from the Putco bus company for an increase in its tariffs on the Witwatersrand to pay for the increase in the price of fuel, was adjourned yesterday.

The commission has been hearing arguments in Pretoria from representatives of the bus company and objections from prominent black civic leaders to an application to increase bus fares 7% for season ticket holders and 13,6% for cash-paying passengers.

Chairman Mr B Slabbert said it would take some time for the commission to consider all the evidence.

Black unions make progress

(332)

RDM 21/9/80

By STEVEN FRIEDMAN
Labour Reporter

ANOTHER well-known South African company is expected to sign recognition agreements with black trade unions soon.

Yesterday the Rand Daily Mail reported that a subsidiary of AECI had signed a recognition agreement with the unregistered SA Chemical Workers' Union.

Rennies Bulk Terminal, a subsidiary of the Rennies Group, is negotiating a union recognition agreement with the Transport and General Workers' Union at Durban Harbour.

These developments were seen as a breakthrough for the black union movement as few South African companies have been prepared to recognise unregistered black unions.

It is understood that another major South African company is negotiating recognition agreements with unregistered black trade unions at two of its subsidiaries.

Although the name of the company will not be released until the agreements are signed, it is understood that the negotiations are almost certain to culminate in the signing of recognition agreements.

At one of the company's subsidiaries, the two parties have already reached an in-principle agreement on recognition and only details have still to be ironed out.

In another development yesterday, the major American company, Colgate Palmolive, said it had not changed its stance on unregistered unions.

Colgate was the centre of controversy earlier this year when it refused to recognise the unregistered Chemical Industrial Workers' Union at its Boksburg plant, despite union claims that it represented the majority of Colgate's black workforce.

There was speculation yesterday that the decision of another company in the chemical industry to recognise an unregistered union could prompt a change in Colgate's stance.

However, Mr C G Dyson, head of Colgate's industrial relations department, said yesterday that the company still insisted that a union be registered before it dealt with it.

He said Colgate preferred to deal with unions through the industry's industrial council and this was only possible if the union was registered.

Moves are afoot in the chemical industry to work out a relationship with black unions on an industry-wide basis, he

332

Wage Board may settle Putco dispute

RDM 21/9/80.

By STEVEN FRIEDMAN
Labour Reporter

THE wage dispute at the Putco bus company is to be referred to the Minister of Manpower Utilisation, Mr Fanie Botha, who is certain to order a Wage Board investigation into drivers' pay claims.

This emerged yesterday from a meeting between the Putco drivers' action committee and the Central Black Labour Board.

In another development yesterday, it was announced that officials of the department had agreed to address a meeting of Putco drivers in Orlando, Soweto, this morning.

An action committee spokesman said yesterday that a permit had been obtained to hold a meeting at the Orlando DOCC hall this morning. He urged all Putco drivers to attend.

Officials of the department had been asked to attend so that they could explain the workings of the official disputes' settling machinery to drivers, he added.

There have been warnings of a new strike at the company, partly because drivers are dissatisfied with the fact that the dispute remains unresolved despite being referred to the department six weeks ago.

Drivers are demanding a R35-a-week increase and are unhappy with a recent 15% wage increase.

In terms of existing labour legislation, a dispute involving black workers must be settled by the Department of Manpower Utilisation within 30 days.

In most industries, workers are entitled to strike after that period has elapsed if no settlement has emerged.

However, Putco drivers are employed in an "essential service" in which strikes are illegal and a deadlocked dispute in the industry must be referred to compulsory arbitration by the Minister if no settlement emerges.

In the case of black workers who are not members of a registered trade union, compulsory arbitration takes the form of a Wage Board investigation.

Meanwhile, the Rand Daily Mail's Pretoria Bureau reports that the National Transport Commission, which has been hearing an application from the Putco bus company for an increase in its tariffs on the Witwatersrand to pay for the increase in the price of fuel, was adjourned yesterday.

The commission has been hearing arguments in Pretoria from representatives of the bus company and objections from prominent black civic leaders to an application to increase bus fares 7% for season ticket holders and 13,6% for cash-paying passengers.

Chairman Mr B Slabbert said it would take some time for the commission to consider all the evidence.

Students stone cars after bus boycott indaba

Violence erupts

POST 22/9/80

332

VIOLENCE flared again yesterday in Seshego township near Pietersburg when groups of students took to the street and stoned cars after a bus boycott meeting.

Stonings and demonstrations followed a stormy one-hour meeting where angry commuters protested about the Government's delay in meeting their demands to oust Lebowa Transport and replace it with Hamba Buya.

In Lenyenye, near Tzaneen, about 500 Lebowa Transport commuters, met at the weekend and resolved to start a boycott of the buses today in protest against bus fare increases.

By Mathatha Tsedu

Angry commuters at yesterday's meeting in Seshego called for action against alleged dissenters who, it was said, were mainly from the men's hostel next to the bus depot.

The meeting agreed that "something should be done" to curb dissension and to speed up the granting of a licence to the Hamba Buya bus company. The Seshego Village Committee (SVC) under the Rev M P Malatjie, was mandated to approach Mr B Harris, of Hamba Buya, and ask him to make an application to operate in the township.

When the meeting ended students, carrying bricks and stones, marched down the Main Street in Zone 1, singing and whistling. Car drivers were made to raise clenched fists in the Black Consciousness salute before being allowed to pass through the crowd.

Cars with computer registrations were stoned but damage was minimal.

The township falls under Lebowa administration, and local cars have Lebowa registration numbers.

Minutes after the first stoning, a police van arrived and the students scattered. They immediately regrouped and advanced towards the police van with stones, and the van turned and raced back to the police station.

A van belonging to Lebowa Transport was spotted nearby and it raced off when the students made for it. A second police van arrived and drove into the crowd which scattered and regrouped. This was repeated for over 15 minutes.

One student was chased near the stadium by a policeman on foot and another in a van, but he escaped. At this point another police van with two whites armed with "long guns" arrived but the students were then mixed with football spectators at the stadium.

The Lenyenye meeting which was the first public meeting in the area organised by an independent organisation was organised by the newly-established branch of the Azanian Peoples Organisation (Azapo).

Speakers denounced the Lebowa Development Corporation.

There was agreement on the boycott decision and local black bus operators are to be approched to provide services for the workers. The meeting also agreed that the Lebowa Transport buses should be removed from the township and that Risaba, Mavhungu, Mapenya and Rakoma buses should replace them.

The Seshego boycott enters its fifth week today, and although the fares have been cut to the pre-boycott rates, the commuters say Lebowa Transport is a white company and should leave the black areas to give black busowners a chance.

That there are black directors on Lebowa Transport's board of directors signifies nothing to commuters who say black directors are figureheads put there to hoodwink the public into believing that the company is black.

Source	Item	Action Taken
D.C. 185 21 Aug. 1980	3. New r	Submitted to PC
	4. GSB E	Submitted to UG
	5. Exami	Recommendations made to Academic Secretary
	6. Latin	Noted for prospectus
	7. 1981	To be submitted to PC
	8. New c & Bus	Submitted to PC
	9. Entra highe	With sub-committee

No sign of end to the bus boycott

RDM 22/9/80

332

By JAKE MOKGOLO

SESHEGO. — There were renewed calls at the weekend for a strengthening of the Pietersburg bus boycott, which is entering its fifth week.

Police dispersed a crowd which had marched on the Seshego bus depot after a protest meeting on Saturday. Similar meetings were also held in Lenyenye, Tzaneen and Mahwelereng, Potgietersrus.

At the Seshego meeting, speakers claimed that "boycott-breakers" were boarding buses very early in the morning and then waiting in town until work began. Many of the 4 000 people present urged "harsh" action against the boycott-breakers.

With emotions running high, there were also calls for action against Lebowa Transport Company buses which is continuing to run through Seshego and, after the meeting, some of the crowd marched towards the bus depot.

As the crowd marched, singing "freedom songs", they made clenched fist salutes and only motorists who returned the salute were allowed to pass.

Several cars were stoned. Armed police then arrived on the scene and dispersed the crowd.

Earlier the Seshego meeting had re-affirmed a resolution that even if the LTC offered free transport, the boycott should continue until Hambabuya Bus Service, a privately-owned black company, was granted a licence to operate from Seshego.

Declining boycott still hits buses

22/9/80 ARGUS (332)

AFTER 16 weeks, the bus boycott in the black townships continues, although it is not the total boycott of up to a month ago.

The boycott started on June 2. It was subject to many pressures which intensified in July and August, when police and transport officials stopped and arrested unlicensed 'taxis' taking passengers from bus terminal areas.

In spite of this, coloured bus usage has not reached more than 75 percent of the pre-May level, and black usage is estimated as about 50 percent.

RAIL SERVICE

These figures have been affected by the introduction of a rail service from Mitchells Plain via Nyanga, which has reduced the number of bus users from Hanover Park, where the Mitchell's Plain and City Tramway services meet.

In a move to promote bus travel and the clipcard system, City Tramways have announced that the cards, which used to be valid for two weeks from the Friday of purchase, are now valid for 10 rides for two weeks, whatever the date of purchase.

Also, clipcards in the same fare grouping will be acceptable on any route in that group, and not specifically on one route, as previously.

LONG-TERM

The records show that never before has a boycott had such a long-term effect, where, after nearly four months, the transport system is still running at below pre-price rise levels.

When it will peter out entirely, no one is prepared to predict, although some organisers, who grouped themselves loosely under the Bus Boycott Action Committee banner, say they are doing nothing to stimulate it.

Many people appear to have found other transport which is cheaper than the buses, and are continuing to use it — even though this might inconvenience them.

The official City Tramways attitude is: 'There is no longer a full-scale boycott.'

'But,' they concede, 'the bus services are not being fully utilised.'

Nigel indaba on fare hikes

POST 24/9/80 332

By MZIKAYISE EDOM

THE Nigel Town Council will meet the Duduza Community Council this afternoon, to discuss and make a decision on whether or not to increase bus fares in the township.

The increases, by 5c and 10c were supposed to have come into effect on August 4, but were stopped by the Community Council, which claimed that the residents were not informed about the proposed fare increases.

The Community Council held a public meeting last month, to discuss the hikes where the residents resolved that they would not pay the increases until the Town Council had produced its last financial statement.

They added that if the Community Council went ahead and increased the fares, they would walk rather than pay the increased fares.

After the Community Council and the residents had rejected the increases, the Town Council decided to meet the liaison committee from different firms in Nigel for further discussions on this matter.

A spokesman for the Town Council said yesterday, "We have met the liaison committees and this afternoon we will meet the Community Council to report back to them. It is at this meeting where we will decide whether to increase the fares or not."

The fares were supposed to have been increased from 25c to 35c for a single trip from the township to town and from R1,85 to R1,90 for season tickets.

Putco bus plunges from East Rand bridge injuring five workers

24/9/80 POST 332

FIVE people were injured, one seriously, when a Putco bus careered off a bridge and fell on its side near Vosloorus in the East Rand yesterday morning.

Only one of the injured was admitted to the Boksburg-Benoni Hospital. The others who escaped with minor injuries were treated and discharged. The driver of the bus was unhurt.

Mr Simon Mbatha was admitted to hospital suffering from a broken leg and dislocated shoulders. Mr Abel Hlatshwayo, Mr Nico Mohale, Mr Sibonela Zilimbola and Mr Mkhipheni Ximba were treated and discharged.

The accident occurred at 7.15 am when the bus, taking people from the industrial sites in Dunswart to Vosloorus tried to avoid an oncoming Kombi and plunged over the bridge, falling on its side.

One of those who were treated and discharged, Mr Abel Hlatshwayo, said he saw a kombi in front of the bus, heard a screech of tyres and felt the bus sliding across the road, through the barriers and off the brindge.

When it eventually fell on its side, he lost consciousness and came to only when he was being carried to the ambulance which took him to hospital.

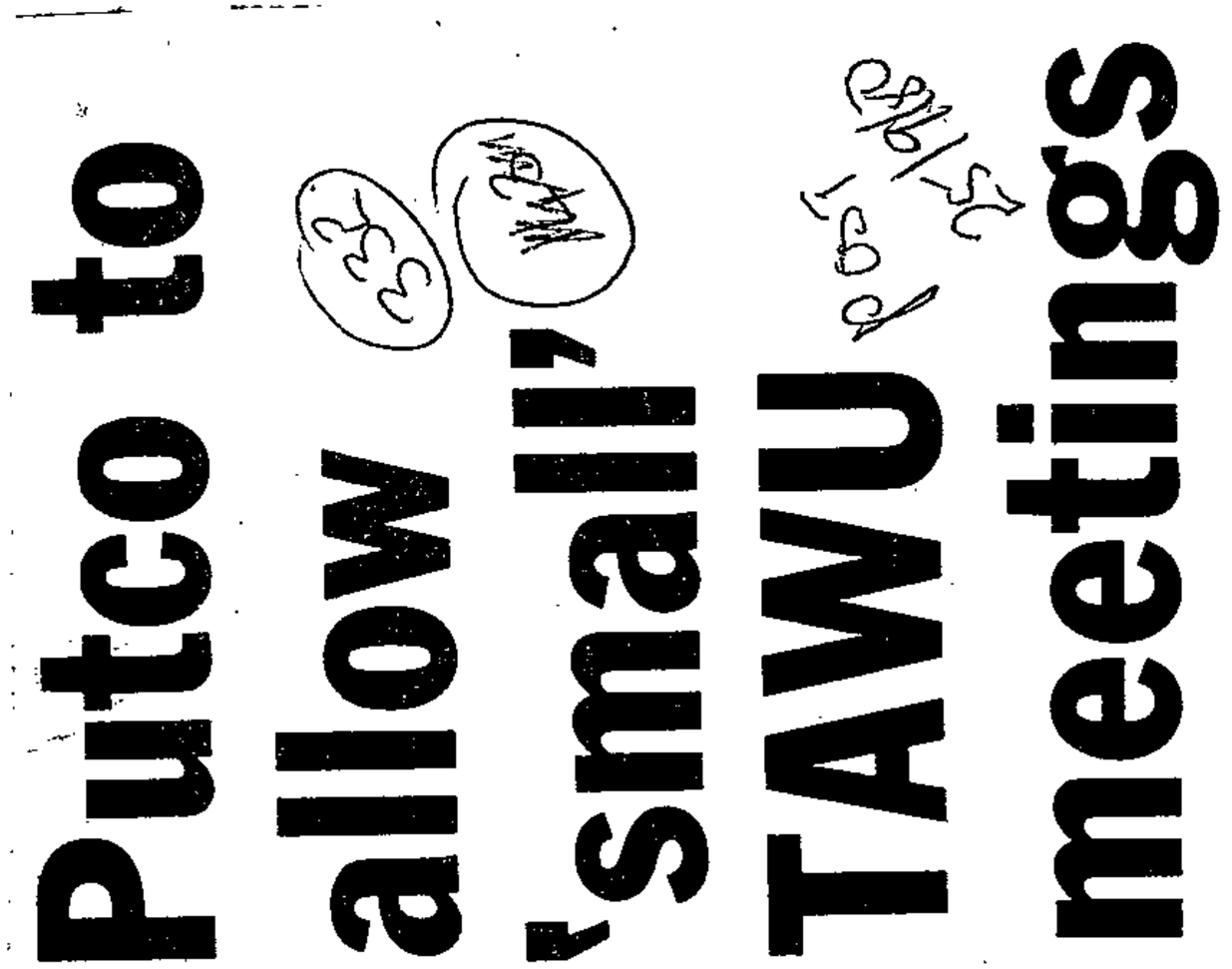
Mr Simon Mbatha, the man admitted to hospital, said: "I was sitting right in front when a bus that was going in the opposite direction to us signalled to our driver and I immediately thought there was something wrong ahead.

"When we reached the bridge I saw another bus in front of us. Our driver tried to overtake it and a a combi appeared facing us and, when the bus-driver tried to brake, I could feel the bus slide across the road and we went over the bridge. All I could feel after that was a sharp pain in my left leg and my shoulders were just loose. The ambulance came and took us to hospital," he said.

Yesterday's accident is the second involving Putco buses in the same area within seven days. Last week, on Wednesday, 40 people were injured when two Putco buses collided.

increases, as the particle penetrates deeper into the medium . The density of energy deposited ($-dE/dx$) is therefore highest at the end of the range (fig. 25).

Relatively heavy particles such as the p or α are not significantly deflected in their collisions with the much lighter electrons in matter and the maximum energy lost per collision is only a tiny fraction of the p or α energy. These heavy particles therefore retain their original directions throughout the slowing down process and their ranges are well defined - do not vary much from one particle to another of the same energy (fig. 24(a)). Incident electrons, however, can scatter through large angles in their collisions with atomic electrons (of similar mass) and can lose a large fraction of their energy in a single collision, therefore their detailed trajectories vary a great deal from one electron to another and their



Putco to allow 'small' TAWU meetings

By KINGDOM LOLWANE

THERE was progress yesterday in the talks between Putco management and the Transport and Allied Workers' Union (Tawu), the two parties have disclosed.

But no agreement was reached on the recognition of the union by the company.

Putco's eastern area executive, Mr R K Duff, said that the company accepted the fact that Tawu represented a proportion of their workers.

"They have given us numbers and we want to verify these," Mr Duff said.

Putco had agreed to allow the union officials into their premises for talks with the workers provided:

- Their meetings with workers did not interfere with the efficient running of the company,
- Only a few workers are addressed at a time.
- The divisional manager is informed about the meetings.

"As a matter of principle we are not going to allow organised meetings on our premises," Mr Duff said. "The depot manager will use his discretion on the number of people to be addressed by the union. But the group has to be kept small otherwise the meeting will be out of Putco's hands."

Next Wednesday, the union will make a full report on the meeting with Putco when they address drivers at the DOCC in Orlando, Soweto. The meeting starts at 10 a.m.

Mr Michael Mohatla, the union's general secretary, said the Department of Manpower Utilisation had informed the union that the Wage Board was investigating the original demand by the Putco drivers for a R35 a week wage increase which was rejected by Putco. The board meets on October 20.

energy to the resulting (charged) recoil nucleus, or a nuclear reaction which usually leads to the emission of charged particles or gamma rays. Thus the secondary particles resulting from neutron interactions in matter are often charged particles and these particles then interact with the matter as described in (a). Hydrogenous media such as wax, water or plastic are of particular interest because a neutron can lose any fraction (0-100%) of its kinetic energy in a single elastic collision with a proton. The maximum nuclear recoil energy E_{max} resulting from elastic scattering of neutrons (of mass m_n and energy E) on a nucleus of mass m_N is given by

$$E_{max} = 4m_n m_N E/(m_n+m_N)^2 \qquad \ldots\ldots (34)$$

Thus E_{max}/E is much smaller for heavy nuclei than for hydrogen.

(c) Gamma rays

The three most important effects in the interaction of gamma rays with matter are the photoelectric effect (described in section 2.1), the Compton effect (section 2.1,p.5) and pair production (section 2.3,p.8). Energy is transferred from the incident gamma photon to a photoelectron, a Compton electron or an electron-positron pair respectively. [illegible]icles then interact with the [illegible]s in the case of neutrons, [illegible] matter is a statistical process [illegible]al absorption law of the form [illegible]resenting the gamma ray [illegible]coefficient can, in turn be [illegible]ents α_{PE}, α_C and α_{PP}, [illegible]mpton and pair effects. Thus

$$\ldots\ldots\ldots (35)$$

[illegible] largest for the heaviest [illegible]ually dominates for gamma [illegible] energies above ∿ 10 MeV and

[illegible]amma interaction calculations [illegible]s to the half-life in radio- [illegible] the thickness $x_{\frac{1}{2}}$ of the [illegible]educe the fraction N/N_o (eq.(33)) [illegible]mma energy.

$$\ldots\ldots\ldots (36)$$

[illegible]*ow (in mm)*

		Concrete
1 MeV	9.0	47.0
5 MeV	14.5	100.0

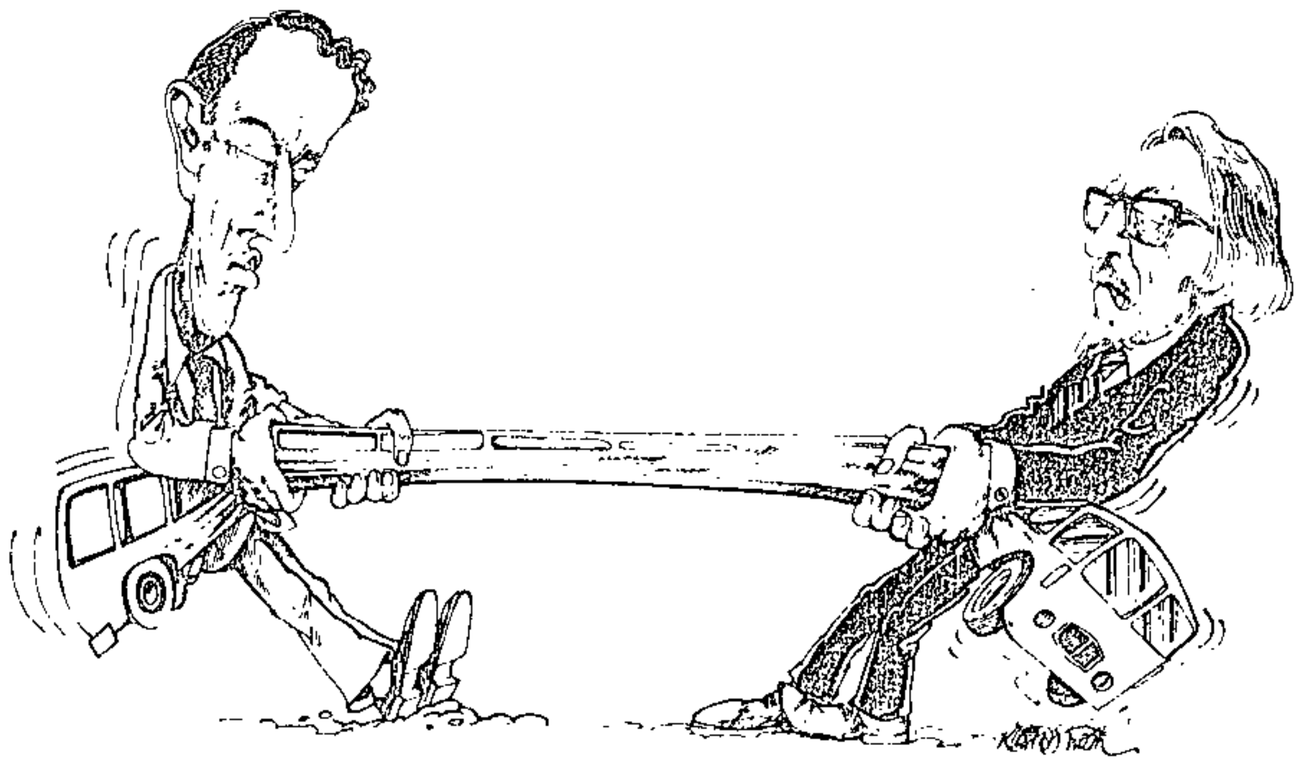
Fussing over busing

FM 26/9/80 (332)

There are some aspects of the current Putco reorganisation or ownership controversy that suggest the whole matter should be given a closer and less emotional examination.

First there is the fact that the Director General of Transport, Adriaan Eksteen, spoke in public about changes that could have far-reaching implications for the company, without the managing director knowing anything of them.

It is all the more peculiar because of Putco's past relationship with government. It has worked hand in glove to provide the practical implementation of the grand separate development plan.



Putco's Carleo (left) against Transport's Eksteen . . . what about those in the middle

Moreover, it appeared to have done its job reasonably well, given that its ties with government and the indisputable role it played in an unpopular policy, were likely to raise black emotions against it.

Does government's transport chief know something about this company that is hidden from the public? That appears to be the only rational answer for what was otherwise garrulity. If so, he has a public duty to speak up and explain the situation in full.

Second, from what can be gleaned of Eksteen's purpose in splitting Putco into four operating subsidiaries, he appears to have little sympathy for or understanding of commercial logic. That alone is ominous.

Apparently Eksteen's explanation is that for the sake of equity, he was concerned that subsidies paid in one area should not be used for bus services in another. These subsidies come not from general reserve but from a special transport levy paid by employers.

The problem is that the commercial cost of such bureaucratic correctness is high. As a Putco spokesman points out: "Not only do you then have four separate administrative and service superstructures, but you are totally unable to maximise the use of buses."

So if Eksteen gets his way, Putco could become a less efficient operator and fares would inevitably reflect this — unless subsidies are increased.

Third, Eksteen may be concerned that the services provided by other companies owned by Putco managing director Albino Carleo, his associates and family members are somehow wrong.

Provided they keep costs down, how can they be? They are in the taxpayers' interest, given the level of subsidy necessary for this whole unhappy transport arrangement. If the Carleo service companies are not helping to keep costs down, the auditors should quickly pick this up. They have in the past.

Four, the popular newspapers appear to believe that because Putco's main shareholder lives abroad, government interference is obligatory. What perverted patriotism! Or have they been listening to Mr Mugabe?

Perhaps they should remember the main shareholders of some of the largest companies in the country, most of whom do business with government, reside abroad. They include Barclays Bank, Standard Bank, IBM, Ford, General Motors, Volkswagen and many others.

The *FM* welcomes Carleo senior's involvement. It is what we are trying to encourage in this country — foreign fixed capital investment. And if Putco has made him rather richer than some senior civil servants, the lesson is obvious.

The Carleos have had a rough time in the media lately. But it is a small price to pay for the advantages of monopoly, a virtually guaranteed return on capital and assistance in the provision of capital in an industry that requires very large amounts.

Putco may caution that government involvement at board level, which is considerable, came close at one time to making the company a partner in black renewal and resettlement programmes.

Let us not split hairs. There can be no gainsaying that by the nature of the services Putco provides, it has been partner with government in the application of apartheid.

In return it has enjoyed protection and prosperity. It has no cause to complain. Nor can it expect to be treated as the black man's St Christopher. If it were the Carleos wouldn't shy so much from the public eye.

Finally, if anything government has aided and abetted the removal of competition in the black busing market. Earlier it suited government's purpose to have a company from the private sector, made pliable through subsidies, to do its dirty work. To turn around now and accuse its partners of inefficiency would be tantamount to self-abnegation.

Without the benefit of intimate knowledge, Putco doesn't appear to the *FM* to be inefficient. It gets black workers from their homes to work and back at a cost which seems reasonable. This is especially so if it is compared with some of the municipal transport undertakings in this country.

Workers to work and back home reasonably efficiently

Government must face the fact that there will be no real or lasting solution to black urban transport problems while blacks are unable to live where their circumstances enable them.

However, it does have a choice. It can run the transport services that ghetto living makes necessary. Alternatively, it can hand over the task to private enterprise. Either way the taxpayer is going to have to foot the bill.

There is ample evidence to suggest that if it hands the cash over to private enterprise, both taxpayers and the black commuters will get the better deal. But the prerequisite is that its interference must go no further than to monitor efficiency.

If that should be found wanting, then find a competitor, Mr Eksteen. Don't try to turn Putco into a shadow of what the Railways used to be in the Forties, Fifties and Sixties.

Indeed, maybe there is merit in Putco offering its services to some of our larger cities. Carleo's men have shown they know how to run buses, which is more than can be said for Johannesburg's City fathers.

In any event, Eksteen's effort to take a stake for government in Putco is hardly likely to come to much in view of government's deliberate attempt to disengage from commercial enterprises. But as Transport officials have raised the matter, their Minister should waste no time in publicly clearing the air.

Call to end family hold on Putco

STAR 26/9/80

352

By Sieg Hanning, Labour Editor

DURBAN — A call to help the Government to break the Carleo family's "monopoly" hold on Putco went out today to the 283 000 strong Trade Union Council of South Africa (Tucsa).

"They are getting rich on the sweat of the workers," said Mrs J Barnard of the National Union of Distributive Workers. Addressing Tucsa's annual conference, she said large subsidies were being paid to the family company owning Putco.

