

TRANSPORT, PRIVATE —
General

1-1-81 -

31-7-81

AVIATION

Fokkers fly in

Commercial Airways (Comair) has bought two 44-seat F 27 Fokker Friendship turbo-prop aircraft to add to the one it has operated for the last four years.

They will fly routes between Johannesburg and Welkom, Sun City, Phalaborwa and Skukuza and replace its elderly 28-seat piston-engine DC3s.

The first has already begun service and the second begins in February.

Comair MD Piet van Hoven says that as he needs the bigger aircraft to cope with

growing demand, he will not be reducing frequency of services. He estimates growth in passenger traffic over the next five years at 15% a year, based on the present total domestic airline market (excluding SAA routes) of R25m a year.

He expects the Fokkers to attract extra traffic as they are faster and more comfortable than the DC3s. This applies particularly to the game reserve run to Skukuza, via Phalaborwa, on which 90% of passengers are foreign tourists.

On this route, they will cut the flying time of the DC3 by 90 minutes to one hour. And the pressurised Fokkers cruise at 5 000 metres, whereas the unpressurised DC3s plough through the bumps at 2 700 metres.

Comair bought the two Fokkers second hand for about R1m each from Australia's Ansett Airlines. It must believe they are a better proposition than aircraft such as the new 20-seat Metroliner, which Magnum Airlines bought recently. New Metroliners cost about the same, are more economical, but carry less than half the number of passengers.

The Fokkers are also likely to be more profitable on the Sun City run than smaller aircraft such as the 14-seat Trislanders used by Magnum. Says Van Hoven: "With a small aircraft shuttle service, you have to fly empty aircraft back to Johannesburg in the early evening, when everybody wants to get to Sun City, and empty aircraft to Sun City in the early morning when everybody wants to go home. Our Fokkers will fly there full in the evening and return full in the early morning."

Strike-hit Putco suffers big subsidy loss

By Charlene Beltramo

The two brief strikes held by Putco bus drivers this year have cost the company "hundreds of thousands of rands" in subsidy money paid back to the Government.

A spokesman said the final figure had not yet been calculated, and when it had been they would not release it to the Press. But it could run into six figures.

The Department of Transport also refused to comment on what portion of Putco's R40-million subsidy would have to be paid back.

Putco's subsidy is issued according to the number of weekly ticket holders. Fifty to 60 percent of commuters buy tickets in this way.

MAIN DEPOT

A spokesman said that over a three-month period, Putcoton — the main depot serving Soweto — had issued 2.9-million cash tickets and 1.6-million weekly tickets.

Putcoton was the depot affected by the most recent strikes, earlier this month, when 750 drivers stopped work.

Putco will not only lose money in the form of subsidies but from commuters demanding to be reimbursed for the strike period.

A spokesman said that while the company had not put notices in buses advising commuters of their right to a refund, drivers, inspectors and depots had been told to inform commuters about the refund.

He denied previous reports that commuters would have to take letters from employers saying they had worked during the strike-affected days.

COMPLAINT

"Commuters should take the relevant tickets to their nearest depot and ask for a refund," he said.

In response to a reader's complaint that Putco was probably making "a small fortune" by not having open tickets, the spokesman said the subsidisation programme gave them no other option.

~~7/1/51~~ 570m
Fired drivers 332
~~7/1/51~~
plan action

The dismissed Putco bus drivers who were not re-engaged after taking part in a strike plan to take legal action against the company for "unfair" dismissal. They consulted a lawyer today to brief him about the firing. The company's reasons for the sackings were flimsy, said one of the drivers.

Yesterday a company spokesman said the drivers were dismissed for being rude to passengers. The strike started last month after complaints about a manager. About 780 drivers took part in the strike and all but 29 were re-engaged.

Six month bus boycott may soon be resolved

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Pietermaritzburg Bureau

THE six-month-old stalemate over the Wembezi bus boycott may be resolved at a township mass meeting next week.

At a meeting with the Wembezi Town Council in the township, members of the KwaZulu Development Corporation put forward a proposal to institute a new bus service, according to Mr Andries Botha, public relations officer for the corporation.

The proposal was accepted by the council, provided that it was accepted by the township at a mass meeting to be held there next week.

The boycotts began on July 28 in protest against a fare hike proposed by the Kanyani Bus Service, which then served the area between Wembezi and Estcourt.

The labourers, most of whom were employed in

Estcourt, trudged 29 km to Estcourt and back daily — and most are still making the daily footslog.

At the start of the boycotts police said some commuters, who held season tickets and were not immediately affected by the hikes, were intimidated into joining the boycott. Tyres were burned at the Wembezi terminus, and buses were prevented from entering or leaving.

In November the KwaZulu Development Corporation stepped in at the request of Kanyani to advise management.

It is believed that the Government may grant an increased subsidy, following official visits to the area in December. However, that will only be made known after a Department of Transport meeting on January 30.

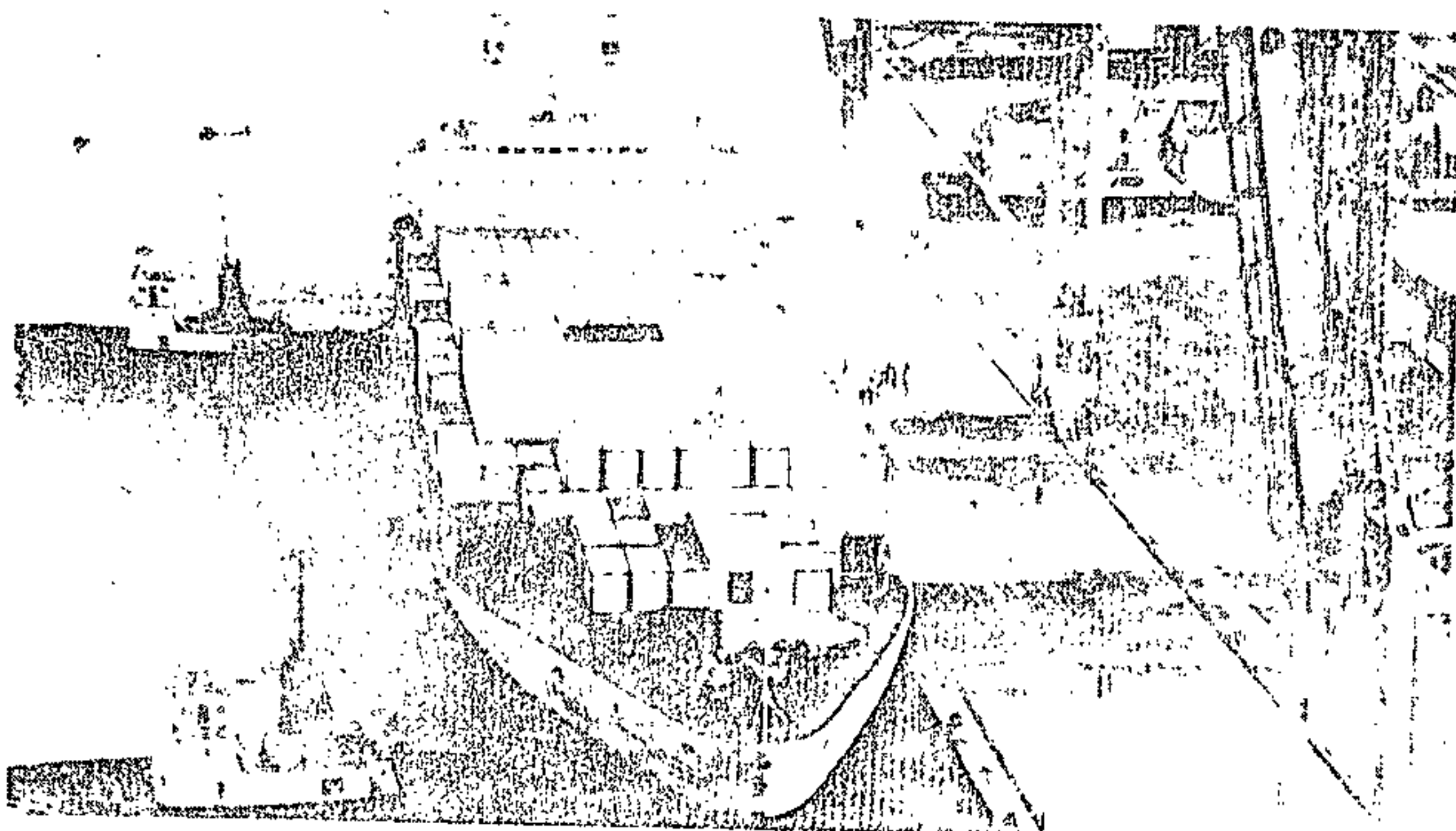
SHIPPING FM 9/1/81

Freight rates up 332

From January 1 the Europe/SA Conference lines — which represent more than 60% of SA's international trade — increased sea freight rates 14% on north- and south-bound cargo.

Besides this, the bunker adjustment factor (BAF), which stood at 6,76% in December, increased to 8,97% from January 1.

The effect is that SA exporters are losing substantial competitive edge even



SA exports on the move . . . the case of CAF and BAF

though freight rates constitute only one factor in their costs.

David Lewis, chairman of the SA Shippers' Council, the body representing SA's international trading interests, is hardly euphoric about SA exporters competitive ability in 1981.

The strengthening of the rand in the last nine months, increased sea freight costs, and the high cost of forward cover are major problems, says Lewis.

Forward cover, dependent on the differ-

ential between US dollar interest rates and SA interest rates "is now substantially increased from previous levels. We have problems competing on these exchange rates."

Some temporary relief has been afforded by the fact that the strengthened dollar (the Conference line expresses its rates in dollars) during December reduced the currency adjustment factor (CAF) rate from December's 7,81% to 5,36% in January. CAF fluctuations are monitored every month and adjusted according to

fluctuations beyond 1%.

However, escalating bunker fuel prices mean that January's BAF increased to 8,97% from December's 6,76%.

Lewis says that expected further substantial price rises for fuel oil and diesel oil are likely to come, which means that the BAF will, inevitably, spiral upwards.

Lewis also points out that the temporary ameliorating factor in freight charges, introduced with the January CAF reduction, is unlikely to continue because the dollar shows signs of weakening again.

Both CAF and BAF rates are monitored monthly to obviate the need for massive end of year freight rate adjustments.

The 2,45% reduction of the CAF for January and the 2,21% BAF increase means that for January at least "no-one will be paying more than the average 14% freight rate adjustment applicable from the beginning of the month," says a Conference line spokesman.

He points out that inevitable increases in bunker fuel prices promises little future comfort.

At this stage no-one is prepared to speculate on the size of either CAF or BAF increases likely to occur during 1981. But, as Lewis comments laconically, "freight rates will not come down. There's little we can do about that."

Manager of South African Foreign Trade Organisation's (Safto) export ad-

ministration division, Warren Smith, says that although CAF and BAF both affect freight rates there is little that can be done about them.

BAF relates to increased fuel costs which are passed on to the consumer.

"CAF is not necessarily bad," says Smith. "It can be protective to exporters. If CAF wasn't there, you could have fluctuating or very high freight rates as shippers' supplies are bought in ports where the equity of the dollar is not always the same."

Safto is trying to get the cost of forward cover to be an income tax deduction under the existing export marketing allowances.

If this is achieved, exporters will be able to breathe more easily again.

2011/11/21 332

Putco fares to rise in two months' time

Staff Reporter

PUTCO fares are to be increased by an average of 5,2% on the Witwatersrand.

Mr Denzil Bradley, a spokesman for Putco, said the increases would come into effect in about two months' time.

Interested parties will be able to lodge complaints and the Minister of Cooperation and Development, Dr Piet Koornhof, will have the final say on the implementation date.

The increase means that single cash fares will go up by between 5c and 10c a trip, and the five-day weekly coupons will rise by between 10c and 25c.

Areas where commuters will pay more are: Soweto, Alexandra, Tembisa, Dobsonville, KwaThema, Eldorado Park, Thokoza, Evaton, Midannardale, Vosloorus, Alberton, Springs, Boksburg and Johannesburg.

Fare rise:

Azapo warns

Putco of boycott

By Marion Duncan and
Langa Skosana

Putco has been threatened with a bus boycott on the Reef when its new fare increases come into effect. The Azanian People's Organisation (Azapo) said today that branches throughout the area would be mobilised to protest against the new fares.

Azapo issued its warning at a public meeting at the Swiss Mission Church in Soweto yesterday, where speakers said Putco's fare increases were an attempt by the company to recover money promised to drivers and other workers who had been on strike.

An Azapo statement said: "We warn Putco that should there be an increase not only would there be a complete boycott but the company would also incur the wrath of blacks."

"Putco should take heed of what happened when fares were increased in the Northern Transvaal."

"Thus, Azapo says forewarned is forearmed."

The organisation's publicity secretary, Mr George Wauchope, told The Star today that other branches of Azapo in the Witwatersrand would be contacted and would be contacted.

A Putco spokesman said the new fares granted by the National Transport Commission — reflected fuel price rises during 1979.

In the past two years the company had been faced with a 135 percent increase in fuel costs.

REVIEWING

Putco management, he said, was "continually reviewing its cost structure in order to minimise the effect of increased operating costs on its passengers."

The new fares, which will not come into effect before March, are an average of seven percent (10c) higher for e-day worker season tickets and 5,2 percent (5c) higher for cash single journeys on black routes.

Some coloured routes will increase between 15c and 25c.

Putco applied for increases on 1 600 Reef routes, and was granted higher fares on all but 300.

ARCHITECTURE

THE ART & ARCHITECTURE

Business flies high

FM 16/1/81

About three quarters of all the hours flown by private aircraft in SA are for business. This was found in a survey by the Commercial Aviation Association among nearly 300 air operators last year.

The survey revealed that corporate aircraft flew 58.3%, and charter operators flew 17.5% of all private hours flown in SA. Insiders say that almost all charter flights are hired by businesses, which means that business dominates private flying. This is borne out by the fact that during December, charter business drops to almost nothing.

To help cover costs of owning aircraft, many businesses also charter out their aircraft to other businesses when they are not needed.

The corporate air fleets of a few big companies easily outnumber all the aircraft owned by the country's private airlines, and private scheduled airlines fly only 6.3% of all hours flown.

Increasing fuel costs have put flying out of the reach of most private individuals as only 9.2% of all hours flown were for recreation and sport, and only 8.7% for training. The small number of people learning to fly continues to worry the industry.

More and more aircraft operators are fitting sophisticated electronic avionics equipment which sometimes costs more than a complete single-engine aircraft selling for R40 000 to their machines. According to the survey, 97.7% of aircraft have an Automatic Direction Finder (ADF), 87.8% a Voice Operated Radio (VOR), 30.1% Distance Measuring Equipment (DME), and 10.6% Area Navigation Equipment (RNAV).

Bus fare plan rejected

NM 16/1/81 Pietermaritzburg

PROPOSALS by the Kwazulu Development Corporation to end the six-and-a-half-month Wembezi bus boycott died in yet another stalemate as they were rejected by the people of Wembezi at a mass meeting in the township this week.

The KDC had offered to step in with a service costing labourers 22 c a journey, compared to the 25 c fare charged by Kanyani Bus Service before it upped its fares to 32 c a journey between the township and Estcourt. The proposed fare hike started a boycott of the service.

It was said that the Wembezi Town Council rejected the cheaper bus service proposals on the grounds that casual commuters would have to pay 25 c and 30 c a journey.

TOLLGATE

Paying out

332

FM 16/1/81

Market talk suggests that Tollgate has decided to distribute the bulk of its R48m (270c per share) surplus cash to shareholders. It seems Tollgate is tying up details for the issue of bonus redeemable prefs to shareholders, followed in short order by their redemption.

Since last December's announcement that Tollgate had sold its Shield Insurance subsidiary to West German Allianz Versicherungen, many shareholders have questioned management about its plans for the funds.

Normally excess funds might be distributed by way of super dividends — the policy Otis adopted. But this may not be possible for Tollgate if it takes into account the tax position of major family shareholders in Switzerland and the UK who hold about 30% of the equity.

SA exchange control regulations deem any income earned after January 1 1975 to be "current" and, therefore, wholly distributable as dividends in commercial rands. At this stage, it appears unlikely much distinction would be drawn between a red pref issue and a special dividend as the income is "current."

And while for a UK shareholder income from a redemption of a bonus pref issue

might well attract capital gains tax, the same does not apply in Switzerland, though tax would be payable on a special dividend.

If Tollgate does distribute about 270c, what is the share worth? It seems that despite any plans for the R48m cash,

Tollgate will pay the 20c dividend promised for the year to end-June 1981. Already a 10c interim has been declared. As the industrial market's average yield is 5.1%, it seems reasonable to assume Tollgate's bus and tourism operations could be rated around 7.5%, which gives the share a

theoretical value of some 240c with an asset backing of 230c after the cash has been distributed. At present the share is quoted at 435c.

Des Eklsten

14/1/81
Putco STAR
accused of
creating
job unrest

Labour Reporter

Putco has been accused of creating labour unrest and of wrongfully dismissing bus drivers during last month's dispute at the New Canada terminal near Soweto.

These accusations are included in submissions by the dismissed drivers to the Minister of Manpower Utilisation.

They are calling for the establishment of a conciliation board.

Representations for the drivers were made by the Council of Unions of South Africa on behalf of the Transport and Allied Workers' Union which is the major union for the Putco drivers.

Last month's strike which saw Johannesburg-Soweto commuter traffic disrupted for several days — resulted in 780 drivers at the Putcoton terminal being fired by the company. Staff were later re-employed after signing applications.

The submissions — made on behalf of 17 drivers who were dismissed — accuse Putco of having locked out staff on December 17 last year, preventing them from doing their jobs.

Putco had called the strike illegal when the company itself had "totally prevented any resumption of work."

It was also said the workers had not been notified of the dismissal, that Putco had not fully paid out dismissed workers and that meetings between company officials and the staff had created distrust.

Responsibility for the dispute lay with Putco which had conducted "improper practices," the submissions concluded.

A Putco spokesman said today that the company had received a copy of the submissions and was studying them. He said the company would most likely make its own submissions to the Minister.

Road hauliers head for 200 000 tons

By SIMON WILSON
Industrial Reporter

GOODS carried by road in South Africa in 1979 look like bumping 200-million tons — a 15% increase on the 1978 total.

In another indication of the strength of last year's economic upswing, a survey by the Department of Statistics shows that 162-million tons of goods were carried by road in the first 10 months of 1980 against 170-million in the whole of 1979.

The survey was based on questions to a selection of firms taken from the 1970 census of transport and allied services and updated to include firms registered since 1970.

With the haulage figures for the last two months of 1980 still to be processed, the year's goods total will probably touch 200-million tons because the monthly tallies for September and October topped 18-million tons.

The October total was 220 000 tons, or 2.3% higher than the previous month, which suggests that additional 2.3% monthly increases for the rest of 1980 will push the total over 200-million tons.

The survey indicates increased activity throughout the road-transport industry, measured by the number of vehicles in service, the number of operating days and the distance covered.

An average of 16 746 road-haulage vehicles were in operation in 1979, and the average for the January-October period of last year rose 1.4% to 16 904 vehicles.

A total of 17 101 vehicles were operational last October, the highest monthly aggregate for either year.

The average number of vehicle operating days in January-October 1980 was 322 618 — down 14% on the 374 745 operating day average for the whole of calendar 1979.

But the October 1980 operating-day total was 400 697 — up 4.3% on the month before and indicative of a higher monthly trend at the year-end.

With tonnage up 15% last year, the distance travelled by the vehicles each month has increased by only 7.5%, indicating larger vehicles and nearer-capacity load factors.

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For the best student of
David Haddon Prize

Miss C Tredgold

in third year.

For the best woman student
Molly Gohl Memorial Prize

P A Rappoport

For a student who has
satisfactorily completed
1st, 2nd and 3rd major courses.
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Putco cap (332)

issue RDM 22/1/81

Financial Reporter

PUTCO is calling a general meeting to increase the authorised capital of the company to enable a three-for-one capitalisation issue to be made to shareholders and also have

16 700 000 ordinary shares held in reserve.