It cost workers 60 cents a ride from a Pretoria suburb such as Atteridgeville, she said.

Mrs Barnard also called on the Pretoria City Council to open its whites-only bus service, which had buses running empty while prices went up, to all races, as Cape Town and Durban had done.

The conference adopted a unanimous resolution urging the Government to increase public transport subsidies in view of recent increases in transport fares throughout South Africa and of the hardships this caused.

Re: Term 3: Here it i ... iscount factor equal to (or sl ... the interest rate on a compara ... sed for this term. This stre ... e stream in Term 2 because t ... have a taxable income to get th ...

Re: Term 4: The riskin ... likely to be equal to that of Te ... iscount factor is suggested. ... ir comparison with leasing th ... of depreciation allowed by the Rec ... uld be used. Further-more depre ... ext includes the invest-ment and i ...

Re: Term 5: The riskin ... ikely to be equal to that of ... discount factor is suggested. ... tax shield arising from the t ... he interest on an equivalent ...

The general approach wi ... the problem in MAN. 530 which follows.

Good news for the footsore

332

26/9/80 KOM

Own Correspondent

PORT ALFRED. — It has taken a newcomer from the Witwatersrand, Mr Doug Botha, to provide a public bus service for Port Alfred's black inhabitants.

For years they have had to tramp 5km a day from their homes to work and back again.

Mr Botha and his family came to Port Alfred 18 months ago and bought the West Beach Cafe. After noticing the plight of blacks footslogging to work in all types of weather, he resolved to organise a bus service for them.

Surveys of routes and likely demand for the service, applications and negotiations for a licence took time but, earlier this month, Mr Botha heard his application had been granted.

There are more than 10 000 people in the black township, which is more than 4km from the centre of Port Alfred. It is 7km to West Beach Township and it will be another 2km when the township is extended northwards, as the East Cape Administration Board intends doing.

Mr Botha said Kowie Mental Hospital employed 150 blacks who had promised to support the service. The nurses complained that they were dead tired after a day's shift and dreaded the walk home.

Mr Botha said streams of housewives took their servants home by car every afternoon. The cost of the busfare, at 15c to 18c a trip, would be cheaper, he said.

The service is due to start at the end of November. Monthly and weekly cards and books of single tickets will be available. Meanwhile, a bus depot and shed are being built in the industrial area.

Patience of Wembezi boycotters wears thin

Sun POST 28/9/80 332

EVERY weekday morning the broad 12-km tarred road from Wembezi to Estcourt is reduced to a pavement for thousands of township dwellers.

The daily walk to and from the Natal Midlands town is the result of a total boycott of the bus service. Now — nine weeks after the boycott began — the walkers are beginning to get angry and impatient.

"We are worried about it . . . there is a strong undercurrent of anger and violence," says the Rev Johann Vilakazi of the Wembezi Anglican Church.

"The KwaZulu Government say it is not their problem and they can't do anything about it. The Wembezi Council hasn't been able to do anything about it and it appears nobody can do anything," says Estcourt Chamber of Commerce secretary Mr Leon Fordham.

"It has become the main talking point. Nobody talks of the cost of living anymore — it's just buses, buses, buses," says the Rev Daniel Mbatha, Wembezi Council chairman.

Church leader warns of anger, violence in the Big Walk

The boycott began on Monday July 28 — the day the privately owned Khanyani Bus Service increased its fare.

"On July 23 I received a note at home telling me of the increase. That was the first we had heard about it," said Mr Mbatha this week.

"The next day I reported the increase to the council and was delegated, with two others, to see the company owner, Mr Elias Cebekhulu," he said.

After the meeting Mr Cebekhulu agreed to address the Wembezi community on the fare increases.

The meeting ended in chaos after Mr Cebekhulu explained that the fare increases were due to a government subsidy he had been given provided he run the service at 32c a trip.

He denied allegations from the crowd that in 1979 he had promised to reduce the fare from 25c to 17c once he was awarded the subsidy.

Several township residents said, however, that they remembered the promise clearly.

Mr Vilakazi said it was then alleged that Mr Cebekulu's employees had assaulted people and charged them 20c to bring a shopping bag on the bus and 50c for a bag of meal.

Township residents claim they were harassed by camouflage-uniformed police and prevented from taking lifts in private cars during the first few days of the boycott.

Police deny this, but the police presence has cemented the Wembezi residents' ill-feeling against the Khanyani Bus Service and, township leaders claim, contribute to the stalemate that now exists.

Bid to boost boycott fails

MEETINGS organised by the Azanian People's Organisation (AZAPO) were held in several black townships in the Northern Transvaal at the weekend but efforts to increase the bus boycott have been unsuccessfull.

Yesterday morning Lebowa Transport continued to operate a limited service at Lenyenye near Tzaneen while there was only a partial boycott in the Potgietersrus area.

Seshego workers have maintained a total boycott of the company's buses on the Pietersburg route for almost six weeks.

Workers in Potgietersrus have reported large scale intimidation by radicals from Vaaltyn, the area in which Chief A B Kekana, a member of the Lebowa Legislative Assembly, lives.

The chief has urged his people to support the boycott but many of them are walking the short distance to Mahwereng to catch buses to Potgietersrus.

The boycott was started in Seshego when Lebowa Transport announced a proposed fare increase of 10c a day on the Seshego-Pietersburg routes and various price hikes on other routes.

When the company, regarded by the boycott organisers as a "white" company decided not to implement the increases, demands for reductions in fares followed.

equivalent (the displaced) loan.

Re: Term 4: The riskiness of this flow is likely to be equal to that of Term 3 thus the same discount factor is suggested. To facilitate a fair comparison with leasing the most rapid method of depreciation allowed by the Receiver of Revenue should be used. Further-more depreciation in this context includes the investment and initial allowances.

Re: Term 5: The riskiness of this flow is likely to be equal to that of Term 3 thus the same discount factor is suggested. This stream is the tax shield arising from the tax deductibility of the interest on an

Re: Term 3: Here it is suggested that a discount factor equal to (or slightly higher than) the interest rate on a comparable loan should be used for this term. This stream is riskier than the stream in Term 2 because the lessee requires to have a taxable income to get the cash flow.

Fuel prices and fares trouble Putco

332

Rand Daily Mail 2/4/80

THE sharp rise in the price of fuel since January last year substantially increased Putco's operating costs and further fare rises were a real possibility, the directors say in Putco's annual report.

"It is obvious that in these inflationary times when revenue increases lag well behind cost increases, any forecast of earnings can become a hazardous exercise.

"Provided no unbudgeted increases occur, the board is confident that profits will be maintained at a reasonable level this year."

In his chairman's statement, Mr I P van Onselen says an upward revision of fares was granted in October, 1979, but "due to a technicality" in the lodging of the application, the Supreme Court had ruled that the fares be reinstated at their former level.

Since then continued efforts had been made to increase fares to cover costs relating to a period starting more than 15 months ago.

"But for the fact that subsidies were received from the Department of Transport.the company would have been faced with a deficit on income account and a serious cash flow crisis".

Mr van Onselen says the "vexed problem" of future fare tariff escalations would need to exercise the minds of all concerned with transport to enable the company to survive and supply efficient transport to the community.

The advent of black trade unions was a factor that had to be taken into account in assessing future costs of operation.

"The company welcomes this development but at present the whole labour negotiation situation is in a state of flux due to the uncertainty as to which unions to recognise. I am nevertheless confident that we have the resilience to meet this new challenge."

Putco is the largest passenger bus operator in Southern africa. The company operates 2 284 buses which carried 318-million black and coloured passengers over 135 000 000km last year.

'Commuters will bear cost of bus boycott'

CAPE TIMES 2/10/80 332

Staff Reporter

THE COST of the Cape bus boycott, which enters its fifth month today, will be borne by City commuters, Mr Eric Grubb, managing director of Tollgate Holdings, the public company which owns City Tramways, said yesterday.

Mr Grubb was answering questions after addressing a meeting of the Southern African Institute of Chartered Secretaries and Administrators in the City.

"It is an accepted principle everywhere in the world that one company should operate a city bus service," he said. "Six official investigations into the transport business have come down in favour of the idea."

Mr Grubb said that City Tramways was not a monopoly as it could not fix its price at what the market would bear. The Local Road Transportation Board had to approve all fare increases and the company had to contend with objections from individuals.

He drew a comparison between bus fares in the major centres: A six-km trip in Cape Town cost (clipcard price in brackets) 25c (20c); Johannesburg 45c (30c); Pretoria 50c (42,5c) and Durban 40c (30c). In London a six-km trip cost R1,04 and London Transport made a loss last year of R200 million.

A 16-km trip cost Cape Town 60c (35c), Johannesburg 65c (50c), Pretoria 50c (42,5c) and Durban 40c (30c).

Mr Grubb said that as a result of legal action in 1979, new fares came into force 10 months after they were first needed, which meant a considerable loss to the company.

"The bus company, in my submission, has become a politcal football and the Transportation Board a platform for political grievences."

In reply to a question, Mr Mr Grubb said: "We cannot calculate the cost of the boycott. The loss will have to be recovered from the commuters." He said that the numbers of people involved in the bus boycott had dropped considerably.

● **Tollgate wants higher subsidies, page 12**

Argus 1/10/80

Tollgate

(332)

(Continued from Page 1)

muter, however, has become totally inadequate. The employers of workers should increase the wages of their staff to enable them to meet the increase in transport costs and such increases should qualify for special income tax rebates in the hands of both employer and employee.

'Furthermore, experience has shown that the cash passenger, who at present receives no subsidy for bus travel, and who is the most affected by any fare increase, should also qualify as the recipient of a subsidy,' Mr Marais said.

He pointed out that R550-m was given to subsidise railway passengers, and part of this was used to subsidise cash customers.

OPINION

'It is our considered opinion that, just as the cash passenger on the railways is being subsidised, the cash passenger travelling on the transport network provided by this group should also be subsidised.'

Mr Marais, referring to the boycott and litigation in the Cape Supreme Court last year, said: 'Only recently have there been indications that the volume of passengers may return to approximately normal levels.'

Costs up but Tollgate profits soar by 26,4 pc

(332) 1/10/80 ARGUS

TOLLGATE Holdings, the public company which owns City Tramways and Port Elizabeth Tramways, showed a before-tax profit increase of 26,4 percent, in spite of a 118 percent increase in fuel and material costs, its annual report released today shows.

Its bus companies contributed 63,3 percent of after-tax profits of R12,138-million — a 19,2 percent increase over their 1978/9 profit of R10,18-million.

In his report, the chairman, Mr M D Marais, said that although the interim and final dividends were maintained at 10 cents a share, the capitalisation shares ranked for the final dividend.

'As a result, the effective total dividend payment for the year based on the increased capital was 16,25 cents compared with 12,5 cents last year.'

This is an increase of 30 percent.

He added: 'It is the intention of the board that, in the absence of unforeseen circumstances, the dividends for the year ending June 1981 will not be less than 20 cents per share on the increased share capital.'

This will be an increase of 23 percent.

However, no mention is made in the chairman's report of the fact that for nearly six months of the financial year City Tramways were forced to operate at bus fares in force before July last year, or how this affected income or profits.

On subsidies, Mr Marais had said: 'Provided a satisfactory answer can be found to the problem of adequate subsidisation of bus transport for the lower income groups, the group should at least be able to maintain earnings at the present level in the year ahead.'

He went on to say: 'Public transport has been used, more than any other business activity in South Africa, as a target for protest on economic, environmental, social and other issues.

'The supplier of public transport is in this environment sandwiched between, on the one hand, spiralling operating costs, exacerbated by imported inflation and, on the other hand, by the many problems burdening the commuters in the lower income group.

'The Government, acutely aware of the situation, has over the years endeavoured to maintain a delicate balance by providing a subsidy, or recoverable discount, to the commuter from funds collected from employers and augmented by the Treasury.

'The level of this financial assistance to the com-

(Continued on Page 3, col 3)

tables and chairs are not regarded as essentials.
n see from this, listing how many tables existed in Cape Town in 1780
tell us that much about history until we looked at the circumstances
they were made, who they were made for, why companies made tables
les, and so on. When do we stop asking questions about the tables?

question to be asked is as follows: even if there were such things
tive facts, surely one must be objective about choosing them? This
an accusation that historical materialists are levelled at the
is" historians. Surely, by choosing facts about great leaders, about
ruling classes rather than about the oppressed classes, the writing
presenting a one-sided view of history. The question of which facts one
chooses can be taken even further: what source of material one uses. If,
for example, an historian [illegible]
records for the bulk of his writing about the 20th century, he would get a
totally different picture from someone using interviews, perhaps, with people
who lived through 1976 and 1980, and who came from the townships. Then, it
also depends on whether [illegible]
actually possible) or radical, or whatever. Another example: soemone
writing a book about Southern Africa: does he question the South African
leaders, or Swapo guerillas, or both? Does he try to write a compromise
between the two views, and if he does this latter, what is meant
by objective? We will come back to this last point in another form.

This question of who, or what one writes about, is tackled by the historical
materialists (maybe not all) as follows. Who one writes about, and the
stance one adopts, depends on one's own class position - if one writes about
the ruling class and the male 'heroes', one is more likely to belong to the
ruling class itself, or serve it. On the other hand, if one writes about
the oppressed classes in history, one usually either belongs to an opp-
ressed class, or identifies with it, or is a member of the progressive int-
elligentsia. This type of betrayal of one's ideology depending on who one
writes for and about, which is revealed in the choice of fact, and even
type of analysis of facts, shows the problem we are talking about at the
beginning of this essay - i.e. if people are never objective, how does one
know what history [illegible]
reads? The answer is perhaps through analysing, not necessarily overtly,
the presentation, logic and selection of the type of fact of the writer.

There is a further point/...

'Let private airlines compete with SAA'

STAR 3/10/80 332

By Kevin Murray
Air Correspondent

Private airlines should be allowed to compete with South African Airways on all local and overseas routes to lower air fares and improve standards, delegates to a civil aviation conference in Johannesburg heard today.

"The authorities should have the courage to do more for civil aviation in South Africa by doing less," said Mr T J Markman, a member of the Free Market Foundation.

He suggested that the Air Services Act — which protects SAA from competition — should be repealed and that domestic services should be deregulated immediately.

"South African Airways should be required to make a profit and eventually be denationalised. Airports should be self-financing, liberal bilateral agreements should be entered into with any willing country and private airlines should be allowed to compete on international routes," said Mr Markman.

He was talking at a conference on Civil Aviation in Southern Africa on planning perspectives for the next 20 years.

"Any airline should be able to operate on domestic services provided they meet certain minimum safety standards," said Mr Markman.

This would mean they could compete with SAA, without any controls on air fares.

"Judging from international experience, passengers will be better off if there is a free market as fares would be lower or services improved," he said.

Mr Markman said South Africa should also announce its willingness to introduce liberal bilateral agreements with any country — and any airline should be allowed to fly international routes provided this did not nullify existing bilateral agreements.

City firms told to buy clipcards

(332)

ARGUS 3/10/80

Consumer Reporter

THE Cape Town Chamber of Commerce has advised city firms to buy subsidised clipcards for employees who travel on buses in order to avoid unrest and economic disruption when fares rise again.

Some firms are buying clipcards in bulk and either giving them free to employees as a fringe benefit, adding a further subsidy by selling them at a discount, or selling the clipcard at the City Tramways price.

An article in the latest news bulletin issued by the chamber said: 'It is clear that the use of the clipcards could greatly reduce, if not altogether eliminate, many of the effects of increases in bus fares.

A REPETITION

'It appears to make sense if only in the interests of avoiding a repetition of the kind of unrest and economic disruption experienced recently when next fares go up.'

The Argus understands that the bus boycott, which started after the recent increase in fares, has virtually petered out and that an increased Government subsidy has been paid to City Tramways.

A City Tramways spokesman said that people of all races and in all walks of life were now entitled to clipcards.

A LEVY

'They used to be subsidised from a levy from industrial employers', he said, 'and were intended for coloured and black industrial workers.

'Now the Treasury is involved and anyone travelling on the buses is entitled to use them.

'In some cases the subsidised clipcard fare is less than half the normal fare, and in many cases it is no more than the fare before the last increase.'

The article in the bulletin said it was much cheaper for employers to do this than to give wage increases to cover unsubsidised bus fares.

HIS STAFF

'One employer with a work force of approximately 400 agreed to pay his staff an across-the-board R1,50 a week increased travelling allowance,' the article explained.

'The total annual bill was R32 000. Subsequent investigations of the extent to which employees' bus fares had actually increased revealed that this total was only R8 000.

'In other words the employer concerned could have saved R24 000 a year if he had made use of the clipcard system.'

DIFFERENCES

Some of the more dramatic differences between the subsidised and unsubsidised fares include: Bellville to Mowbray, 65c unsubsidised and 30c clipcard; Hanover Park to Epping, 55c unsubsidised and 25c clipcard; Mowbray to Bonteheuwel, 38c unsubsidised and 30c clipcard; Mowbray to Kirstenbosch, 40c unsubsidised and 11c clipcard; Cape Town to Hout Bay or Bellville, 65c unsubsidised and 35c clipcard.

Tollgate hopes to maintain earnings

Own Correspondent

CAPE TOWN. — provided a satisfactory answer can be found to the problem of adequate subsidisation of bus transport for the lower income groups, Tollgate Holdings should at least be able to maintain earnings at the present level in the year ahead, the board says in the annual report.

Tollgate boosted tax profits by 19% from R10 200 000 to R12 100 000 in the past year, the equivalent of earnings per share of 68,2c as against 57,2c after the cap issue.

Total dividends on the same basis were 16.2 as against 12,5c. Pre-tax profits were 26% higher.

The board reaffirms the forecast made at the time of the 60 for 100 cap issue that in the absence of unforeseen circumstances dividends for the current year will not be less than 20c.

The statistics in the report show how the group's fuel billed soared as result of the Opec increases. Fuel and materials rocketed by R10-million to R18 400 000.

Tollgate makes two proposals to cushion the impact of higher bus fares on commuters and notes that the level of financial assistance to the commuter through subsidies has become totally inadequate.

"The employers of workers should increase the wages of their staff to enable them to meet the increase in transport costs and such increases should qualify for special income tax rebates in the hands of both employer and employee.

"Furthermore experience has shown that the cash passenger who at present receives no subsidy for bus travel and who is most affected by any fare increase should also qualify as the recipient of a subsidiy."

At present more than R550 million a year is being used to subsidise rail passengers either through a direct subsidy from the Department of Transport or as a cross subsidy from other railway income.

Part of this subsidiy is being used to subsidise the cash train passenger.

"It is our considered opinion that just as the cash passenger on the railways is being subsidised, the cash passenger travelling on the trasnsport network provided by this group should also be subsidised."

Referring to the bus boycott in the Western Cape (which began on June 2) by black and coloured commuters, Tollgate says the boycott has a socio-economic and political base founded upon the deep seated attitudes and feelings of certain groups of the community rather than being aimed at mere bus fare increases caused by rising costs.

Only recently has there been indications that the volume of passengers may return to approximately normal levels.

The chairman's report highlights the 4,2 times dividend cover but notes that the continually increasing replacement cost of buses and coaches made a high profit retention necessary.

Township body calls off bus boycott

CAPE TIMES 6/10/80

332

By YAZEED FAKIER

THE Bus Action Committee of Langa, Nyanga and Guguletu last night called on members of the community to suspend the four-month-old boycott of City Tramways buses.

In a statement released last night, the committee, which claimed to represent commuters from the African townships, said the community should suspend the boycott "for the moment".

The statement said: "Having considered the position of the bus boycott, the committee wishes to call upon members of the community to suspend the bus boycott for the moment as a measure of retreating in good order."

A spokesman for the committee said last night that one of the factors contributing to the suspension of the boycott was the "lack of enthusiasm of the coloured commuters".

The committee congratulated members of the community who "gallantly and courageously" showed support for the boycott against City Tramways' "unwarranted increase" in bus fares.

'spirit of solidarity'

"Nowhere in the history of bus boycotts in this part of the country have people shown so deep a sense and spirit of soli[illegible] among themselves in the fa[illegible] of immeasurable su[illegible]ring and [illegible] those who sought [illegible] — as has ha[illegible] the [illegible]ment continued.

The committee realized that

FLASHBACK: Hundreds of commuters queue at Nyanga station to travel by train just before the boycott of buses which began on June 2 this year.

First SA Vice-President today

By MICHAEL ACOTT
Political Correspondent

THE Minister of the Interior, Mr Alwyn Schlebusch, is almost certain to become South Africa's first Vice-President today when parliamentarians meet as an electoral college to fill the new post.

The Progressive Federal Party confirmed yesterday that it would not put up a candidate because the Vice-President would also be chairman of the President's Council, which it has rejected.

The New Republic Party is not expected to oppose Mr Schlebusch, who would thus be elected unopposed at today's brief proceedings in the House of Assembly.

The new chairman of the PFP parliamenary caucus, Mr Derick de Villiers, said yesterday that the caucus did not consider the President's Council an effective instrument for constituional change, because it excluded the majority of the population.

"The PFP respects the office of Vice-President, but it cannot, in view of the dual capacity of the office, nominate a person who would become chairman of the President's Council."

He said the caucus, which met yesterday, had expressed its conviction that its policies would have to be implimented if there were to be peaceful constitutional change. The party was committed to effective negotiation as strongly as ever before.

Mr De Villiers was elected to replace Mr Japie Basson — now a member of the President's Council — who was expelled from the party because of his support of the body.

THE Cape Times will be published as usual on Kruger Day, Friday, October 10. Special arrangements for advertisers appear today on page 11.

'Spirit of solidarity'

"Nowhere in the history of bus boycotts in this part of the country have people shown so deep a sense and spirit of solidarity among themselves in the face of immeasurable suffering and toil caused by those who sought to break our backs — as has happened," the statement continued.

The committee realized that if the commitment to boycott the buses been widely spread in the broader black community the boycott would not have been "so protracted".

More concrete achievements would have been gained, the committee said.

It was hoped that "those in authority will be persuaded to see the light and avoid allowing a situation to deteriorate to a point where people were compelled to resort to desperate measures".

"City Tramways, in particular, should adopt a more humane attitude towards black commuters in general," the statement concluded.

The boycott started on June 2 this year, following the decision by the National Transport Commission in March this year to allow City Tramways Limited to increase its bus fares by between 30 and 100 percent.

Faltered

At first the boycott was strongly supported by Cape Town's entire black community. It later faltered in the coloured areas, but remained highly effective in the African townships.

On May 25 this year, representatives from 40 civic and residents' organizations decided to boycott City Tramways buses in protest against fare increases.

They formed the Bus Action Committee to co-ordinate the boycott.

A subsequent statement from the BAC said one of the reasons for the boycott was that wage increases had not kept pace with bus fare rises and general cost of living increases.

● Those still boycotting buses last week included residents of Nyanga East, who were interviewed as they walked from Nyanga station to the township.

They said they were the worst-hit of the boycotters as there were neither legal nor "pirate" taxis available to transport them.

JSR
CT
6/10/80

State may act on Lebowa bus boycott

STAR 7/10/80 (278) (332)

By Dirk Nel
Northern Transvaal Bureau

PIETERSBURG — The Lebowa bus boycott is likely to be taken up at Government level.

Among recent events during the boycott are:

- Commerce and Industry are being affected by the boycott, at a time when major development is in the pipeline following the government announcement that Pietersburg is to be one of four major new growth points;
- The home of Lebowa's chief minister, Dr Cedric Phatudi, was stoned at the weekend by youths who had earlier set vehicles alight at a bus depot in Seshego. Nobody has been arrested;
- Violence in several townships during weekends is endangering essential services;
- There is increasing pressure that Government-backed concerns in black townships should make way for private enterprise;
- According to a Johannesburg newspaper, a banned woman doctor is planning to sue two Northern Transvaal newspapers, because they have allegedly linked her with the bus boycott;

Dr Phatudi said yesterday it had now become obvious that the boycott had gone beyond mere complaints about bus fare increases.

Seshego mayor also held

POST 7/10/80

Police detain Azapo chairman

By MATHATHA TSEDU

IN A CRACKDOWN by police yesterday, the chairman of the Seshego Village Committee, the Rev R P Malatjie, and chairman of the Seshego branch of Azapo, Mr Mamabolo Raphesu, were detained by security police.

The detentions come in the wake of the six-week-old bus boycott, and the weekend stoning of the home of Lebowa Chief Minister, Dr Cedric Phatudi. Mr Raphesu is being held under Section 22 of the General Law Amendment Act, his attorney told POST yesterday.

It could last night not be established under which law Mr Malatjie is being held, and which police are holding him. His family was told he was being taken to Pietersburg. He is also mayor of Seshego.

Mr Raphesu's relatives told POST yesterday that security policemen came to Mr Raphesu's home at Sebajeng near Solomondale yesterday morning at about 4 am and on not finding him, they seached the house and took a letter which they later returned.

A colleague who works with him at the Lebowa Government offices in Seshego said he was picked up at his 3189 Zone 8 house. Mr Raphesu's detention follows similar action against Azapo officials in the nearby Mahwereleng township. Mahwereleng officials were questioned and released over the weekend.

The action against Mr Raphesu comes hard on the heels of an attack on the Lebowa Chief Minister's house over the weekend when students stoned his official house and

The action against Mr Raphesu comes hard on the heels of an attack on the Lebowa Chief Minister's house over the weekend when students stoned his official house and official car, causing minor damage.

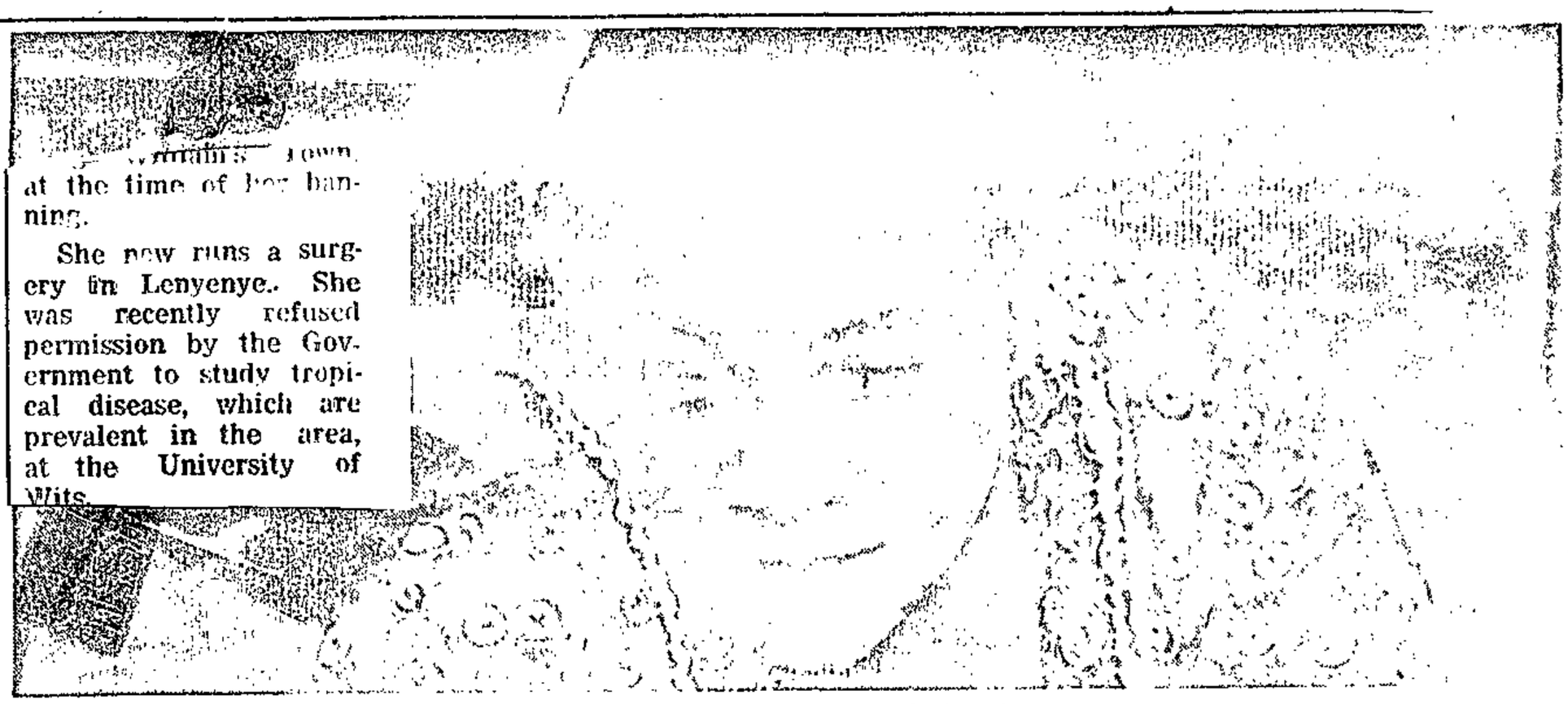
The students also attacked the Lebowa transport bus depot in the township and burnt one vehicle, smashed two vans and a bus and left many windows of the depot buildings broken.