The directors have given an undertaking that these additional shares will not be issued other than in terms of a rights issue to shareholders or unless a circular, approved by the Johannesburg Stock Exchange, has been sent to shareholders.

The circular to shareholders calling the general meeting says that if future profits permit, the directors intend to increase dividends gradually so that, if necessary, the company could raised additional capital by a rights offer to shareholders to finance the planned heavy growth programme.

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the best work in

John Perry Prize

D H Pryce Lewis

year.

For the best work in fourth

Osborn Prize

S A Read

For the best final year student.

General J B M Hertzog Prize

D H Pryce Lewis

For the best student of Architecture (or Quantity Surveying) in the subject of Professional Practice.

David Haddon Prize

Miss C Tredgold

in third year.

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DTMB manager Maynard Cuthbert says, "Public transport elsewhere in the country is monopolistic and the Minister wants to see the transport situation in Durban improved." In other words, let the big companies have "unified control" as this will supposedly make bus services more punctual and efficient.

Their problem is how to divide the spoils. The DTMB and Putco have formed an alliance which involves the two swopping routes so as to give them exclusive rights in servicing "homogeneous areas." Putco thus wants the commission to give it all the licences to operate public bus transport into Durban from the black townships of KwaMashu, Mtumzuna and Inanda in the north and Umlazi and Umhumbulu in the south.

However, these are routes to which KwaZulu Transport lays claim. It agrees on the desirability of a sole operator but believes it should have Putco's license. It argued before the commission that passengers would be transported faster by the use of the more efficient buses and that this arrangement would stimulate the economic development, in line with government policy.

The DTMB, by contrast, proposes that it should get 203 permits over routes operating into the Durban borough — this could greatly extend its own routes, roads and put many small Indian operators out of business. Cuthbert won't say how many would be affected but a memorandum presented to the commission shows that the 110 members of the Indian Bus Owners' Association, who would be especially hard hit if their Durban licences were taken from them, are listed as having 1 461 dependents.

It is against the DTMB that the Indians' ire is aroused; an anger fuelled by Cuthbert's allegations to the commission that Indian services are unprofitable, that not all trips advertised are operated while one operator, Marinnine Transport, has lured passengers on routes for which the DTMB holds the licences.

Counsel for the small operators challenge these arguments and claim that a

matter. And Asmal admits that owning the white service does not "interest me." Rather the bid was a defensive move against the DTMB's predatory ways.

Cuthbert is reluctant to comment on Asmal's bid other than to say that he wishes him luck. But he notes that the DTMB has succeeded in eliminating the deficit on its 1981 operations which, he says, will not make additional subsidies or state Indian enterprise-building necessary. He says his company's approach is "utterly commercial" and is not motivated by a wish to dispossess Indians of their profitable bus operations. "There could have been Greeks," Cuthbert says, "we don't want to field anybody."

Maybe so but to those Indians who stand to lose their livelihoods, it obviously is a fighting matter. At the hearings, the commission gave the impression it favours some kind of partnership or *communitas* which would involve the Indian operators forming a company to run services in Durban's western corridor.

Indian spokesmen did not oppose the idea outright but previous attempts in Durban and Moritzburg to organise Indian operators in one company have been a failure. Two arguments against this step are that management techniques may not be sufficiently sophisticated, while the "personal" interest encumbered by operators having their own bus, passengers and debts will be lost, causing the company to flounder. But considering the contempt Indian spokesmen have for the Durban Council and its transport arm, born of the long years of neglect of their needs and restrictions on their commercial activities, it would seem an inflammatory step to hand over Indian interests to the DTMB.

DURBAN BUSES

Transport Commission

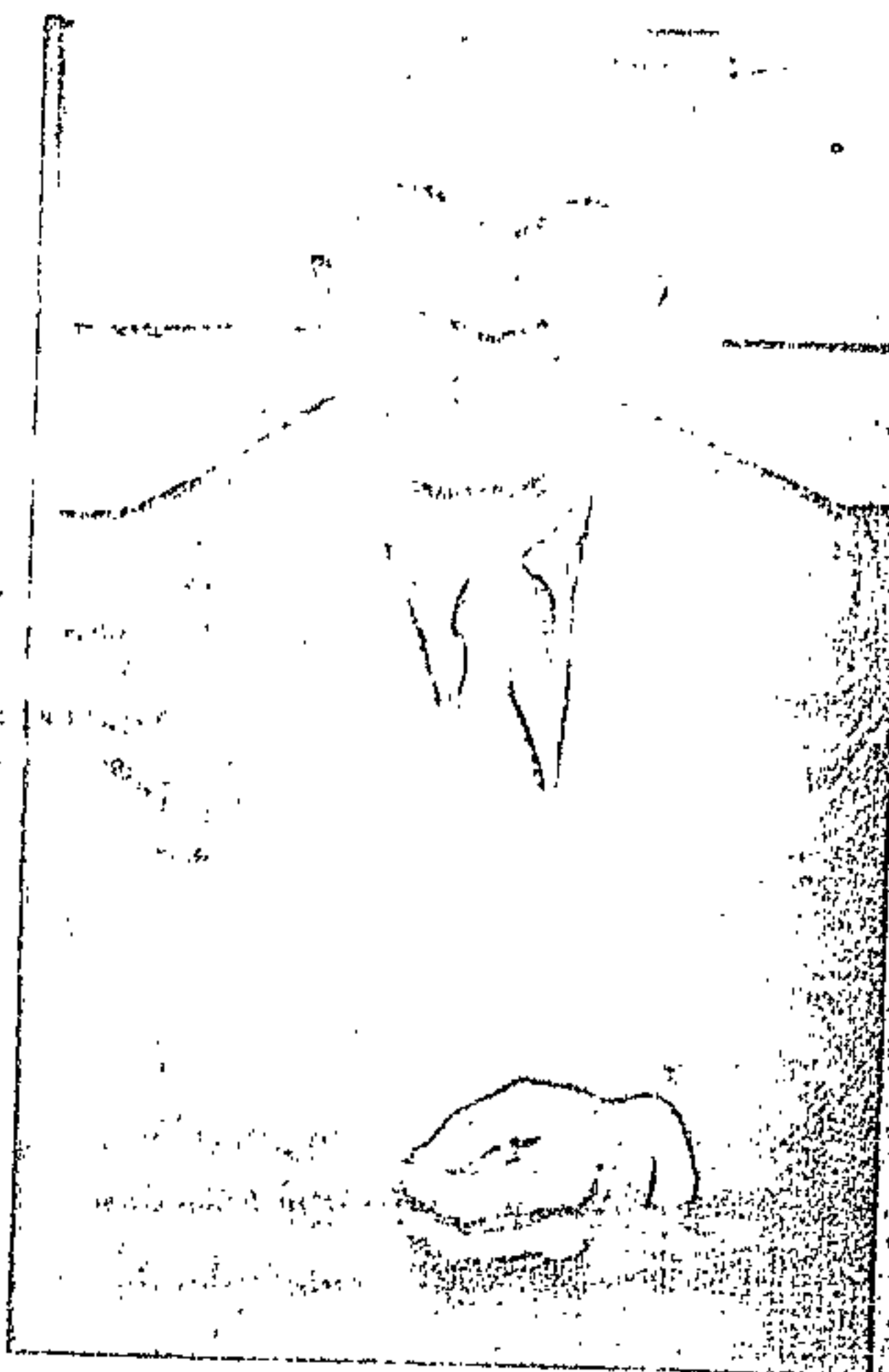
A Durban's past has been... by the... Commission of... a public... in and around Durban, consisted... by the then Transport Minister... to investigate ways of... The commission, whose report is expected next month, has

public transport monopoly will lead to higher fares as competition will have been eliminated. Moreover, they note that all the big three operators are subsidised while Indian operators are not.

The DTMB has not made a profit since 1980. Its costs are higher than its competitors and critics query whether the Council would agree to spending the R2m required to take over the buses and new routes. The DTMB makes a loss of 23c on every kilometre run, which suggests that the more services it undertakes, the more will have to be paid in subsidies.

heard a wide range of proposals, with some operators advocating a mass takeover of the licences of their competitors.

Durban's public transport is unique in SA as it is not controlled by a monopolistic agency. In the greater Durban area, some 200 companies operate 1 500 buses, of which 110 companies own one bus each. Only 11 companies own more than 10 buses with Putco and the Durban Transport Management Board (DTMB) each operating about 500 buses. Thus 200 com-



Durban's Cuthbert... treating Indians like Greeks

panies, mostly Indian owned, run just 500 buses.

It was to re-examine this position that the fourth commission in the last 30 years to investigate Durban's public transport was set up. Old problems of how to organise the service are being rehashed — with much argument about monopolies and efficiency — but the dispute also reveals racial cleavages. Small Indian operators see themselves under attack from a large and powerful white-owned Putco which calls itself independent although its staff are municipal employees and it is subsidised by the Durban Council, while black KwaZulu wants to take over white-owned Putco's routes.

The position of the big operators — the DTMB, Putco and KwaZulu Transport — is well-tailored for their interests. As

One independent operator, Marinnine's Durban branch, raised eyebrows when he asked a R1.1m bid October for Durban's white bus service, which has been heavily slashed so as to cut the level of subsidies. Using cost projections prepared by his accountant, Asmal claims he could reduce the service deficit at the present level of operations to R199 702, compared with the R1.5m DTMB loss. With advertising revenue, exemptions from R24 000 worth of licence fees, rationalising the service and attracting more passenger traffic, Asmal reckons he could make a profit.

At its November meeting, the Durban Council overwhelmingly rejected the bid with Mayor Sybil Hotz reminding councillors that Van Zyl is deliberating on the

Tollgate pays out 270c a share

By PAUL DOLD
Financial Editor

INVESTORS who bought Tollgate shares on the prospects of a capital repayment are being rewarded with a bumper payout of 270c a share and they will retain a stake in the group which is forecasting that the existing dividend of 20c will at least be maintained.

The R48m repayment scheme released today by Senbank says the bonanza is taking the form of a 220c ordinary dividend and 50c from the redeeming of a new class of prefs.

The mechanics of the scheme are fairly simple. Basically each ordinary will be divided into one new ordinary of no par value and one A ordinary share.

Step two will be the declaration of a 220c dividend on the A shares to shareholders registered on a date six weeks after their listing on the Johannesburg and London exchanges.

Step three is the conversion of the A ordinary shares into A redeemable prefs on the same date. Senbank says of the 270c some 242,6c will be taxable as a dividend.

Non-resident shareholders —

presumably including Tollgate's controlling family will be eligible to have the 220c remitted at the commercial rand rate.

While the dividend will no doubt delight minorities the future prospects for the company, now a solely transport orientated group, look promising.

Not least of the attractions is an envisaged lower cover which was hinted at the recent annual meeting.

This should flow from the board's decision to allow a higher depreciation on the bus fleet which will lead to a high profit retention no longer being necessary.

As an example, the board says that on the past year's earnings, after adjusting for the disposals and the distribution, the estimated eps would have been 52c as against the

actual 68c.

The additional depreciation would have led to this falling another 25c a share, thus a high dividend retention will now no longer be necessary.

"Consequently the directors of Tollgate are confident that in the absence of unforeseen circumstances the existing dividend level of 20c a share will be at least maintained."

Tollgate's net asset value at the end of June 1980 and adjusted for disposals, revaluation and distribution would have been 235c a share as against the actual 336c.

The full circular detailing the proposals as well as the exchange control and taxation requirements will be posted to shareholders on February 9.

The market seems bound to react bullishly to the payout as well as the dividend prospects and even in the current dull market the share price should improve.

Among those bound to be impressed by Tollgate's plan is Jan Pickard who is believed to have bought a fair stake in the group.

Cape Provincial Institute
of Architects' Prize
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David Haddon Prize

For the best student of

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R48m payout for Tollgate shareholders

RDM
26/1/81
332

By DAVID CARTE

Deputy Financial Editor

AFTER selling its insurance and financial subsidiaries, Tollgate Holdings is to give R48-million in cash back to shareholders.

This means shareholders will receive 270c a share in cash.

Tollgate recently received R9 800 000 for its finance companies, R11-million for Shield Insurance and loan repayments in respect of these companies totalling R27 200 000.

In addition, it has sold properties for R9 100 000, making total recent realisations R57 100 000.

"After careful consideration of alternative uses for the funds," says the company, "the directors of Tollgate have decided to concentrate the group's endeavours on its prime field of expertise, namely the transportation operations, and to distribute R48-million to Tollgate shareholders."

The distribution will be achieved, subject to shareholder approval, in four steps.

First, the cross shareholding of 6 659 000 shares in Tollgate by Athlone Trust will be eliminated by converting them into B redeemable preference shares.

Second, the remaining shares will be subdivided into one share of no par value and one A share of no par value.

Third, a dividend of 220c a share will be declared on the A shares six weeks after the listing.

Finally, the A ordinary shares will be converted on the same date into redeemable prefs which will be redeemed at 50c a share on surrender of share certificates.

Only 242,6c a share will be taxable as a dividend because of prior capitalisation issues and the fact that these were deemed as dividends for tax in the past.

The directors of Tollgate are confident that dividends can be maintained at 20c.

They say the effect of the distribution on last year's earnings would have been to reduce them from 68c to 52c a share. Additional depreciation would have reduced them to 27c but would have enabled lower dividend cover — hence the directors' confidence that dividends can be held at past levels.

Net assets of Tollgate would have declined from the actual 336c to 235c had the distribution been made last year.

Only those non-residents who can prove they were shareholders on January 12, 1981, will be able to remit 220c of the total

payout at the commercial rand rate.

COMMENT: If the bus companies on their own warrant a dividend yield of, say, 8%, the effectively forecast 20c minimum makes them worth 250c. Add to this the 270c being distributed and the underlying value of Tollgate today becomes about 520c compared to Friday's closing price of 425c. The price must move up today.

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Tollgate Holdings Limited

("Tollgate")

Announcement

Central Merchant Bank Limited is authorised to announce that the directors of Tollgate propose distributing 270 cents per share in cash to shareholders.

As previously announced by Tollgate on 22 October and 8 December 1980, Tollgate has disposed of its finance and insurance subsidiaries and certain of its commercial properties. Further properties, other than those required for the bus operations, have since been sold and the remaining ones will be sold in due course.

The finance and insurance subsidiaries were disposed of for R9,8 million and R11 million, respectively. In addition, an amount of R27,2 million, which was advanced to the finance subsidiaries, has been repaid to the Tollgate group. To date, the sale of properties has realised R9,1 million. The total cash inflow resulting from all the disposals is R57,1 million.

After repayment of certain borrowings, the Tollgate group has R48 million in cash or near cash in excess of its requirements.

After careful consideration of alternative uses for the funds the directors of Tollgate have decided to concentrate the group's endeavours on its prime field of expertise, namely the transportation operations, and to distribute R48 million to Tollgate shareholders.

This distribution will be achieved, subject to shareholders' approval, in the following manner:

1. The elimination of the ordinary share cross holding of 6 659 411 shares in Tollgate held by Athlone Trust Limited ("Athlone"), a wholly-owned subsidiary of Tollgate, by their conversion into "B" redeemable preference shares.
2. The subdivision of each remaining existing ordinary share in Tollgate into -
 - (a) one new ordinary share of no par value;
 - (b) one "A" ordinary share of no par value;both of which will be listed on The Johannesburg Stock Exchange and The Stock Exchange, London.
3. The declaration of a dividend of 220 cents per "A" ordinary share to shareholders registered on a date six weeks after the listing thereof.
4. The conversion of the "A" ordinary shares into "A" redeemable preference shares on the same date as in paragraph 3 which will be redeemed immediately at 50 cents per share and paid to shareholders together with the dividend payment against surrender of documents of title in respect of the "A" ordinary shares.

The effect of the proposed distribution is that shareholders will receive a total of 270 cents per "A" ordinary share in cash (of which 242,6 cents per share will be taxable as a dividend in view of prior capitalisation issues and the "deemed" dividend implications thereof), and retain one ordinary share of no par value in Tollgate in respect of each existing ordinary share held.

As stated by the chairman at the annual general meeting of Tollgate on 12 December 1980, the directors of Tollgate have decided that the group's bus fleet should be revalued in the books of the group to reflect a more realistic market-related value. In the past the directors have drawn shareholders' attention to the fact that a high rate of profit retention was necessary in view of the increasing replacement cost of buses, but the additional depreciation which will now be provided will result in this no longer being necessary.

Based on the earnings of Tollgate for the year ended 30 June 1980 and after adjusting for the disposals and the distribution, the estimated earnings per new ordinary share would have been 52 cents compared to the actual of 68 cents. The additional depreciation arising from the revaluation of the bus fleet would have resulted in a further decrease in earnings of 25 cents per share which will result in it no longer being necessary to have a high dividend cover. Consequently the directors of Tollgate are confident that, in the absence of unforeseen circumstances, the existing dividend level of 20 cents per share will be at least maintained.

Based on the audited consolidated balance sheet of Tollgate at 30 June 1980 adjusted for the disposals, revaluation and distribution, the net asset value would have been 235 cents per share, compared to the actual 336 cents per share.

Only those non-resident shareholders registered on, or who can prove beneficial ownership as at 12 January 1981, will be eligible to have 220 cents of the total distribution remittable at commercial rand rates of exchange.

A circular to shareholders, which is subject to the approval of The Johannesburg Stock Exchange, giving full details of the disposals and proposals, including the taxation implications and Exchange Control requirements, and giving notice of a general meeting of shareholders, will be posted on 9 February 1981.

Johannesburg
26 January 1981



Senbank

Central Merchant Bank Limited

Magnum apply to NTC for direct Richards Bay flights

RDM 28/1/81 332 269

By JEREMY BROOKS

AN APPLICATION for a major private-airline to fly direct from Johannesburg to Richards Bay is to be heard by the National Transport Commission (NTC) in Cape Town tomorrow.

The application, which has been put forward by Magnum Airlines, is certain to be opposed by South African Airways, which at present holds a licence on the same route and has services to Richards Bay via Durban, and a contracted airline, Comair.

Comair began direct twice-weekly flights from Johannes-

burg to Richards Bay this week, under contract to SAA.

The NTC, during the hearing, will have to take into account a landmark court action in October last year in the Natal Supreme Court when Magnum established its right to fly direct from Johannesburg to Maritzburg without stopping at Newcastle or Durban — conditions which the original licence from the NTC had stipulated.

In his judgment against Midland Aviation and the NTC, Mr Justice Didcott singled out SAA and said it was disturbing that the national carrier was flying direct from Johannesburg to

Durban with no legal authority under its existing licence.

Magnum wanted to do what SAA had been doing all the time, Mr Justice Didcott said. "If the applicants are correct then SAA cannot fly from Johannesburg to Durban except via Richards Bay."

Yesterday Magnum's two new owners, Mr Sandy Ord and Mr John Bescoby, gave the first public indication of the airline's new direction.

"We intend to take a low profile for the next few months, entering a period of consolidation," said Mr Ord.

This is in direct contrast to Magnum's previous policy of

maintaining an aggressive attitude within the airline industry — a policy which has, in the past, led to bitter rivalry between the airline and its competitors.

Mr Ord said Magnum had taken delivery of a R1 300 000 turbo-prop Swearingen Metro II, and was awaiting delivery of another on its way from Brussels.

This was in line with the company's re-equipment programme formulated several months ago but in no way meant that Magnum was going to push ahead with an ambitious scheme which originally called for the purchase of six of the 20-seater aircraft.

Mr Bescoby, a youthful executive with a banking background who joined Magnum last year, said the airline intended to "sharpen up" by offering a better service to the public and improving its entire operation. A computerised reservation system was being considered, he said.

Mr Ord summed up: "We don't want to be the biggest or the best. We want to create a reputation as a professional, slick organisation. The public will come to regard Magnum as a solid, firm airline offering an equitable service with a business-like approach."

Assocom in bid to untangle containers

By SIMON WILLSON
Industrial Reporter

THE round-table method of problem-solving reaches JCC House in Millpark, Johannesburg, today with a conference on the Johannesburg container congestion crisis.

It is the first time the Association of Chambers of Commerce (Assocom) has called such a meeting, and the fact that delegates will be flying in from all the major regional industrial centres demonstrates its importance.

Mr Rod Draper, chairman of Assocom's transportation committee, will chair the meeting.