Lieutenant Colonel P Moloto of the Lebowa police yesterday said nobody had been arrested in connection with the weekend stoning, which also involved a training college where a number of windows were broken.

The Seshego branch of Azapo, together with the Seshego Village Committee, have been in the forefront of the eight week old bus boycott in the township.

The publicity secretary of Azapo, Mr George Wauchope, yesterday condemned the police action against Mr Raphesu and said if the police "think they are going to intimidate Azapo, they are in for a shock"

He said Azapo condemned detention without trial in the strongest possible terms and pledged the organisation's solidarity with Mr Raphesu and his family.



at the time of her banning.

She now runs a surgery in Lenyenye. She was recently refused permission by the Government to study tropical disease, which are prevalent in the area, at the University of Wits.

o Dr Mamphela Ramphele . . . linked to the boycotts.

Papers 'linked' banned doctor to bus boycotts

Ramphele to sue

POST 7/10/80

By MATHATHA TSEDU

BANNED black consciousness exponent Dr Mamphela Ramphele is to sue two Northern Transvaal newspapers over articles published in the papers last week linking her with the bus boycott.

The action will be against Letaba Herald and Northern Review, two weekly newspapers, published in Tzaneen and Pietersburg respectively, according to her brother, Mr Thomas Ramphele.

The two newspapers published stories last week, one in the front page, linking Dr Ramphele with the boycott of buses in Lenyenye, a township outside Tzaneen, where she is banished.

Under a front-page headline: "Bus Boycott Intensifies", the Letaba Herald said: "Commuters in the black township Lenyenye outside Tzaneen intensified their bus boycott this week, and empty buses of Lebowa Transport were common on all routes in the area.

"Meanwhile it has been determined beyond doubt that the boycott is instigated by leftwing agitators. It has also been confirmed that Dr Aletta Ramphele (32), a restricted woman staying in Lenyenye, is giving financial support to Azapo (Azanian People's Organisation), the leftwing political movement behind the boycott."

The Northern Review, in a Page 15 story: "Banned person in bus boycott?" said: "The involvement of certain banned persons in the Lebowa bus boycott is being investigated by the police, and it has now become evident that the proposed hikes in bus fares is merely an excuse for radicals to stir labour unrest in the Northern Transvaal, an area relatively unaffected by the nationwide strike and boycott of the past few months.

"In the Tzaneen area, a woman doctor on whom a restriction order has been served is known to be involved in the boycott action there."

Mr Ramphele said the matter had been referred to attorneys who were looking into the possibilities of suing the two papers for alleged defamation of character. Editors of the two newspapers were not available for comment yesterday.

Saso

Dr Ramphele, a former official of the now-banned South African Students' Organisation was banned in May 1977 for five years and banished to Lenyenye. She was superintendent of the Zanempilo Clinic, a project of the Black Community Programmes in

(332)

Call to end bus boycott in Cape

DD 9/10/80

CAPE TOWN — The Bus Action Committee of Langa, Nyanga and Guguletu have called on the community to suspend the bus boycott here to avoid further loss of life, according to a statement released yesterday.

Buses were stoned in Nyanga at the weekend and the committee was worried that this could lead to lives being lost.

The statement said those members of the community who showed their support of the boycott against the increase of bus fares by the City Tramways since June were to be congratulated.

It was hoped those in authority would avoid allowing a situation to deteriorate to a point where people were compelled to employ desperate means.

"Nowhere in the history of bus boycotts in this part of the country have people shown so deep a sense and spirit of solidarity among themselves in the face of immeasurable suffering and toil caused by those who sought to break our backs — as has happened," the statement said.

The committee realised that if the commitment to boycott the buses had been more widely spread in the broader black community, the boycott would not have been so protracted. More concrete achievements would have been gained, the committee said.

Mrs Daphne Wilson, chairman of the Cape Western branch of the South African Institute of Race Relations, said after a meeting with the director general of transport, Mr A. B. Eksteen, that certain concessions which could help bus users to save money would be investigated. — SAPA.

Committee calls off bus boycott

NM 7/10/80

CAPE TOWN. — The Bus Action Committee of Langa, Nyanga and Gugulethu released a statement yesterday calling on the community to suspend the bus boycott here to avoid further loss of life.

And Mrs Daphne Wilson, chairman of the Cape Western branch of the South African Institute of Race Relations, and Mrs Hazel Meelman, assistant national director of the SAIRR, released a statement yesterday on the results of their meeting in Pretoria last Friday with the Director General of Transport, Mr A B Eckstein.

They said the following positive results were obtained from their discussions:

- The Department of Transport accepted that increased subsidisation must be found to bring fares down. However, Mr Eksteen would not agree to subsidising cash fares.
- Mr Eksteen said he would discuss more direct bus links to the rail lines.
- He agreed to look into the suggestion that black-owned and operated taxis be allowed to operate between depots on Cape Town's suburban railway line and between depots in the residential areas, and that the existing restriction of black taxis to a radius of 5km within the townships be lifted to allow for a greater range of services to township dwellers. — Sapa

NM 7/10/80

Optimism for the future

(332)

OPTIMISM depends as much on yesterday's performance as on hopes about tomorrow. Three of the major facets of General Mining Union Corporations' (Gencor) continued investment in Natal and KwaZulu emphasize this.

They are the vast coal resources being mined by the group, the re-structuring and modernisation of its shipping interests and the massive investment being pumped into forestry and paper-making.

These are far from the only interests the group holds in the province, but they illustrate the faith that Gencor - which administers or controls companies round the world with turnover of more than R3,2 billion annually - has in the area.

Modern techniques are being applied to expand and develop all three: to a resource that has taken millions of years to evolve; a traditional mode of transport being harried by high fuel costs; and an industry which depends as much on the elements and the seasons as it does on technical and chemical knowhow.

So, without discounting the importance of Gencor's substantial other investments in the Natal region - investments which range from construction and engineering to beach sands and packaging - it is on these three aspects that we focus.

'We are modernising existing facilities at our Natal coal mines and new seams are being mined to supply Iscor with coking coal of a quality unavailable elsewhere,' says Mr George Clark, a general manager of General Mining.

The group has three coal mines operating in the Natal area, Northfield and Kilbarchan in the Glencoe-Newcastle district, and Hlobane near Vryheid.

It is at Hlobane that the major investment is to take place.

The plans are for the existing infrastructure and plant to be modernised by pumping in up to R90m. This represents a tangible faith in the future of the colliery and the region.

An extension of this faith in coal is to be found in a further - and more recently announced - investment by the group.

'We are the biggest single participant in the next expansion scheme at the Richards Bay coal export terminal,' says Mr Clark.

'We are in for R72m of the total R230m cost of this development.'

This expansion scheme on which work is to begin immediately, two years earlier than previously planned, will raise the capacity of the existing coal terminal from 24m tons annually to 44m tons a year by mid-1984 and should bring an additional R1 billion in foreign exchange to South Africa's coffers every year.

This figure is also likely to rise.

Coal is at present fetching around $30 a ton on export markets, but this is likely to be 50 percent higher by the mid 80s and should reach $100 per ton by 2000.

Unicorn Lines has embarked on a programme of further modernisation of its fleet. The company, a subsidiary of Gencor, has gone through a phase of major modernisation and rationalisation in the wake of the rapid climb in fuel prices and the impetus given to containers in recent years.

The fleet of containers increased during 1979 from 3 327 units to 3 437 units, most being supplied from South African sources.

These containers currently represent a replacement value of R11,2m and the expectations are that futher requirements will also be filled through local sources.

In addition, two new ships were added to the fleet in December 1979.

One, a 8 750 DWT vessel with a 308 container capacity is operating successfully on the Indian Ocean Island trade, while the other 15 648 DWT *MV Umfolozi* capable of lifting 407 containers, was purchased for employment on the South African to Israel trade.

Further replacement tonnage for vessels sold because they were found uneconomic is also under consideration.

Back on dry land, Sappi, the largest producer of pulp and paper on the African continent, has earmarked R500m for investment over the next five years - a portion being destined for Natal.

The Stanger mill, which produces fine coated papers from sugar cane bagasse, was Sappi's major acquisition in 1979.

Amounts of R4,2m for the installation of four boilers for the Stanger plant to produce its own steam and R1,5m for a 20 percent increase in output of bagasse pulp, have already been invested at the mill by Sappi.

In addition to this money will go into the updating and modernisation of the Tugela mill at Mandini and the continuing implementation of Sappi's policy of developing its forestry reserves in KwaZulu and Natal midlands.

Three widely differing industries; one below ground, one above and one on the high seas.

But all three point to the good returns Gencor has received in the past from Natal and KwaZulu and to its optimism about the future of the regions.

STAR 9/10/80 (332)

Union squabble looms in Springs

Putco could be in for inter-union trouble after yesterday's meeting between the Transport and Allied Workers Union and the company's management.

Describing the talks as "fruitful," TAWU secretary Mr Mike Mohatla said they had paved the way for a recognition agreement between the company and the union covering the entire Reef.

One of the outstanding obstacles to agreement, he said, was the Springs depot — which the rival Transport and General Workers Union (TGWU), a Fosatu affiliate, has claimed as a stronghold.

But TAWU had a big "lapsed membership" in Springs, said Mr Mohatla, and was in the process of reviving it.

By November 5, when the next negotiations with Putco begin, TAWU would be able to show majority support among the Springs drivers.

"The TGWU will need magic to keep us out," Mr Mohatla said.

But his claims have been branded as nonsense and propaganda by Mrs Lydia Kompe, Transvaal secretary of the TGWU.

"The fact is that Mr Mohatla's union has neglected its members on the East Rand," she said. "If they have four members at the Springs depot I would be most surprised."

TGWU shop stewards last week invited Mr Mohatla to the depot to ask him not to create confusion among the drivers, Mrs Kompe said.

"The stewards are still waiting for him.

"The independent union movement is still too weak for this kind of unnecessary conflict," Mrs Kompe concluded. "The only group that benefits from it is management."

Putco conflict at end?

Star 8/10/80 (332)

By Langa Skosana

All areas of conflict with the Putco drivers' union had been eliminated and recognition of the union should be given soon, according to a company spokesman.

The only remaining hurdle is proof of numbers of drivers backing the union, and the union is confident it has all the numbers it needs for its meeting with Putco.

A union spokesman said 1 640 members in the West and East Rand area, which includes Johannesburg, had paid their dues.

He said the Transport and Allied Workers' Union (TAWU) — to which the Putco bus drivers' action committee is affiliated — was confident the company would sign an agreement recognising the union.

The company management, at previous meetings with the action committee, had expressed acceptance in principle of the union.

Putco spokesman Mr G R Hall said that all the company needed was proof of numbers.

SAFMARINE (332)

Solid base

FM 10/10/80

Activities: *Owns and operates container, cargo and bulk carriers and has interests in air freight, marine insurance and forwarding operations.*
Chairman: *J J Kitshoff; managing director: M de W Marsh.*
Capital structure: *52,3m ordinaries of 50c. Market capitalisation: R238m.*
Financial: *Year to June 30 1980. Borrowings: long- and medium-term, R332,4m. Net cash: R18,6m. Debt:equity ratio: 186,4%. Current ratio: 0,96. Net cash flow: R50,7m. Capital commitments: R38,4m.*
Share market: *Price: 455c (1979-80: high, 500c; low, 150c; trading volume last quarter, 234 000 shares). Yields: 15,1% on earnings; 5,5% on dividend. Cover: 2,7. PE ratio: 6,6*

SA's trade boom has done the national shipping line proud, and the profit dip over the past few years has been solidly reversed despite management's comments that north-bound traffic has been "disappointing."

Most important is the fact that the container service seems at last to have found its sea legs, and the directors add that most of the group's divisions have increased market share while keeping costs down.

	'77	'78	'79	'80
Return on cap %	19,0	10,0	9,3	14,0
Turnover (Rm)	191	219	313	426
Pre-tax profit (Rm)	33,8	23,7	19,0	42,0
Gross margin %	19,5	15,2	17,0	18,9
Earnings (c)	78,3	47,4	47,7	68,6
Dividends (c)	22	17	17	25
Net asset value (c)	201	219	286	341

The line has also reached the point where it is transporting around 40% of SA's total sea-based trade — the portion recommended by Unctad. This position, however, has not yet been reached by the group's bulk carriers, although "progress is being made," the directors say, and 12 additional ships have been chartered to provide extra capacity.

In the light of this, they add, the group has decided to increase its own fleet so as to reduce dependence on the charter market. No further details are given, but management warns that the market for ships is very volatile, with prices particularly high at present.

Further expansion of the fleet to allow the group to participate in SA's growing coal export business is also in the negotiating stages. MD Marmion Marsh has recently been to Japan to discuss freight rates on Iscor iron ore, and it is possible that he may also have talked to builders while he was there.

If this is the case, and if capital commitments are to increase from the current R38m (1979: R1,6m), last year's R21,9m profit retention will certainly give some breathing room, as will funds raised through investment sales. All this is in sharp contrast to the position last year when no major additions to shipping assets were made.

It is, of course, the heavy loan and interest commitments which feature so prominently in the accounts. Interest paid last year was over R33m and loan repayments were in the region of R67m. With cash flow at just over R50m, it is pleasing to see long-term debt down from R420m to R332m, though it is unlikely that this downtrend can be maintained in the light of fleet expansion.

With the Receiver's share of profits climbing from 10% in fiscal 1979 to 25% last year — although most is deferred — it also seems a good time to embark on a new capex programme to keep this charge down.

One of Safmarine's usual gripes is the oversupply situation in the world shipping market, which has led to considerable rate-cutting and unprofitable business. This year, however, the directors confine their comments in this regard to the "reefer" or refrigerated side of operations, but add that the line's contracts with SA's various perishable products export boards have provided some degree of insulation.

As usual, the group gives little indication of its expectations for the current financial year. But if the intended fleet expansion is spread over a sufficient period, shareholders should be able to look to a moderate dividend hike.

The share, at its current 455c, yields an historic 5,5%, and a 30c (25c) dividend for the current year would put it on a prospective 6,6%. In the light of the mooted expansion programme, a higher payout than this seems unlikely, and the counter thus looks fully priced.

Scott Hawker

PUTCO FM 10/10/80

Inflation problems

(332)

Activities: *Operates southern Africa's largest bus service, catering mainly for blacks in Pretoria, the Reef, Vaal Triangle and Durban areas. 54% held by family-controlled Carleo Enterprises.*

Chairman: *I P van Onselen; managing director: A Carleo.*

Capital structure: *2,6m ordinaries of 40c. Market capitalisation: R4,6m.*

Financial: *Year to June 30 1980. Borrowings: long- and medium-term, R15,1m. Net cash: R5,5m. Debt:equity ratio: 43,1%. Current ratio: 0,9. Net cash flow: R17,9m. Capital commitments: R10,7m.*

Share market: *Price: 175c (1979-80: high, 180c; low, 115c; trading volume last quarter, 71 000 shares). Yields: 105,8% on earnings; 3,7% on dividend. Cover: 28,5. PE ratio: 0,95.*

	'77	'78	'79	'80
Return on cap %	17,3	13,9	10,6	19,7
Turnover (Rm)	40,5	47,8	71,5	109,8
Pre-tax profit (Rm)	4,9	4,2	4,1	13,2
Gross margin %	12,7	9,5	8,6	13,9
Earnings (c)	59,3	99,5	39,7	185,1
Dividends (c)	5,0	6,5	6,5	6,5
Net asset value (c)	879	826	1320	1830

Though Putco's profit advance over the past year has been impressive in the face of a rapidly rising cost structure, the company's future earnings potential is still clouded by the pattern of government-based fares and subsidies under which it operates. Not to mention the controversial proposal to split the group into four autonomous divisions.

Operating cost increases have certainly taken their toll, with the group's fuel bill, for instance, climbing from R10,3m to R22,8m in the year to end-June. But management's main complaint is that, as costs rise steadily, the bus line has not been granted a fare increase for almost 18 months. The machinery through which such fare hikes are granted, the board complains, is "outmoded and almost unworkable."

Largely because of this, the company had to be granted additional subsidies during the year, and chairman Ignatius van Onselen says that without such contributions from the Department of Transport, the group's income statement would have been in deficit.

Rising costs of purchasing and maintaining buses, and the way in which the group caters for this in its accounts, also have some unfortunate side effects. Besides normal depreciation, the company set aside a further R6,8m in bus replacement and major overhaul reserves. This amount is, of course, not tax-deductible and, as a result, the group's tax charge runs at over 63% (73%).

Management claims that there is no other way of providing for these costs. The government subsidy, for instance, is no help in this regard, as it is based on the difference between actual transport costs and a government-determined economic fare. As such, it comes into the books as revenue and cannot be used further down the line.

And the reserves which the company has built up are still not high enough, management says. The bus replacement reserve stands at R22,6m (R15,9m) against a target of R30m. The major body overhaul reserve stands at R6,7m (R4,5m), after a R3,9m (R2,7m) charge against operating results, which is still R8,4m short of target.

The cost of new buses has risen some 2,5 times over the last six years to around R55 000 a unit, and it seems likely that when the Atlantis diesel engine project comes on stream in October next year, this will add another cost component to bus purchases.

Capex commitments stand at over R10,6m for the next two years, of which R9,4m is earmarked for new buses. Unutilised credit lines already secured amount to more than R13,2m. The company could also consider a rights issue, although whether this could be made to look attractive to shareholders is another matter.

Another feature of the accounts is a particularly high cash figure — R10,5m against R1,8m — but this was apparently the result of delays in payment for a number of bus bodies from overseas, and also a delay in the hand-over of three properties which the group recently purchased.

Near year-end, the group acquired Dubigeon Plastics, a shipping container manufacturer which can easily convert its production lines to bus body manufacture. As a result, the group will be able to almost double its internal production capacity and so cut costs.

Management has now maintained its 6,5c dividend for three years and cover, in the year just ended, was a massive 28 times (6,1). If the proposals to revamp the group are thwarted, it could be in for a fairly good year, though to forecast beyond fiscal-1981 is almost impossible.

At 175c, the share is on a slim historic yield of 3,7%. And with management's policies on high retentions likely to remain dominant, the counter must be considered fully priced.

Scott Hawker

Violence erupts as shopping complex stoned

332

13/10/80

SESHEGO — Seshego was hit by violence again on Friday night when a shopping complex belonging to a Seshego member of the Legislative Assembly was stoned.

Hardest hit was a furniture store, the largest in the complex, whose glass walls were broken by big stones.

On Saturday morning the stones still lay scattered among pieces of broken glass on the floor, but the furniture was not damaged.

The stones also hit the glass wall of a bank next door and the mini supermarket of Mr J. N. Papo, the owner of the complex.

Townships in the Northern Transvaal have been hit by outbreaks of violence since the boycott of Lebowa Transport buses started seven weeks ago.

The Friday night stoning follows shortly after the announcement by the bus company and the Lebowa police that buses would start running in Seshego from yesterday and that the police would protect the buses and those who used them. It also follows the announcement of a banning of gatherings over the long weekend.

Yesterday Brigadier W. M. van Zyl, head of the Lebowa police, was said to be out of town and Colonel J. M. Mphahlele could not be reached for comment.

Last week's announcement has been criticised by local leaders.

Mr W. M. Chueu, opposition member in the Legislative Assembly, said yesterday he was alarmed that the Lebowa Government and its police seemed to be backing the bus company over the boycott issue.

Col Mphahlele is no political observer, he said and he had no right to say the boycott is influenced by causes other than the issue of bus fares.

"Col Mphahlele's assurance of police protection comes on the heels of the bus company's announcement, a sign of collusion," Mr Chueu said.

"When the boycott started it was the Lebowa police who stopped privately owned vehicles from giving lifts to people." — DDC.

Church to sell Tollgate shares

13/05/80 ARGUS (332)

Religion Reporter

THE Anglican Church in Cape Town is to sell its shares in Tollgate Holdings, following the recent increase in fares on Peninsula buses operated by the company.

Delegates to the Cape Town Diocesan Synod of the Anglican Church were obviously surprised when it was disclosed last night during a financial debate that the diocese owned shares in Tollgate Holdings.

A CHORUS

'What's the significance of that?' somebody asked.

'That's the bus company,' replied a chorus of voices.

Immediately after the debate, the diocesan secretary, Mr Robin Beck, told The Argus that about 2 000 shares had been bought by Syfrets, an investment manager for the Cape Town Anglican Diocese, many years ago when there was no controversy surrounding the bus company.

INVESTMENT

'They were there when I became assistant diocesan secretary in 1971,' Mr Beck said. 'They've been in our investment portfolio all these years.'

Asked what would happen following yesterday's debate, Mr Beck replied: 'Sell them — immediately.'

He added: 'I'll be on the phone first thing in the morning to our present investment managers in Johannesburg, UAL, and tell them to sell all our shares in Tollgate.'

Transport 'chaos' blamed on Govt

13/10/80 ARGUS

332

By Brian Stuart

A GOVERNMENT-created situation of 'chaos' exists in the Peninsula, with increased bus fares and inadequate train services aggravating the plight of thousands of people moved in terms of the Group Areas Act, say Anglican churchmen.

The Anglican Church will call on the Government to halt Group Areas removals from District Six and elsewhere and to enhance transport subsidies to compensate those families already moved.

Reference was made at yesterday's Cape Town Diocesan Synod of the Anglican Church to hundreds of families moved more than once, and to appalling conditions' instead of the adequate rail service promised by the Government to residents in the Mitchell's Plain area.

HARRASSMENT

Canon C H Albertyn of Bonteheuwel said increased bus fares had led many people to walk or use private taxis, resulting in official harassment.

Yet the alternative, the railway system for the coloured community outside central Cape Town, was a 'complete mess'.

Scheduled trains sometimes never arrived, resulting in overflow crowds expected to pack those trains that did arrive, creating 'hazardous conditions that have already resulted in death.'

Canon Albertyn said: 'If the Government are trying to stop population growth in this way, they may be said to be doing it effectively.'

FAILED

Canon Albertyn said those who failed to understand the situation should 'one evening come and stand on the Cape Flats line and see for themselves.'

The Rev G F Davies of Kalk Bay said forced removals were continuing in the Peninsula in spite of the hardships they imposed on poorer members of the community because of increased transport costs.

The synod approved without dissent his motion that 'because of the Group Areas Act, many people have had to move to new areas of residence and many others have always been compelled to live at a considerable distance from their place of work.

REMOVAL

'Synod therefore calls on the Government to stop the removal of people from District Six and elsewhere and to repeal the Group Areas Act.

The motion also called on the Government to 'subsidise the transport of people who have been moved, sufficiently to offset their increased costs of transport.'

● **More Synod reports on Page 9.**

Putco argues case for buses in KwaZulu

332

NM 16/10/80

Mercury Reporter

PUTCO yesterday defended its right to transport black passengers in KwaZulu.

Mr A Findlay, representing Putco at the Van Zyl Commission investigating the improvement of Durban's transport facilities, was disputing a claim by KwaZulu Transport that it should take over all services for black passengers in KwaZulu.

Replying to the claim by KwaZulu Transport that KwaZulu was a self-governing State which could become independent at any time — giving rise to an inter-State transport scheme — Mr Findlay said there was no evidence that KwaZulu would accept independence.

Quoting from a newspaper cutting he said the Chief Minister, Chief Gatsha Buthelezi, had stated publicly that there were many blacks who would rather die than be stripped of their citizenship.

Claimed

KwaZulu Transport had also claimed that it was more suitable because it fell 'into the black class'. Mr Findlay replied that that was only a factor to be considered if all other things were equal.

'There has been no suggestion from KwaZulu which impinges on the suitability of Putco as an operator, or on the nature of its operation.

'There is also no evidence that KwaZulu Transport has the infrastructure or sufficient buses to substitute Putco's services. There is nothing to suggest it is preferred by blacks,' he said.

The final contention by KwaZulu Transport was that KwaZulu was in the process of establishing its own Road Transportation Board which would not be subject to the findings and decisions of this Commission.

Mr Findlay said the KwaZulu Legislative Assembly might only deal with motor carrier transportation with effect from a date to be determined by the Minister of Co-operation and Development.

'No evidence has been placed before this commission as to when this is to take place and what the terms of the minister's consent are likely to be.

'Assuming that such a board were created it certainly would not have jurisdiction outside KwaZulu.

Tramway profits jump—in spite of fare freeze

17/10/80 ARGUS (332)

CITY TRAMWAYS paid a R3-million dividend in 1980 — 50 percent higher than the 1979 dividend of R2-million — in spite of the fact that for eight months of the year they operated without the latest fares increases.

The company's financial statements for 1980 show that the estimated income figures they presented to the National Transport Commission in April this year in support of the fares application were far below what the company actually earned.

The company's earnings of R38,8-million, an increase of 32,4 percent over the 1979 total of R29,3-million, were R11,4-million higher than the R27,4-million estimated on the fares application, and costs were R931 000 higher.

MYSTIFYING

The costs increased in 1980 by 37 percent from R22-million in 1979.

What is mystifying some observers is how City Tramways was able to show this income when, for eight months of their financial year, they were forced by a Supreme Court decision to operate at fares which they claimed would cause them to show a loss. Yet the company's profit after tax increased by 16,8 percent

(Continued on Page 3, col 1)

(Continued from Page 1)

Tramways

(332)

— from R4,2-million to R4,9-million.

In their application, Tramways estimated that, with the increased revenue from the raised fares, they would make an after-tax profit of R1,8-million

Tramways' Financial director, Mr John Boughey, explained that the R4,9-million profit included an amount of R2,6-million for 'replacement depreciation' which was deducted as an expense in the accounts presented during the fares application.

This, he said, had been incorporated in the dividend to the holding company, Cape Tramways Ltd, and would be available for use when the company needed it.

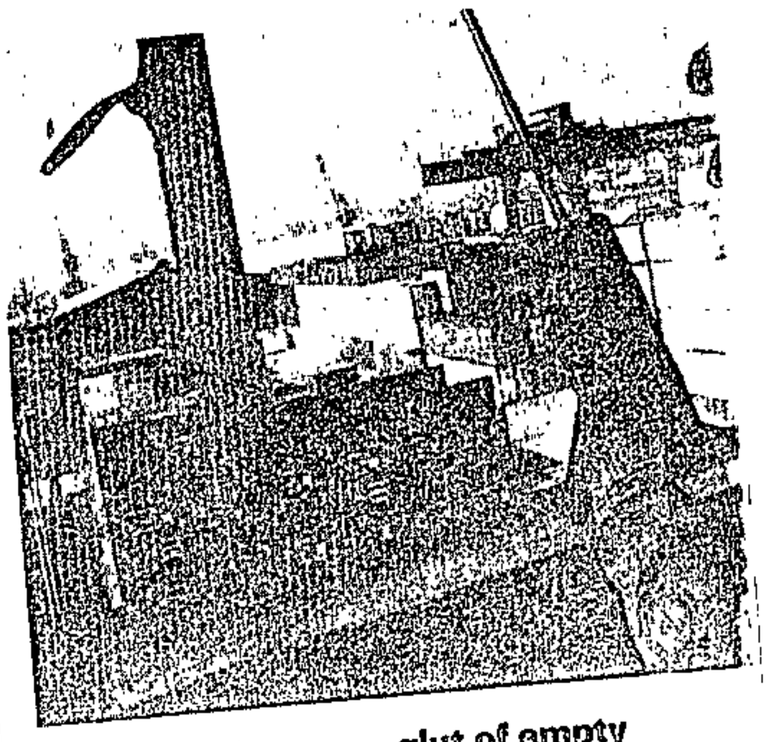
Replacement depreciation is a normal form of protection against the inflationary effects on the price of buses which transport companies use to ensure adequate funds to replace worn-out equipment.