Assocom's main aim is to get all the parties in the container trade in South Africa together to thrash out the causes of, and remedies for, the logjams which are delaying thousands of tons of imports at Johannesburg's two main container depots.

Although there has been a fair amount of mudslinging between importers, handlers and freight concerns about blame for the pile-up, Assocom has placed the possibility of a deadlocked meeting second to the benefits of having every container interest represented at the conference.

Assocom officials expect at least 40 delegates, representing hauliers, service industries, freight agents, the Railways, shipping lines, importers and employer bodies, and Assocom members from the regions.

There is little love lost between the authorities at the City Deep and South African Container Depot (SACD) container terminals on the one hand and the importers on the other.

The terminals blame the importers for the congestion, saying they are ordering imports without reference to their capacity to unpack and process them; and without arranging punctual Customs clearance.

The importers blame the railways and the terminals, saying their onloading and offloading facilities have failed to keep up with the extra demands of the economic upswing, and that insufficient arrangements have been made for the short-term container storage which was necessary over the Christmas break.

The likely conclusion the conference will reach is that, after about four years in full swing, the concept of containerisation in South Africa needs a complete reappraisal.

When containerisation was introduced here it was based on the experience in other countries. It is likely that, by now, the arrangements will have to be altered to account for the peculiarities of the South African market, not least its phenomenal growth rate.

While the importers at Millpark will cite the example of the Reef firm whose containers were cleared from Customs in Johannesburg on December 14, and only reached the firm on January 14, the railways and terminal will give examples of how containerisation can work successfully.

Like the Vereeniging company whose machinery from Britain, shipped fully containerised at the end of last year, took exactly 28 days to travel from the UK factory door to the company's freight yard.

On February 3, stiff Customs and Excise Department penalties are due to come into force to make the consequences of container overstay more expensive.

The penalties stipulate 39 days' maximum overstay for goods from the date of arrival at the port of discharge. After that period the penalties come into effect.

They are: payment of 5% of the value of the cargo after eight days, 10% after 16 days, 15% after 27 days and total forfeiture after 66 days.

On top of the State penalties are threats of others from the railways and container depots, which announced this week that they would increase their overstay charges if there was not soon a "remarkable improvement" in the congestion situation.

| Interest Rates | | |
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in transport

By SIMON WILLSON
Industrial Reporter

A CONCERTED effort to improve efficiency in the transport industry was needed if maximum use was to be made of the industry's limited manpower, said the Director-General of Transport, Mr Adriaan Eksteen, this week.

He said at the launch of a road-transport training scheme in Johannesburg there was no doubt that both passenger and freight transport would be confined to the methods used today.

"In planning we must not lose sight of the fact that we have a severe shortage of skilled manpower, and it is essential that we pay particular attention to the operational efficiency of the manpower we have."

"There must be a concerted effort to improve the overall efficiency of whatever technologies we might be using... And a sharpening and fine honing of the tools at our disposal."

"In this process of improving the efficiency of the movement of people and goods we all have a role to play — the individual motorist, the bus rider, the driver, the freight haulier, industry, the institutions, the Government and the public in the widest sense."

In a veiled reference to recent controversy about proposed motorway routes through suburban residential areas on the Reef, Mr Eksteen said care had to be taken in the "rather tricky decision-making" that had to be performed in choosing transport alternatives.

Basic criteria in the choice

of these alternatives included "effects such as air and noise pollution, aesthetics and the general effect which changed traffic conditions might have on a neighbourhood".

Mr Eksteen drew attention to the long-term impact on land use of transport investment which should be used to enhance property values where this was possible.

"But we must admit that it cannot always be done in such a way. This particular aspect has led to some very emotional public involvement in some cases, which has often led to some fruitful exchanges of ideas between groups with divergent points of view."

"The result has been better understanding on both sides."

Once established and with a record of sound management, there is no reason why a Credit Union, facing a greater demand for loans than the funds available, should not seek a simple gearing relationship with a bank. In the first instance the bank might agree to be a party to the tune of 10% on every loan, or for loans for particular purposes, made after a certain date. The bank's security would not be collateral. It would be the judgement and social control exercised by all those members who have blocked funds to cover the balance of 90% of each loan. By borrowing and re-lending to members, the Credit Union acts as a 'retail' agent to the 'wholesale' bank. The use of bank funds would swell Credit Union business. It would also enhance society profit since the Union would re-lend borrowed moneys to members at a higher rate. All this within the governance of member control and a bank could agree to gear its lending members so long as the Union had a gearing should not exceed 40%. By technically but in the sense that it member savings and group co-responsibility, built up slowly on knowledge and greater leeway in meeting members' contribution of the role of Credit Unions among small member clients organisations the purpose of the loan: a low gear 40% on productive loans. Loans to and many other investments in education and in working capital are some field but is not

Earlier, in the scheme or Credit which appears their name. If years. Institutions can be used encompassed with the EC

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BUSINESS

Shipping lines being flooded
with late-delivery inquiries

Importers press for a second container depot in Johannesburg

By Mervyn Harris

Anger is mounting among importers over the congestion at the South African Container Depot (SACD) in Johannesburg and shipping lines are being flooded with inquiries about late delivery of cargo. Assocom has called a meeting on the situation.

The importers are putting the blame for the worsening crisis in the backlog of uncleared containers on the monopoly status of the depot.

However, the managing director of the SACD, Mr Tony Yuill, told The Star: "People are using the situation as an excuse to press for a second depot."

The Star inquired into the situation of more fully loaded containers arriving at the City Deep depot than are being cleared and delivered.

Intention

Container depots were established to coincide with the SA — Europe container service of the conference lines.

The intention was to ensure that all requirements of the SA — Europe Conference container service could be adequately served in the container era.

Importers say that the major problem is that there is only one Customs-licensed container depot in Johannesburg.

Clause 14 of the Customs requirements covering the importation and exportation of containerised cargo states:

"For various important reasons it was decided to licence a single series of container depots initially which have been estab-

lished by S A Container Depots (Pty) subject to their services being freely available to all importers and exporters on a strictly non-discriminatory basis.

"The door is, however, open for the establishment of further depots under similar conditions should they prove warranted."

Importers say that additional facilities are now urgently required. They say there is more than one adequate depot with security fencing and lifting facilities willing to take on the task but they are shackled by Customs refusal to grant them the necessary licence.

Concerned

Mr Peter Desilla, deputy managing director of Safcor, said "It is an unhealthy state of affairs that Customs allows only one company to establish what is almost a monopoly."

"The public have been deluded over reasons for the congestion. People are trying to make them believe importers are not clearing goods quickly enough."

"This is not true. The volume of imports is high and there was a hiccup at the festive season. But you cannot run a depot with one overhead crane."

He and a section of import agents are concerned

that the monopoly now wants to "extend its clutches."

The agents telexed the Commissioner of Customs in Cape Town on Wednesday saying they had learned that SACD has applied to extend its facilities.

They feel it should be left to the public to open a second depot.

Mr Bernard Schwikkard, managing director of Micor Shipping, said SACD was unable to cope with the volume of fully loaded container traffic.

Passing buck

There were queues of up to 30 vehicles waiting for three to five hours at the depot gates to collect cargo.

"It is all take and no give on the part of SACD and the public needs to know the real situation. The situation is one of errors and passing the buck."

"SACD is ill equipped to deal with the volume of traffic and the costs are exorbitant."

Mr E L Ritchie, regional manager of Ellerman and Bucknall, said: "A sophisticated system of transport like containerisation should not be bogged down by inadequate facilities at final destination."

Mr Yuill said there

need not be a second depot. "Something has gone wrong with the clearance procedures for imports. It was never anticipated that there would be substantial containers in an uncleared position."

"SACD is receiving containers which have

arrived in Johannesburg and which have not been Customs entered.

"They may thus not be delivered by the Railways to importers' premises. All the cargoes are under the control of Customs and cannot be released under any circumstances to importers and this is why they come to the SACD."

The Commissioner of Customs and Excise announced this week that goods imported in fully loaded containers must be cleared for Customs purposes within a specified period after the arrival of a ship or pay forfeit.

Assocom has called an urgent meeting today of businessmen and officials to discuss the situation.

(Continued)

ARCHITECTURE

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fine not exceeding R10 000 or two years' jail, or both.

The Bill also provides for the Minister to carry out control duties for or on behalf of states whose territorial waters are contiguous to the Republic. The Bill, which lays down the law, applies to the Bay with its narrow straits or territorial waters.

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*Alchian & ... exchange ...
Fred*

Joint, Team Production

We examined specialization in the preceding chapter; now we examine another source of enhanced output, teamwork. People work with other people or with other people's resources to jointly produce something. Two of us, navigator and pilot, operate an airplane. Two of us operate a steel mill, I as crane operator, you as rolling mill controller. Three of us operate a fishing boat, as helmsman, as engineer, and handler of the nets. Four people perform surgery on a patient: a surgeon, anaesthetist, surgical aide, and attending nurse. Five lawyers work together on a law case jointly creating their strategy. The magic of increased output from joint physical or mental effort is taken as a fact that need not be explained here. (We need not explain, for example, why two people pushing a car can push it farther than one person could push it for twice as long.) Instead we examine how people are guided to teamwork, on a team that is known as a *business firm*. We also inquire into what influences how those firms are organized and internally controlled, and how each member's reward (pay) is determined. We first examine a few control techniques; we assume temporarily that all possible participants are identical in ability.

In exploring these basic issues, we can ignore features such as whether the enterprises are small or large glomerate or tional, new or corporation or ministrative pi nel; to plan pi

SHIPPING

Rights of passage

Vessels passing through SA territorial waters or making use of anchorages in internal waters are to be subjected to close

scrutiny to determine whether they comply with minimum standards of "innocent passage" contained in the Marine Traffic Bill introduced in Parliament this week.

The Bill is Draconian by any standards, but the Ministry of Transport assures the F.M. that, "with the exception of a few provisions peculiar to South African circumstances," it is more or less in line with the guidelines laid down at the 1958 Geneva Convention on Territorial Waters and Contiguous Zones to which the Republic became a signatory in 1963.

The convention identified the rights of coastal states to control the passage of ships inside the 12-mile territorial limits.

In terms of the Bill, "innocent passage" means passage which is not prejudicial to the peace, good order or security of the Republic. The passage of foreign ships and submarines through territorial waters is a privilege not a right and is now subject to stern control. Foreign submarines may not traverse SA waters except on the surface, flying their national standard.

No foreign ship may call in a harbour or port that is not controlled by the SAR&H and no vessel may lay up for repairs, or because it is unemployed, except with the permission of the Minister of Transport. Likewise, the scuttling of a ship inside the 12-mile limit is subject to the Minister's permission.

Security measure

A tough "new" provision is that the Minister, after consultation with the Minister of Defence, may suspend the passage of ships through internal waters if it is thought "essential for the protection of the security of the Republic."

The most controversial provision of the Bill is Section 8 which says that the passage of any ship (SA or foreign) shall be deemed to be not innocent if it carries narcotic drugs or "cargo or any appliance or apparatus, the use of which, or persons who, in the opinion of the Minister, may constitute a threat against the sovereignty, territorial integrity or political independence of the Republic."

A ship deemed not innocent will be stopped, searched or inspected, the guilty ones arrested, the ship detained and the offensive cargo disposed of as the Minister deems fit. If the master of a ship resists, "such force as may be necessary" will be employed with the assistance of the SA Navy. A guilty ship and/or its cargo may be confiscated and sold and the proceeds paid into the State Revenue fund. Moreover, if a person is guilty of an offence under Section 8, punishment is a

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CONTAINERISATION Importers blamed

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FM 30/1/81

The chaotic blockage of container traffic at South African Railways' Johannesburg's City Deep container terminal and the adjoining SA Container Depots (SACD), which was highlighted in the FM last year (November 28), has reached

critical proportions.

At SACD, 1 100 FCLs (Full Container Loads — containers whose cargo is destined for a single consignee) holding more than 22 000 freight tons, are awaiting delivery. Of these containers, 500 have been customs cleared, but had not been when delivered there from the SAR City Deep terminal.

At City Deep, 581 uncleared FCLs, containing approximately 12 000 freight tons, are being held in storage at the request of SACD, which has no more space.

This week representatives of Assocom, the FCI and the Afrikaans Handelsinstituut got together with top SAR, SACD and SA Shipping & Forwarding Agents Association (Sasafaa) officials in an attempt to clarify the situation.

In a joint statement, they concluded that "the late clearance of containerised cargo (has been) identified as the main problem. . . (this) results in an abnormal number of FCLs arriving in Johannesburg which cannot be delivered and have to be stacked at City Deep and SACD."

In short, the blame now seems to have been laid squarely at the importers' door.

Their statement also notes that unless there is a "remarkable improvement" in the situation, SAR and SACD will have no



Yuill . . . importers have not been efficient at customs clearance

option but to raise the penalties for holding overstay containers. Present tariffs for storage are clearly too low to create the incentive for early clearance and acceptance of containers.

Importers, it appears, became lax about arranging documentation for customs clearance of their containerised cargo arriving over the end-of-year period.

Says SACD MD Tony Yuill: "We have nothing to do with clearance of cargo or transportation. We are a transit depot facility."

What is happening, he claims, is that a large number of containers have arrived at City Deep terminal "uncleared" and the SAR cannot deliver these to importers. The SAR do not have storage facilities for the containers and so transfer them to the SACD back-up facility.

"The door-to-door concept is not working because the importers have not been efficient in customs clearing their containers," Yuill says.

He does concede, however, that there are several matters which could exacerbate the problem. "Perhaps the documents haven't been moved from overseas, or the cargo was shipped too soon, or there are delays in credit terms.

Some other factors which hinder importers are supplier inefficiency, postal delays, and import and exchange controls.

"But the main reason for the position," says Yuill, "is that so many importers closed down before Christmas until mid-January. Over that period several hundred containers were customs entered, but could not be delivered because these companies were closed. It was then private enterprise's task to haul the containers from our facilities. With increased numbers of containers we had to spread FCLs over greater areas and because containers are collected on a random basis, we have to stack them in a random access system."

Another contributing factor is that the state's warehouse facilities can no longer cope with FCLs which, theoretically, should be unpacked and taken there from

SACD sheds.

Dirk Odendal, commissioner for customs and excise, has announced that importers now have 66 days, instead of 28, in which to arrange customs clearance. The implications of this are that SACD is no longer obliged to offload FCLs at the state warehouses after 28 days, as was previously the case — in theory.

The latest move of customs and excise people is to impose a maximum penalty of 15% on containerised cargo which remains uncleared for up to 66 days after the arrival of the ship concerned.

After this time, the goods are forfeited.

Says Odendal: "If people haven't cleared their goods by February 3, all goods that arrived 39 days or more prior to this date will be subject to the penalties."

Alan Cowell, director of Miller Weedon Holdings, also says only one party can be held responsible for the chaos — the importer.

"The action the importers should take now, until the congestion has eased, is that they should be prepared to open their doors in the evenings and Saturdays to receive their goods," he says.

Notes Gordon Canning, chairman of Sasafaa: "The situation can be improved. The container system is not working well. In the first nine months of 1980 only 20% of FCL's arrived uncleared. At present the position is almost reversed."

THE PARTIES INVOLVED

There are five parties involved in the container system:

- The Department of Customs and Excise, which franchises the container depots and lay down the rules and regulations for the receipt, clearance and storage of imported cargo.
- The container depots, in this case the three-company consortium of stevedores known as the South African Container Depots (SACD) — controlled by Anglo American owned Freight Services — which pack and unpack LCL containers and store cargo until private haulers collect it on behalf of various consignees, and, when necessary, store FCL containers until they are customs cleared.
- SAR and private haulage companies, which transport either FCL containers (SAR is the only company entitled to operate the FCL door-to-door deliveries) or unpacked cargo from LCLs to consignees. A major consideration is that once FCL containers have been moved to container depots, SAR no longer has the authority to deliver them and importers and their agents have to make alternative delivery arrangements.
- Shipping and forwarding agents who deal with the containers for their importer clients after they have been given all the necessary documentation.
- Importers themselves.

Improving safety on SA seaboard

By GEORGE YOUNG, Shipping Editor

THERE have been talks at a high level recently on the subject of sea safety, and it is still possible that South Africa will in the foreseeable future have a properly organized coast guard as do Europe, the US and Canada.

Various departments associated with safety of life off the seaboard have been meeting to delineate their respective responsibilities, and there appears to be a progressive movement towards a properly constituted coast guard embracing all the concerned parties under a single control.

In the past many sea rescue operations have been conducted by port authorities whose normal jurisdiction is not more than three nautical miles from the breakwater. The naval headquarters at Silvermine have for more distant rescue operations served as the control centre.

Private and military helicopter operators are a major factor in sea rescues, and important operations overseas have served to confirm that the helicopter has largely replaced the surface lifeboat because of its speed and ability to reach wrecks in the surf.

When I lay down the pen and set a course of 310 degrees tomorrow to new waters after half-a-century of maritime reporting, I harbour some misgivings that the hierarchy has not been persuaded to provide the seaboard with a rescue authority equating with those of other sophisticated Western maritime nations.

Navigation instruction

There are seafarers in possession of considerable experience who could head the organization, including naval officers who took early retirement.

The ideal headquarters is at the Granger Bay Merchant Academy which, instead of being the fulcrum of all maritime activity, has in recent years been only partly used. Shipping lines prefer to take their cadets to sea from school, and many young officers elect to attend other shore establishments to obtain theoretical navigation instruction.

Local lifeboat plant could be accommodated there, and there is more than sufficient space on adjoining land for helicopters in emergency to land and take off.

My periodical visits to coast guard depots in the US and Canada never fail to impress, and the Republic would have everything to gain by emulating them. It seems possible, nonetheless, that a coast guard could emerge in due course, even if there is reluctance to use the name.

Strike delays freighter

THE first British ship on the Cape coast to be affected by the current strike by UK seamen is the Harrison line motorship Magician, here with a general cargo from the US on charter to Safmarine.

The freighter hails from Thos and Jas Harrison, the Liverpool company which in recent years has severely pruned its fleet and staff, and the Magician is making a living by accepting hire to foreign carriers.

After discharge this week, the British crew indicated intention of striking in Cape Town for two days, and the vessel resumed along the coast last night.

When a ship is delayed for reasons other than business of the charterer, it comes off hire.

The threat of strikes is not only delaying British ships, but is causing employment problems, as foreign hirers are disenchanted by the prospect of dislocation through strike action.

Canadian Pacific have come to a separate agreement with the British Union on the subject of overtime, and their tankers are reported now to be sailing without hindrance.

Shed a tear for Putco

THOSE of you out there with a compassionate bent will surely shed a sympathetic tear for the Putco management.

Most directors of listed companies will tell you that the biggest drawback to a stock-exchange quotation is that which requires them to undress in front of their shareholders twice a year.

Putco's management is not only required to disrobe before its shareholders. It must also bare its all before the public, who use its services, as well as before the authorities in Pretoria, who determine the size of its subsidies.

Given this unique set of demands, it is clear that Putco shares need to be viewed in a somewhat different light to other listed counters, whose boards generally concern themselves solely with the well-being of shareholders.

The corollary of this observation is that Putco cannot justify the same investment attractions as those of its 554 JSE counterparts. This is the principal reason why the shares are currently trading at a level which reflects a lowly 2.1 price-earnings ratio.

At the same time, however, it should be noted that the dividend yield is a below-average 4% — a return which suggests that there is more to the question of Putco's share valuation than meets the eye.

Compounding the confusion is

the manner in which the share price has behaved over the past four months.

During the whole of calendar 1979 and for the first nine months of 1980, Putco fluctuated within a band bounded by a low of 115c and a high of 170c. No discernible trend was detectable during this time — a period during which the industrial market as a whole was in a strongly rising trend.

Early in October last year, the price spontaneously burst through into new high ground, hitting a high of 420c early in December — a peak from which it has subsequently reacted to the ruling 390c.

So what the devil's going on? Why have the shares more than doubled during a time when an avalanche of adverse publicity (driver strikes, pay increases, union denunciations, accusations of victimisation and the like) was being heaped on the company?

Sorry, but I simply don't have a clear-cut explanation for this one, although several factors appear to have contributed in some measure to the headlong share price gain.

The most telling of such factors is the continuing speculation that a takeover of the company is imminent. Denials from the company have done little to dampen the conviction of these rumours, which are given added credence by the huge net worth of 1 827c a share.

Another positive influence is the quality of the results

achieved in the year to October 31 1980, when earnings were 188c a share (41,1c in the previous year) and return on shareholders' funds was sharply higher at 11,7% (3,7%).

Taxed profit is equivalent to 1,5c per passenger per year against the 0,3c earned several years back.

The sheer size of the Putco operation is also impressive. In the past financial year it carried 318-million passengers over 135-million km on 2 284 buses.

But, when examining these bull pointers, it is necessary (in the interests of objectivity) also to look closely at the bearish influences, which include:

○ Massive increases in fuel costs — up 155% in the past two years.

○ Increasing costs of bus chassis, where 25% of the cost is imported. The latter element has been rising at a rate of 20% a year compared with the 9% increase of the remaining 75% local content.

○ Recent wage increases will mean an additional annual wage bill of R4,5-million.

○ Earlier this month, Putco was granted a fare increase of 0,35c per passenger kilometre. This was, however, 30% lower than the hike initially requested.

Do the positive factors outweigh the negative?

It's difficult to say at this stage. But, bearing in mind that profits are constantly being fought over by passengers wanting fare reductions, bus drivers demanding higher wages and the Government requiring a reduction in subsidies, the prospects for shareholders are far from enticing.

The high net worth will prevent the share price from falling out of bed. In the absence of a takeover, however, I can't see the shares moving higher for the time being.

CHEMI

Professor George Menzies Prize
Awarded on results of final
examinations to the best male
student in Land Surveying or
Civil Engineering

Fourth Year (Gold Medal)

P M Salmon
T J Cumming
D P Weeks
J H Rens
B F McClelland

Third Year (Silver Medal)

Miss N C Davidson

Second Year (Bronze Medal)

Miss G C Littlewort

For the best student in each
of the 2nd, 3rd and final years.
Corporation Medals

FACULTY OF ENGINEERING

Clampdown on traffic in SA waters

THE ASSEMBLY. — Legislation empowering the Government to regulate, monitor and, where necessary, take action against marine traffic passing through South Africa's territorial waters was passed in the Assembly yesterday.

The legislation specifically empowers the Minister of Transport Affairs to act against vessels suspected of carrying terrorists, agitators, weaponry or narcotics, or of threatening the sovereignty of the State.

The Opposition parties supported the measure but asked why it had taken so long to bring the Bill before Parliament.

Introducing the Bill, the Minister of Transport Affairs, Mr Hendrik Schoeman, said the Republic was at present "virtually powerless to deal with vessels which were apparently sailing aimlessly in its territorial waters."

"We can do just about nothing to a ship equipped with electronic surveillance to transmit information to hostile forces."

The legislation would enable the Minister to take action against ships whose passage was not deemed "free and innocent" because they posed a threat to the sovereignty of the State.

Outlining circumstances which led to the drafting of the legislation, Mr Schoeman said ships were frequently anchoring offshore for repairs or waiting to take on cargo.

They thus avoided payment of port dues and were often a navigation hazard since some did not bother to inform the authorities of their positions or to obtain permission to stop offshore.

Inclement weather could cause these vessels to run aground and cause pollution.

The Bill did not prohibit vessels entirely from anchoring at sea, provided it was necessary to do so in the course of navigation or in cases of distress.

"Otherwise the permission of the Minister of Transport will have to be obtained," Mr Schoeman said.

He added that the legislation would enable South Africa to act effectively in peace time against vessels which threatened the country's security "because they carry, among other things, arms destined for our enemies".

The Opposition's chief spokesman on Transport, Mr Rupert Lorimer (PFP Orange Grove), welcomed the legislation.

"But I wonder how South Africa's marine traffic was run without such legislation?" He asked.

Mr Lorimer agreed that drug traffic had to be halted. It was one instance where the PFP was pleased to see additional legislation being placed on the statutes.

The chairman of the Transport Affairs Study Group, Mr M W de Wet (NP Welkom), said the Bill embodied the important principle of enabling South Africa to act in its own territorial waters to secure its own safety.

Mr George Bartlett (NRP Ammanville) said he was surprised it took so long for the Bill to come before Parliament.

Drug trafficking had brought untold harm to many parts of the world. Dealers in the illegal narcotics trade should be grouped with all people who threatened state security, he said.

Mr John Wiley (NP Simonstown) said the right of innocent passage in maritime law applied to all craft except warships — unless they showed their flags and were sailing on the surface — and vessels which threatened the security of coastal states.

The legislation carried penalties of up to R10 000 and two years' imprisonment. It also empowered the Minister to arrest people who failed to obey instructions issued to them in terms of the Bill.

Mr Wiley said huge vessels were anchoring with increasing frequency off Walvis Bay to be serviced by crews flown out from their own countries.

They were of no benefit to the people of Walvis Bay and made no contribution to the port's economy.

The Bill would put an end to the practice.

It also prohibited the random sinking of vessels by their owners, which had caused hazards to navigation and interfered with the surveillance of the coast by South Africa's naval installations.

The Bill stipulated the Minister's permission had to be obtained for ships taken out of commission to be sunk.

The Bill was read a third time. — Sapa.

Durban's

Nm

5/2/81

buses

232

232

232

set for

'disaster'

Municipal Reporter

POTENTIAL disaster awaits Durban's Transport Management Board, says a report before the City Council's Management Committee today.

The report by Johannesburg-based consulting engineer George Tompkins, praises the board's workshop organisation but warns general manager Marshall Cuthbert that the retirement of two key men could have disastrous consequences for public transport in the city.

It also says 150 new buses are needed urgently to replace a 'precarious' portion of the black fleet.

During a study in November last year, Mr Tompkins found the efficiency of the workshops and the standard of maintenance to be so high that it is doubtful whether any significant improvement could be effected.

Competence

This state of affairs was due mainly to the competence and enthusiasm of the workshop staff, particularly supervisors and the chief engineer's staff, said the report.

The younger supervisors, while they may have limited experience and overall judgement, are extremely competent, and with the rising state of the economy, could sell their services very profitably in a wide market.

Fortunately, at the present time they are loyal to your organisation, enthusiastic about their jobs and the encouragement they receive under the present regime.

What these younger men may lack in experience and judgement is made up by the guidance they receive from the older and more experienced senior supervisors.

Mr J Fabian, one of

these, will be retiring within a matter of months and Mr A Flemming, on whose judgement and experience much depends, will be retiring within the next few years.

A potential weakening in your present coherent workshop organisation due to the loss of these men is inevitable in the near future.

It was essential that the matter should be handled with care to prevent disastrous consequences arising from loss of ability and enthusiasm.

Mr Tompkins said any critical problems would occur with the black fleet where the tendency was for the number of passengers to rise.

Only 14 percent of the black fleet was of modern design.

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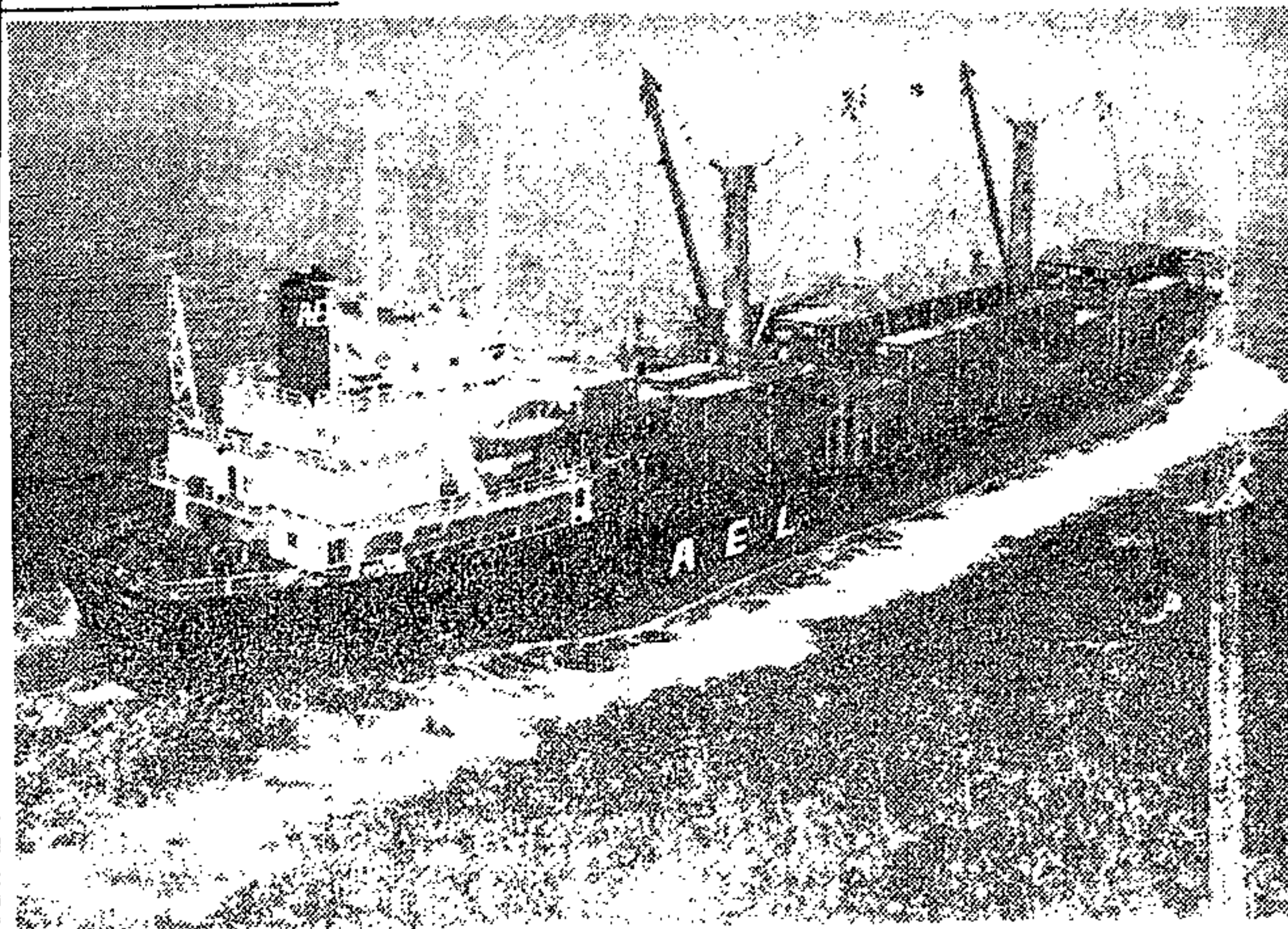
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FACULTY OF ENG

February 9, 1981



THIS is the sort of competition that Sfocean will be having on the South Africa-Australia trade when Transgroup starts up its non-conference service next month.

Although this ship, the Yue Flower, will not actually be on the service, her sister vessels Yue Man and Yue River, which are very similar, will be the rivals to the Sfocean Nederberg and Sfocean Mildura.

The 10 178-dwt Yue vessels will begin the Transgroup service from Cape Town on March 8 calling at Durban, Fremantle, Melbourne and Sydney.

Transgroup Shipping, part of an international group, was formed last year to look after Afro-Eurasia Lines' service linking South Africa with all main Far East ports. The Yue vessels are AEL ships, some of which are already familiar in Durban.

Need for second container park

332 Nm 4/2/81

THE managing director of Oceanair, Mr Martin Sternberg, has called for another container park, similar to SA Container Depots' facility, to be established in Durban.

Alternatively, he has asked if it would not be possible for individual parks such as Oceanair's to be licensed to operate in the same way that SACD does.

Mr Sternberg made this appeal last week because of 'excessive delays' in the handling of containers.

'Importers are complain-

ing bitterly at the excessive delays in receiving their containers from both the SA Container Depots' Johannesburg facility and the one in Durban.'

Mr Sternberg remarked that Durban clearing agents were having to contend with their trucks standing idle for up to a 'full day' — waiting to take containers.

'We first approached the Department of Customs four years ago, requesting a licence for a second depot to be established in Durban. The authorities re-

fused and have done so on several occasions since then in spite the fact that Oceanair has a gantry crane larger than the one used at the Durban container park as well as a railway siding, warehouses, bond store facilities and office space for customs officials.'

Mr Sternberg suggests that even if his company cannot be licensed, consideration should be given to the establishment of a second container park by a consortium of companies.

Marine 'Interpol' formed

9/2/81

332 Nm

A BODY which will function as a 'marine Interpol', the International Maritime Bureau, was formed last week. Insurers and marine investigators hope it will prevent fraud by alerting shippers and brokers to suspicious operations.

Based in London, the IMB is expected to eventually open offices in other ports to cover the major shipping areas of the world which will include the Southern African and Cape sea routes.

Its creation follows the widespread emergence of marine fraud, which began in South-East Asia but has spread to other shipping lanes.

Between 1977 and 1979, 48 vessels disappeared in south-east Asia, and this prompted marine insurers to launch a detailed investigation into shipping losses.

Of the 48 vessels studied by the Far East Region Investigation (Ferit), 28 were said to have been lost in

suspicious circumstances. As many as 16 were believed to have been either scuttled or involved in fraud at a minimum cost to insurers of R33 m.

Ferit was established after insurers noticed a pattern in the losses. The majority of vessels involved were between 20 and 25 years old with a low scrap value but were carrying a high value cargo.

Ferit's conclusion six months after investigations began was that syndicated fraud was taking place on a 'vast scale'.

However, now international inquiries are not confined to South-East Asia. Early last year the oil tanker Salem sank off the coast of Senegal after

rounding the Cape with a cargo of oil worth R18 m. Her captain and chief engineer were later accused of selling the cargo and scuttling the ship. They were later freed by Liberian authorities who said that no charges could be brought against them.

The recently published annual report of the Institute of London Underwriters said that the past three years had seen major shipping losses 'unparalleled in peacetime', and that some losses in mysterious circumstances had proved disastrous for London insurers.

These are the circumstances leading up to the formation of the IMB, which will collate and disseminate information and statistics revealed by Ferit to shippers and brokers around the world.

More than 80 percent of the vessels investigated by Ferit were registered in Panama. A difficulty has been that many of the crewmen, particularly the Taiwanese, use several names and are hard to trace.

There are also legal complications: a vessel may

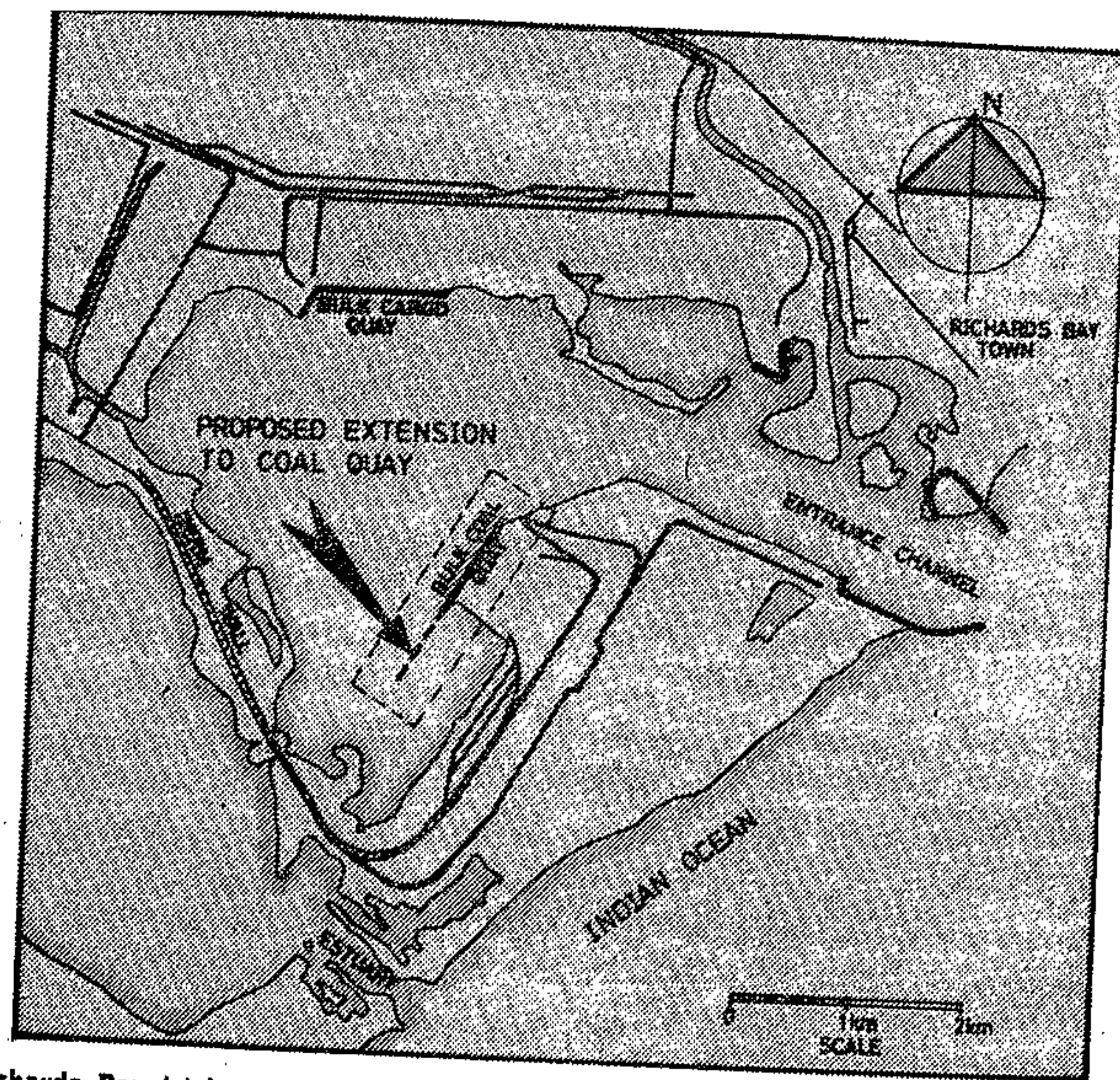
Bunker surcharge

BANK Line of London's increased bunker surcharge of 16.14 percent will only apply to Bank vessels on the West Coast trade.

Mr Dave Elton of JT Rennie, agents for Bank Line in Southern Africa, stressed that the announced hike from 10.36

percent to 16.14 percent will not apply to Bank vessels plying the United States trade.

'The increase will be effective for Bank Line vessels loading from February 25 onwards,' added Mr Elton.



Richards Bay harbour showing the area of the extension bulk-coal quay.

Richards Bay looks to the big ships

By Frank Jeans

The outpouring of coal to world markets will increase dramatically in about three years when the big ships sail alongside the new wharf to be built at Richards Bay.

This key project, which will boost the transport of coal to about 44-million tons a year, is being carried out by Candac Construction, the Murray and Roberts Cape-based civil engineering company and specialists in harbour work.

The wharf will be made of 25 sand-filled caissons, each 26 m deep, 28 m long and 15 m wide, and will add 700 m more to the existing 800 m quay at Richards Bay terminal.

It will be a three-prong thrust at this important transportation centre, with Candac teaming up with its "old friend" in coast-construction work, H A H (Hollandsche Aannemings Maatskappij).

A member of the construction consortium is Dredging International, which will be involved in cutting out an area covered

To bring the big ships into the coal lines, 3-million cubic metres of sand and 9-million cubic metres of other material will have to be excavated from the central basin and pumped to an erosion-trouble point some kilometres away.

by about 1 m of water at high tide. Dredging will go to a depth of 19 m.

RDM
Putco's 3 1/2/81
litter
problem (33.2)

Staff Reporter

MORE than 15 tons of paper, bottles, mealie husks and other garbage is swept from Putco buses every day. Putco's planning executive, Mr W F Bowen, disclosed yesterday.

Mr Bowen was replying to complaints about Putco published in Extra-Forum, the letters column in the Rand Daily Mail Extra (township) edition.

He said an additional bus-washing machine, costing R75 000, was being installed at the Putcoton depot.