Tramways will spend R6,9-million this year on 138 new buses.

SHIPPING (332)

Container glut

FM 17/10/80



Containers . . . glut of empty boxes

The expansionary economic climate and the easing of import controls have sparked a seemingly insatiable demand for imports which exporters have been unable to match, resulting in a glut of empty containers.

"The import trade is booming, and it's about the only trade in the world that is doing well now," says David Lewis, chairman of the SA Shippers Council (SASC). "But the drop off in the economies of our trading partners, together with the firmer rand and the high cost of forward exchange, have hindered exports."

One line, Safmarine, has increased its scheduled annual sailings from 37 to 54 on the US-SA run to meet this increased demand for imports.

But exports have lagged. In the first nine months of 1980, shipping lines belonging to the Europe/South and Southeast Africa Shipping Conference, the consortium of firms that controls about 80% of the north-south traffic, imported 97 000 full containers of cargo from Europe, compared to 70 000 in the same period of 1979. This 39% growth greatly exceeds the relatively meagre increase of 4,9% in Europe-bound exports.

The conference transported 14 800 empty containers to Europe, where about 60% of SA's foreign trade is conducted, in the first nine months of 1980, a dramatic leap from the 1 477 empty containers shipped in the same period in 1979.

Southbound from Europe, conference shipped a relatively insignificant 1 046 empty containers so far in 1980, compared to 9 500 in the nine-month period in 1979.

In the US-SA trading lines, the Conference shipped out 1 570 empty containers in the nine month period of 1980, compared to just two in the same period in 1979.

These figures underscore Lewis's contention that "a year ago, the balance was the other way."

Containers belonging to the conference usually are owned by the various transport lines, while independent shippers often use leased ones. As a result of the imbalance in trade, independents increasingly are squeezed by the container owners. Many of the leasing companies now are insisting that the containers be returned, whether they are full or not.'

Elsewhere in the industry, this year's trends are similar. Gabriel Cutayar, shipping director of SA's largest independent export trader, Leo Raphaely and Sons, estimates that 60% of SA's export capacity in bulk, non-containerised goods is being used. These materials, such as fertilizers, steel, grain, agricultural products, and other goods not covered by the conference group, are not in sufficient demand to warrant higher use levels.

Like other shippers, Cutayar cites several factors that are dampening exports. "As the dollar weakens, our expenses go up. It takes more dollars to pay the bills in Germany and France, for example. And unless there is an upsurge in West Europe and the States, we could be hurt."

Inflation and rapid rises in oil prices also have added to shippers' costs. "And there's no indication that this is going to change in the short-term," frets SASC's Lewis.

Unicorn, which ships both bulk and container cargo to primarily African and Asian countries, also has been hit by the worldwide recession. "Things are continuing to hold up," says spokesman Brian Davis, "and it's reasonably buoyant. But there hasn't been a great increase in exports."

Lewis echoes the view: "It's a worrying situation that our exports are at such a low ebb. It's naturally affecting everybody in the business."

RDM 17/10/80

33 buses damaged in Soweto unrest

332

Staff Reporter

PUTCO says 33 of its buses were damaged during the unrest and anti-rent demonstrations in Soweto yesterday.

Mr George Hall, the company's area executive for Soweto, said most of the buses had windows and windscreens broken by stone throwing. And an attempt was made to burn one.

The damage was estimated at between R5 000 and R10 000.

"We are replacing broken windows as the buses come in so that we can get them back on the streets as quickly as possible," said Mr Hall. "Nearly all have already been repaired."

A South African Railways public relations officer, Mr J C van Rooyen, said there had been no developments in investigations into the two blasts which paralysed Soweto rail services for three hours.

According to police, the explosives used by the saboteurs contained Russian-made TNT. Eight other charges placed on adjacent railway tracks failed to explode because the electrical wiring connecting them was cut by the force of the first blast.

A quantity of African National Congress and communist literature was found near the scene.

NM 18/10/80

Offer to DTMB

(332)

Bus company says: 'We'll make a profit'

Mercury Reporter

AN INDIAN-OWNED bus company yesterday offered to take over the Durban Tranport Management Board's white bus service and make it profitable.

The proposal, which was submitted to the Van Zyl Commission investigating the improvement of Durban's transport facilities, was made by Marinpine Transport (Pty) Ltd on the basis of a feasibility study by the company.

The company requested that in terms of the Road Transportation Act, the permits held by the DTMB with regard to their white service be withdrawn and similar permits be isssued to Marinpine Transport.

Mr W Booysen, SC, appearing for Marinpine Transport, said the DTMB's white service could not make a profit and the company would be pleased to 'put it out of its misery' by taking it over and making it profitable.

He said Marinpine Transport did not have an overwhelming desire to take over the white service but if the commission granted them the permits they would show how the service could be run at a profit.

The proposal stated that working on the income and expenditure figures of Marinpine Transport, the company could operate the fleet of 186 buses at a loss of about R199 762, compared with the R2 560 960 loss incurred by the DTMB for the 1978/1979 year. The loss was in spite of grants and subsidies of R250 250.

It also pointed out that the amount of R86 000 appeared in the report next to licences, which was an expense the DTMB did not have as it was exempted from paying licence fees.

Marinpine Transport claim that they could run the buses at a profit if the above figure was taken into account and they were exempted from paying licences.

They would also rationalise and improve the service.

'By establishing bus ranks in the north, south and west of the city a great amount of "dead mileage" could be avoided.'

The managing director of Marinpine Transport, Mr H E Asmal, said in the proposal that he believed the service could be operated with a fleet of 150 buses.

'By reducing the fleet to 165 buses, an estimated profit of R33 000 could be made and a further reduction to 150 buses would bring about a profit of about R209 800.'

NM 21/10/80 (332)

Councillor loses move to sell Durban's buses

Municipal Reporter

A MOVE by Councillor Lew Phillips to sell Durban's buses was lost yesterday.

Mr Phillips, a member of the Durban Transport Management Board, urged the City Council to suspend a rule of order so it could discuss the sale of the black and white services to private enterprise as a matter of urgency.

He said the council was unable to provide a reasonable transport undertaking, particularly for whites.

The white service did not run at night and was practically non-existent at weekends. The DTMB was considering cutting it even further in February.

The Management Committee should consider putting the whole undertaking out to tender, he said.

Mayor Sybil Hotz said councillors would have to decide whether the matter was urgent. She reminded them the Van Zyl Commission was investigating transport matters in Durban.

Only two councillors supported Mr Phillips.

RDM 23/10/80

Govt denies 'takeover' of Putco

By GERALD REILLY
Pretoria Bureau

THE Government had no intention of "nationalising" Putco, the Secretary for Transport, Mr A B Eksteen, said in Pretoria yesterday.

He was asked to comment on the fact that the board of Putco had still not replied to a proposal by the National Transport Commission that Putco should be fragmented into four separate companies, each with its own directors.

The proposal amounts to a demand on the Carleos family, which owns Putco, to surrender total control of the company.

Some financial writers had seen the proposal as a Government bid for total State control of Putco, Mr Eksteen said.

The aim of the proposal was to strengthen financial and managerial control, he said.

Other Government sources claimed yesterday that if the Putco board rejected the NTC proposal the commission had the power to force an extension of the shareholding of the company, and a four-way regional division.

During the past three years Government aid to the company has exceeded R75-million. This year's subsidy alone amounts to R40-million.

This year's subsidy also represents about 49% of Putco's total turnover.

Mr Eksteen emphasised that the Government's big investment must be protected. Putco was rendering an important social service and he wanted to be sure the State's money was being well spent.

NM 24/10/80

332

Mission impossible

Transport manager says white buses cannot run at profit

Mercury Reporter

IT IS impossible to run Durban's white bus service at a profit, according to Mr Marshall Cuthbert, general manager of the Durban Transport Management Board.

Mr Cuthbert was reacting to a claim by Mr H E Asmal, owner of Marinpine Transport, which operates a black bus service from Mariannhill under the trade name Olympic, that he could 'put the white service out of its misery' and run it at a profit.

Mr Asmal made his claim to the Van Zyl Commission investigating the improvement of Durban's transport facilities, which sat recently.

Mr Asmal told the Mercury he was not prepared to detail his plans for the white service as that would give his competitors ideas, but revealed that he would get rid of the old DMTB buses that 'went out with the dodo'.

He would also build bus depots at the extremities of the city and get rid of the Alice Street depot. This would cut the unnecessary cost of running empty buses to fetch commuters in the morning and the empty buses returning to the depots at night.

Mr Asmal said he would assess passenger requirements and tailor the service to mesh with those needs, as well as designing special, smaller buses to cope with Durban's topography and cover both peak and valley periods in the service.

Answering Mr Asmal's points, Mr Cuthbert said Durban had no 'dodo' buses. All buses were relatively new and the older ones had been rebuilt.

He said Durban already had a depot at Rossburgh to cater for the high density of the population there and the Alice Street depot catered for the high density areas of the beachfront and the Berea. The cost of building other 'extremity depots' including acquiring the land would push costs up and cut into any profit factor.

He said surveys had already established passenger needs and those needs were being catered for.

Smaller buses were not the answer as fuel saving was the only economy. Buses would run empty to and from the depot for the change-over, the larger buses catering for peak periods would have to stand idle using costly parking space and acquiring the smaller buses would cost large sums of money as would specially designed buses.

'As long as Durban's white population remains affluent, the running of a white bus service will not be profitable. People prefer to use their cars,' he said.

Answering Mr Asmal's claim that Johannesburg and Pretoria had bus services far better than Durban's, Mr Cuthbert pointed out that the Johannesburg service was run at a R10 million loss and the Pretoria service ran at a loss of R5 million annually.

330 55 260 RDM 29/10 29/10/80

Survey aims to add appeal to bus travel

By SEAN O'CONNOR
City Editor

COMPREHENSIVE surveys have been launched in Randburg to test new approaches to public transport.

They are part of a transport demonstration project of national importance, and are supported by the Department of Transport.

The Randburg surveys are being conducted by the National Institute for Transport and Road Research (NITRR) — a branch of the Council for Scientific and Industrial Research — with the prime aim of making transport services more appealing to the public.

One survey — to establish the "journey patterns" of Randburg bus commuters — has been completed. The NITRR reprted there was more than a 90% response to questionnaires given to passengers.

A second survey, involving distributing questionnaires to 25 000 households in Randburg, was launched this week.

Mr Paul Browning, a transport consultant advising the NITRR on bus matters, said yesterday that the survey of householders aimed to reach people who do not commute on buses.

The survey will try to establish the journey patterns of people who do not use buses, and find out what would make a bus service more attractive to the public.

Mr Browning said this would make it possible to conduct surveys in the future to keep up to date with the views of the public on transport services.

"It is our hope that the demonstration projects will make transport services more appealing to people," he said.

The surveys are being conducted on the eve of the introduction of the first phase of a new Randburg bus network, which will comprise six internal routes and a fast service to Johannesburg.

The services, from about 8.30am to 4.30pm, begin on November 24.

And, in an unprecedented campaign in South Africa to launch a new bus service, the Randburg Town Council plans to make the public aware of the new transport network by holding a day of entertainment in the Randburg Mall on the weekend before it begins.

The public relations officer for the Randburg Town Council, Mr Alex Daniel, said yesterday that it was envisaged that leading entertainment personalities would be invited to the launching campaign.

Mr Ian Morton, a transport consultant to the NITRR, said yesterday that in the first survey to establish "journey patterns" of commuters, questionnaires were handed out to commuters on buses travelling between Randburg and Johannesburg. This revealed where they boarded and alighted from buses.

Putco shares up 300 pc since break-up report

STAR 29/10/80 (332)

By Tony Duigan and Geoff Shuttleworth

Speculators have driven up the price of Putco shares on the Johannesburg Stock Exchange by nearly 300 percent over the past two months following a report in The Star that the Government was to step in and order the break-up of the transport conglomerate.

The shares now stand at 380c, compared with the range of 130/140c during July.

Reports on the breakup of the company into four regional companies — a proposal put to Mr Albino Carleo, managing director of Putco, by the director general of the Department of Transport, Mr A B Eksteen — appeared in The Star last month and led to speculation that the Government might take a direct stake in Putco.

The transport giant, which moves one million passengers a day, is controlled by the Carleo family, which holds 54 percent of the shares.

Putco's net asset value — the theoretical breakup price of the company — is much higher than the JSE share price. The value is 1 826,5c per share — an increase of more than 700 percent in five years.

The Government's move to break up Putco is a result of the substantial amount of money the Department of Transport sinks into the company each year in the form of subsidies — R40-million this year alone.

The Government must protect the taxpayer's investment in Putco, Mr Eksteen said when he told The Star of his recommendation to the company that it break up.

Putco has yet to make a final decision on the proposals put by the Department of Transport.

POST 30/10/80

332

New taxi ranks for Katlehong

By MZIKAYISE EDOM

KATLEHONG, Germiston residents will be provided with two new taxi ranks in the near future.

Preparations have already begun at the circle between Mofokeng and Palime Sections and at Monise Section, where the two ranks will be situated.

The work is being done by the Department of Technical Services.

The Germiston and District Non-European Taxi Association had written to the Council asking for the erection of the two ranks.

Part of the letter read: "The reason behind the filing of such an application is based on the complaints we have received from the public about the lack of taxi-ranks."

The Council, at their monthly meeting held this week, approved the application and resolved that the township manager be authorised to consult the traffic department of the City Council of Germiston and the Department of Technical Services about the taxi ranks.

prediction is cautious in the extreme for, barring the usual "unforeseen circumstances," they believe the dividend for fiscal 1981 should be 23,5% higher at 20c a share.

Should earnings stick at the same level as in 1980, this would mean that cover would be reduced to 3,4 times — its lowest since 1975. It would mean a contradiction of the directors' warning in the 1980 report that "continually increasing replacement cost of buses and coaches makes a high rate of profit retention necessary." Moreover, if depreciation were to be based on replacement costs (this would have reduced pre-tax profit in 1980 to R16,4m), it is evident that a major relaxation of cover is not likely. Rather, internal budgets must be throwing up an increase in earnings of the same magnitude as the proposed increase in dividends.

The group has weathered an unusually difficult year, thanks largely to the strong balance sheet and high liquidity at the start of the year. Though the major portion of the group's business, passenger transport, is less affected than most by the economic cycle, the double impact of fuel price increases and politically-inspired bus boycotts combined to reduce gross margins.

Though sales rose by almost 30%, taxed profit was up only 19% — largely due to marginal shaving of the gross margin from 33,2% to 31%, but also due to an increase in the tax rate from 38,2% to 41,7%. Earnings per share, adjusted for the 60-for-100 cap issue in August, increased 19,2% while the dividend, also adjusted, was raised 29,6%. The results of Shield Insurance are not consolidated because of the vast difference in activities. Had Shield's R760 000 net profit been consolidated, Tollgate earnings would have been 4c a share higher.

Divisional performance was such that contributions to taxed profits remain in the same order as in fiscal 1979. The best performance was from the manufacturing and services division, which increased its profit by 126%. This division centralises group purchases, provides bodybuilding facilities and controls both bus and poster advertising, but contributes only 9,6% to profits. Conree Products has been sold out of this division as part of an overall strategy of refining the earnings base. Consumable spares held have been doubled over the past year — one of the factors pointing to an increased contribution from this division in the current year.

Income from the passenger transport division is difficult to project because of the ever-present threat of political unrest, boycotts and even a swing by passengers towards rail transport, where this is being expanded. In fact, a claim for loss of income is to be submitted to government following the completion of the Cape Town/Mitchells Plain railway line.

Since compilation of the annual report, Golden Arrow Finance has been sold to Finansbank for R9,8m cash. Together with the earlier sale of Athlone Trust for R2,5m, this division has now been virtually eliminated and R12,3m cash has been injected into an already liquid balance sheet. Both property and tourism made small contributions to profits; tourism was markedly down, however, as competition and heavy bus replacement costs chopped profits by 40%. Both divisions look set to increase profits in the current year.

The balance sheet is sound with gearing down, liquidity high and borrowings nicely

Tollgate's Marais . . . ultra-cautious prediction?

split 2:1 between long- and short-term. Cash flow will probably be improved now that the financing arm has been sold; it improved sharply in fiscal 1980.

Current capex requirements will not force any extra large-scale balance sheet financing and the disinvestment from certain areas suggests the redeployment of funds could lead to improved asset utilisation.

Nonetheless, the problems facing the group suggest that, on the prospective 6,3% yield, the share price is discounting either a profitable sale of Shield or another takeover bid, at near asset value.

Ian Muil

'Keep politics out of buses'

332

RDM 30/10/80

BUS fare increases should not be the subject of a public inquiry, as the present procedure of open court hearings only led to political manipulation.

This was the view of the passenger transport industry, said Mr O J J Goosen, chairman of the newly-formed South African Bus Operators Association, and chief executive of United Transport Holdings. He was speaking at a transport seminar in Pretoria yesterday.

The seminar, entitled "Transportation Options for the Future", was held by the South African Institution of Civil Engineers.

"It is submitted that like any other price-controlled commodity, bus fare increases could and should be dealt with administratively. That is, a price increase announcement is made from time to time by the responsible department or Minister, after proper investigation into the financial and other related matters," he said.

"Legislation dealing with this matter is in urgent need of ammendment."

Mr Goosen said demands for increased transport subsidies was a disturbing trend which smacked of socialism.

"As a supporter of the free enterprise system, I would prefer to see no subsidies at all. As a realist I accept that owing to our multiracial composition and policies, subsidisation of matters such as transport and some foodstuffs cannot be avoided."

Mr Goosen said the bus had become an "object of political demonstration".

"Should the bus operator be compelled to increase fares as a result of a 150% increase in the price of fuel in one single year, he is vilified as an exploiter of the masses, the service are boycotted, the buses are stoned and the operator ends up with a court order against the increased fares."

Dragging passenger transport into the political area only resulted in a disservice to passengers, he said. — Sapa.

TRENCOR/MOBILE (332)

Loaded up

FM 31/10/80

Activities: *Investment holding company in the road and air transport sector in the Cape and SWA. Has trading and manufacturing interests. Mobile Industries holds 49,3% and the directors 28,1% of the issued shares.*

Chairman: *N I Jowell.*

Capital structure: *1.4m ordinaries of 50c. Market capitalisation: R13,3,m.*

Financial: *Year to June 30 1980. Borrowings: long- and medium-term, R10,0m; net short-term, R3,3m. Debt:equity ratio: 66,2%. Current ratio: 1,9. Net cash flow: R5,5m. Capital commitments: R3.5m.*

Share market: *Price: 950c (1979-80: high, 950c; low, 360c; trading volume last quarter, 3 600 shares). Yields: 31,8% on earnings; 7,4% on dividend. Cover: 4,3. PE ratio: 3,1.*

	'77	'78	'79	'80
Return on cap %	25,7	15,3	17,7	19,8
Turnover (Rm)	53,8	51,1	68,5	79,8
Pre-tax profit (Rm)	4,3	2,7	4,2	5,5
Gross margin %	9,9	7,4	8,2	8,9
Earnings (c)	162,2	121,3	206,5	302,4
Dividends (c)	35	35	44	70
Net asset value (c)	791	884	1 076	1 306

MOBILE

Share market: *Price: 320c (1979-80: high, 325c; low, 105c; trading volume last quarter, 20 900 shares). Yields: 25,8% on earnings; 6,6% on dividend. Cover: 3,9. PE ratio: 3,9.*

	'77	'78	'79	'80
Earnings (c)	44,1	37,9	59,0	82,4
Dividends (c)	10,5	11,0	13,5	21,0
Net asset value (c)	221	270	333	472

In August last year, the SA transport industry was in the depths of a severe recession following the government's June oil conservation measures. The outlook for Trencor/Mobile was cloudy and worrying. The subsequent relaxation of fuel control measures and the strong upturn in the economy have combined, however, to give the group its strongest earnings growth performance in nearly a decade.

Trencor started fiscal 1980 with a manageable balance sheet carrying a gearing ratio just high enough to provide strong benefits in time of an upturn, and adequate cash flow to economically generate internal growth.

Earnings were up 46,4%, with all divisions reportedly contributing to the improvement. Capital requirements for the group are high and cover has traditionally been above three times. But in the past two years, some change in policy has been

pected to drive hard bargains in view of the fact that shipping costs currently make up nearly half their pool expenses.

In other respects, the inexorable rise in world inflation, fuelled by an increasingly uncertain oil supply situation, is certain to encourage more shippers that they should enter into long-term (up to three years) shipping contracts with member lines in order to stabilise trading expenses. Eighty percent of the volume of SA seaborne exports conveyed to Europe by conference ships is subject to negotiated contracts.

An unexpected ameliorating factor to benefit shipowners on the north-bound trade leg is a sharp rise in the number of freight contract inquiries received from SA exporters of perishables, who wish to switch from airborne to seaborne transport. This is because air freight rates have increased 40% in the past 12 months, as the price of jet fuel has been rising faster than that of heavy fuel oil and because of "exorbitant" handling charges levied at some European airports, especially Heathrow.

Conference members say the weighted cost inflator in the countries where they incurred expenses over the past year was about 13.5%. In their negotiations with government and the shippers' councils they asked for a 15% hike, but got 14%. The effective rate they get may well fall short of that by one or two percentage points. Gross margins may barely reach 10%.

Meanwhile, liner operators have announced that from tomorrow (Saturday, November 1) the currency adjustment factor (a surcharge on effective rates) will reduce slightly from 9.75% to 9.23%. But this concession will probably be wiped out in the near future by a stiff rise in the bunkers adjustment factor (currently at about 5.5%) in response to increases of up to 20% in spot oil prices in recent weeks.

SHIPPING (332)

Strongly placed

FM 31/10/80

Shippers' councils in Europe and SA have indicated acceptance of the SA/Europe conference lines' intention to raise ocean freight rates about 14% in January. The SA Council, however, says its acceptance is subject to an understanding that it reserves the right to negotiate shipping rates for individual commodities on the basis of what the market will bear.

In view of the fact that the 10 member lines anticipate an appreciable slowing of north-bound cargo traffic (due to a strong rand and the onset of recession in Europe next year), it seems likely that SA exporters will be strongly placed to secure rates below the 14% asked. This is because liner operators will compete more vigorously to avoid the nightmare of near-empty ships on the north-bound run.

The expenses incurred on this leg eat into net earnings achieved on south-bound (imports) voyages and have the effect of delaying efforts to reform tariff policy by aligning charges more closely with expenses. Exporters of perishables (deciduous fruit growers in particular) are ex-

Clip cards can be used longer

CAPE TIMES 31/10/80

Municipal Reporter

A CITY Tramways clip-card bus ticket worth 10 rides, previously valid for a week, is now valid for two weeks, thanks to an appeal to the government by the Mayor, Mr Louis Kreiner, and his deputy, Mr Kosie van Zyl.

This means that, from the date the ticket is bought, a worker can now travel in and out for five trips over a period of 14 days. Previously the clip-card was valid for only a week, and if not fully used, journeys left were "lost".

The cards are also interchangeable on some routes. For instance, a 14-day ticket from Nyanga to Parow Industries will also be valid for Nyanga to Tygerberg Hospital. And a ticket from Cape Town to Schotsche Kloof could be used for a trip from Cape Town to Devil's Peak or Vredehoek.

Many commuters are "casuals" who work in an area for two or three days a week. Not using the ticket in the specified week, they lost out. This applied also to casual commuters who normally did not make ten trips a week.

Mr Kreiner said representations had been made to the former Minister of Transport, Mr J C Heunis, who asked City Tramways to make the changes after he and the Deputy Mayor met representatives of the Community Council, City Tramways, Urban Foundation, chambers of commerce and industries, management committees, Black Sash, Sakekamer, African Chamber of Commerce, Anglican Church and the Department of Co-operation and Development (formerly Bantu Affairs).

● The Minister of Transport has said government subsidies for bus transport in the Cape Peninsula over the past seven years totalled R42 453 896. In 1973 the subsidy was R134 220; in 1979/80, R15 631 307.

CURRICULUM VITAE

Klaas van der Poel

Has a degree in Operations ; Holland. He has
been with Shell Internatio rorked for that company
as an international consul ·ies around the world.
His experience includes th nt of systems for
financial management, manu production optimisation.

He has taught courses in Ma Systems and Operations
Research at the Business Sc ties of Cape Town and
Stellenbosch.
He is recognised as a membe group of the Computer
Society of South Africa and ·ement definition and
design of industrial system

Striking OFS bus drivers are fired

b·11·80 332

Labour Reporter

NEARLY 80% of Bloemfontein's black and coloured municipal transport drivers struck yesterday — and were fired.

Bloemfontein is the latest city in South Africa to be hit by the wave of strikes this year.

A spokesman for the Bloemfontein City Council said drivers in the Transport Department struck after demanding an immediate 75% pay rise.

Buses in black townhsips were stoned, but the spokesman said the incidents had nothing to do with the strike.

"Since the unrest here in May," he said, "buses in the townships have been stoned almost every day. There's nothing unusual about it."

Bus services for blacks were interrupted, but had returned to normal by late afternoon, he said. Other council staff, including whites, manned the buses.

Strikes by black workers in Bloemfontein have been rare, and the drivers' move was the first indication of a spread of worker action to the city.

The spokesman said the drivers had been demanding a 75% wage increase, and talks on this with the council's black liaison committee were still in progress.

The drivers then gave the council an ultimatum that they would strike if they did not get an immediate rise. When this did not happen, 75 of the council's 95 black and coloured drivers stopped work.

"We asked them to be patient, but they wouldn't," said the spokesman. "We are considering wage increases for staff throughout the council, and explained that we could not give them an increase before the others. If we did, we would have a strike on our hands from other workers."

He said all the striking drivers were dismissed, and said the council had already begun recruiting others.

Asked if it would not be difficult to find replacements with the required driving qualifications, the spokesman said: "There are obviously problems, but it is not that difficult."

Unregistered union to get Putco nod?

332

RDM 8.11.80

By STEVEN FRIEDMAN
Labour Reporter

THE Putco bus company continued to move towards recognition of an unregistered black trade union yesterday.

A meeting between company representatives and a delegation from the unregistered Transport and Allied Workers Union yesterday yielded "good progress", according to the union's general secretary, Mr Michael Mohatla.

The meeting was held to continue union recognition talks between the two parties and Putco had suggested that a formal recognition agreement could flow from yesterday's meeting.

Although no agreement was signed, Mr Mohatla said there were now "no problems" in the way of a recognition agreement at the company.

He said a sub-committee which is drafting an agreement will meet next Thursday and it was possible that a full meeting between the two parties would be held soon afterwards.

An agreement could be signed at the second meeting.

Putco is also negotiating at present with a second unregistered union, the Fosatu-affiliated Transport and General Workers Union.

The TGWU claims majority representation at one of the company's depots — in Springs — and has asked for recognition at that depot only.

The company appears likely to agree to recognition of the TAWU, which is affiliated to the Council of Unions of South Africa, at most of its depots and the TGWU at the Springs depot.

Wage demands by Putco drivers, together with a demand for recognition of the TAWU, sparked a strike at the company in July.