In the past 12 months, all 125 buses serving Alexandra Township had been replaced by automatic buses, and 250 new buses had entered the Soweto fleet in the past 24 months, he said.

Mr Bowen said it was not possible to extend the use of weekly workers' tickets to any destination because these tickets were heavily subsidised to reduce the amount workers had to spend getting to and from work.

He also pointed out that local authorities were responsible for the siting of bus stops and the provision of bus shelters and toilets.



'STUPID' DECISION ON ORIBI RAILLINK

ARCUS 13/2/81 (332)

project. The Minister had also failed to answer when asked whether an environmental impact study of the project had been made.

THE Minister of Transport Affairs, Mr Hendrik Schoeman, faced a flood of Opposition criticism in the Assembly yesterday about the controversial Oribi Gorge railway line proposed for the Natal South Coast area.

At one stage, the Minister admitted that he had taken a 'stupid decision' about the proposed legislation. He moved an amendment to allow an alternative route for the line, to be built for a new cement factory.

The row, which erupted in the Assembly earlier this week, continued during yesterday's committee-stage debate on the Railway Construction Bill.

The National Party MP for South Coast, Mr Mias van der Westhuyzen, who entered the debate for the first time, was told by the Opposition that the issue could cost him his seat in Parliament.

Mr Brian Page (NRP, Umhlanga) accused Mr van der Westhuyzen of acting like a 'cornered mouse' and of letting his constituency down.

'KEY QUESTIONS'

Earlier, Mr Rupert Lorimer (PFP, Orange Grove) said the Minister had failed to answer key questions on the proposed project during the second-reading debate.

The questions which the Minister had not answered were on whether the Natal Regional Planning Commission and the Natal Provincial Administration had agreed to the line and the proposed cement factory.

The Minister had also failed to say whether the Natal Parks Board had been consulted.

Mr Lorimer said one of South Africa's premier beauty spots — the Oribi Gorge area — could be ruined by the proposed

Parliamentary Staff

He said consulting engineers had made a written offer to the Umtentweni Town Council to make an environmental impact study of the proposed project.

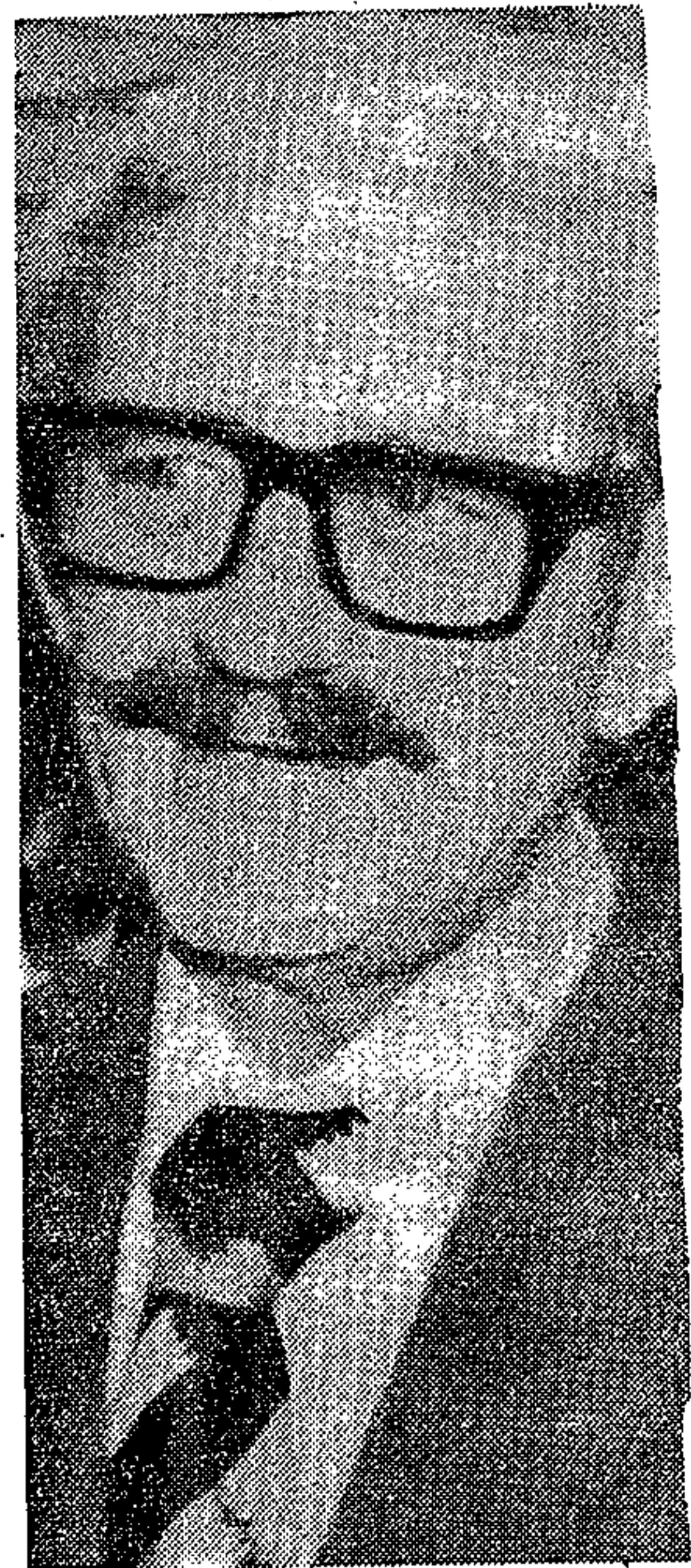
Mr Page said such a study should have been made in the first place and the whole matter should have been aired in public.

The matter had been badly handled by the Government. There had been a lack of communication between the Minister and his department and the people.

Replying, Mr Schoeman said he wanted to protect the environment, as he had always tried to do. The aim of the rail project was to make Natal self-sufficient in respect of cement supplies.

Defending Mr van der Westhuyzen, the Minister said the member for South Coast had asked him to introduce the amendment allowing for an alternative line to be built north of Umtentweni, from a point on the Durban-Port Shepstone line.

The Bill passed the committee stage with the two Opposition parties opposing most of the clauses.



Mr Hendrik Schoeman

COUNCIL FOR ENVIRONMENT

Parliamentary Staff

THE Government has decided to call a special Council for the Environment into being to co-ordinate conservation efforts.

The council would have wide-ranging powers including the right to summon any person to give evidence before it.

The summons would be served in the same manner as a court subpoena to a witness and would carry a penalty of up to R1 000 for refusal to obey.

According to a Bill published, the Council for the Environment would consist of up to 30 members appointed at the Minister's discretion.

'The council may do anything which is neces-

sary to achieve its object,' clause five of the Environment Conservation Bill says.

Its objections include:

- Giving evidence on any aspect of conserving or using the environment,
- Recommending priorities,
- Suggesting the establishment of institutions for carrying out functions related to the environment,
- Making recommendations on legislation affecting the environment,
- Initiating investigations, studies, surveys, and research on any aspect of the environment.

The council could with the Minister's approval, establish one or more technical committee to help it with its functions.

SACD to expand at City Deep

(332)
ROM
17/2/81

By SIMON WILLSON
Industrial Reporter

AS CONGESTION at Johannesburg's container depots eases after the Christmas break, South African Container Depots (SACD) is examining proposals for extensions worth R1 750 000 to its City Deep handling facilities.

SACD has decided to buy a R1-million gantry system and is considering further measures to revise the traffic throughput at its depots, which are only now dispatching the thousands of fully loaded containers (FCLs) which accumulated in holding areas during the holidays.

From a backlog of 1 300 containers (27 000 tons of goods) three weeks ago, there are now only about 650 FCLs in storage in the City Deep terminal's holding areas, and one container terminal official described the position yesterday as "fluid and easy".

But SACD has resolved to expand its capability to avoid a repetition of the acute capacity shortage which hit the whole container-handling business from November to January.

The company is committed to the gantry purchase, and is discussing the acquisition of an additional R270 000, 25-ton front-end loader for its fleet of three.

To improve vehicle throughput, the company is planning a second vehicle gatehouse, and is discussing with railways authorities a third gate link be-

tween the main City Deep complex and the SACD handling area.

The company is also considering extending its container holding area by 2 ha on land alongside its premises.

It also wants to expand the handling capacity in its shed by eight bays (about 4 000 m²).

SACD's expansion plans will be implemented during the traditionally quiet mid-year period. The new gantry system, for instance, will be on stream in October.

"We're adding to our facilities to be able to take care of the yearend peaking. The last one took us by surprise," says Mr Tony Vuill, SACD's managing director.

He admitted that enlarging the company's handling capabilities during the container industry's annual fallow period entailed a degree of speculation about traffic at the yearend, but said the experience gained in the 1980-81 peak season gave guidelines to likely requirements in 1981-82.

"Traffic in mid-year is always subdued — last July we only had about 100 FCLs in storage — so we'll end up being overgeared this winter with even our present handling capabilities."

SACD's City Deep capacity expansion was decided on before the worst of last year's container congestion, and follows the R1 300 000 expansion of its Durban facilities last year.

CHEMICAL

For the best student in each
of the 2nd, 3rd and final years.
Corporation Medals
Second Year (Bronze Medal)
Miss G C Littlewort
Third Year (Silver Medal)
Miss N C Davidson
Fourth Year (Gold Medal)
P M Salmon
T J Cumming
D P Weeks

FACULTY OF ENGINEERING

State to probe passenger transport

RDM
18/2/81

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Transport Reporter

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A COMMISSION of inquiry into all aspects of passenger transport — both road and rail — subsidies, bus operating companies and their structure, is to be announced in Parliament, probably this week.

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The Director-General of the Department of Transport Affairs, Mr A B Eksteen, has confirmed that a commission is to be appointed but that the terms of reference are still being settled. He also could not say who the

members of the commission would be.

Today The Argus learnt that Professor Piet Welgemoed, head of the department of transport economics at the Rand Afrikaans University, had been approached to head the commission.

ROCKED

The upheaval, which has rocked the industry since the June 1979 fuel price increases and the subsequent fares increases, has brought the spotlight to bear on all aspects of the industry — not the least of which is the subsidy system.

Points likely to come under the commission's inspection are:

- The structure of bus companies. Should they be owned by shareholders for whom the company is purely a profit-making investment? Should they be unified under one giant umbrella organisation incorporating all services whether run by private or public enterprises, and should this be a profit-motivated organisation or purely a social service?

- The subsidy system. Should a new policy for bus passenger subsidisation be established to ensure a more equitable distribution of subsidies? Should these be increased to a level more compatible with the percentages of fares paid by railway passengers and how should they be managed and allocated?

- Are the National Transport Commission and its deputised officers in the local road transportation boards, as they are presently structured, still competent to handle an issue which is rapidly becoming a major political bone of contention?

- Is the present policy of passenger carriage, with the SAR entrenched as the primary urban, suburban and inter-city transport facility for the majority of the population by statutory law having the capacity to block alternative transport forms, still pertinent or should it be revised?

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Professor George Menzies Prize

B F McClelland

J H Rens

D P Weeks

T J Cumming

P M Salmon

Fourth Year (Gold Medal)

Miss N C Davidson

Third Year (Silver Medal)

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Second Year (Bronze Medal)

the 2nd, 3rd and final years.

the best student in each

ENGINEERING

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P M Salmon

T J Cumming

D P Weeks

J H Rens

B F McClelland

Professor George Menzies Prize
Awarded on results of final
examinations to the best male
student in Land Surveying or
Civil Engineering.

J H Rens

Sammy Sacks Memorial Prize
Awarded to the student with the
best classwork in Engineering
Drawing.

L Menegaldo

A E & C I Prize
For the first year student
obtaining the highest average
mark.

G L Cragg

ORIENT APR 18/2/81 LINES 332 EXPANDS

ORIENT Overseas Container Lines — a branch of the C Y Tung empire — is to introduce a new cellular shipping service between the Far East and South Africa.

Promotional manager of the Orient-Africa Shipping group, Mr Nick Menhnick, said today that the new service would be inaugurated late next month by the 14 952 ton Oriental Charger.

Initially, Durban will be the only call on the South African coast, but Port Elizabeth and Cape Town will be on inducement, he said.

Ports of call in the Far East will include Kaohsiung, Hong Kong and Singapore with a feeder service operating from other centres.

Two other cellular vessels, capable of taking about 700 TEUs, will also be used on the service which has been designed to offer a monthly sailing in either direction.

FM 26/2/81

AIR FREIGHT (332)

Dropping demand

Currently there's little evidence to support the view recently expressed by Director-General of Transport, Adriaan Eksteen, that there's a high growth rate in the air freight industry.

From the 1975/76 financial year to 1979/80, air freighting of perishable cargoes from SA increased 59%. However, what's happening now is less encouraging.

SAA and pool-partner airlines agree there's a sharp downturn in demand for airfreight; the strength of the SA rand. Some of the reasons are the high cost of airfreight; the strength of the SA rand which makes exports less competitive on recessionary overseas markets; the continuing recession in the UK and Europe; boom conditions in SA which make local marketing more profitable than exporting; and poor climatic conditions affecting both the quantity and the quality of certain export crops.

The anomaly is that the downturn in demand coincides with substantial increases in cargo space on most airlines. Estimates put increased cargo capacity as high as 15%-20%, starting about the middle of last year. For example, SAA updated its aircraft fleet by introducing two Combis, phasing out its narrow-bodied craft, to accommodate 40 t instead of 30-35 t of cargo per flight.

Says an SAA spokesman: "From October 1979 to January 1980, we carried 1 200 t of perishables. For the same period one year later, it was down to 820 t." He points out: "There's cargo space available on all carriers. There's virtually tons and tons of capacity for exports."

Due to previous experience, SAA laid on a number of charter flights in case demand exceeded cargo capacity. Of quite a number of charters, "only three were taken up. The capacity we had available this year would have met whatever the demand was."

The Greek national carrier, Olympic, also reports that "the downturn in demand has hit us pretty hard. We've lost 50% cargo, mainly perishables."

Another continental airline has also introduced Combis on its SA run. Reports the cargo manager: "We're facing an imbalance in traffic. Into SA we're fully utilised. The utilisation factor on north-bound flights is down to 60%-65% on cargo. Meanwhile, since last year, we've increased our cargo carrying capacity by roughly 33%."

Says Paul Morin, UTA regional cargo manager: "There's definitely less demand for cargo space than last year. Our load factor on perishables has gone down. In 1979 we brought in two special cargo planes to move 95 t of perishables. This year there was no demand for special flights."

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South Africa
tells mineral
story to US

The Star Bureau

WASHINGTON — The South African Government has started a new advertising campaign in the United States, buying space for a series of announcements in trade magazines and the financial sections of major newspapers.

Readers will be told about South Africa's store of mineral resources and will be asked to take a new look at United States interdependency with the Republic.

One advertisement says that "America's steel industry would be in a real pickle should South African chrome ore and other vital metals and minerals fall into the wrong hands."

Another urges participation in the South African economy, saying American investment "has created tens of thousands of new jobs for black South Africans."

The advertisements tell of South African interest in moves for a new gold-based monetary system which might be useful or even essential to stabilise today's unsettled conditions.

The cost of the campaign has not been disclosed.

MECHANICAL AND MATERIALS HANDLING

RDH 26/2/81

STATISTICS prove that 75 percent of the cost of an item is incurred after the product leaves the assembly line. Each time a manufactured item is handled after it has left the factory, costs add up and are compounded until, at the end, the consumer has to pay the final price.

In these times when inflation is in the forefront of most people's minds, unnecessary increases in prices must be eliminated. Distribution has become so important that there is an actual science — called "Materials Handling" — which deals with ways of improving the efficiency of distribution methods as well as the conventional handling which occurs on the production line.

Mr. Andrew Stewart, managing director of materials handling equipment company Blue Giant, told me South Africans are far behind in the cost containment of distribution.

Mr Stewart read a materials handling degree at a North American university and believes there is still a lot that South African businessmen can learn.

"If South Africa is to compete with the world market, it must improve its materials handling, adopt new methods, be aggressive in its planning and must be ingenious with its techniques — thereby reducing the costs of our commodities and, at the same time, increasing our productivity."

"By doing this, South African products can be put on the world market at a very competitive price," Mr Stewart maintains.

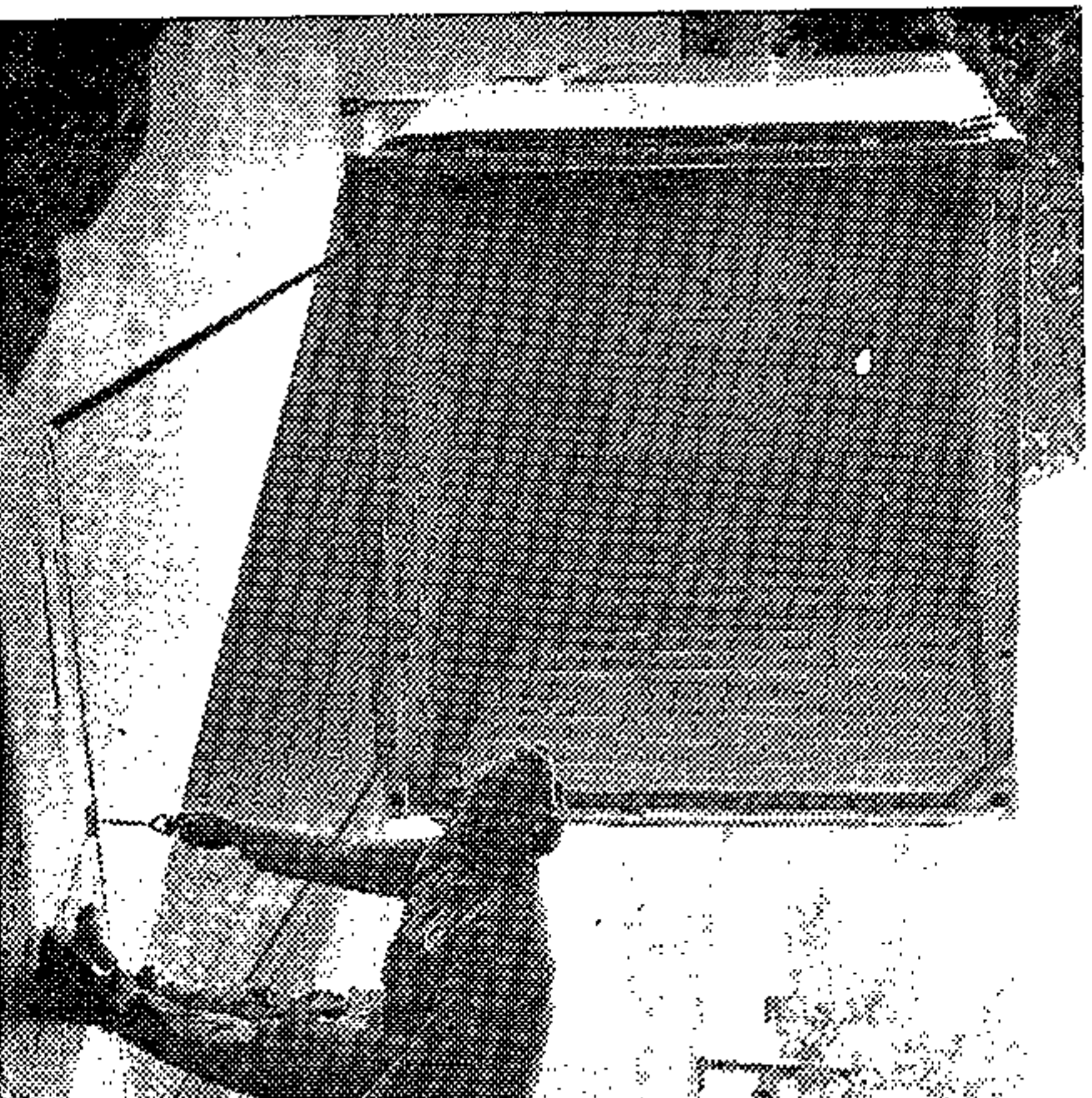
But, one may well ask, what exactly is materials handling?

During the conversion of raw materials into a finished product, the item is handled by men along the way.

Every time a man has to "handle" the item, the more expensive it becomes.

Take, for example, the price of a handmade vase compared with the cost of a facsimile which comes straight off the production line at a factory. Naturally, therefore,

Can YOU handle these questions?



A container backed up to a loading dock, where a dock leveller is situated

whose product is frequently handled.

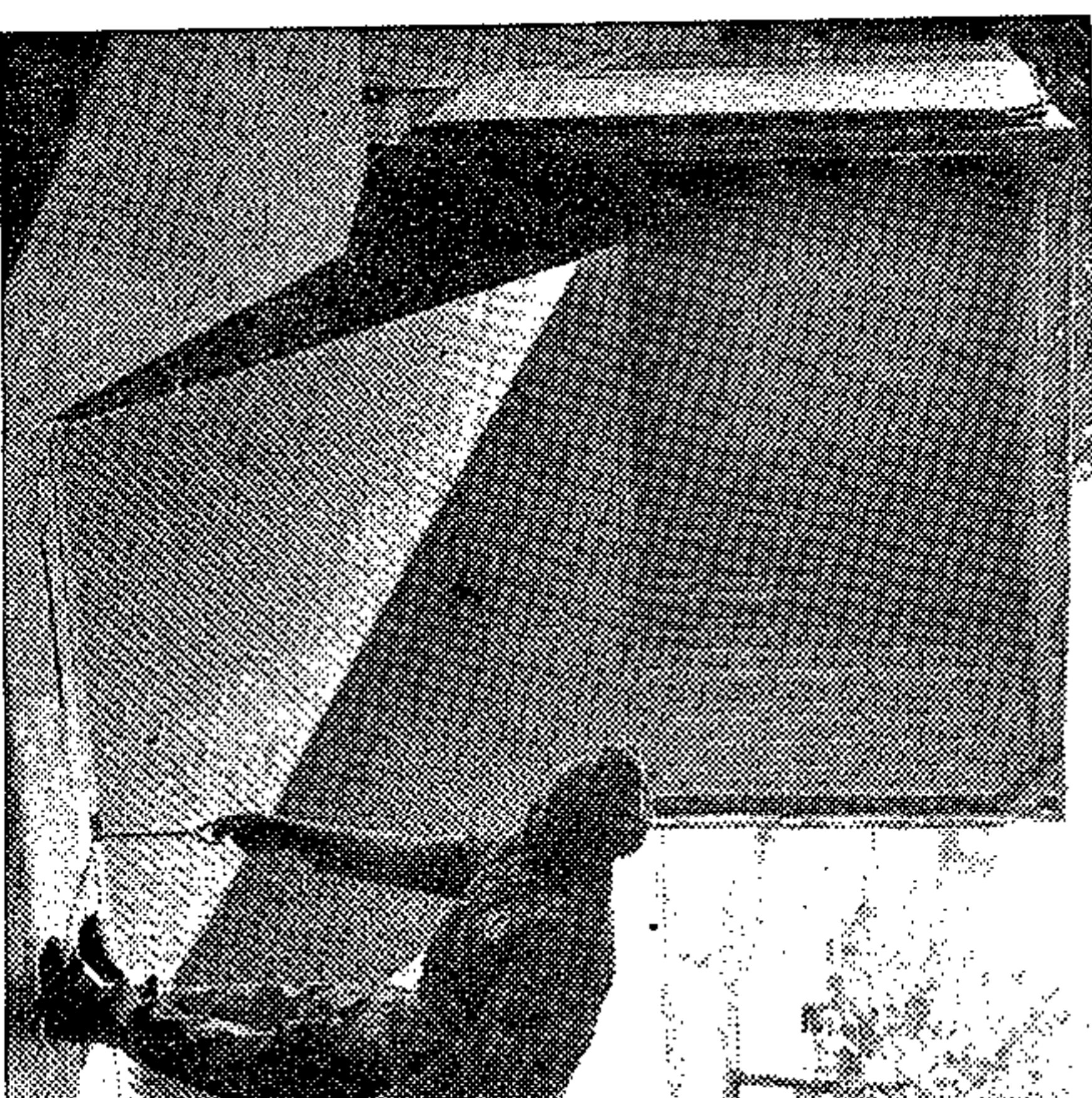
"Total elimination of handling should be the constant objective of the materials handling man," Mr Stewart believes.

Materials handling is the service function which is vital to receiving, storing, dispatching and purchasing, says Mr Stewart. There are four, clearly-defined areas of materials handling:

These areas are well known, and many managers, directors, sales representatives, plant engineers and warehousemen continually discuss the science of materials handling.

But, Mr Stewart argues, how much do they really know?

For instance, he says there are not enough people acquainted with correct principles of materials handling:



A dock leveller... a model handling system which ties the whole handling system together

as the time taken by direct labour in the handling of materials and the ratio of cubic capacity of the area occupied by materials in relation to the usable capacity, are also ignored.

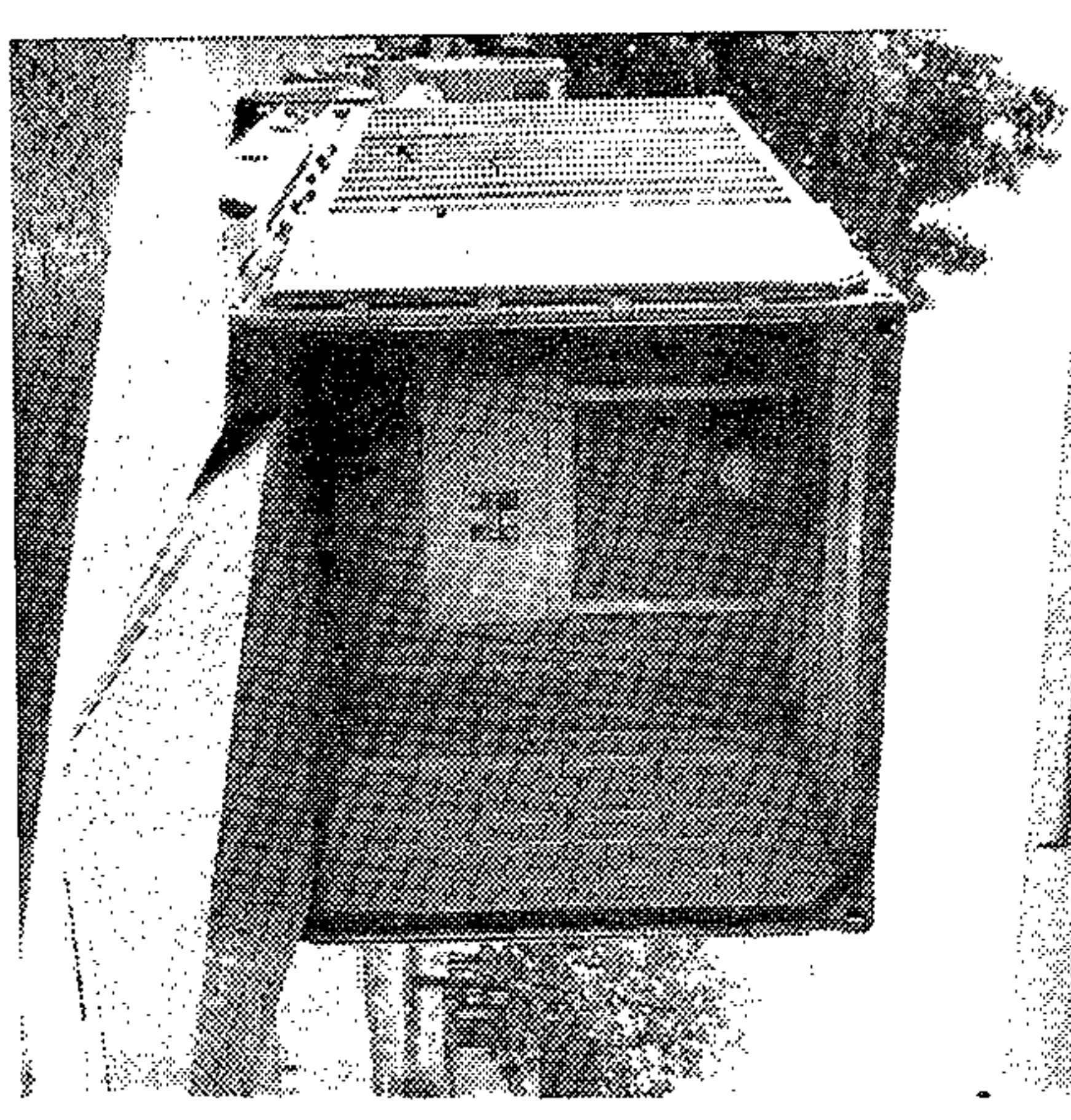
Mr Stewart advises would-be materials handling experts to ask themselves a few questions:

● Can you walk around your plant and find mate-

rials being placed on the floor, only to be picked up again later?

● How much is the cost of damaged material and finished goods due to handling?

● How many man hours are being lost as a result of ruptures, back strains, damaged hands and feet — because of poor handling methods?



A forklift truck drives over a dock leveller to load and unload a container

● Can you still find instances of heavy loads being lifted, pushed or pulled by more than one person, that could be moved by one man with a suitable mechanical aid?

● In your operation, do you continue the flow of material handling on to delivery — receiving truck floor or container floor — or does this stop at the loading or receiving bays?

Any producer who can honestly answer "yes" to the questions above deserves a pat on the back, Mr Stewart says. "Most, however, will admit to failing on one or more points. If so, then it proves that the study and practice of the science of materials handling is not a once-only job," he believes.

ANDREW STEWART, managing director of Blue Giant

... producer whose item is handled only rarely during production has an advantage over the one

- Industrial trucks.
- Cranes.
- Conveyors.
- Docking.

optimum ratio of materials handling labour to actual strength.
Important factors, etc.

A moving tribute to our world champions

By ALEC HOGG

PETER Mathebula, Jon Ekerold and Kork Ballington — the South Africa's world champions ... and household names.

But the country has another — but far lesser talked about — world champion in removals giant Frasers International of Johannesburg.

From 1977 to 1979, Frasers International exported the largest tonnage of household and personal effects worldwide, and won awards for these achievements from the world body, Co-operative d'Entreprises de Transports Internationaux (CETI).

The group exported more than 300, twenty-foot and forty-foot containers, with a net weight in the region of 1 600 000t, from Johannesburg alone last year.

Frasers also has branches in Pretoria, Cape Town, Durban and Port Elizabeth.

Significantly, Australia was most popular of the countries to where Frasers sent goods, followed by the USA, Britain and Canada.

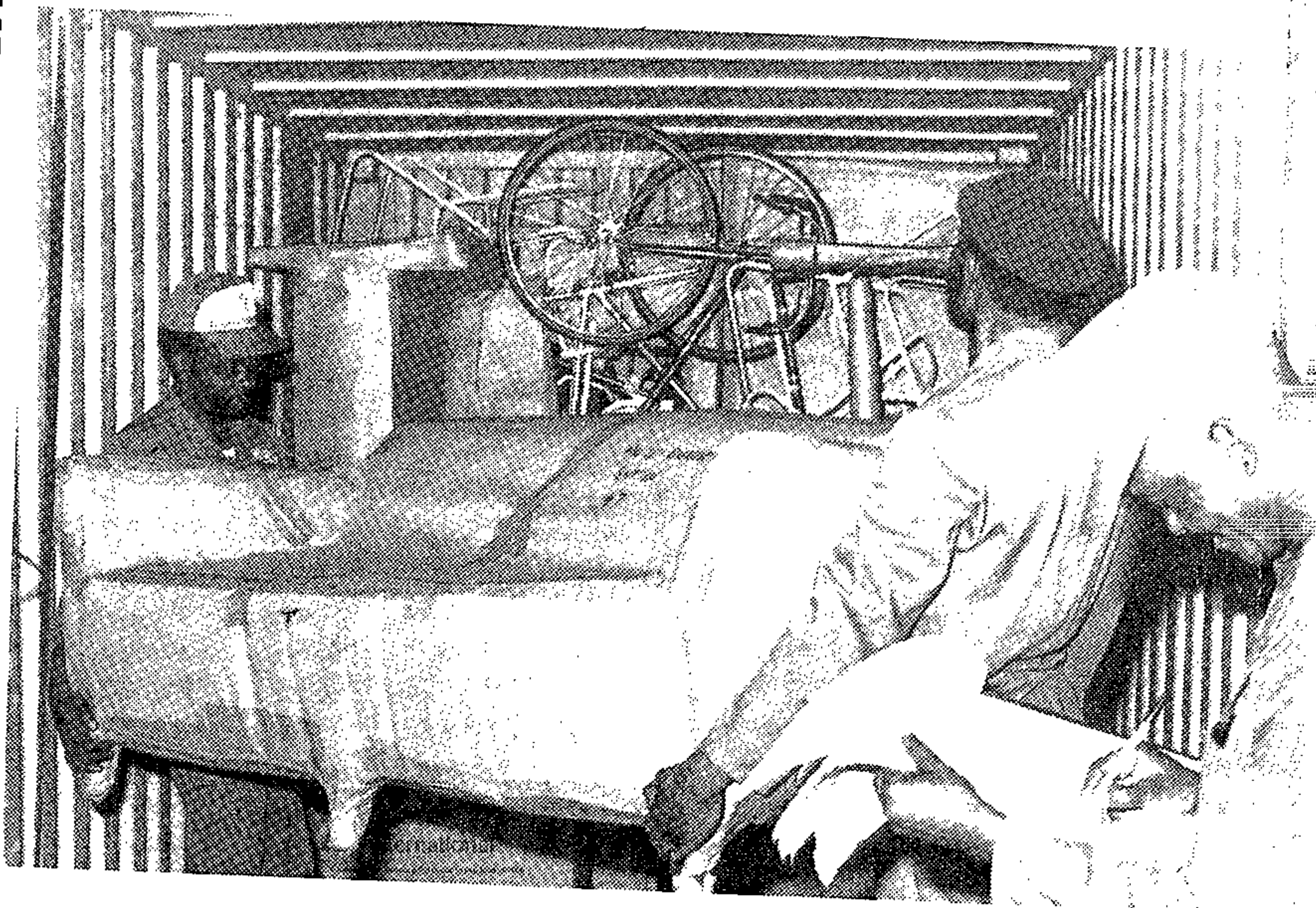
In the same period, Frasers' Johannesburg branch handled more than 200 containers with the household and personal effects of people coming to South Africa, the majority of which came from Britain.

As the greater proportion of these were groupage containers — containers holding more than one person's effects — literally hundreds of immigrants' belongings were handled by the group.

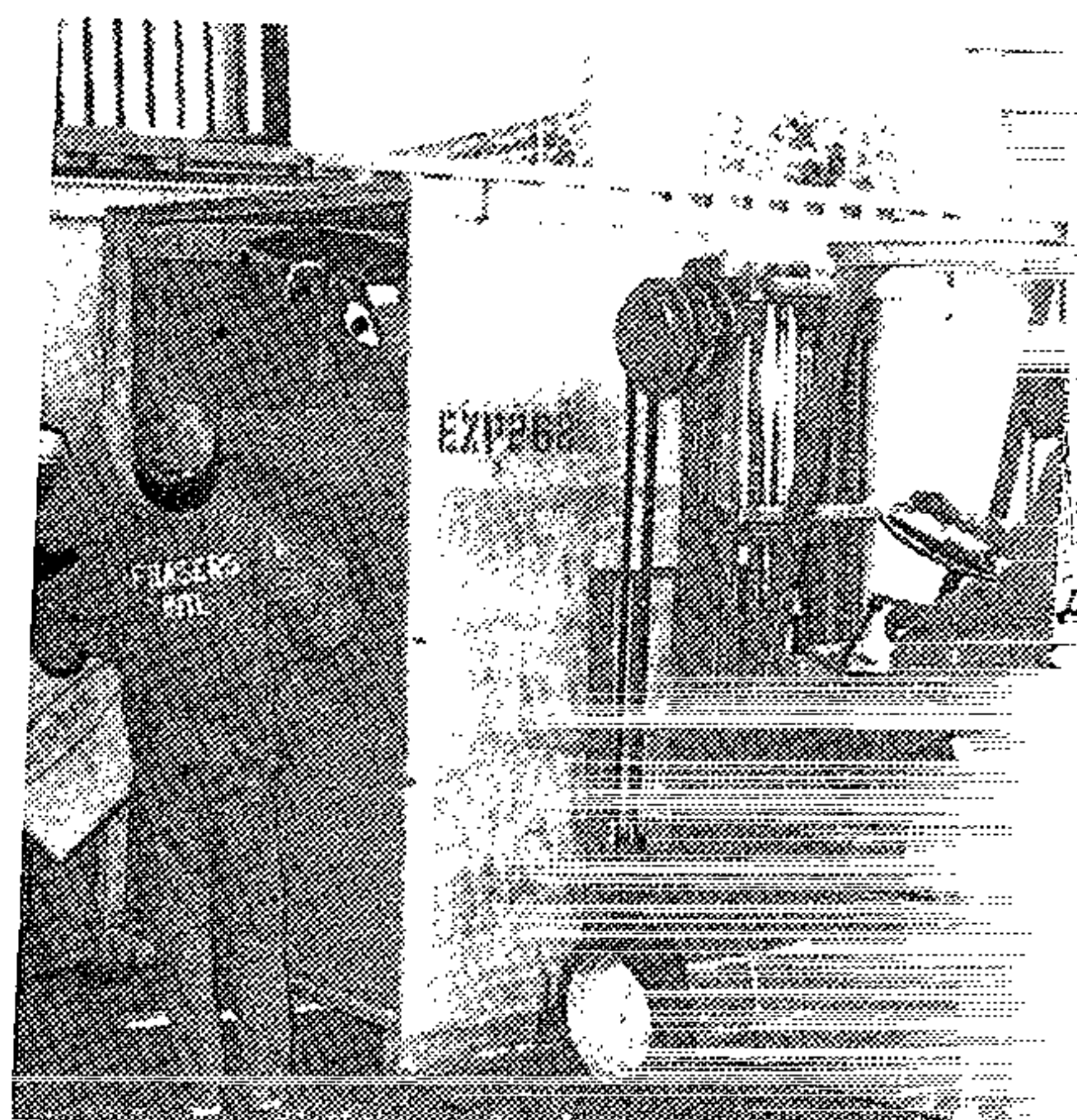
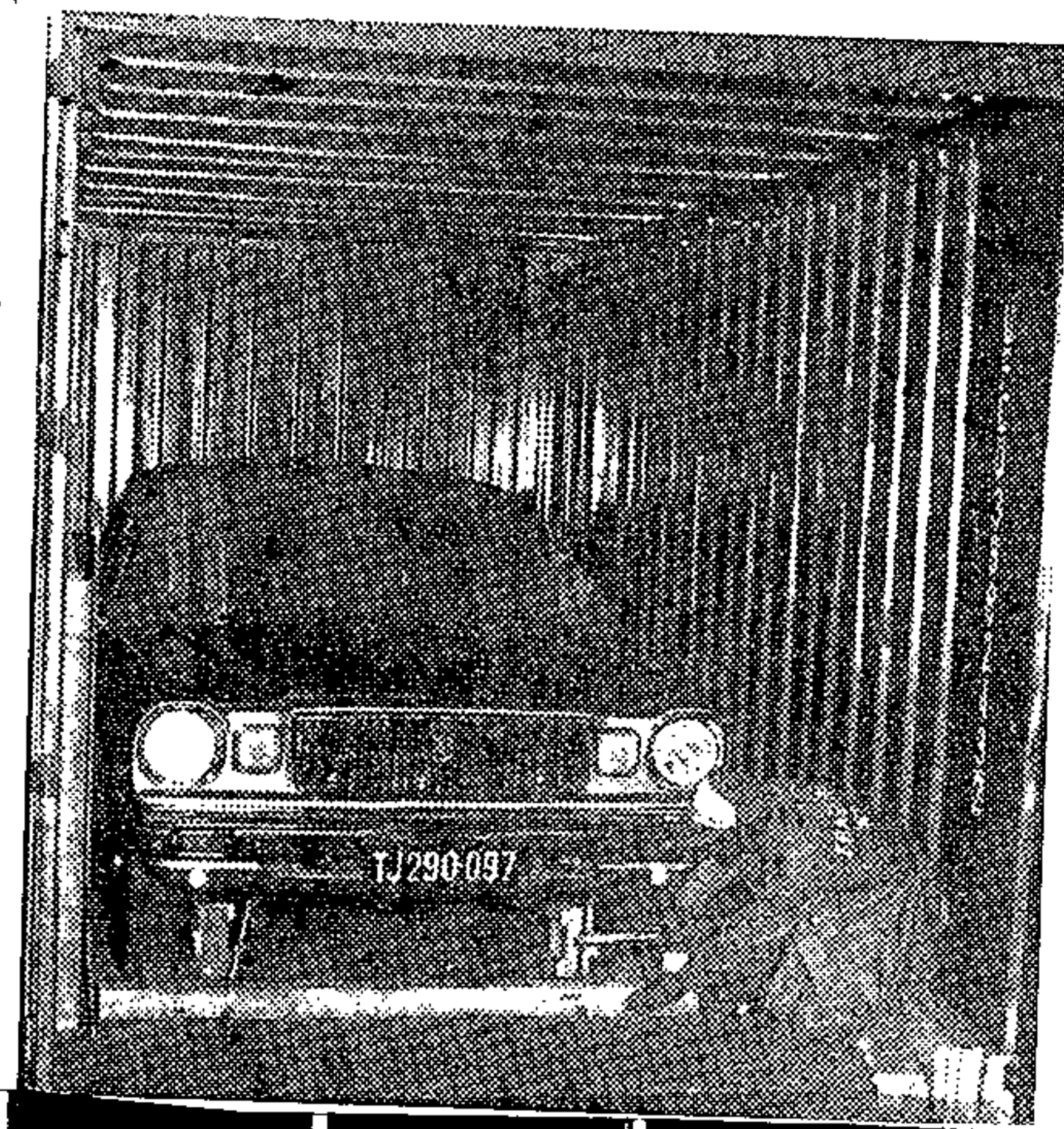
Frasers say the use of containers in the international removals market has meant considerable capital expenditure for equipping companies with the necessary large fork-lifts, trailers and gantries to handle these "monolithic" boxes.