The wage dispute was referred to the Department of Manpower Utilisation's disputes-settling machinery and the Wage Board is currently investigating drivers' pay claims.

It will make a recommendation to the Minister on a minimum wage award for Putco drivers.

The board has already heard oral evidence on the dispute and its findings are awaited.

Six unionists still held: govts to be petitioned

13/11/80

EAST LONDON — Members of three trade unions decided here last night to petition the South African and Ciskeian governments for the release of six trade union officials still in detention.

Four of the detained men are Mr Thozamile Gqweta, the national organiser of the South African Allied Workers' Union (Saawu), Mr Sisa Njikelana, branch chairman of Saawu, Mr Sirking Goci and Mr Boyce Soci, both organisers for Saawu at the Ciskei Transport Corporation.

These men are being held in the Ciskei, and at a meeting at St John's Church hall last night, members of Saawu voted to ask East London employers to approach the Chief Minister of the Ciskei, Chief Lennox Sebe, for their release.

Two other trade union officials, Mr P. B. Norushe and Mr Oscar Mpete, members of the African Food and Canning Workers' Union, are being held by the South African authorities.

The meeting voted to petition the South African government for their early release. — DDR.

DD 14/11/80 (332)

More for driving a bus in East London, too

EAST LONDON — East London's municipal bus drivers certainly aren't left out in the cold when it comes to competitive salaries — both they and Pretoria's drivers earn more than some government lawyers.

The starting salary for a municipal bus driver here is R465, a spokesman for the town clerk's department said yesterday.

Although these drivers worked 48 hours a week, which was longer than in most other fields, the fact that this made it harder to recruit drivers was not the reason for the relatively high salaries.

"We haven't deviated from the normal grading scheme," he said. "A man who starts on R465 would reach our top scale — theoretically R552 — after six years.

"As you can see such a figure would be ludicrous in relation to the length of service. No grading scheme ever lasts as long as six years in practice. We have an increment system commensurate with cost of living increases.

"Salaries have gone up generally and all our drivers have an equal opportunity of earning a good wage. There is no discrimination based on race or sex."

The managing director of the Ciskei Transport Company, Mr Hans Kaiser, said his company regarded the question of salaries as a confidential matter between employer and employee, and that it was "the company's practice to make regular adjustments to salaries based on merit and cost of living increases as well as length of service."

It is believed the starting salary for a bus driver in the company is in the region of R350. — DDR

RDM 15/4/80

Black union wins right to sue PE firm

332

By STEVEN FRIEDMAN
Labour Reporter

IN A decision which could have far-reaching implications for employers who encourage "company" or "parallel" unions, a black trade union has won the right to sue an employer who, it alleges, forced workers to join a "company" union.

The Transport and Allied Workers Union instituted the action against a Port Elizabeth company, PE Tramways, a subsidiary of the Tollgate Holdings Group.

It alleges that the company has forced workers to join two company unions, one for black workers and the other for coloured workers.

They claim that the company makes it a condition of employment that workers join these two unions and that there is a substantial number of workers who wish to resign from the two unions to join TAWU but who fear that they face dismissal.

The company denies this.

Thus far the case has been taken up with legal argument.

Counsel for the union argued that, if the company had acted in the way the union alleges, it was infringing workers' freedom of association and that workers were entitled to take action against it.

Counsel for the company argued that workers or unions had no legal standing to bring such a case to court.

This week, the Cape Provincial Division of the Supreme Court found that the union did have the right to ask the court to intervene in such cases.

The union and the workers who allege that they were prevented from joining TAWU and forced to join the company unions are now able to go ahead with the case, which will depend on whether the plaintiffs can prove the facts are as they allege.

Labour lawyers had not had an opportunity to study the court's judgment yesterday, but they said it could open up new avenues for unions who claim that employers are attempting to keep them out of factories by backing company or other unions.

Independent black trade unions have consistently complained that some employers establish company unions or give active assistance to rival mixed or parallel unions in an attempt to avoid talking to representative unions.

If the judgment is as wide as lawyers believe it to be, unions could have grounds for legal action against these employers if they can prove that workers believe they could lose their jobs by refusing to join an employer's favoured union.

18/1/80 ARGUS

PE, Uitenhage scrap bus apartheid

332

Argus Correspondent

PORT ELIZABETH. — Bus apartheid in Port Elizabeth and Uitenhage has been scrapped by the only local transport company, PE tramways and all routes have been fully integrated.

The firm's general manager, Mr Carl Coetzer, said a programme to abolish bus apartheid had been completed on September 30. He had applied and was awaiting a reply from the National Transport Commission (NTC) to use subsidised clipcards for white passengers. At present this service was restricted to blacks.

Mr Coetzer emphasised that from December 22 the company would be an 'equal opportunity company in every respect.'

He said all employees of the company would have the same training benefits, earn equal wages and enjoy equal promotion opportunities.

Mr Coetzer added that smoking on the lower decks of double-decker buses had been prohibited and notices appealing to passengers not to smoke had been displayed in other buses.

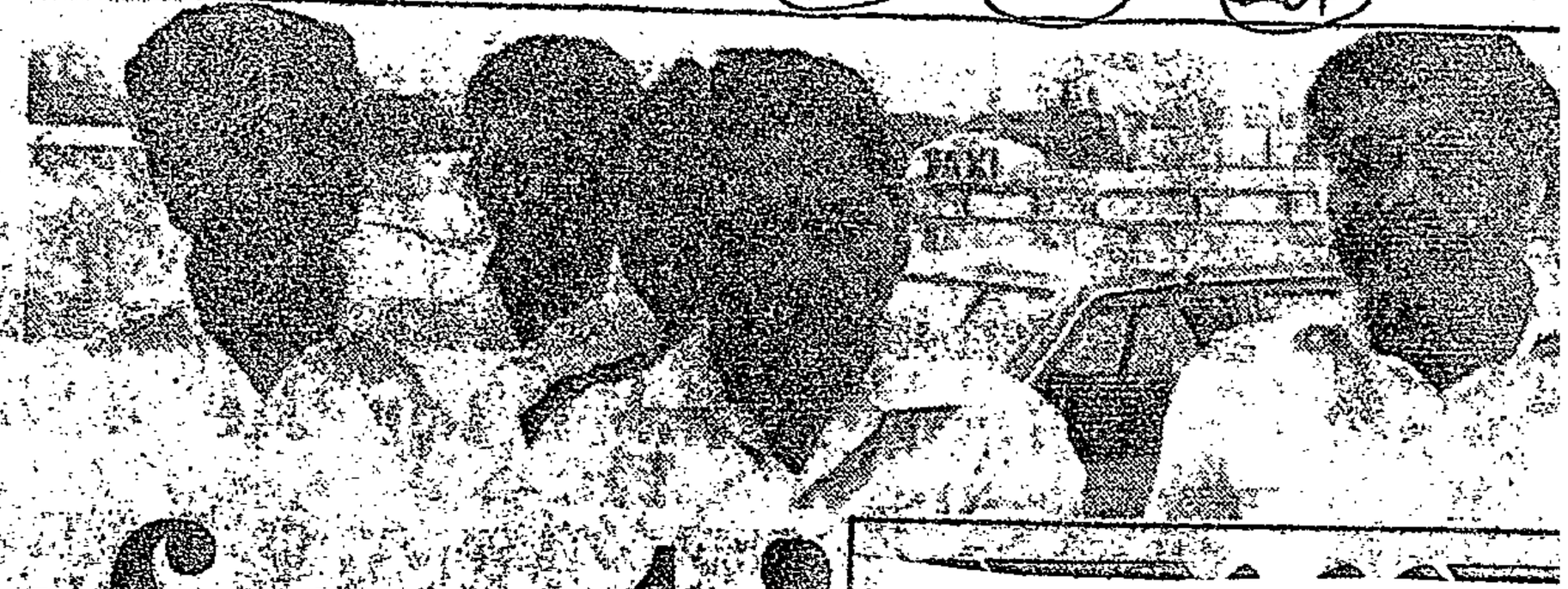
Asked if there had been any incidents since the implementation of the new system, Mr Coetzer said the only one he had heard of was when black passengers — 'obviously jubilant about the change' — had started singing songs.

'They immediately stopped at the request of a black conductor,' he said.

NM 19/11/80 (332) (264) (261)

The new station

'Still not perfect'



Trains 'running beautifully', but taxi men unhappy

Mercury Reporter

DURBAN's suburban trains were still running 10 minutes late last night and many commuters were still confused by last-minute changes of times and trains.

Delays were again caused by automatic red signals being triggered off by the settling down of new tracks.

The senior superintendent operating, Mr G S Coates, said last night trains were running beautifully compared with Monday, but still not perfectly.

He added: 'Trains to Kwa Mashu, Chatsworth, Umlazi and other non-white areas are running on time, but the white service is still about 10 minutes late.

'Unless we meet more problems, things should be perfect today.'

Some commuters complained that lack of notice boards had led to them catch wrong trains.

They are not allowed to stop in front of the station, and there were no signs indicating to the public where taxis were to be found.

Mr Pretorius said 30 ranks had been provided in the parking area.

'We will be providing a further 30 ranks soon and we will either charge an entrance fee to the parking lot or we will be erecting parking meters and then it may be necessary to charge a fee to taxis entering the area,' he said.

An Amanzimtoti commuter said a notice board had indicated he should catch his train from platform 9 but an announcement said the train was leaving from platform 12.

Mr J A Pretorius, commercial manager, said boards would be erected within the next few days.

'We apologise to the public for any inconvenience caused through the lack of these signs, but ask them to bide with us for the next few days while problems are still being sorted out.'

Taxi drivers were also complaining about the lack of facilities.

'At the old station there was space for us right outside, but here we have ranks only in the parking area which is out of the way,' said one.

One-man taxi operators were finding it particularly hard going.

'We have no two-way radios and therefore cannot compete with bigger companies who take up all the ranks,' said Mr R R Maharaj.

'Drivers of pirate taxis are going on to the platforms, which is forbidden, and taking our fares away.'

A radio taxi driver said it was 'simply a case of first-come-first-served'.

Mr Maharaj said one taxi driver waited five hours before he got his first fare yesterday.

'There used to be a "taxi telephone" at the old station but there is nothing like that here.'

DOMESTIC AIRLINES (332)

Not flying our way

FM 21/11/80

Government controls are strangling the growth of the country's independent domestic airlines, depressing profits and depriving the paying passenger of the services he deserves.

Flying costs in SA are among the highest in the world but this is not the main reason why economically active South Africans fly far less than their counterparts in developed countries. The growing use of expensive corporate aircraft shows that money is not the problem.

Partly from the need to be less dependent on inadequate scheduled services, more and more businesses are buying aircraft for their private use. This has boosted aircraft sales to record levels (FM October 3).

Development of the airline infrastructure is inhibited rather by a strait-jacket of regulations which restricts new entries into the industry, inhibits experimentation with new routes, and prevents airlines from responding quickly to new market needs. It also entrenches the monopoly of the state-run SAA on the country's busiest routes which have the greatest potential for growth.

SAA came into being in the Thirties when government formed it to take over the privately-owned Union Airways which had met financial difficulties. This may have had the short-term benefit of maintaining for the country a national air service in the depths of the depression but it now stunts its further development.

SAA is not committed to profit growth but only to "balancing its books." So it has little incentive to risk developing the market. Instead it seeks to maximise its aircraft utilisation on existing services. This keeps passenger volumes and revenues below their full potential and prevents full exploitation of the economies of scale.

Private operators are denied the opportunity to make profits on these routes which they could use to subsidise the development of the secondary routes they are now forced to fly.

Private airlines are allowed to fly only to the smaller towns and, on behalf of SAA, on some of its routes which are not busy enough to justify the use of large jet aircraft. These pathetically small routes do not generate enough income to finance the purchase of new modern aircraft, and they provide precious little to subsidise the development of new marginal routes. The private airlines must therefore wait for the market to grow of its own accord and then provide services as needed. Because of their low returns on investment they cannot afford to stimulate traffic by first providing the service before a demand has been proved.

Private airlines must pay about 30% more for their fuel than SAA. They fly small, less fuel-efficient aircraft on low volume routes. Their investments in route development are not safe as they are at the mercy of the National Transport Commission (NTC) which can revoke route licences at any time. To attract business, they must charge fares not much higher than SAA's fares, which are low by European standards because they are supported by fuel subsidies. Under its present system of control, the industry offers little to attract the big investor.

Commercial Airways (Comair), the biggest private operator, cannot afford to re-equip its ageing fleet with new aircraft. Comair apparently makes a profit, but it uses mainly DC3s designed before World War 2 and which must have been written off in its books years ago. It has recently acquired two turboprop aircraft, but they are second-hand bargains found only after the company had scoured world markets for more than a year.

Magnum, the second biggest private operator, has just made a share issue of R5m to buy new aircraft but can offer investors no history of past profits.

SAA, by far the biggest airline in the country, uses the most modern equipment. Last year it made a profit of R42m, although its fuel and maintenance costs are higher, and its domestic fares lower than those of many overseas airlines. In addition, it has the added expense of flying around the bulge of Africa on its routes to Europe.

Justice Margo . . . opening the skies?

SAA is forced to run a large maintenance operation because it is too far from cost-reducing pool maintenance arrangements available to operators in the northern hemisphere. Its maintenance personnel add to its high staff complement which is one of the highest of all the world airlines in relation to the number of passengers carried.

Fuel costs in SA are among the highest in the world and they account for more than 40% of SAA's total running costs compared with about 30% for British Airways. Because of the high local fuel price, foreign airlines threatened to reduce their services to SA earlier this year. They were induced to continue only after the then Minister of Industries and Commerce Schalk van der Merwe decreed that they be spared the levy for the fuel equalisation fund which is included in the price of all fuel sold in SA.

The point of all this is that SAA need not fear competition from the local private sector. Its profits (during a tough year for airlines) show it to be a highly efficient organisation — unless its accounting procedures differ from those of the private sector, as some suspect.

Government has appointed the Margo Commission to examine the country's air transport. There is no doubt that it will recommend some form of deregulation, and the extent to which the recommendations are accepted will indicate the sincerity of P W Botha's undertaking last year to give the private sector a bigger role in the economy.

As a first step towards complete deregulation, free competition on all routes should be allowed. This would throw open the door for private operators to compete directly with SAA on its prime routes. They are unlikely to take up the challenge in the short term as there would probably be easier pickings on less economic routes which SAA might surrender. These new routes should nearly double the market presently open to private airlines.

Another likely development from this freeing of the market would be the establishment of routes flown by private airlines in turboprop aircraft between main centres with intermediate stops. For example: Johannesburg/Pietermaritzburg/Durban or Pretoria/Vanderbijlpark/Durban. These services would be a boon to those living in the smaller centres and would also take up overflow on the large aircraft flying between centres in seasons of heavy traffic.

So let us set the market free.

The LONG, LONG WALK

23/11/80 SUN TIMES 332

By Chris Whitfield

THERE is seemingly no end to the road for the thousands of commuters boycotting buses from Wembezi Township to Estcourt.

In the four months since the majority of Estcourt's labour force refused to use the buses after a fare increase, many have walked into town and back each day — and clocked up more than 2 000 kilometres of walking.

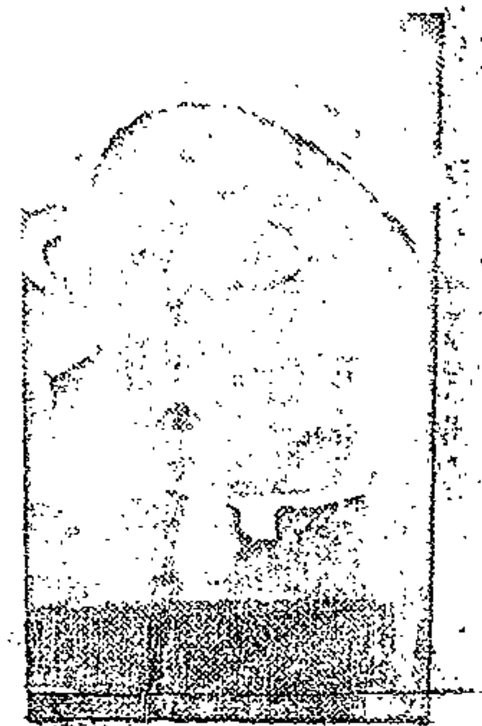
Others have taken to pirate taxis, bicycles and sharing lifts in the few private cars in the sprawling township — but all are adamant about one thing: They will never ride on the buses at the increased fare.

And as the boycotters walk to work through the weeks scores of meetings between township leaders and Government, local officials and businessmen have proved fruitless.

Now — with four months of walking behind them and perhaps as many ahead — the walkers have accepted the daily 24-kilometre slog as their lot and early outbreaks of violence have dwindled.

"They accept it now," said Rev Daniel Mbatha, Wembezi council chairman. "Some of them don't even try to get lifts: they seem to enjoy walking," he said.

The boycott began on Monday, July 28 — the day the privately owned Khanyam Bus Service increased its fare from 25c to 32c for a trip [illegible]

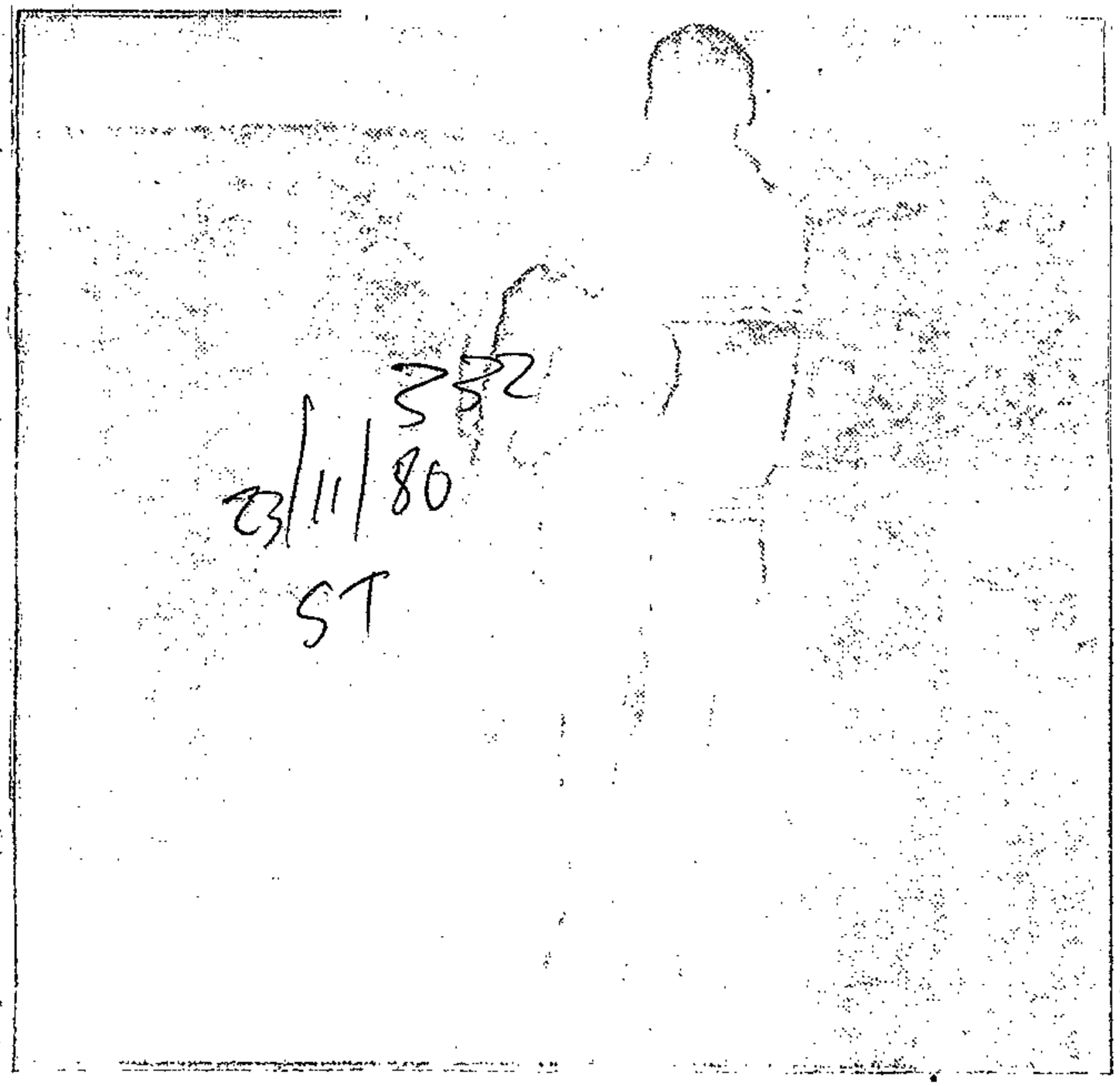


feeling against the Kha- [illegible]

this week there was a [illegible]

"the suffering and hardship ended."

Department of Transport. But Department of [illegible]



23/11/80 ST 332

WE'LL NEVER USE THESE BUSES AGAIN, SAY THE ANGRY WALKERS OF WEMBEZI

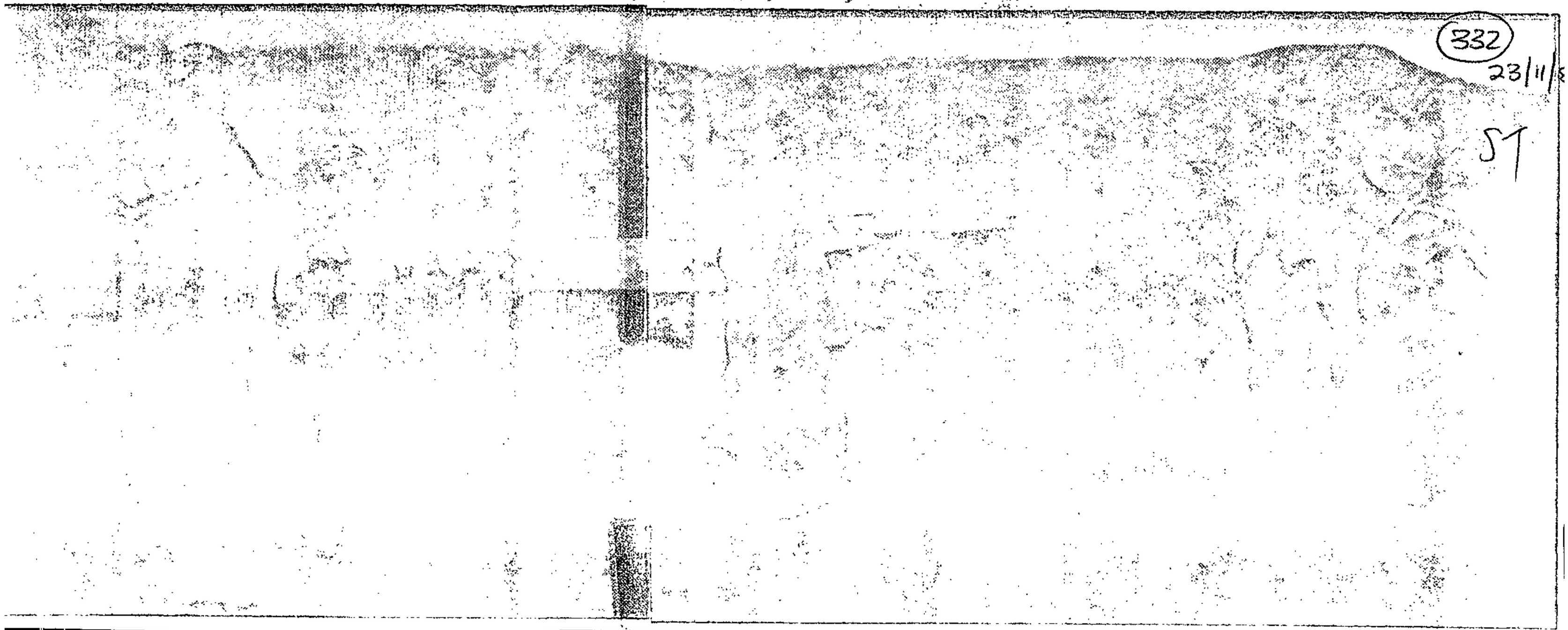
ABOVE: Wembezi Walkers on their way to work. CAR LEFT: The Rev Daniel Mbatha . . . 'Some don't even try to get lifts.' LEFT: The Rev John Vilakazi . . . the drivers were the last straw

On the road to Estcourt . . . and it's 24 kilometres a day

332

23/11/8

ST



332
23/11/80
ST

Estcourt.

When told of the increases the township council met with the company owner, Mr Elias Cebekhulu, and asked him to address the Wembezi community on the fare increases.

Chaos

The meeting with the community ended in chaos after Mr Cebekhulu explained the fare increases were due to a Government subsidy he had been given provided he ran the service at 32c a trip.

He denied allegations from the crowd that in 1979 he had promised to return the fare from 25c to the old price of 17c a trip once he was awarded the subsidy.

"I never promised them anything of the sort," Mr Cebekhulu said.

Township residents said, however, that they remembered the promise clearly.

Mr Cebekhulu said the subsidy had been granted to him to retain workers and season ticket holders' fares at 25c and increase the fare for other travellers to 32c.

But the Wembezi workers, who claim they were assaulted by Mr Cebekhulu's drivers and charged extra fare to bring parcels on to the buses, decided to boycott in sympathy with the aged, young and work-seekers.

Harassed

"The behaviour of some of his drivers had apparently driven people to the end of their tether," said Rev Johann Vilakazi of the Wembezi Anglican Church and a community leader.

Township residents claim they were harassed by camouflage-uniformed policemen and prevented from taking lifts in private cars during the first few days of the boycott.

Police deny this, but their presence has certainly cemented the Wembezi residents' ill-

On October 25 the KwaZulu Development Corporation announced that it would be taking over the bus service for Wembezi and their buses would start operating the next day.

But the attempt to break the boycott failed when the residents recognised the buses in spite of a new layer of paint — they were the old Khanyani buses.

Six buses — escorted by police — entered the township and all returned empty.

Township leaders are frustrated and confused by the lack of success in their negotiations with officialdom.

But Mr Mbatha said

glimmer.

They had been told by Department of Transport officials that they would consider returning the fare to 25c, depending on the service that was provided.

"Now all we need is a new bus service," said Mr Mbatha.

He said people hoping to run the new service would first have to approach the Wembezi community leaders and then the Department of Transport.

To date they have had no approaches, although an Indian businessman had made inquiries.

Mr Elias Conso, KwaZulu Legislative Assembly member and Wembezi resident, said this week it was time

He said the KwaZulu Government was unable to do anything to settle the boycott.

Mr Koos Vorster, president of the Estcourt Chamber of Commerce, said they were waiting to hear from the Department of Transport on the appeal to have the fare reduced.

Waiting

"Business hasn't been seriously affected because they are still getting to work on time," he said. "But it is their inconvenience we would like to solve."

A spokesman for the KwaZulu Development Corporation said they too were waiting on the Transport officials refused to discuss the negotiations and a spokesman from the Durban office of the department told the Sunday Tribune it was "not correct" that they were considering a reduced fare.

He refused to elaborate.

Boycotters interviewed by the Sunday Tribune this week said they would carry on walking "until Christmas" if necessary.

They were all adamant that they would never ride on the Khanyani Bus Service again.

Although nobody has specific figures, Mr Mbatha and Mr Vilakazi claim thousands of workers are involved.

EDM 24/11/80

New container depot

(332)

SA CONTAINER Depots will officially commission its R1 300 000 extension at Pier No 2, Durban Harbour, tomorrow.

This is the second extension to SACD's Durban facility. The first was undertaken in 1978.

"These extensions," says Mr Tony Yuill, managing director of SACD, "would not have been necessary if a large proportion of containerised cargoes intended for the Reef, Vaal Triangle and Pretoria areas were processed through to their inland destinations instead of being routed via Durban or unpacked in Durban and then railed in breakbulk form.

"We do not seem to be able to get the message across to business houses that they can save money by collecting their consignments within the allowed free period of three days after the day of unpacking."