The group has built up a whole new fund of expertise in the packing methods needed, departments for handling the enormous volumes of paper work and a worldwide network of similar companies working as a single unit with the South African company.

Frasers is a member of CETI, the Federation of International Furniture Removers (FIDI) and Eurovan Limited.



Cars, containers and household effects — all go the same route



Inter-city bus service scheme

KDM 26/2/81

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By SEAN O'CONNOR
City Editor

A HIGHLY detailed scheme for a luxury inter-city express bus service in South Africa has been drawn up by a local independent transportation consultant.

The service — similar to those operated across the United States — would revolutionise long-distance public road transport between the country's major centres.

The fares would be far below the cost of air tickets and even less than second-class passenger rail tariffs, Mr Paul Browning, who has worked on the project for nearly a year, disclosed yesterday.

Mr Browning — who has been closely involved with several transportation projects which have been introduced in South Africa — said he hoped to submit applications this year to the Local Road Transportation Board to launch the bus service.

He also intends making representations to a commission

of inquiry which, according to reports, will be set up soon to probe all aspects of passenger transport, including road and rail subsidies, bus operating companies and their structures.

He said he envisaged that Pretoria, Johannesburg, Durban, East London, Port Elizabeth, Cape Town and Bloemfontein — the central interchange point — would be served by the bus service.

The network would include four services a day between Johannesburg and Cape Town, two between Johannesburg and Port Elizabeth and two between Johannesburg and Durban.

At 90km/h, Mr Browning said the bus service between Cape Town and Johannesburg would take about 26 hours.

His study of the needs of such a service showed there would have to be 21 buses, equipped with air conditioning, toilet facilities and a gallery for light refreshments. They would need to hold about 45 passengers.

Mr Browning said he had not yet approached road passenger carriers about the project.

"The network I have devised is not intended to divert passenger traffic away from rail and air services," Mr Browning said.

"I honestly believe this service could revolutionise inter-city public transport by complementing the existing rail and air systems in South Africa — it would fill the gap that exists for this type of transport," he added.

There were a number of organisations which had the resources to operate his proposed network — including the South African Railways and various other existing bus operations in the country, he said.

This is how his bus service fares would compare with economy air and 2nd class rail costs from Johannesburg.

| | Air | Rail | Bus |
|--------------|-------|-------|-------|
| Cape Town | 99,20 | 48,50 | 40,00 |
| P. Elizabeth | 84,00 | 37,20 | 30,00 |
| East London | 74,00 | 34,00 | 30,00 |

Putco fares rise: traffic loss to railways likely

By Tony Duigan and
Mervyn Harris

Putco bus fares in the Pretoria area went up by 5 to 6 percent today as the new rail service between Pretoria's northern black townships and the city slowly got into gear.

The fare rise — the result of cost increases — comes when Putco faces a cutback of its Pretoria services as a result of the new rail link between Soshanguve and Pretoria.

The rail service began operating last week and a Putco spokesman said today he expected the next two weeks to show how many commuters would swing from Putco to the railways.

Putco now carries about 40 000 passengers each way between Soshanguve — Mabopane and Pretoria. Company executives expect about 40 percent of these commuters to swing ultimately to the railways.

A railways spokesman said today he expected the number of commuters using the rail service to pick up this week as offices and factories began opening after the holidays.

Putco's Mabopane route has been under the spotlight after a Star investigation revealed that the company could be receiving hundreds of thousands of rands a year in excess subsidies on this route.

Subsidies paid by the Government to operators of black bus services, are based on passengers carried and kilometres travelled.

Last year Putco got a subsidy of R40-million and it appeared that on the Mabopane-Pretoria route up to 9 000 passengers a day who had season tickets for the whole route — and were later subsidised for

the full distance — were getting off along the way into the city.

Last month the Department of Transport announced, following inquiries by The Star, that it intended to investigate subsidised bus companies.

Today increased fares came despite a threat last year of a boycott by black commuters, reports our Pretoria Bureau.

Putco's Pretoria public relations officer, Mr Dan Rolt, said there were no signs of a boycott early today.

He said the new fares did not take into account the latest wage increases.

Average increases on shorter routes were one cent a trip and on longer ones two cents.

Mr Rolt said Putco did not lose passengers to the railways. Buses carried 4 500 passengers from Mabopane to Pretoria early today.

● Putco is paying an interim dividend of 3c a share on its increased capital.

The shares ended the year at 390c, after soaring from 165c in September.

Pinetown to Durban bus to end

NM
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~~27/2/81~~

Mercury Reporter
PINETOWN'S Intertown bus service is up for the taking.

The present owners are closing down the service at the end of March, but for a little more than R200 000 a buyer could save the day for the 80 000 Pinetown bus users.

The fate of the service has been hanging on a decision by Pinetown's Town Council on whether they would continue their R40 000 subsidy that has kept the Pinetown to Durban bus route going.

But the subsidy is to stop and the Intertown Passenger Services (Pty) Ltd are going to close their Pinetown service.

'I am confident that the service could be run more effectively by a local person, rather than being part of a large national company being run from more than 1 000 km away,' said Mr Carl Coetzer, director of Intertown Passenger Services.

Buyers

'There are three possible buyers for the company, all from Natal. One thing I can say is that it is going to need a substantial increase in fares, as much as a 60 percent, to make it viable. The book value of the company is R238 000,' he said.

An estimated 2 000 commuters use the bus daily,

800 of these are school children.

Although there was an 800-signature petition collected only 24 hours before the Pinetown Council meeting imploring them not to end the service, the

council decided to end the four-year-old subsidy.

Pinetown's Mayor, Mrs Pauline Strydom, said: 'There is no way we will continue subsidising a private enterprise.'

Mr Tony Pretious, managing director of Natal Interschool Services (Pty) Ltd, said his company was not connected to Intertown Passenger Services and their bus service would continue.

Action promised over bus queues

FRUSTRATED commuters queuing up for Mitchell's Plain buses at the Hanover Park terminus have been promised action by the bus company.

After reports about seemingly endless queues and the lack of bus shelters, Associated Bus Holdings, which

runs the Hanover Park Mitchell's Plain service, said that they were doing everything possible to improve the situation.

'From February 17 we introduced two additional buses on the route,' said the company's traffic superintendent, Mr A J Maneveldt. 'Two of our men are doing a survey at the

Hanover Park terminus every day so that we can keep up with trends. We have also worked out a new system whereby more people can get into the buses.'

Mr Maneveldt said that the company freely admits having a problem between 5.45 and 6.15 in the evening; that is when more people arrive at

Hanover Park by taxi and with City Tramways buses.

'This problem will soon be ironed out,' he said.

Cape Town's Town Clerk, Mr H G Heugh, said that the erection of bus shelters at Hanover Park has always been a sore point between the Council and the bus companies.

'The Council has negotiated with private companies to erect shelters which they could use for advertising,' he said.

'Sometimes these companies can't cope with the demand, and then the Council steps in.'

'Any further complaints should be brought to the attention of the Council.'

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28/2/81

Salem ruling reserved

CT. 28/2/81
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LONDON. — Legal submissions are continuing in the London High Court case brought by the Shell Oil Company against a Lloyds insurance syndicate over the loss of the cargo of the oil tanker Salem, and hearings are expected to end soon. Judgment will be reserved.

The Salem, carrying crude oil belonging to Shell International, was allegedly scuttled off the West African coast in January 1980 after off-loading most of its oil at Durban.

South Africa's official oil-purchasing agency paid Shell R25 m as compensation for part of the cargo. Shell is now claiming R43.2-million from the insurance syndicate.

Mr John Hobhouse QC, for the syndicate, said the Salem's cargo was lost as the result of a fraud against which Shell was not insured.

He told Mr Justice Mustill he was not claiming the purchasing agency had been an initial party to the conspiracy, but added: "Whether at some stage they closed their eyes to some part of the transaction is a matter for speculation."

Agreed facts put before the court stated that a number of individuals conspired to sell the cargo to the agency. One of the men named is Mr Frederick Soudan, owner of the Oxford shipping Company, which owned the Salem. — Sapa

Putco to be boycotted

By SAM MABE
THE exploitation of man by man is going to be regarded as high treason in a liberated Azania, according to Mr Jefferson Lengane, executive member of Azapo.

Mr Lengane was addressing one of two Azapo meetings held in Soweto yesterday, where it was resolved that Putco buses were going to be boycotted when fares go up on Tuesday.

At the meeting held at St Andrews Church in Klipspruit, an official of Azapo said Putco buses were to be boycotted not so much because of the increased fares, but because Putco was partly Government-owned and that it was the Govern-

ment's responsibility to subsidise fares.

Mr Kgoitsimang Moseki, chairman of the Johannesburg branch of Azapo said Soweto taxi men have undertaken not only to reduce their fares during the bus boycott, but also to allow pirate taxis to operate freely.

People who use their own vehicles to work would be allowed to carry commuters in and out of town so as to meet the high demand for transportation that may be caused by the bus boycotts.

Mr Kenneth Mosime, coordinator of the Jabulani-Moleletsane-Mapetla unit of Azapo said it was ridiculous that some people have decided that they will always be running to the Press to say Azapo makes

decisions for people of Soweto without consulting them.

"We always publish our meetings in the Press and through pamphlets and the fact that they refuse to attend our meetings does not stop us from taking popular decisions here," Mr Mosime said.

One speaker was cheered when he said he was thankful to God for having answered Azapo's prayer that Peter "Terror" Mathebula should not win Saturday's fight because it was embarrassing to the liberation struggle for the fight to have been brought to Soweto.

Mr Lengane, also condemned foreign sportsmen and foreign artists who give credibility to the South African authorities.

Increase delayed

By WILLIE BOKALA

PUTCO bus fares may only go up next month and not this month as recently reported, a public relations spokesman for the company, Mr D Bradley, said yesterday.

And the Azanian Peoples Organisation (Azapo) reiterated their warning that they would call on the masses to boycott Putco buses should the company's officials go ahead with the increases.

The bus company intends implementing an average 5,2 percent increase on the Witwatersrand after failing to implement increases in the past two years because of protests from commuters and community leaders.

Another official of Putco, Mr J L Coetsee, was reported last month to have said they will increase bus fares in Soweto this month despite boycott threats.

But Mr Bradley told

SOWETAN a date for the increases had not been set and that if it did come it might possibly be in April. Putco is waiting for the Department of Co-operation and Development to give them a date.

Putco has so far managed to increase bus

fares in Pretoria without encountering boycotts.

Mr George Wauchope, Azapo's publicity secretary, said his organisation had taken the decision to boycott Putco at a meeting last month. "And we still stand by that decision," he said.

Azapo meetings to co-ordinate bus boycott

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11A

By Themba Khumalo

Branches of the Azanian People's Organisation (Azapo) in Soweto are to convene a series of public meetings to discuss the implementation of the

proposed mass boycott of Putco buses.

The decision was taken at a crowded public meeting convened by Azapo's Moletsane branch at the Moletsane Roman Catho-

lic church yesterday.

Mr George Wauchope, Azapo publicity secretary, today said each of the seven Soweto branches would decide when to hold a meeting in its area.

The proposed boycott comes after Putco announced last month that bus fares were going up at the end of this month.

An official said his company was aware of the proposed boycott, but Putco was firm on the decision. Final recommendations were to be made by top-level management and other senior Government officials, he said.

Mr Wauchope also said other organisations would be approached to work out a concerted effort towards making the boycott effective.

These included the Diepkloof Civic Association, a powerful affiliate of the Soweto Civic Association.

The Soweto Taxi Owners' Association would be asked to reduce their fares to a reasonable charge during the boycott.

Mr Jimmy Sojane, chairman of the Taxi Association, last month said his organisation was willing to reduce fares after negotiations with the black leaders.

Sowetan

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5/3/50

Putco to increase fares in ER next month

By Mzikayise Edom

PUTCO bus fares in the East Rand may go up by between five percent and seven percent next month — if all goes according to plan.

This was said this week by Mr D Bradley, a public relations spokesman for the company, who said that they have been given permission to increase the fares by the National Transport Commission.

He said: "We are waiting for Dr Piet Koornhof, Minister of Co-operation and Development to give us a date to implement the increase."

Three areas in the East Rand use Putco buses and they are Tembisa, near Kempton Park, Vosloorus near Boksburg and Kwa-Thema near Springs.

The bus company intends implementing an average 5.2 percent increase on the Witwatersrand after failing to implement increases in the past two years because of protests from community leaders.

New owner of bus service is confident

4/3/81

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MR S Dass, managing director of South Coast Bus Services, chats with his transport manager, Mr Raymond Chetty, over his company's latest acquisition of a bus service operating from Pinetown to Durban.

Mercury Reporter

MR Sivainga Dass, managing director of one of Durban's pioneer public transport companies, which officially takes over Pinetown's Intertown bus service on April 1, said yesterday he was confident of turning the business into an economically viable enterprise.

Mr Dass's company, South Coast Bus Services (Pty) Ltd., based at Isipingo, bought the Pinetown to Durban Intertown Passenger Service, for an undisclosed sum after it was threatened with shutdown when Pinetown's Town Council withdrew its subsidy.

Intertown, which is controlled by a Port Elizabeth-based company has been

kept running mainly with the aid of a municipal subsidy for the past five years. The company's Pinetown operation was forced to change hands because the Pinetown Council has refused to pay the estimated R110 000 shortfall this year.

Fleet

Asked how he planned to convert the losses into profit, Mr Dass said he started his first bus transport business, before World War II, at a loss, but today the company was a thriving enterprise.

'In fact, I started the service with an old army truck which I converted into a bus. Today I have a fleet of 50 buses.'

He hoped to reduce Intertown's losses by curtailing expenditure, in-

creasing the fares from 35 to 60c and make a fresh plea to the Pinetown Council for a lower subsidy to provide a more efficient service.

Mr Dass assured the more than 3 000 white commuters — mostly business people and school children — that they need not have any fears over the service after April 1.

Initially the service will operate as usual, but there will be a detailed management study before any changes are made, he said, adding that the existing staff would be retained as long as possible.

'The Pinetown operation is not a speculative investment. It is one of positive contribution to our country's growing economy,' he declared.

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KENNISGEWING 177 VAN 1981
HANDELSKEEPPAARWET, 1951 (WET 57 VAN 1951), SOOS GEWYSIG

Hierby word vir algemene inligting bekendgemaak dat die Minister van Vervoerwese kragtens artikel 3 (3) van die Handelskeerpaarwet, 1951 (Wet 57 van 1951), soos gewysig, pelas het dat artikels 102 tot en met artikel 109, artikels 113 en 120 tot en met artikel 124

gfg 7466 NOTICE 177 OF 1981 6/3/81
MERCHANT SHIPPING ACT, 1951 (ACT 57 OF 1951), AS AMENDED

It is hereby notified for general information that the Minister of Transport Affairs has, in terms of section 3 (3) of the Merchant Shipping Act, 1951 (Act 57 of 1951), as amended, directed that sections 102 to 109 inclusive,

GOVERNMENT GAZETTE 6 MARCH 1981

No. 7466 29

en artikels 133, 134, 145, 188 en 323 met ingang van die datum van publikasie van hierdie kennisgewing nie van toepassing is nie ten aansien van die gesagvoerder, seelui of leerlingoffisiere van eerste rang onderneemde vaartuie wat aan die Departement van Vervoer behoort. Artikels 113, 120 tot 124 inclusive, 133, 134, 145, 188 en 323 shall not apply in respect of the master, seamen or apprentice-officers of any of the undermentioned vessels belonging to the Department of Transport with effect from the date of publication of this notice.

Navors 1, Navors 2, Navors 3, Navors 4

Achieving a common identity

Back in 1976, when Neville Organ took the reins at Freight Services, SA's biggest freight handling organisation, he inherited a huge amorphous grouping of companies that badly needed a common identity.

Freight Services Holdings in its present form was established in the 1975 merger between Freight Services, the Amic subsidiary, Aero Marine and Manica, in which Safmarine was the main shareholder. But the lineage of both companies was a complex mish-mash of cross-holdings, mergers and acquisitions over 15 years which left them with a combined

total of 180 active companies. The final merger reduced that number to about 65.

For a year, while responsibilities were changed around, the group functioned under three MDs coordinated by a non-executive chairman. Then Organ was appointed chief executive.

"In 1976, SA was totally depressed," he recalls. "This was fortunate for us because it gave us an opportunity to look at the group. We didn't do anything fancy but organised along sensible lines. We created the present trading divisions, later combining non-SA interests and SA forwarding

interests which had previously been separated. The head of each operating division was represented on the 12-man management board."

The two pillars of the freight business are people and finance. One of Organ's first priorities was to develop policies directed towards ensuring equitable employment — a manageable set of personnel policies.

"We have consciously set up industrial relations activities, and although we work in very labour sensitive areas, we have had no major labour disputes," he says.

to be funds in the bank to meet

"We have set up communications systems, including a briefing group system. This was developed in Britain where they found communications downwards was poor because of the upsurge of union activity. Management fell into the trap of communicating with union leaders, who did not necessarily pass on the message accurately to the workers. So you keep people informed at all levels through a system comprising small groups of people with a manager or supervisor briefing them."

Initially, the single most important thing Organ did was to establish financial disciplines in the group. Centralised cash control proved to be the key to managing and controlling a vast diversified group where decentralised operative decision-making was vital to efficient functioning.

Organ started implementing common reporting systems and set up the central treasury system, or group bank, which "gave us markedly better utilisation of cash resources. Throughout the group we had enormous overdrafts while in other divisions we also had large sums of cash in the bank. So we get very much better use of our cash resources." In 1975 the group was heavily into a net overdraft position. In less than three years it was in net credit — a swing of about R15m.

Tighter financial control helped the management to gain a better perspective on the rates of return it wanted. "We have a group average of 25% plus on shareholders' equity," says Organ. "On any major new project we would not look at under 25% discounted cash flow yield, except in exceptional circumstances."

Cash flow is the name of the game in a business like freight management, where relatively little capital is employed. "It took 2½ years to get the cash flow really under control," says Organ. "One must have the right credit policies, the right disciplines and the right control. If our average debtors extend by one day it costs us probably R1.5m-R2m in additional working capital."