The additional facilities include a 3 800 m² transit shed with raised platform served by a twin-track rail siding for both large-volume cargoes and for full and empty container movements.

An additional container storage area, container repair area and workshop, and a container refurbishing facility with shot blast room and spray painting booth form part of this development.

An additional gate has been provided to facilitate traffic flow, separating container traffic from vehicles delivering or collecting consignments. This will improve vehicle turnaround time and safety.

Mr Yuill says: "We are now ready to deal properly with increased cargo flows resulting from increased imports and the full-scale containerised service to Australia, as well as the extra container movements resulting from the containerisation of the service to the Far East in a year's time."

The ability of the company's depots in Johannesburg (City Deep), Cape Town and Port Elizabeth to handle increased volumes will be constrained only by cargo not being removed within the free storage period.

CONTAINER TRAFFIC (332) FM 28/11/80

Troubles at City Deep

Local importers are growing hot under their collars, and the SA Shipping & Forwarding Agents Association (Sasafaa) has called on everyone concerned "to pull his weight" as a result of the severe holdups at the South African Railways' City Deep container terminal and at the SA Container Depot (SACD), the licensed cargo depot operator.

Sasafaa chairman Gordin Canning says that it can now take as long as 18 days from the arrival of a ship in Durban harbour until delivery of the contents at importers' premises.

Container trains are being staged on the tracks in the City Deep area because the terminal is so congested, he says, and unpacking at SACD has slowed down.

He showed the *FM* figures of four different consignments, which took between 16 and 21 days to arrive, as well as

Canning . . . 'something must be done.'

figures for four consignments which arrived in Durban on the same ship but which were available for delivery five days apart.

SAR commercial services director Gert Coetzee denies that deliveries take as long as, say, 18 days, except perhaps in unusual cases, but admits that the *average* delivery time has moved from six days to 11 days, and that there is a serious bottleneck.

The problem, charges Coetzee, arises from consignees not co-operating with the SAR as regards receiving full containers after normal working hours and over weekends.

"The terminal is programmed to work 24 hours, seven days a week. We could handle another 50% after working hours. At the moment 144 of the roughly 850 companies using the terminal regularly accept after-hour deliveries. This is better than 85, which is where the figure stood in August, but it could be better still," he says.

SA Container Depot MD Tony Yuill lays the blame squarely on importers. He denies as "ridiculous and untrue" the allegations that unpacking takes longer than a few months ago. He says adamantly that unpacking time is between two and four-and-a-half days.

Peter Hogg, purchasing manager of Standard Telephones & Cables, which produces equipment for the Post Office, said his company had been "very embarrassed" by the delays as it had to break delivery promises.

Peter Verrall, of MSN Products, which manufactures circuit boards for the electronic industry, said his company had experienced "incredible hassles" at City Deep.

Both Coetzee and Canning, however, agree that hurling accusations is not going to alleviate the situation.

"The situation exists and everyone must get off his tail. There'll be serious problems when the Far East trade becomes containerised in 1981. We must all pull together and resolve it," says Canning.

He also believes that the SAR should recognise that as not many more people are going to be willing to accept night deliveries, the Railways is going to have to spend more on equipment to get containers delivered during working hours. If that is the case, he says, then prices will go up, and he advocates that the SAR should improve the present rebate of 15% or 25% awarded to people who take delivery out of working hours.

"The point is that if the delivery cost is, say, R40, then a company which is going to receive only a couple of containers is not going to be too interested in the rebate."

He points out that, in some cases, importers are as much to blame as anyone else because the SAR cannot deliver until customs clearance has been effected, and that some importers don't have their paperwork done on time.

Some importers, he adds, close their

Yuill . . . blames the importers

warehouses at Friday midday, which means they work a four-and-a-half day week. He wants the SAR to insist that all users accept containers during normal business hours and that SAR should impose greater penalties on people who don't accept deliveries during working hours. He would also like to see the establishment of mini terminals to help traffic flow. Finally, he would like to see the SAR adapting to the hours which commerce and industry work, and not the six am to six pm which the administration works.

Coetzee replies that he would love to use "a big stick," but he doesn't really see it as a feasible plan.

The SAR increased its drivers by about 50% (from 280 to 417), and increased its cartage fleet. Container trains have been increased from 80 to 100 wagons.

As regards mini terminals, the SAR has already established over-night storage places on the East and West Rand, and there is a direct Durban-Pretoria train when necessary.

KwaZulu bus fares to be increased next year

NM 29/11/80

(332)

African Affairs Reporter

THE Trans-Umzimkulu Transport Company is to raise bus fares next year, Mr J P Jack, Chief Magistrate for Izingolweni, told members of the local regional authority yesterday.

Reading a letter from the company's management, Mr Jack said that, following the bus boycott in 1979, Pretoria had decided to subsidise the company until March 1981.

'If the company cannot get a further subsidy the burden will fall on passengers. The company is working on revenue and expenditure but the final figure will not be available before January next year. The new fares will then be determined.'

The proposed raising of fares created a storm at the regional authority yesterday. One chief, the former Minister of Works and a member of the KwaZulu Legislative Assembly, Mr E T Xolo, demanded that the financial statement of the company be made available to members of the authority.

He suggested members of the Inyanda Chamber of Commerce, the local white chamber of commerce and two delegates from Gamalake Township, be included in discussions regarding the proposed increase.

Earlier, Mr Jack told the meeting that in August this year, 16 of the company's buses had been stoned, and the stoning was continuing at roughly the same rate since then.

332 Pom 29/4/80

Court hears of huge possible fine

DURBAN — The KwaZulu Transport Company (Pty) Ltd was liable for a fine of more than R10 000 for failing for the past three years to display a notice stipulated under the Riotous Assemblies Act, the Camperdown Magistrate's Court heard yesterday.

Appearing for 44 KwaZulu transport drivers who were involved in a strike in the Mapumulanga district last month, Mr C Nicholson said it was an offence for employers not to display a notice outlining employees' rights.

Earlier, a State witness, Mr B E Bennett, acting manager of the Mapumulanga Transport Depot, told the court that to the best of his knowledge a notice outlining employees' rights was only put up in April this year, on the advice of security police.

Mr Nicholson told the court that failure to display such a notice was punishable by a R10 fine or 14 days' imprisonment for every day the notice was not up.

He asked Mr Bennett, under cross-examination, why the police had prosecuted their bus drivers but had taken no action against the management of the company for failing to display the notice.

The magistrate, Mr M J van Graan, said the question was irrelevant to the case.

The 44 drivers have pleaded not guilty to charges under the Riotous Assemblies Act, but admitted being in the employ of the KwaZulu Transport Company on October 30 when they failed to report for duty.

Mr Bennett told the court he had gone to the Mapumulanga depot on the evening of October 29 when he was informed by a supervisor that the staff bus had gone missing.

He said he arrived at the depot to find the bus parked outside the premises with a number of his drivers in it.

He said they told him they wished to speak to the group manager of KwaZulu Transport, Mr Chris Peckett, about the dismissal of a driver.

He said the police were called to the depot at his request and the drivers had questioned their presence.

Mr Bennett said he had warned the drivers a number of times that if they did not go back on duty "they could be committing a possible offence."

The hearing continues. — Sapa.

Safmarine slammed over fruit delivery

STAR (Final) 332

By John Cavill
Financial Correspondent
The Star Bureau

LONDON — A high-speed dash by the Safmarine container ship Cedarberg, will still fail to get 26 000 cases of South African pineapples to Britain in time for the lucrative pre-Christmas market — the fourth year running South African fruit has missed the Christmas market.

This was claimed yesterday by Mr Keith Sims, managing director of JO Sims Ltd, one of London's leading fruit importers.

"It is the fourth year something has gone wrong — and it could cost the pineapple growers more than R250 000," said Mr Sims, who strongly criticised Safmarine's decision to put the Cedarberg into dry dock in Cape Town.

Safmarine's London office claimed that high winds delayed the Cedarberg's getting into dry dock and so failing to sail yesterday as advertised.

"There is very little we can do," said a Safmarine spokesman.

"It was beyond our control. But we are now hoping to leave on December 5 and will make full speed to Southampton.

"Unless bad weather delays the vessel it should arrive on December 18," he said.

The Cedarberg will also be carrying 30 000 cases of peaches for the European markets.

"We would obviously have preferred to have had them on December 16 as planned," said a DFB official here.

"It will present us with difficulties but we have made plans to shift the 10 000 cases for the British market as quickly as possible, including getting a dispensation to have them cleared by Customs as quickly as possible."

But Mr Sims said Safmarine's efforts to make up the delay were "a hit and miss affair and just not good enough."

He claimed the East London shippers of the 250 tons of pineapples, Shelford Pineries, would not have loaded the fruit had they been told the Cedarberg would not sail as planned.

"By the time the 23 containers of pineapples are unloaded and cleared we will be into the weekend (of December 20 to 21) and it will be Monday before the fruit gets onto the markets," he said.

"That means we have effectively just 24 hours in which to sell 26 000 cases.

"It is a disaster and would not be allowed to happen in any other country."

Petrol tanker explodes

(332)

A TANKER containing 14 000ℓ of petrol on its way from Klerksdorp to Ventersdorp, left the road near Ventersdorp at the weekend and crashed over the Schoonspruit Bridge.

The tanker exploded on impact, badly damaging the bridge and traffic had to be diverted. The charred body of the driver, Mr Ruben Mothusi, 34, was found in the cabin. He had been employed by a petroleum company for the past 14 years. Police are investigating. — Sapa.

shipping

Urgent need for new SA tonnage

SINCE it proves essential for big business to spend money to make money, the prosperity offered indigenous shipping lines necessitates a heavy investment in new tonnage in the coming year, both as replacements for old carriers and to facilitate exploiting of new business.

Safmarine, who are well set up on the European service for the foreseeable future and are building specifically for the Far East run, must contemplate replacements for the general cargo ships on the American trade in the next year or two, and particularly for the fruitships which are fast reaching superannuation.

In any case, the mode of stowing fruit by use of expendable dunnage is no longer economic, and the German motorships, Polar Costa Rica and Polar Honduras, have both been taken from the German South America Line by the companies composing Universal Reefers who have a number of less suitable vessels on their charge.

Fruitships sold

All save two of the existing Safmarine fruitships will be sold through next year.

Also pressing is the need for bulk carriers to carry the rough cargoes out of Richards Bay to Asia, particularly Japan, Taiwan and South Korea.

Second-hand ships of modest proportions are now going for about R10 m, but would pay for themselves in a year or two with freight rates at their present level.

The second national carrier, Unicorn, still represents something of a enigma, however, for despite substantial financial backing of General Mining and a whole host of yet undeveloped trades, it reveals remarkably little stirring at a time when it might have been expected to be exploiting new business.

While its financial workings are never publicly revealed, and are hidden in the comprehensive report of the mining group, it is a reasonable assumption that without more carriers and vigorous marketing oversea, the returns must be static.

Foreigners

Its interests may be better served by floating Unicorn to independence out of the Grindrod complex, and then providing a small but energetic management freed from the influences which often inhibit individual fish confined to a large pond. As with Safmarine, the opportunity for investment in Unicorn by the public could inspire wider interest and motivate efficient management of what is the second largest national shipping line.

There seems no good reason why General Mining should not carry its coal exports in its own ships, but it has not a single suitable unit and none is in sight. Why must the Republic in perpetuity fill the coffers of foreigners by having to hire their ships to carry our cargoes?

If indigneous lines in 1981 fail to take the advice of William Shakespeare, by recognising the current tide in the affairs of sea trade which, taken at the flood, lead on to fortune. The ebbing trade of successive years could see them " bound in shallows and in miseries".

STAR 1/12/80

Hidden riches surprise by giant bus company

By Mike O'Sullivan
Marian Duncan and
Anthony Duigan

Government moves to break up Putco, the giant transport conglomerate, have been complicated by stock exchange speculation and the company's latest bonus share issue, which has effectively increased fourfold the market value of the company.

In a dramatic move late last week, Putco issued 7,65-million bonus shares to its existing shareholders. This followed very heavy trading in Putco shares and mounting speculation in financial circles on an imminent Government takeover.

The speculation has persisted despite Putco's failure to date to give a clear answer to a strongly worded Government proposal that the company be broken up into four operating units, its directorate expanded and its shareholding increased.

A recent study of Putco's accounting policies by a group of financial analysts concluded that there were several inconsistencies which had the effect of "considerably diminishing" the company's current profits.

These accounting policies were also not acceptable to the Receiver of Revenue, according to the analysts. The Receiver had disallowed several items charged against the profits by Putco.

The company, which carries a million passengers a day, is facing a R213-million expansion programme to double its size by 1985, and it lacks the hard capital to do this.

The latest share issue, while increasing the dividend payout to shareholders by about R500 000, does nothing to introduce new capital into the company.

This share issue could be seen as a preparation for the recommended Government break-up of Putco, although the company still has not given a clear indication of its intentions.

The Department of Transport is, however, adamant that its break-up recommendation be implemented.

Putco is controlled by the Carleo family, who bought it eight years ago for less than R500 000. Today the asset value of the Charleo's share of Putco is worth more than R23-million.

If a confrontation develops between the Department of Transport and the company, the Government could act unilaterally and break up Putco.

To Page 3, Col 10

Mr A Carleo, the man behind Putco.

STAR 1/12/80

Putco's odd book values noted

From page 1

The department's proposal to Putco is motivated by its concern over the amount of public money invested by the Government in the company — R40-million in subsidies this year alone.

IRREGULARITIES

Putco has been investigated by the Department of Transport twice in the last eight years. In 1972 a departmental committee, found major irregularities in the management of both Putco and its subsidiaries.

The parent company was accused of giving preferential treatment to subsidiary companies controlled by the Carleo family.

This year, an independent company of cost accountants investigated Putco management and finances on behalf of the Department of Transport.

Both Putco and the department state that the irregularities pointed out in the 1972 inquiry have since been resolved.

DISALLOWED

The recent independent analysis of Putco's business side found that it had a large amount of cash on hand — R10,5-million. It also noted that the Receiver of Revenue had disallowed "several items charged against the profits by the company."

It was also noted that buses were being depreciated "fairly fast," but once fully depreciated, those buses still in use were depreciated again.

In addition, overhauls were being treated "somewhat unusually" as extra expense items. This meant that "a considerable amount should be added back to the profits."

Another accounting oddity occurred in the usage of double entry book-keeping, where credits (corresponding to debit entries) were placed in the "Reserves" section under "Shareholders' equity."

The overall conclusion was that Putco "in some respects appears to be way out of line with another quoted company in the transportation sector."

Putco, the study noted, "could afford to borrow more."

Exclu
The
Star
invest

21/12/80 (m) 332

Fourfold increase

The bonus share issue announced by Putco last week will have the effect of increasing fourfold the shares held by existing shareholders in the company.

The issue will not affect the net worth of the company but the increased dividend payout should help to boost confidence among investors.

The bonus share issue has not yet been approved by the shareholders. This is expected to be done sometime in February.

In recent weeks the stock market price of Putco shares has risen from 140 to 410c a share, an increase of 193 percent.

Legless man legged it

LONDON — A legless cat burglar known as "tin legs," who escaped from Bracknell police station by sawing through bars, must have hidden getaway implements in his alloy limbs, police said after recapturing him. — Sapa-AP.

Putco may be getting an excess route subsidy

STAR (332) 3/12/80

from page 1

fare and subsidy was set, officials stated.

But the loopholes in the subsidy system and the fact that Putco does possibly get extra money on some routes is acknowledged.

Department of Transport officials are aware of loopholes in the subsidy system which could allow such anomalies and are working to introduce a new zonal system which will eliminate the loopholes.

Confronted by The Star's survey Putco executives contacted the Department of Transport and arranged to investigate the matter.

"We are going to look into the operation of these two routes against the background of the proposed fare adjustments in Pretoria — which have been postponed since May — and the introduction of the new rail service between Mabopane and Pretoria," Mr R Button, Putco's group financial controller said today.

The Star's assertions about the routes and the blanket tickets used were correct and Putco would have to look at the possibility of introducing differential fares, he added.

This would not necessarily mean that the fares would drop or that the Department would pay out less in subsidies.

It is understood that a Department of Transport official visited the routes and did an on-the-spot check yesterday.

Inquiry welcomed

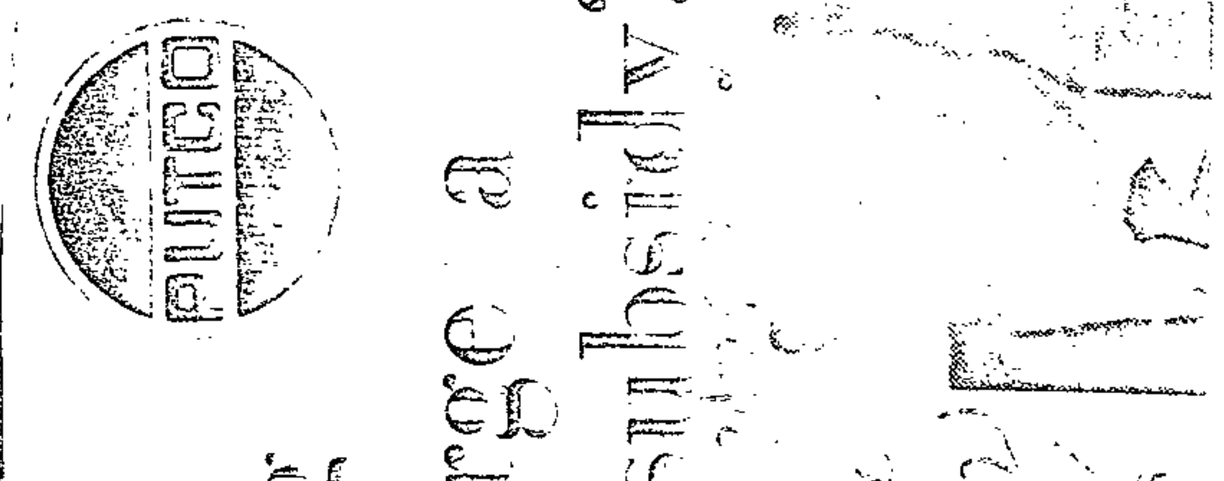
By Michael O'Sullivan, Anthony Duigan and Marion Duncan

Putco today "came out" in favour of a strongly worded full-scale commission of inquiry into the operation of black bus services particularly with regard to the issue of subsidies.

The company's financial controller, Mr Bob Button, said in a statement that "it could only help to give the public a better understanding of the complexities of bus company operations, and we welcome an inquiry which will lead to proper matters in their proper perspective.

"In view of recent allegations about bus operations that have appeared in the Press, Putco would welcome a wide-ranging inquiry."

● Page 13: Fears that bus inquiry "won't expose all abuses."



By Mike O'Sullivan, Tony Duigan and Marion Duncan

The biggest operator in black transport, Putco, could be receiving up to R200 000 a year in excess State subsidies on just two of its Pretoria routes, a Star investigation has shown.

The two routes are Mabopane - Pretoria and Ga-rankuwa-Marabastad.

An estimated 60 000 passengers a day are transported along these routes — 21 km and 29,8 km, respectively — by Putco buses.

A survey taken recently at peak hours showed that on the Mabopane-Pretoria route there were far more than 6 000 passengers per off-peak hour. The survey

... the two routes ... there 2 000 ... between 60 km and ... before the end of the ... month.

In both cases the bulk of passengers ...

To Page 2 Col 1

a weekly season ticket which allowed them to travel the entire route.

The department ... ended to Putco as based on the ticket for the full route.

Calculations made on the basis of where the passengers got off and the untravelled distances from which Putco gets subsidies showed that it was possible for more than R25 000 to be paid in "excess subsidy" on these two routes monthly.

Officials in the Department of Transport told The Star it was not possible "in the long run" for Putco to keep the ... subsidy ... [illegible]

... [illegible]

Any excess ... made on ... [illegible] ... may be ... [illegible]

LOCAL NEWS

Fears that bus inquiry won't expose all abuses

3/12/80 STAR

332

By Michael O'Sullivan, Anthony Duigan and Marion Duncan

There is growing concern among operators of black bus services that the commission of inquiry into their operations, announced yesterday by the Department of Transport, will not be adequate to expose "all the abuses."

The commission, which was announced by the Director-General of Transport, Mr A B Eksteen, will comprise officials of the departments of Transport, Finance, Co-operation and Development and outside experts.

The feeling among bus operators is that to be truly objective, the commission should have a Supreme Court judge as its chairman.

The South African Bus Operators Association (Saboa), which represents private operators, is to meet on December 9 to discuss its official attitude to the commission.

A number of operators interviewed by The Star today said they welcomed the inquiry and expressed the wish that it would lead to full disclosures of anomalies and abuses within the transport subsidy system.

Mr John Armstrong, assistant general manager of transport at the Corporation for Economic Development in Pretoria, said studies had already been carried out into its transport operations and he felt in no way threatened.

A spokesman for the Passenger Transport Association (which represents municipal bus services) said this morning: "We are concerned about allegations of abuse because municipalities — which do not operate bus services directly to black or coloured residential areas do not receive subsidies in terms of either the Black Transport Services Act or the Transport Services for Coloured Persons and Indians Act.

"We are therefore endeavouring to get the Government to pay subsidies to the municipalities in terms of the Urban Transport Act and are anxious that any allegations of abuse are cleared up as quickly as possible so that they do not militate against any subsidies being paid to us."

Putco happy

14/11/80 WM

332

PUTCO strongly favours a commission of inquiry into the bus industry, Mr Bob Button, financial controller, said that he and his company would welcome a commission of inquiry into subsidised bus companies.

"It would only help to give the public a better understanding of the complexitites of bus company operations and we would welcome any such development which placed matters in their proper perspective," Mr Button said.

"In view of recent allegations about bus operations Putco would welcome a wide-ranging inquiry."

Mr Button's statement followed a report quoting Mr A B Eksteen, Director-General of the Department of Transport, as saying that a commission would be appointed to investigate every aspect of bus companies' operations.

GENERAL NEWS

Buses from Mabopane phased out

PUTCO

STAR 4/12/80

332

Own Correspondent

Putco buses from the Mabopane area to Pretoria will eventually be phased out, transport authorities said in Pretoria yesterday.

An inter-departmental committee recommended that Putco services to destinations within walking distance of railway stations be withdrawn by stages.

According to an investigation by The Star, Putco may be receiving too high a subsidy on its services to the Mabopane area, which carry about 120 000 passengers a day.

Spokesmen for the SA Railways and Bophuthatswana Transport Holdings said the changeover from bus to rail for black commuters living in the Mabopane area, would start on December 29.

On that date a train service between Soshanguve, just south of Mabopane, and all Pretoria stations would start.

This comes after the completion of the Mabopane-Pretoria railway line, which cost R31-million.

Buses owned by Bophuthatswana Transport Holdings would feed the Soshanguve station from Mabopane, Soshanguve, Winterveld and its hinterland.

Putco services would not be discontinued immediately, but experience elsewhere shows that commuters generally prefer trains to buses, according to a study by the Railways.

It was expected that after completion of the large Mabopane railway station and the introduction of fast rail services in 1983 Putco would continue to serve only workers employed by firms situated at more than walking distance from present and future railway stations in Pretoria.

Putco paid 'too much' for firm

By Tony Duigan and Mike O'Sullivan

Putco, the country's biggest operator of black transport, has paid about R775 000 for the Ferndale Bus Company but sources close to the company feel this may have been too high a price.

Ferndale, a company operating from Randburg and carrying almost 10 000 passengers a day, runs 34 buses which other operators have stated are all ageing and in need of attention.

Estimates of the buses' values range between R10 000 and R12 000 each.

Mr R Button, financial controller of Putco, refused to discuss the price paid for Ferndale.

It is understood that Ferndale runs on a non-subsidised fare which has remained constant for the past three years.

The profitability of operators of black bus services is an important consideration for the Department of Transport when it sets the subsidies each year payable to bus companies.

● Increases of between 12 and 14 percent might come into effect on Putco's Pretoria bus services in the new year.

This was confirmed today by Mr Button, who said that although approval for the increases had been obtained from the Department of Transport, the proposal had yet to be approved by other interested parties such as the Department of Co-Operation and Development.

He said fare increases in Johannesburg in respect of the June 1979 fuel increases had been proposed to the National Transport Commission in August and Putco was still awaiting a reply.

These proposed increases have come up against the background of an investigation by The Star which revealed several "inconsistencies" in Putco's accounting policies.

The Star also reported this week that an excess subsidy of R400 000 was being paid on two of Putco's Pretoria routes.

Hoe wetgewing nog vervoer belemmer

Deur FLIP MEYER

DIE Regering se plan om so min as moontlik met die ekonomie in te meng en vrye mededinging te bevorder, het baie vrae laat opduik.

'n Paar van hulle is.

- Hoe ernstig is die Regering met sy planne?
- Watter rompslomp in die openbare sektor is reeds uitgeskakel?
- Hoe vinnig beweeg die Regering in die rigting van 'n vryer ekonomie?
- Watter rompslomp bestaan daar nog?

Sake-RAPPORT wil van vandeesweek af 'n paar bedrywe onder die kollig bring. Ons het vandeesweek begin met 'n ondesoek na die vervoerbedryf, veral met die klem op die knelpunte wat daar in die bedryf is en in hoe 'n mate rompslomp die laaste paar jaar uitgeskakel is.

Oor die eerste vraag is die meeste kenners in die vervoerbedryf dit eens dat die Regering beslis van plan is om rompslomp — in die vervoerbedryf uit te skakel. Daarvan getuig die Wet op Padvervoer van 1977 wat die ou Motortransportwet vervang het. Onlangs is nog wysigings in toegewings aangebring.

Karweiers en vervoerkontrakteurs hoef nie meer permitte van Padvervoerrade te kry vir sekere produkte nie. Hoewel die Motortransportwet reeds sulke vrystellings gehad het, is dit met die nuwe wet aansienlik gebrei. Daar is byvoorbeeld nie meer permitte nodig vir die vervoer van graan nie. Sekere permitte hoef nou nie meer jaar hernieu te word soos voorheen nie, want 'n permitte word vir 'n bepaalde tydperk, uitgereik.

Maar daar is nog 'n paar bepalings in die wet wat pla. Mnr. Leon Swart, 'n direkteur van C. D. Nel en Vennote, 'n groot onderneming wat as raadgewer vir 'n wye reeks van vervoerondernemings en karweiers optree, sê die Regering het reeds ver gevorder met sy planne om rompslomp uit te skakel, maar daar is nog 'n paar bepalinge in die Wet op Padvervoer wat krap.

MET die klem wat die Regering deesdae op 'n vryer ekonomie plaas, het Sake-RAPPORT ondersoek ingestel na die belemmering wat daar nog in wetgewing skuil. Vandeesweek kom die vervoerbedryf onder die loep. Aanstaande week gaan ons na die kleinhandel kyk.

Een is die kwessie van die onderskeid tussen karweiers en ondernemings wat hulle eie goedere vervoer.

Volgens mnr. Swart het 'n onderneming wat sy eie goedere vervoer, magtiging om dit binne 'n radius van 80 kilometer te doen buite vrygestelde gebiede. Daar is tien gebiede wat vrygestel is en waar geen permitte nodig is nie.

Aan die ander kant is karweiers se magtiging net 40 km. Wat gebeur, is dat die onderneming besluit om eerder self 'n voertuig aan te skaf om goedere te vervoer, want die goedere kan dan oor 'n groter gebied vervoer word.

Indien die karweier dieselfde magtiging as die onderneming verkry het, sou die onderneming moontlik nie die voertuig aangeskaf het nie.

„Deur die bepaling van die wet te verander, sal daar minder voertuie op die pad wees en gevolglik minder brandstof verbruik word," sê mnr. Swart.

'n Ander knelpunt is dat voertuie met terugritte sukkel om permitte te kry om goedere te vervoer.

'n Voorbeeld is die volgende: 'n Karweier vervoer goedere van Kaapstad na Bloemfontein. Hy doen aansoek om met die terugrit van Bloemfontein goedere te vervoer, maar dit word geweier omdat 'n ander karweier in Bloemfontein 'n permit het om dit te vervoer. Die karweier van Bloemfontein vervoer dan die goedere na Kaapstad, maar met die terugrit wil hy ook goedere vervoer. Hy kan egter nie want die karweier van Kaapstad het 'n permit en is dus geregtig om dit te doen.

Deur dié bepaling in die wet te verander, kan baie tyd, moeite en geld bespaar word.

'n Skuiwergat wat baie karweiers met die nuwe wet uitgebuit het, is die vrystelling van voertuie wat 1 000 kg en minder weeg.

Sommige karweiers het in die verlede hul swaarder voertuie omgeskep en ligter gemaak sodat dit nie 'n permit nodig het nie. Hulle laat die voertuig 'n sleepwa sleep en oorlaai dit. Die voertuig is nie onderhewig aan die Wet op Padvervoer nie, maar oortree net die plaaslike padordonnansies. Die karweier gee nie om nie, want hy kan die boetes aan die plaaslike owerheid met 'n glimlag betaal.

Uit 'n ondersoek wat Sake-RAPPORT gedoen het, blyk dit dat baie karweiers se klagtes oor die Padvervoerrade ongegrond is. 'n Woordvoerder van 'n Padvervoerraad sê dat die raad nie net daar is om die Spoorweë te beskerm nie, maar ook die bestaande karweiers en vervoerkontrakteurs.

„Ons kan nie links en regs permitte begin uitreik nie, want daar is tog die bestaande kontrakteurs wat sake moet doen.

Indien 'n karweier 'n grondige rede het waarom hy in 'n noodgeval goedere moet vervoer en nie die Spoorweë se diente kan gebruik nie, kan hy aansoek doen en die permit sal op meriete oorweeg word.

„As die ‚noodgeval' egter dikwels voorkom, is dit nie meer 'n noodgeval nie. In baie gevalle is dit swak beplanning. Die onderneming wat die goedere wil vervoer, moet sy voorraadhouding beter beplan het deur lank voor die tyd die bestelling te plaas en dit met die Spoorweë vir die vervoer reël."

Karweiers met wie Sake-RAPPORT gesels het meen dat sommige Padvervoerrade se beoordeling van aansoeke nie altyd dieselfde is nie. Soms word 'n aansoek maklik toegestaan, maar 'n paar dae later word 'n soortgelyke aansoek sonder grondige redes afgekeur, beweer die karweiers.

Hoewel dit blyk of daar wel sommige gevalle is waar Padvervoerrade billiker kan optree, is baie van die karweiers se bewerings ongegrond.

Die ondersoek van Sake-RAPPORT toon dat daar nog baie ruimte vir verbetering is. Hopelik sal die Regering die oorblywende swakpunte in die Wet op Padvervoer so gou as moontlik uit die weg ruim.

Coal loading made easy

THE Trieste shipbuilding firm of Italcanteri has placed an order for two completely automatic enclosed coal-conveying systems which will be fitted to a pair of 75 000-dwt coal-fueled ore carriers being built for the Australian shipping line Bulkships.

The equipment, made by the British firm Macawber Engineering, will enable the coal-fired bulkers to be operated to modern standards of safety, cleanliness and convenience.

It is to be delivered between December 1981 and April 1982, and when the vessels are completed in two years time they will carry bauxite between the north-west Australian ports of Wiper and Galdstone.

The system is based around Macawber's Denseveyor automatic coal handling concept, with provision for the bunkering of 2 300 tons of coal per ship. More than 1 500 of the Denseveyor systems are in use on land in hospitals, collieries and factories.

The complete system is reported to allow coal to be handled on board ship with the same ease as oil or gas.

Though ship owners have long sought to switch to coal from high-priced marine oil, they have been reluctant to do so because the only way coal could be carried aboard a ship involved fairly clumsy, open mechanical systems of doubtful reliability. These systems did not meet modern health and safety standards and were too dangerous to power vessels with a cargo such as oil.

Earlier coal-conveying systems were unsuccessful because conventional control valves were not rugged enough to stand up to the treatment they received.

Macawber has overcome this obstacle by designing a simple but unique device called a dome valve which is located underneath the bunker.

Controlled by electronic circuitry, the dome valve opens to allow the pasaage of a set amount of coal which is pneumatically conveyed along pipework to the boilers.

In the case of the Italcanteri vessels, coal will be carried over 45 m at a rate of 19 tons an hour.

The dome valve, the only moving part of the system, can withstand constant friction with dense, abrasive material like coal.

Rural	1 099 242	867 145		1,4
Urban	678 759	319 404	80,7	57,4
Metropolitan	1 414 076	779 871	78,4	56,4
1970				
TOTAL	3 626 520	3 079 171	86,9	26,6
Homelands	960 477	1 341 361	85,2	16,8
Rural	979 729	857 237	91,7	23,1
Urban	529 725	216 337	73,5	56,8
Metropolitan	1 156 589	664 236	90,3	40,6
1960	Males 15-64	Females 15 - 59	% Males employed	% Females employed

TABLE 4: (continued)

(c) Employment as a proportion of men 16-64 and of women 15-59, 1960 and 1970

guilty of any major criminal offence;

c) if he (or she) is the wife, unmarried daughter or non-adult son of an African qualified under section (a) or (b)

d) if he has permission from a labour officer to be in the area.

Section 10(1) is the legal cornerstone of the influx control system. Section 10(1)(d) links it with the labour allocation system; this is the section under which contract workers from rural areas are admitted to the metropolitan and ntract workers used to be able to earn ights, but amended regulations introduc contract workers to return to their ch year and so to break the continuity o n prescribed areas. What section 10(e metropolitan and urban workers into two rs' with section 10(1)(a) or (b) rights an section 10(1)(d) rights or present illeg h section 10(1)(c) rights form an i f largely not economically active 'dependen esidence rights of outsiders depend continued employment, while those of i , more accurately, they do not to the sa are not exempt from having to regist u as a workseeker. Moreover the stat Africans from prescribed areas ir section 10 rights: a person between 50 capable of being employed who has r east four months out of a preceding yea ee successive occasions

Bus firm could close down

Mercury Reporter

INTERTOWN Passenger Services, which runs buses between Pinetown and Durban, will continue to operate on a temporary basis next year.

This is in spite of the fact that the Pinetown Municipality has decided to stop subsidising the bus service from December 31.

The municipality was paying about R40 000 a year for the past four years in subsidies to the bus company. In February this year the Town Council decided to stop the subsidies because of the large sums involved.

It was believed that without Pinetown's subsidy the bus service would have to close down.

However, the director of the company, Mr G B Shields, said it had been decided to continue operating the bus service after December.

'This will be on a temporary basis only until negotiations, which are presently taking place between the company and the Department of Transport, have been finalised.

'Should these negotiations prove unsuccessful, the company may be obliged to close down its operation,' Mr Shields said.

3 airlines reduce fares to Europe

By Richard Faris,
Air Correspondent

Excursion fares between South Africa and London and Frankfurt are to be reduced by up to R100 by three airlines from next month.

SAA and Lufthansa who together have nine jumbo flights a week between Johannesburg, Cape Town and Windhoek and Frankfurt, are reducing their 19-75 day excursion fare from R986,80 (high season) to R930 and from R887,90 (low season) to R840 from January 1.

A spokesman for Lufthansa said the new excursion fare was expected to replace the old one from March, with a validity of 14-90 days abroad instead of a maximum of 75 days. No stop-overs will be permitted.

Both carriers said the move, at a time when most airlines in the world are losing money, was to stimulate traffic and encourage more people who were actually bound for West Germany to fly direct, rather than on other European airlines with a connecting flight.

Only hours after the SAA-Lufthansa announcement came the news that British Airways and SAA were to introduce a new advance purchase excursion fare (apex) between Johannesburg and London, valid from between two weeks to one year, for R713,50, during the months of October and November northbound and April and May southbound.

The current Apex fares to London start at R818,60 in the low season and go up to R923,80 in high season and are valid for three months only. All Apex fares do not permit stop-overs and have to be booked and paid for at least two months in advance.

A spokesman for British Airways said the two carriers were pleased to be able to offer reduced fares to Britain that were "more in keeping with the budget traveller needs."

Mr Eberhard Gennrich, the chairman of the Association of South African Travel Agents, told The Star last night that while travel agents welcomed fare reductions for passengers, past experience had shown the only way to significantly boost traffic on a route was to cut fares by about 20 percent.

"The move by BA and SAA have a stimulating effect during their off-season periods and encourage more people to use London as a base and visit the Continent by surface transport," he said.

Comair bid for three extra air routes rejected by NTC

12/12/80 (332) STAR

By Richard Paris
Air Correspondent

The battle for access to three important air routes out of Jan Smuts Airport was lost by Comair yesterday.

Comair, which claims to be South Africa's largest privately owned airline, applied to the National Transport Commission in Pretoria to operate flights between Jan Smuts and Nelspruit, Newcastle and Vryheid. These routes are currently being operated by rival carrier Magnum Airlines.

In its application Comair claimed it could offer the public lower fares than Magnum simply by applying its own fare structure, based on its routes to Phalaborwa, Skukuza, Welkom and other centres.

US ECONOMIST

With the support of an American aviation economist who flew to South Africa specially for the hearing last month, Magnum maintained Comair would not be able to operate a service to the three centres and make a profit at fares below its own tariffs. It was also said the routes could not support two airlines.

The verdict of the NTC, postponed for nearly a fortnight, was clearly a disappointment for Comair but was not regarded as a victory by Magnum's managing director, Mr Martin Summerly, who said there was no question of Magnum's right to fly the route being questioned ... it was "business as usual."

TABI

ce 1960.

970,

Agric									76	%
Servi									711	26
All c									272	28
sectc									927	46
G D P	115 300	100	300 851	100	501 405	100	997 910	100		
Income from 'commuter'	-		149 972		313 881		864 525			
Income from migrant workers	143 300		423 384		663 324		1 342 304			
Less: 'foreign' payments	-		- 42 780		- 60 374		- 124 538			
G N P	258 600		831 427		1 418 236		3 080 201			
% GNP from commuters and migrants	55,4		69,0		68,9		71,6			
GDP per capita (1970 prices)	37		42		53		68			
GNP per capita (1970 prices)	75		104		133		187			

Growth: (real) (% p a)	60/70	70/80
GDP per capita	1,3	8,4
GNP per capita	3,3	10,3

Source:

BENSO, 1976: Tables B. 7.2 and B.7.3.

BENSO, 1979: Tables 34, 37 and 39.

Note: The per capita incomes are based on Dept. of Statistics population figures which do not allow for immigration to the homeland. They are therefore overestimates after 1970, the more so as time passes.

---

c) real incomes per capita in the homelands have been rising in the 1960's and 1970's, real GNP per capita having risen faster than real GDP per capita reflecting the increasing

EL will fight to stay wool port says Phillips

DD 12/12/80

332

EAST LONDON — East London would fight vigorously to retain its status as a wool port, a former president of the Border Chamber of Industries said here last night.

Proposing a vote of thanks at a function held the East London Wool Exchange, Mr Max Phillips said organised industry, commerce and local authorities, supported by influential government sectors would oppose wool operations being transferred to Port Elizabeth vigorously and continuously.

"We will not happily tolerate the organisation which seeks to emasculate the East London wool industry," he said and added: "I suggest we should be a little more positive in demanding that wool sales continue in this building."

The issue today was whether wool sales should take place in East London or Port Elizabeth — the issue of sale by separation.

If sales were to take place in Port Elizabeth it would mean the East London Wool Exchange would become redundant.

That would be retrograde, regrettable and sad, but not yet destructive nor fatal.

What would be unproductive and destructive; what could be fatal was warehousing and shipping operations in East London being discontinued.

That would mean many farmers — and the trade that went with their visits — would cease to call; many white and black jobs would fall vacant; rail traffic would decline; other industries and commercial interests would suffer; the Border region would suffer; an insiduous process of progressive deterioration would be set in train; an exciting and hopeful government initiative could be stifled.

"I speak about these unwelcome possibilities because I am fully convinced they will not take place," he said.

Noting that 22 per cent of the South African wool industry was centred around East London, Mr Phillips outlined reasons why he believed "these unwelcome possibilities" would not take place:

"It is in the wool grower's interests to rail to East London, not only because it costs him less, but because he has a vested interest in the economic generator of his region;

"Sixty per cent of the wool crop is sold as washed or combed and as we can do that locally, why incur the costs of railing elsewhere?;

"We plan to add top-making to the local range of processing;

"BKB has a heavy commitment in warehouse investment in East London. They don't want to change."

MAX PHILLIPS . . . "We will not tolerate being emasculated."

Mr Phillips also hinted major development plans for the Border region would be announced early next year.

"I look forward to realistically positive deconcentration incentives coupled with the establishment of development banks and small business development corporations and carefully nurtured co-operative regional development, perhaps in Berlin, certainly in the East London Harbour, certainly based on East London as the growth node."

Hinting the Border region was on the verge of what he called "a period of unprecedented development" he said: "This will be a concentrated job-producing thrust which will, I hope, take us out of our slough of apathy.

"The ball will be passed to us and if we don't run with it we should never again complain." — BUSINESS EDITOR

Victory to Magnum in battle of rival airlines

(332)

(13/12/82)

By JEREMY BROOKS

A COSTLY battle between South Africa's two top rival private airlines ended this week.

The National Transport Commission decided to allow Magnum Airlines to continue operating on three domestic routes — despite an application by Comair to service the same routes at lower fares.

The decision is regarded as bitterly disappointing by Comair's management.

The managing director, Mr Pieter van Hofen, said yesterday that the airline's directors were considering whether to resubmit an application to the NTC or to have the decision reviewed by the Supreme Court.

Meanwhile, Magnum's chairman, Mr Martin Summerley, said his airline's right to service the routes — between Jan Smuts Airport and Newcastle, Nelspruit and Vryheid — had been firmly established and business would continue as normal.

The clash between the companies, both vying for position as South Africa's biggest private airline, was the culmination of a long-simmering feud.

In a move which took the aviation industry by surprise, Comair took direct action several months ago and asked the NTC to have Magnum's licence on the three routes withdrawn.

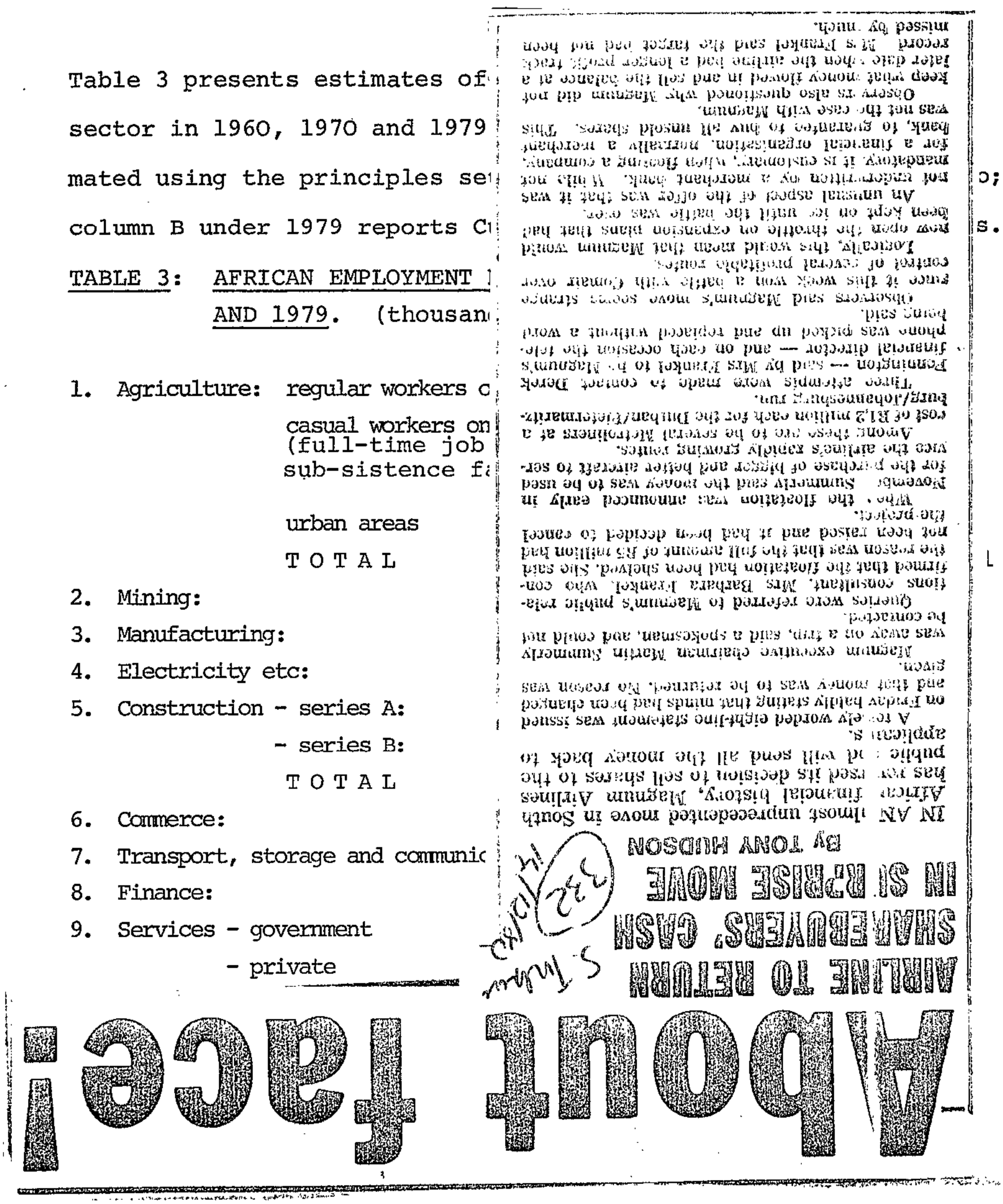
Comair argued that it would be able to offer the same services at lower fares, basing its calculations on the present fare structure on its existing network — a claim that was questioned by Magnum.

Both airlines engaged the service of top lawyers to present their cases.

Magnum was represented by former judge, Mr Anton Mostert, SC, and Comair by Mr J C Kriegler, SC.

Mr Kriegler told the commission that Magnum was making the travelling public pay "unreasonably high" air fares because it was "less efficient" than other operators.

In reply, Mr Mostert quoted a visiting American airline economist, Mr Nathan Simat, as saying that Comair's proposed fares on the route did not provide for the recovery of costs.



The distribution of African employment by sector, sex and region-type, 1960 and 1970 and by sector and sex, 1979.

(Throughout this section, South Africa includes Transkei and Bophuthatswana in 1960 and 1970, and excludes them in 1979. This is necessitated by the form of presentation of official statistics.)

Table 3 presents estimates of

sector in 1960, 1970 and 1979

mated using the principles se c;

column B under 1979 reports C s.

TABLE 3: AFRICAN EMPLOYMENT

AND 1979. (thousan

1. Agriculture: regular workers c

casual workers on
(full-time job
sub-sistence f

urban areas

TOTAL L 045

2. Mining: 608

3. Manufacturing: 782

4. Electricity etc: 29

5. Construction - series A:

- series B:

TOTAL 295

6. Commerce: 567

7. Transport, storage and communic 215

8. Finance: 52

9. Services - government

- private

293

886

About face!

AIRLINE TO RETURN SHAREBUYERS' CASH IN SURPRISE MOVE

S. Tribune 14/12/80

332

By TONY HUDSON

IN AN almost unprecedented move in South African financial history, Magnum Airlines has reversed its decision to sell shares to the public and will send all the money back to applicants.

A tersely worded eight-line statement was issued on Friday baldly stating that minds had been changed and that money was to be returned. No reason was given.

Magnum executive chairman Martin Summerly was away on a trip, said a spokesman, and could not be contacted.

Queries were referred to Magnum's public relations consultant, Mrs Barbara Frankel, who confirmed that the floatation had been shelved. She said the reason was that the full amount of R5 million had not been raised and it had been decided to cancel the project.

When the floatation was announced early in November Summerly said the money was to be used for the purchase of bigger and better aircraft to service the airline's rapidly growing routes.

Among these are to be several Metroliners at a cost of R1,2 million each for the Durban/Pietermaritzburg/Johannesburg run.

Three attempts were made to contact Derek Pennington — said by Mrs Frankel to be Magnum's financial director — and on each occasion the telephone was picked up and replaced without a word being said.

Observers said Magnum's move seems strange since it this week won a battle with Comair over control of several profitable routes.

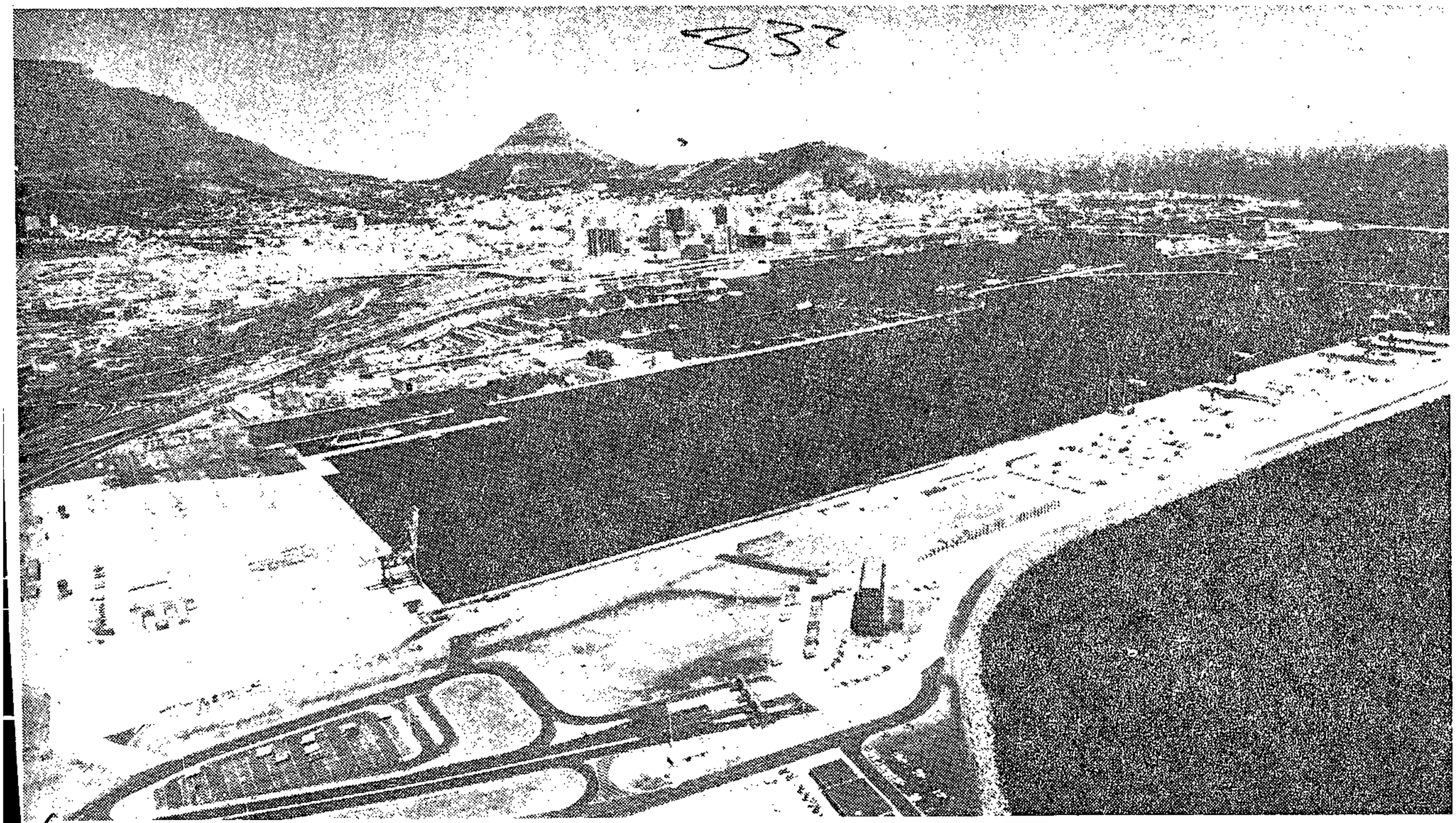
Logically, this would mean that Magnum would now open the throttle on expansion plans that had been kept on ice until the battle was over.

An unusual aspect of the offer was that it was not underwritten by a merchant bank. While not mandatory, it is customary, when floating a company, for a financial organisation, normally a merchant bank, to guarantee to buy all unsold shares. This was not the case with Magnum.

Observers also questioned why Magnum did not keep what money flowed in and sell the balance at a later date when the airline had a longer profit track record. Mrs Frankel said the target had not been missed by much.

Shipping

by Bill Goddard



Nedlloyd in joint container care venture

332 Argus 15/12/80

Shipping Reporter

THE formation of a joint venture, designed to lengthen the life-span of containers from 10 to 15 years, has been announced by the Nedlloyd group.

The new company, called Complete Container Care, will concentrate on the repair, renovation, refurbishing and storage of containers. It will come into operation this month.

Formed by the Nedlloyd group in partnership with CMB of Antwerp and Grootint of Rotterdam, the establishment of the operation follows a recent announcement that Nedlloyd Lines was investing R13,3-million in new containers for its world-wide services.

Situated on a 28 000 square metre site in the middle of the container area at Europoort in Holland, Complete Container Care will incorporate a 4 600 metre plant with the most modern equipment.

In addition to a pair of bridge cranes designed to facilitate the storage of containers, the operation is to install automatic refurbishing equipment.

TABLE BAY had a higher number of ship arrivals than other South African harbours during October, though not the greatest volume of cargo.

City had most ships

WHILE Cape Town was the busiest port in South Africa for the month of October in terms of the number of arriving vessels, it handled substantially less cargo, both bulk and containerised, than did Richard's Bay, Durban, Saldanha Bay and Port Elizabeth.

Compared with Durban's 223 ocean going vessel arrivals, Cape Town saw only 147, but the 130 foreign and local fishing boats that entered Table Bay harbour took its total to 348 ships over the 339 arrivals at Durban which only took in 49 fishing vessels.

Durban, with a total cargo of 2 326 212 kg both shipped and landed — ranked second to Richards Bay which dealt with 2 634 335 kg.

Richards Bay, like Saldanha and Mossel Bay, does not handle containerised cargo as do Durban, Port Elizabeth and Cape Town.

Cape Town docks saw a total of 666 170 kg of cargo being shipped and landed in October, of which 193 770 kg was containerised.

In 1981 at SACHE[illegible] ...n Course is planned. The i[illegible] ...e preparatory training for uni[illegible] ... part-time study. The course is des[illegible] ...nglish is a second language and who[illegible] ...ring the day.

We have discovere[illegible] ...niversity from matric face many [illegible] ...ting adequate essays and knowin[illegible] ...ue of full-time students at U.C.T[illegible] ...-time UNISA students.

THE COURSE:

The University Fo[illegible] ...espondence course which will initia[illegible] ... We propose to divide the yea[illegible]

- A[illegible] ...h and one or t[illegible]
- S[illegible] ...ns, and F[illegible] ... subject.

The year, therefore [illegible] ... per week at an intensive level for which written work must be prepared. This course provides a basis in the use of English for thinking, discussing and formulating ideas, as well as a basic training in reading for a purpose (i.e. research skills) breaking down text book dependency, analysing what you read and essay techniques. The sessions are designed to provide basic skills for a wide variety of subjects.

FIRST SEMESTER

8 Feb. - 12 June :

Or Foundation Maths.
Two 2-hour sessions per week progressing in a systematic manner from some Standard 10 Maths. through to university Maths. It will include a thorough introduction to calculus and its practical applications. The emphasis will be on full student participation in discussing and solving problems and understanding what is learnt. This course provides a basis for the Foundation Science Course.

SECOND SEMESTER

20 July - 5 Dec. : Foundation Courses in ONE or TWO of the following sub.

Accounts.
African Studies/History
Economics
Law
Psychology
Science
Sociology

Each course will /...

Top airlines feud is settled

15/12/80 NM (332)

Mercury Correspondent

JOHANNESBURG—A costly battle between the country's two top private airlines ended when the National Transport Commission decided to allow Magnum Airlines to continue operating on three domestic routes — in spite of an application by Comair to service the same routes at lower fares.

The decision is regarded as bitterly disappointing by Comair management. Managing director Pieter van Hofen said the airline's directors were considering whether to re-submit an application or have the decision reviewed by the Supreme Court.

Meanwhile, Magnum chairman Mr Martin Summerley said his airline's right to service the routes — between Jan Smuts Airport and Newcastle, Nelspruit, and Vryheid — had always been firmly established.

The clash between the two companies was the culmination of a long-simmering feud.

Comair took direct action several months ago and applied to the commission to have Magnum's licence on the three routes withdrawn.

Comair argued that it would be able to offer the same services at lower fares, basing its calculations on the present fare structure on its existing network.

Both airlines engaged the service of top advocates to present their cases. Magnum was represented by former judge Mr Anton Mostert, SC, and Comair by Mr J C Kriegler, SC.

Mr Kriegler told the commission that Magnum was making the public pay 'unreasonably high' air fares because it was 'less efficient' than other operators.

Mr Mostert quoted visiting American airline economist, Mr Nathan Simat, as saying that Comair's proposed fares on the route did not provide for the recovery of costs.

Mr Simat said Comair's fare structure did not allow for the high costs of 'short-haul services', which included take-off and landing, delays due to traffic congestion, passenger handling and servicing of aircraft.

Airlines will pass on higher fuel costs

By Richard Paris, Air Correspondent

The travelling public could not expect airlines to absorb the reported 10 percent increase in oil prices agreed to by Opec leaders, airline chiefs in Johannesburg said yesterday.

A spokesman for South African Airways said the airline was not in a position to comment until the International Air Transport Association (Iata) has discussed the situation, but the marketing manager for British Airways, Mr Bob Wraight, said there would be no question of airlines increasing fares immediately after the Opec price rise came into effect on January 1.

"Iata turned down a proposal that airlines be able to introduce a 'trigger mechanism' into their price structures whereby increases would not lag behind oil price rises as they do at present," he said.

Mr Wraight said price increases would have to receive Iata and State approval and this could delay a rise until the beginning of April.

ADVERSE EFFECTS

And, he said, if increases were as high as 10 percent, only about three to four percent of this would reflect the higher fuel prices as most airlines' fuel bills constituted about one-third of their total operating costs.

The chairman of the Association of South African Travel Agents, Mr Eberhard Genrich, told The Star that any further increases in air fares on internal or international routes out of the Republic would have an adverse effect on travel.

Mr Genrich said he hoped airlines would absorb the higher fuel costs. However, he said, at worst, a rise in fares of three percent was the most airlines could justify.

Tollgate's R48m nest egg

19/12/80 STAR

Own Correspondent

CAPE TOWN — Tollgate Holdings has about R48m in cash or near cash, the chairman, Mr M D Marais, told shareholders last week.

He refused to say what the company intended to do with the money.

This sum is equal to about R2,70 a share on the company's issued capital of 17,8-m shares.

The funds arose from the sale of the company's insurance and finance subsidiaries for R11-m and R9,8-m respectively and from the return of R27,2-m advanced to finance subsidiaries.

In additon properties have been sold for R7-m.

The company is planning to revalue its business asset. This could increase their balance sheet value by R22-m and increase the net asset value of the company's shares to 501c.

TABLE 4: (continued) ANALYSIS OF AFRICAN EMPLOYMENT

(d) Regional distribution of employment

(PERCENT)

SECTION	1 Agriculture		2 Mining		3 Manufacturing		4 Electricity		5 Construction	
	1960	1970	1960	1970	1960	1970	1960	1970	1960	1970
Metropolitan	1,8	1,8	61,4	45,2	[illegible]	61,6	61,7	42,3	40,9	
Urban	0,9	0,9	21,5	37,7	18,2	15,8	27,[illegible]	26,3	24,6	
Rural	49,6	52,9	10,8	8,1	5,6	5,5	2,0	16,3	21,6	16,1
Homelands	47,7	44,4	6,3	9,0	3,9	17,1	6,3	14,6	12,9	26,7
	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Watchdogs will fight against a Putco rise

By Drew Forrest

The Commuter Watchdog Association (Comwasa) has warned that it will oppose all attempts by the Putco bus company to increase fares.

The company said last night that, in the light of new minimum wage determinations for transport workers in Pretoria and on the Witwatersrand, it would have to look into the fare-price structure.

The new scales — the outcome of a Wage Board inquiry which followed the July strike by Putco drivers—would cost the company an extra R1-million a year, a spokesman said.

This was in addition to the 15 percent across-the-board increase granted staff in July. This amounted to R3-million.

BACK ON JOB

However, the co-chairman of Comwasa, Mr Mahomed Dangor, has warned that in view of Putco's "massive profits" over the past two years, the association would fight any fare increases.

He pointed out that, as a result of Comwasa representations to the National Transportation Commission, one application by Putco for increases had been delayed this year.

Meanwhile, Putco claims that the strike by about 500 drivers serving Soweto may be ending. A deputation of strikers had recommended a return to work after a meeting with management yesterday, a company spokesman said. He added that 320 drivers were already back on the job.

The response by drivers to the call had been mixed, the statement said. The sticking point is believed to be management's insistence on the selective re-employment of strikers, rather than the general reinstatement they have demanded.

32

20/12/80

2.7 The advisory committee is reconstituted as an HSRC revision committee at the end of the third year of the four-year term. The revision committee is expected to comment on the following:

(i) Whether the work done over the previous three-year term is of the required quality;

(ii) whether the programme proposed for the next term is realistic;

(iii) whether there ar and students to carry out the task sat

(iv) whether the ava lequate;

(v) whether the uni tructure is satisfactory;

(vi) whether the fin is realistic; and

(vii) whether the res

2.8 If support for a fur mended, the revision committee also makes e membership of the new advisory committ

December 21 1980 13

Union denounces Putco hint of fare hike

By MARION SPARG

THE Transport and Allied Workers Union (Taawu) yesterday condemned an announcement by the Putco bus company that fares could be increased because of higher wages negotiated for drivers.

The prospect of higher fares was raised in the wake of wage increases for Putco drivers.

About 800 drivers went on strike this week and Mr Wilson Manana, Taawu's president, told the Sunday Times he saw the announcement of higher fares as an attempt to antagonise commuters towards the strikers. He said the proposed increases would be "unfair".

The higher wages that came into effect this week resulted from a Wage Board inquiry after the July strike by Putco workers.

'Children'

This week's strikers called for the dismissal of a white official, Mr F Vorster. They said he treated them like children.

Feelings were heightened in the past months after complaints that certain individuals involved in the July strike were recently "unfairly" dismissed.

The Commuter Watchdog Association has vowed to fight any new increases.

A Putco spokesman said that 320 of the 780 striking Putco drivers serving Soweto had been re-employed and services were improving.

Commuter watchdog calls for probe into Putco's affairs

S. Trib 21/9/80 (332)

Tribune Reporter

A broadly based black commuter watchdog organisation on the Reef has called for a commission of inquiry into public transport giant Putco as the strike by the company's Soweto bus drivers continued yesterday and Putco threatened fare increases.

The Commuter Watchdog Association (Comwasa), which enjoys the support of Soweto's Committee of Ten, Inkatha, and groups in coloured and Indian townships on the Reef, has alleged Putco is not operating "to the benefit of the public."

Putco said this week it may have to increase fares to finance wage increases for passenger transport workers announced by the wage board.

A Putco spokesman said altogether 1 285 Putco employees were benefiting by increases of between 15 and 53,8 percent in their weekly wages this year.

He said the increases gazetted on Friday were the second this year. Putco would implement the additional increases immediately, but would have to study the implication and effect on the price structure of bus fares.

Drivers and union organisers belonging to the Transport and Allied Workers' Union (Tawu) are meeting this weekend to decide whether or not to return to work.

Central issue in the strike has been the drivers' demand that a Putco divisional manager, Mr F. Vorster, be fired. Putco has refused.

Mr Vorster's firing was reportedly also an issue in the strike in July this year by Putco drivers.

A major stumbling block in the way of a return to work is believed to be Putco management's insistence that it selectively re-employ strikers, instead of re-instating all with full benefits of past employment.

Mohammed Dangor, co-chairman of Comwasa, made the call for a state commission of inquiry into Putco's affairs when approached by the **Sunday Tribune** yesterday.

"From evidence at hand, Putco has made tremendous profits in recent years and the company has received state subsidies which it has not used to benefit the public.

"Putco's share price has also increased tremendously. Transport is a social service and should be run as such," Mr Dangor said.

"The State must have a commission of inquiry into all Putco's affairs.

"If Putco announced fare increases, Comwasa would take the matter to the National Transport Commission as it did earlier this year, so succeeding in delaying the fare increases," added Mr Dangor.

A Putco spokesman said the company's wage bill increase resulting from the latest Wage Board award and another 15 percent cross-the-board wage rise earlier this year, together with other hikes in operating costs, made fare increases a necessity if State subsidies were not increased.

The spokesman said Putco would be able to provide full weekend services between Johannesburg and Soweto. Some 320 drivers of 780 who went on strige last week had returned to work and there were signs that others could be expected to "trickle back," he added.

Putco management had not met with Tawu officials on the strike, he said.

Meanwhile, indications are that many of the effects of the strike have been circumvented. The Railways have added extra coaches to trains travelling to and from black townships on the West Rand, and Johannesburg municipal buses have been used on some Putco routes.

Unconfirmed reports say trucks and other vehicles travelling on roads to and from Soweto are being commandeered to accommodate people walking to work.

The Approved Course

The Head of the Depart will approve any full academic degree cours her recognised South African university wh e the Commerce Faculty, which does not overl courses of the B.Com. curriculum and which sed. Students are specifically encoura oved course which is unrelated to their a y, to broaden their horizons.

It is under certair e to continue with a second and third ye subject (see paragraph below on Optional

Provided there are le changes in 1981, a first-year B.Com. e to take any one of the courses listed bel ourse. Details of the courses will be f Faculty prospectuses. It should be note ese courses have specific entrance requiren er than those for the B.Com. and that the clas f the courses is restricted. Acceptance to an therefore, subject to meeting the entr r that course and subject to space.

Faculty of Arts of Western Europe, Economic History I, Fren I, Greek and Roman Literature and Philosophy, , Italian Intensive, Political Science I, Reli

Faculty of Scie Chemistry I.

Faculty of Soc: ogy (General), Sociology (Industrial), L Work I.

A number of ot so be approved, provided that they fit in wi ecture timetable.

The only appr in the Commerce Faculty is the combination o Science semester courses Structure and Environme Management of Human Resources.

Economic His

This is pres um 4, as Economic History I is required for Honours in Economics. However, Economic History I may also be taken concurrently with the honours study, and another approved course may be substituted.

Optional Extra Courses

A student may take up to four full courses in any year. Some second-year and all third-year curricula thus leave room for the inclusion of an additional course or half-course.
In addition to this, students who attained certain standards

Buses return to all Soweto

STAR 22/10/80

By Drew Forrest

Normal bus services to all areas of Soweto were restored today — in spite of a continued strike by many Putco drivers serving the township.

A Putco spokesman said that 370 from a total of 780 drivers returned to work this morning. Many drivers were working a double shift and it had been possible to serve areas of "deep Soweto" denied transport earlier in the strike.

Hopes for a settlement were boosted this morning when driver delegates agreed to put a number of proposals to their striking colleagues, after a meeting with Putco management.

The proposals were that all employees dismissed after last week's stoppage could reapply for work without loss of accumulated benefits, and that those not rehired could appeal to the company's liaison committee, at which a representative of the Transport and Allied Workers' Union would be present.

Any person dismissed by the committee would have a further right of appeal to the divisional manager and the area executive, a company spokesman said.

The drivers have been demanding the full reinstatement of all strikers and the dismissal of the Putcoton depot manager, Mr F Vorster.

Busdriver's minimum wage has been increased from R75 to R[illegible]. Other increases range from 25 percent for learner drivers to 4,5 percent for labourers.

Nearly all Putco drivers end the Soweto strike

The strike by Putco bus-drivers drew to a close today as all but 70 of the 780 men from the Putco-ton depot near Soweto returned to work.

All services between Johannesburg and Soweto were operating normally, a company spokesman said.

The turning point in the dispute was a meeting yesterday when drivers' representatives, including a man from the Transport and Allied Workers' Union, agreed to put a number of compromise proposals to the drivers still on strike.

The proposals were that all men dismissed after last week's stoppage could reapply for work without loss of accumulated benefits, and that anyone not rehired could appeal to the company's liaison committee in the presence of a union representative.

The drivers had been demanding unconditional reinstatement. Putco management had stressed that not all the strikers would be re-engaged.

Neither the drivers nor their union could be contacted for comment but a Putco spokesman said the conditions had been accepted by the drivers, who agreed to return to work.

A likely outcome of the strike will be more rapid progress towards agreement between Putco and the Transport and Allied Workers' Union, and the replacement of the unpopular "indaba" system by a mutually agreed disciplinary and grievance procedure.

Jomag waits for probe into terminus row

RDM

27/12/80 (332)

By SEAN O'CONNOR
City Editor

THE Johannesburg Metropolitan Action Group (Jomag) believes there is a good chance the Government will open an inquiry next month into the controversial new black bus terminus in Bryanston.

The terminus opened earlier this month amid fierce protest from nearby residents who want the Department of Transport to investigate the merits of the project urgently.

Their objections to the new terminus, which is nearing completion, have already been brought to the attention of the Minister of Transport Affairs, Mr Hendrik Schoeman.

The residents, who have the backing of Jomag — the public's powerful watchdog on transport planning issues — believe there has been a misrepresentation of the costs of the terminus, at Bryanston's Big Ben shopping centre on the corner of Homestead Avenue and Main Road.

Yesterday, Jomag's secretary, Mr Conrad Berge, said he had high hopes the Department of Transport would open an inquiry into the affair next month.

He said an official of the department had indicated to Jomag earlier this month that an inquiry might be held in January.

"Jomag would welcome an inquiry because it would serve to involve the public," Mr Berge said.

It would also underline the importance of public involvement at an early stage of planning, he added.

Mr Berge said concerned residents, Putco and Jomag representatives and officials of the Johannesburg, Randburg and Sandton municipalities would probably be required to attend the inquiry if it took place.

The terminus project was outlined in the 1979 Jomet interim plan. It was stated that the land for the terminus had been acquired and that construction costs would be about R40 000.

However, Mr Jan Maas, acting on behalf of Homestead Avenue residents who are protesting against the project, says R224 000 is being spent on the terminus — R184 000 more than previously envisaged.

The residents and Jomag also maintain there was a total lack of public participation in the scheme and that the planning of the terminus was "irrational".

Jomag argues that the terminus is to cater largely for commuters travelling from Alexandra Township to Sandton, but that because it is sited just inside the western border of Sandton, it does not serve commuters' needs.

Mr Berge says Jomag strongly favours a direct bus service for black commuters passing through Bryanston and other parts of Sandton.

He says the new terminus has created a conflict of interests in the area. White shoppers have to compete for parking at the Big Ben shopping centre with taxis waiting to ferry black commuters from the terminus to workplaces in Bryanston and surrounding areas.

And, he says, black commuters are unhappy with the situation of the terminus because it is a long way from their jobs, forcing them to use an expensive taxi connection.

The course will start with a survey of the facts of unemployment in South Africa and then go on to look at some of the analytical work trying to understand the causes and nature of unemployment not only here but elsewhere. The third section will consider steps that have been taken in different parts of the world to deal with unemployment in the hope that some ideas may be relevant for South Africa. Students will be expected to read the major references provided for each lecture and also to attend the seminar discussion groups and to write the essays that will help to enrich the course. A list of lectures, which will be on Monday mornings at 9.25, is as follows :

1. UNEMPLOYMENT IN SOUTH AFRICA - macro perspectives.

   Lecturer : to be appointed.

   Ref. Bromberger : "Unemployment in South Africa : A survey of research" in Social Dynamics, Volume 4 No. 2. June, 1978.

   Johan Maree : "The Dimensions and Causes of Unemployment and Underemployment in South Africa, "South African Labour Bulletin" Volume 4 No. 4. June, 1978.

2. MEASURING UNEMPLOYMENT.

   Lecturer : to be appointed.

   Ref. C. Simkins : "Measuring and [illegible] unemployment in South Af[illegible] Africa' [illegible]

3. UNEMPLOYM[illegible]

   Lecturer [illegible]

   Ref. Lieb[illegible] Africa : [illegible]

4. THE EMPLO[illegible]

   Lecturer [illegible]

   The unemp[illegible] culture. [illegible] F. Wilson [illegible]

5. UNEMPLOYMENT IN THE WESTERN CAPE.

   Lecturer : to be appointed.

   Ref. C. Simkins : 'Socioeconomic characteristics of 16 squatter settlements in the Cape Town Area in 1975'. SALDRU working paper No. 21.

6. BARRIERS TO MOBILITY : occupation, geography and the Riekert Report.

   Lecturer : to be appointed.

   Ref. The Report of the Commission of inquiry into legislation affecting the utilisation of manpower by Dr. P.J. Riekert. 'Focus on Riekert' : the South African Labour Bulletin Volume 5 No. 4 November, 1979.

LANCASTER, K. : "Socially Optimal Product Differentiation", A.E. Review, Sept. 1975.

+ GREENHUT, M. : Microeconomics and the Space Economy.

GREENHUT, M. : The Theory of the Firm in Economic Space. (Esp. Ch's. 5, 6 & 7).

GURZYNSKI, Z.S.A. : "A Theory of Spatial Realities" : S.A.J.E. March, 1966.

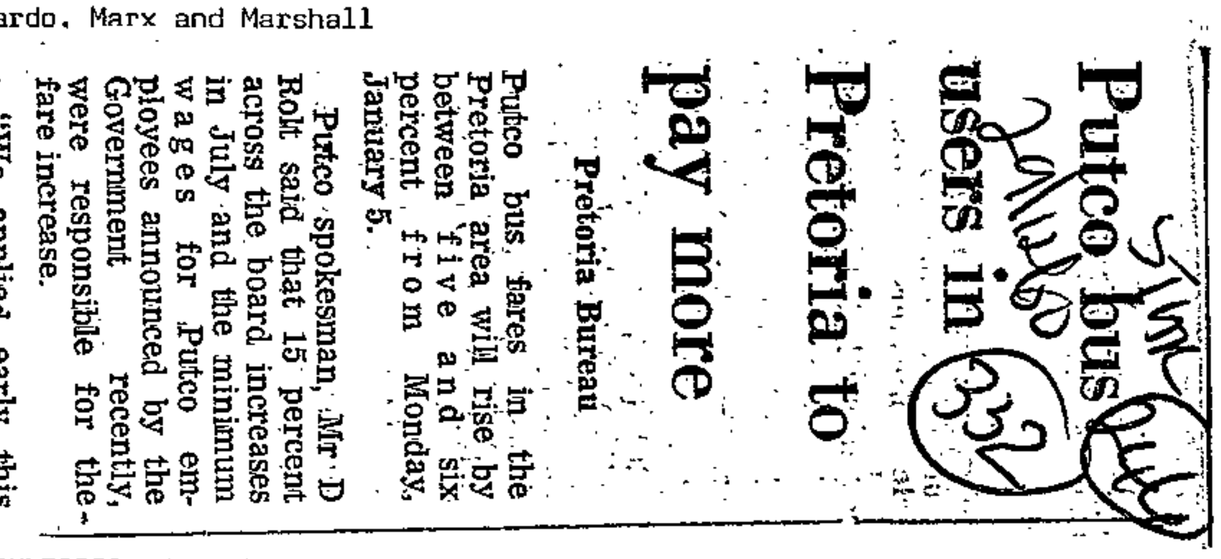
BAUMOL, W., (4th Ed.) : Economic Theory and Operations Analysis. Ch. 16.

SPANDAU, A. :"Towards a New South African Competition Policy", S.A.J.E. Sept. 1977.

*7. Factor and employment and pricing

Revision

Perfectly competitive conditions
Rent : Agricultural and locational rent
Optimal road use
Ricardo, Marx and Marshall



Putco bus users in Pretoria to pay more

Pretoria Bureau

Putco bus fares in the Pretoria area will rise by between five and six percent from Monday, January 5.

Putco spokesman, Mr D Rolt said that 15 percent across the board increases in July and the minimum wages for Putco employees announced by the Government recently, were responsible for the fare increase.

"We applied early this year for an adjustment in fare tariff, as we could not continue to absorb the losses. This adjustment was approved on May 25 1980. We have now been advised by the Government that the increased fares should be introduced as from Monday January 5 1981.

He said the recent increases would cost the company an extra R4,5-million a year. Fuel was costing the company an extra R9,5-million a year.

Other rising costs included 50 percent increases in provincial licences for buses, 10,6 increases in tyre costs as from January 1.

JOHANNESBURG

Application for fare increases of the same percentage had also been made in Johannesburg and Durban, and the company was awaiting a reply from the Johannesburg Transportation Board.

Mr Rolt said Putco fares in the Pretoria region have not increased during the past 18 months. Until now none of the above mentioned costs have been passed on to the passengers.

HIRSHLEIFER, J. : "An exposition of the Equilibrium of the Firm: Symmetry between Product and Factor Analyses" in Kamerschen: Readings in Microeconomics.

STIGLER, G., (3rd Ed.) : The Theory of Price. MacMillan.

BRONFENBRENNER, M. : "A Reformulation of Naive Profit Theory" in Breit and Hochman: Readings in Microeconomics.

GURZYNSKI, Z.S.A. : "Entrepreneurship : The True Spring of Human Action". S.A.J.E. March, 1976.

+ BAUMOL, W., (4th Ed.) : Economic Theory and Operations Analysis. Ch. 24.

PHELPS, E.S., et al : Microeconomic Foundations of Employment and Inflation Theory.

More people used city buses this year—Bornman

Star 30/4/80 (332)

By Deon Delport
Municipal Reporter

City commuters' use of the improved bus service rose this year as private transport costs soared, says Mr Gerrit Bornman, chairman of the council's transport committee.

"We have experienced a consistent growth in the patronage of buses, partly the result of rising private transport costs and partly because of our transport planning," Mr Bornman said.

He said he was happy with the operation of the cross-city bus service introduced in 1979 with the opening of the Eloff Street busway at a cost of R600 000.

It was much easier for commuters to get from one end of the city to the other he said.

"The previous inner and outer circle city transport scheme did not work and was very expensive," Mr Bornman added.

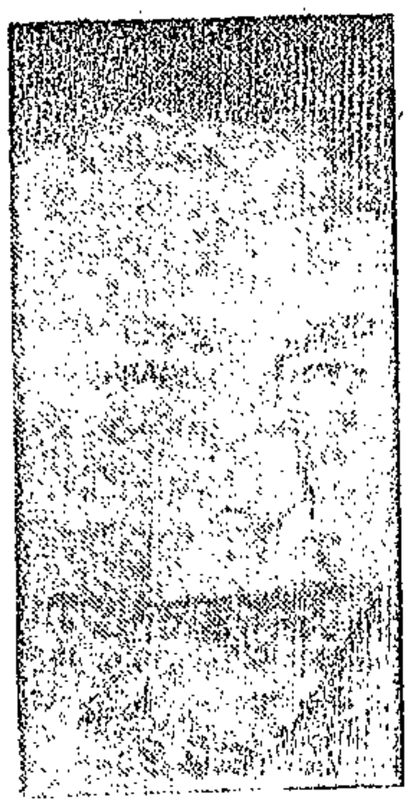
ROUTE

Instead of the buses going to a terminus in the middle of the city, most passed through the common Eloff Street route.

He said the introduction of the coupon and multiple-ticket system made it much easier for people to change buses without having to pay again.

Testing of trolly buses was continuing and tenders would be called for next year, he said.

The project was very important for future fuel conservation and to determine the kind of equipment needed, Mr Bornman said.



Mr Gerrit Bornman . . . the multiple ticket system has made commuting much easier for people changing buses.

14.5.

The : ... on-
anal: ... troll ... esser ... (ii) ... ation as cc ... ng impre ... (iii) ... y remain abser ... (iv) ... being absent. Such proof should be provided as thought necessary, i.e. a doctor's certificate etc.,

(v) Involve the co-operation of the local Trade Union representative and the assistance of the work's committee, in the implementation and the control of the programme.

There are a number of ways in which a company may wish to tackle the problem of dealing with absenteeism. The following are a few suggestions which might be tried. Obviously a careful analysis of the causes must be undertaken and a suitable remedy applied where possible before any further actions are taken. It is also worth noting here that what ever method is tried careful watch must be kept on the outcome as the wrong choice of preventative measure is more likely to aggrevate the problem than cure it.

(i) Firstly let it be said that at no cost should you rely on incentives - financial or otherwise - nor disciplinary action for controlling absenteeism. They will not.

(ii) Penalties for chronic absenteeism may include putting employees to the bottom of the promotion list, holding back overtime from offenders and giving the 'plum' jobs to employees with a low record of absenteeism.

(iii) Introduce an effective flexi-time system where possible. In recent years this approach has been shown to be quite successful as an effective management control method. Obviously it would be inappropriate to production work.

Absenteeism has been with us for a very long time now and there is little liklihood of it going away. All we can hope to do is to recognise its presence, try to locate the cause, and minimise its effects as best as conditions will allow us.

More people used city buses this year – Bornman

Star 30/12/80 (332)

By Deon Delport
Municipal Reporter

City commuters' use of the improved bus service rose this year as private transport costs soared, says Mr Gerrit Bornman, chairman of the council's transport committee.

"We have experienced a consistent growth in the patronage of buses, partly the result of rising private transport costs and partly because of our transport planning," Mr Bornman said.

He said he was happy with the operation of the cross-city bus service introduced in 1979 with the opening of the Eloff Street busway at a cost of R600 000.

It was much easier for commuters to get from one end of the city to the other he said.

"The previous inner and outer circle city transport scheme did not work and was very expensive," Mr Bornman added.

ROUTE

Instead of the buses going to a terminus in the middle of the city, most passed through the common Eloff Street route.

He said the introduction of the coupon and multiple-ticket system made it much easier for people to change buses without having to pay again.

Testing of trolly buses was continuing and tenders would be called for next year, he said.

The project was very important for future fuel conservation and to determine the kind of equipment needed, Mr Bornman said.

Mr Gerrit Bornman . . . the multiple ticket system has made commuting much easier for people changing buses.

Transit

B.Com.

1. Th
(provis
is pres
opt for
subsequent ... the stream leading to the CTA, they will be required to take the half course Management Accounting.

2. Business Administration I will be offered in 1981 for the last time. In subsequent years a general background to business can be obtained by taking the half courses Environment and Structure of Business and Management of Human Resources in the first year, followed by Principles of Marketing and Principles of Finance in the second. Students who opt to take Business Administration I in 1981 will have to drop either Economics II or Statistics II from the curricula as set out. Dropping Economics II makes it impossible for a student to take streams 3, 4 and 5, and dropping Statistics II makes it impossible to take streams 3 and 6.

3. The third-year course Managerial Finance (provisional title) will not be offered until 1982. In 1981 Costing (Management Accounting) I will be offered as before, for the last time.

4. Streams 1, 2, 4, 6 and 7 prescribe three and a half courses in the second and third years. Students will be permitted to take four courses in any one year, but are not encouraged to take extra courses unless they have performed well the previous year. No student will be permitted to take in excess of four courses in a year, unless permission for this has been obtained. Such permission will only be granted on academic merit, ie if the student has performed well the previous year.

Professor JRP Morris
Acting Dean of the Faculty of Commerce