The group acts as a central bank into which all the cash flows. Divisions establish credit lines (at commercial rates) with the treasury. If they have short-term calls which take them above that rate they pay a penalty. Equally, if they generate cash they get paid for it above the market deposit rate.

So there is a very strong profit incentive for each division to maximise its cash flow.

Despite the emphasis on cash flow, Freights is now much more heavily invested than before, says Organ. "We are going through the transition from a non-capital intensive to more capital intensive operation because of the rising cost of materials handling equipment. Previously we were only in a cash business. Roughly speaking, equity is balanced by fixed asset investment. We have an enormously high

debtor-creditor situation and low net working capital.

"We are of a size now where the structure of our balance sheet does not impose a problem on financing, which is not a huge problem and is never likely to become one. In conventional terms we are probably heavily undergeared."

Total assets of the group are about R125m-R130m. Gross turnover was R600m last year and is expected to top R800m this year, but much of this is disbursements on behalf of our clients, so is not a true measure of the group's size. A better indicator is the earned revenue of about R100m a year.

Another change under way is in the geographical spread of the business. At present 75% of it is generated within SA



Organ . . . important to organise financial disciplines

(though much of it relates to the handling of cargo in transit to and from other African countries), the rest of Africa accounts for 17% and the rest of the world 8%. But that balance is going to change quite significantly over the next five years — Organ's target in that period is to increase foreign business to about half of the total.

"We intend to become truly international — within five to seven years no country will provide more than 25% of our business," he says.

"As we develop outside of SA, the share earned here will diminish. There will be increased emphasis on Europe, North America and the Pacific basin."

"At the moment we have only one small operation in Australia, but we are currently bidding for a ship's agency business there. The object is to use that as a base to develop into Australia and outwards into the Pacific basin. Hence the increased emphasis on the group as an international group as opposed to being South African."

Each venture into a new territory offers a whole new range of trading links. Trade between SA and Australia is not very great, but about 30% of the Pacific trade is inter-regional.

That Freights has been able to become the dominant freight management company in southern Africa despite political obstacles is a tribute to its skills.

"Anti-SA feeling has not really created problems for us yet," Organ says. "The most important thing for most people is how well you do the job."

"Our credibility and the way we have tried to do business has worked for us in Africa. They are all aware that we are a South African company. I don't think we have lost any business because of that."

Freights is represented in Mozambique (seen as a major growth area in the immediate future) and clearly would like to be represented in the "alternative exits" for south and east Africa — namely the Kenyan and Tanzanian ports. But if this ever is achieved it will have to be through some low-profile off-shore company where the SA connection is less visible.

But, says Organ, "though we may keep a low profile, we never try to conceal the ownership of the group."

In dealing with Africa you have to be incredibly flexible, very conscious of alternative costs and innovative, he goes on. "We aim to win the confidence of the people by operating in a businesslike way. We also aim to make a contribution to the country in which we are doing business."

Freights has been moving steadily north and is now operating in every country south of the Zambezi except Angola.

The group has developed a licensing or franchising concept around which to build its international expansion. This is designed to create a better and more consistent relationship than the conventional arms-length agent relationship in this industry. For example, if a SA company wants to move a package to Chile, it is difficult for Freights to control what happens at the other end.

Licensing of the Freight Services name and service abroad gives it much more door-to-door control over movement of cargoes internationally. The licensee can either retain his independence and merely operate one trade under the Freight Services name, or Freights can take a controlling interest or a minority interest, with or without management participation.

Few industries are growing as fast. The group has averaged close to 30% compound growth in profits over the last four years. It has also had turnover growth in areas which did not have a proportionate relationship with revenue.

It's hard to be categorical because many large freight handling firms don't publish their results but, says Organ, "we think we are in the top 10 in the world."

Black bus fares NM 27/2/81 232 245 expected to go up in May

(Mercury Reporter)

THE eight bus companies controlled by the KwaZulu Board of Control are to increase bus fares.

The extent of the increase is currently under discussion by the board's directors and is expected to come into effect on May 1, according to a board spokesman.

The last increase in 1979 produced resistance which saw commuters opting to walk to work in protest.

The areas which may be affected are the Mondlo area in Vryheid, Osizweni/ Madadeni area in Newcastle, Ezakheni in Ladysmith, Pietermaritzburg, Mpumalanga, north Durban and Margate/Port Shepstone.

Police fire on angry commuters

By Mike Cohen,
Crime Reporter

One man died during a stone-throwing incident in which police opened fire on a crowd of angry commuters wounding two people.

The unrest started when Rustenburg traffic police blocked transport home an darrested pirate taxi drivers.

Colonel J A du Preez, Divisional CID chief for the Western Transvaal, said a squad of policemen in riot uniform were called to a bus terminus to disperse a crowd of more

than 100 stone-throwing chanting commuters.

Earlier, the Rustenburg Traffic Department had launched an operation against pirate taxis in the town and blocked off the exits from the bus terminus. Buses and taxis use the same area to load commuters.

Eight pirate taxi drivers were arrested, 26 cars were seized and 25 drivers fled after abandoning their vehicles.

Police opened fire on the crowd who were trying to get home and then began stoning shops and

cars in frustration.

One man, Mr. Stephen Moeapi (24), was shot in the head and another, Mr. Zachariah Ramkato, arrived at hospital with a police bullet in his back. They are both being treated.

Mr Daniel Liphaso (30) died when he fell under the wheels of a bus during the stone-throwing.

Shops were damaged and many cars were hit by stones. Four motorists were treated for injuries in hospital and discharged.

A motorcycle was set alight by angry commuters

and the rider injured as he tried to flee.

Streets were scattered with broken glass and stones.

The violence began after the traffic department had apparently been instructed by the town council to check all taxis for roadworthiness.

The taxi owners had earlier been instructed to bring in their vehicles for testing, but refused.

Then the traffic department set up a roadblock at the terminus and checked the cars.

In the police operation,

one policeman fired 10 shots, another four and a third three, all from their service pistols.

A total of 25 policemen, including four officers, under the command of Lieutenant-Colonel H Bakkes, District Commandant for the Rustenburg area, were at the scene.

Colonel du Preez said eight people would appear in the Rustenburg Magistrate's Court on Monday to face charges of public violence.

Investigations into the cause of the unrest were continuing.

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Municipality crackdown

C. Herald 4/4/81

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TAXI DRIVERS
operating on the Atlantis-Killarney run claim they are being forced out of business by a Milnerton Municipality crackdown on taxis picking up passengers in the area.

Drivers based in Atlantis have been threatened with prosecution if they pick up passengers at the Killarney bus terminus, the changeover point for people travelling between the West Coast and Cape Town.

The Milnerton Municipality, in whose area the terminus falls, says it's only enforcing the law.

Only taxis licensed for Milnerton can ferry pas-

sengers from the terminus area, while those from Atlantis can offload people there but not pick up any, meaning they have to make the return trip empty.

Milnerton says it has no room for more taxis.

PROBLEMS

But even the Milnerton or Killarney taxis say they are having problems.

Killarney-based Mr David Matthews said the taxi rank at the terminus was 'too far away' from the bus stop and that people wouldn't take the trouble to walk there.

On investigation, the taxi rank (with place for four taxis) proved to be about 100 m from the bus stop.

'Even so,' said Mr Matthews, owner of one of the dozen taxis running from Killarney to Atlantis, 'we're being booked for "plying for hire" although we can pick up passengers within a five kilometre radius of the rank.'

He said that people were now too scared to use the taxis, with the result that business was poor.

'On a good day you make maybe R50,' he said. 'But usually it could be R20 or R30.'

However, bus company inspectors stationed nearby disputed this, saying that the taxis were kept busy and made 'a fortune.'

● A Cape Herald team spent 1½ hours watching the terminus and during peak hour on Wednesday morning and during that time only one taxi, Atlantis-registered, stopped there.

BUS STOP

Passengers were offloaded a short distance beyond the bus stop and a group of people waiting there climbed in. The taxi then continued in the direction of Cape Town.

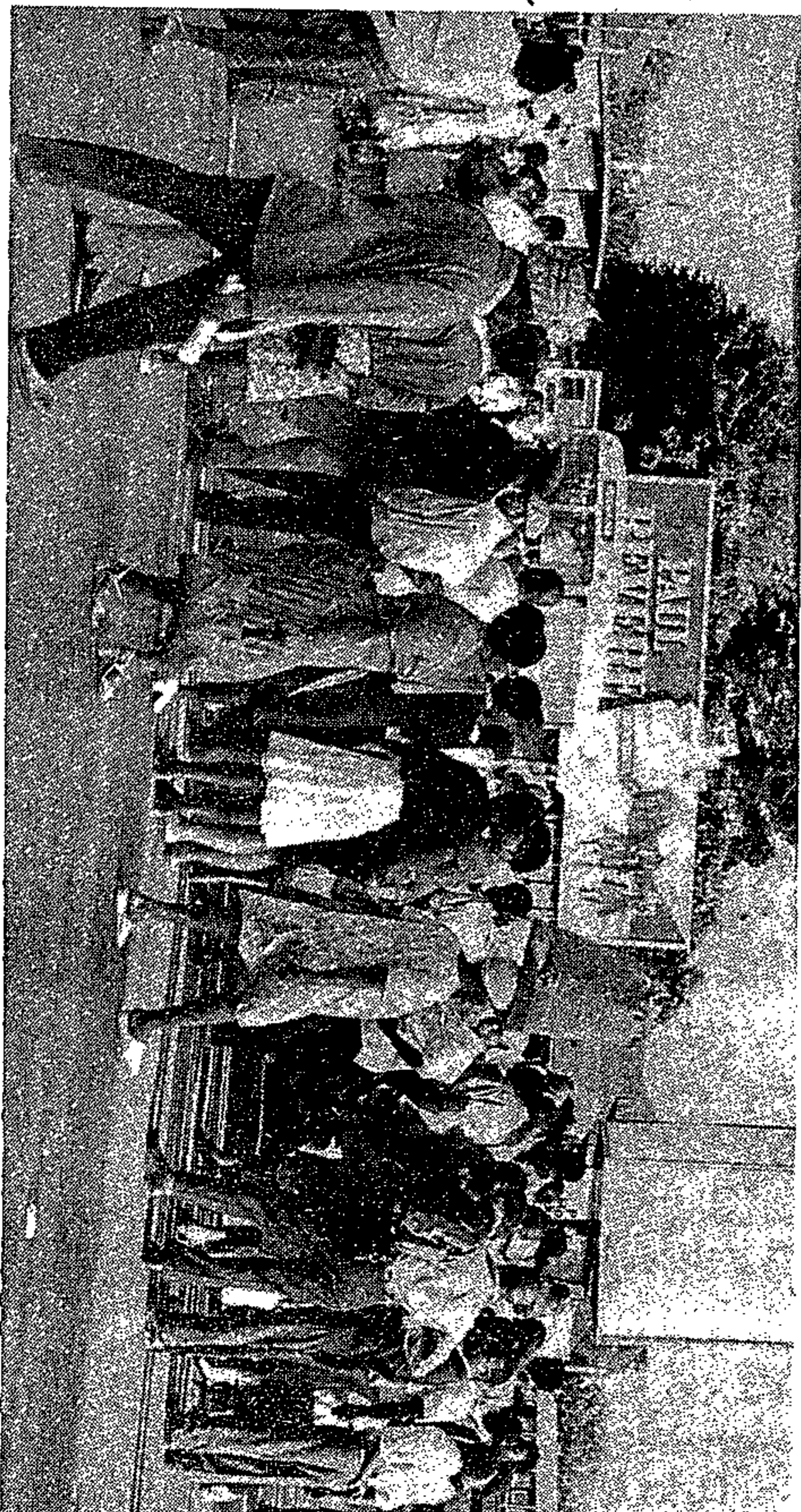
It's a rough ride for Tsakane bus commuters

By Sello Rabothata
TSAKANE bus commuters are having a rough ride — they suffer acute bus shortages at peak hours.

The situation is so serious that several residents have been injured in trying to board full buses at the stops both in the township and in town, Brakpan.

Many residents complained of passengers rushing and pushing each time a bus arrived at the terminus. They said when the bus does arrive, it always became obvious that not everyone would be able to get on board and people trample each other. Some have even been injured in the mad rush.

Most victims of the rush, women and young children, claim that whenever a bus did arrive, there was jostling and in the ensuing rush



Tsakane commuters waiting for buses in Brakpan during peak hours.

to get on board, some trapped on the bus steps last week reported that one woman was allegedly crushed to death by a back down the steps. A Brakpan newspaper

The report said that the man had apparently ducked under the woman's arm and threw her backwards and she was crushed to death as the bus moved off.

Mr S M Farss, PRO for the Brakpan Transport Department last week said the shortage of buses was caused when six buses were written off due to accidents, and because of a shortage of artisans.

PEAK HOURS

Mr Farss also said that the department had tried its best to make do with the remaining buses but that the situation was one that could not be avoided. The department apologises to all residents who had suffered because of the shortage, he said.

He promised that the situation would be remedied as soon as possible and that everything would be back to normal this week.

Buses would be supplied according to demand and they would run frequently at peak hours.

Tollgate A in JSE limelight

ROM
10/3/81
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By JOHN MULCAHY

TOLLGATE A shares, listed for the first time on the Johannesburg Stock Exchange yesterday, attracted exceptional interest.

The shares closed at 275c and Tollgate ordinaries closed at 160c. It is clear that many holders of Tollgate shares opted to wait for the listing of the A shares instead of selling before yesterday to avoid the tax liability on the dividend part of the redemption proceeds.

Share dealers will be able to claim considerable tax advantages on the non-capital portion of the dividend/redemption money of 270c available for payment against surrender of A ordinary share certificates.

The other major talking point on the market yesterday was the Woolworths-Truworths deal. The shares were suspended yesterday morning.

The market opened the day steady after Friday's firmness in New York and the rise in the gold price, but there was little follow-through later as dealers reported both industrial and gold stock was difficult to come by.

There was some institutional nibbling at industrials and fresh overseas interest in the gold market, but without heavy buying or selling pressure.

The market has tended to be marked up on the relative shortage of stock, and there appears to be overall unease over gold, with operators wary of taking positions.

Where traded, industrials tended upward, as did golds, and there was some overspill of interest into mining financials.

All gold shares were higher or unchanged. ERPM rose 100c to 2 050c, Randfontein put on 150c to 6 300c, Vaal Reefs was

up 200c to 7 000c, and Kloof gained 125c to 3 300c.

Among lower-priced golds, Simmers gained 20c to 415c, Sallies rose to 600c from 575c, Village Main rose to 142c from 130c and Bracken was up 20c at 415c.

The Free Staters had Freguls 150c ahead at 4 750c, and President Brand closed at 4 600c (4 475c) and Pres Steyn at 4 000c (3 900c). St Helena gained 175c to 4 350c.

There was some US interest in De Beers ahead of results today, and the price moved ahead 13c to close at 923c.

Collieries were barely traded, although Amcoal gained 47c to 2 875c, Clydesdale put on 5c to 955c and Tavistock gained 7c to 115c. RL Coal lost 5c to 260c.

Rusplat gained 5c to 535c and Lydenburg 10c to 385c. There was little activity among other metals, although Cons Murch gained 30c to 600c and Associated Manganese put on 25c to 5 425c.

Anglo American gained 40c to 1 480c and GFSA closed 100c up at 5 600c. Mining-holding company Amgold rose to 9 600c from 9 400c, Mid Wits rose to 1 525c (1 500c) and Minorco rose to 1 425c from 1 400c.

A feature in the property sector was Unidev, which gained 20c to 265c. Other gains in this sector were GF Props, up to 200c from 190c and RM Props, which put on 10c to 610c.

Amic gained 50c to 2 450c, Blue Circle rose to 495c from 490c and Picbel closed at 295c (280c). W&A lost 10c to 550c, and Rentbel eased 5c to 175c.

In the engineering sector Berzack gained 25c to 1 025c and Abercom rose to 330c from 320c. Afrox lost 10c to 510c.

Clicks gained 10c to 310c, Edcon put on 10c to 565c and Grand Bazaars lost 10c to 450c.



Bent, buckled and dented . . . bus-stop signs are a prime target for vandals in East London as these pictures, taken at various stops on suburban routes, prove.

Vandalism on buses costs EL thousands

11/3/81

332
225

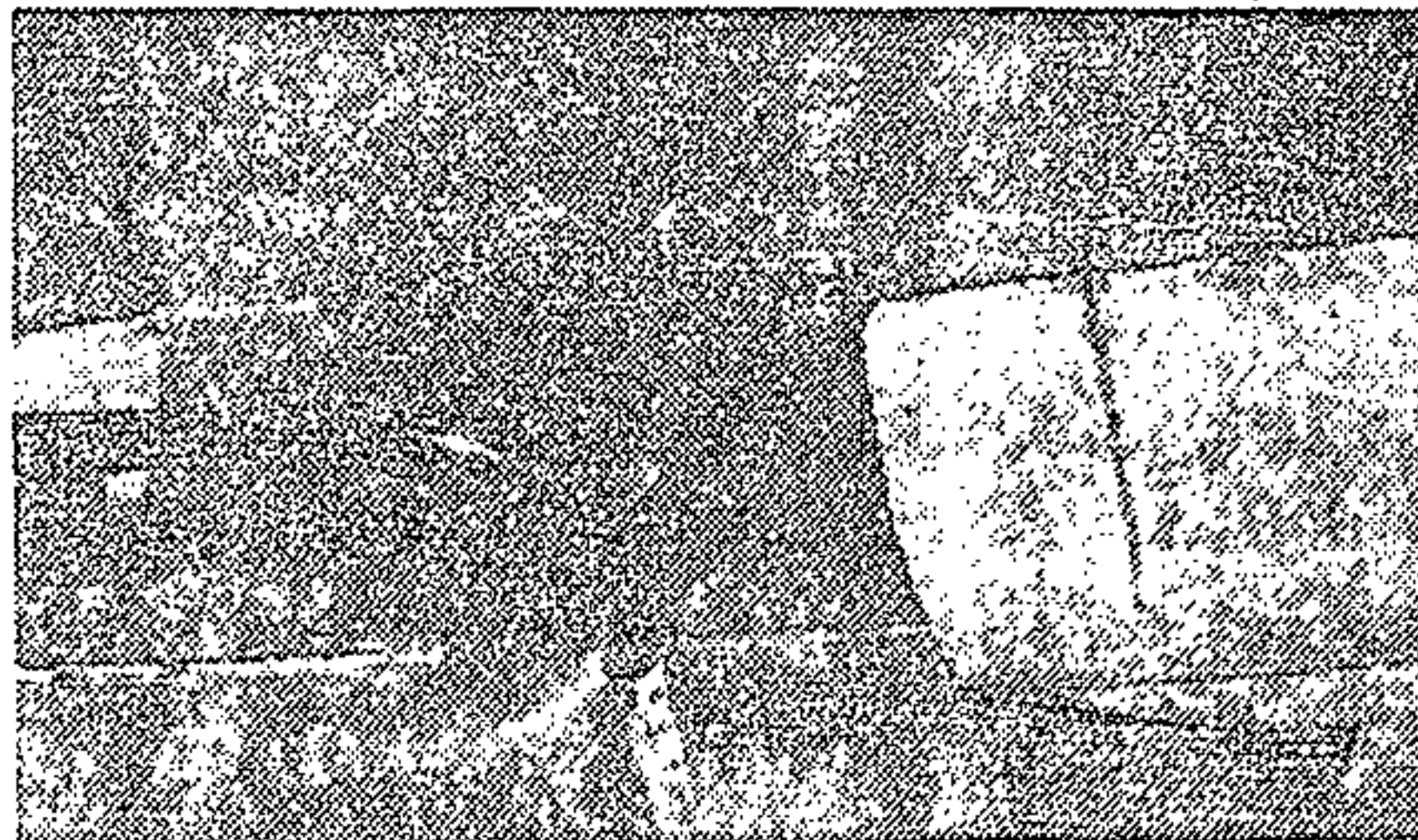
EAST LONDON — Vandalism on municipal buses and at bus stops is costing East London ratepayers several thousand rand a year, the maintenance superintendent at the bus depot here, Mr H Meintjes, said yesterday.

And, according to Mr Meintjes, the situation is steadily deteriorating.

"I've been at the depot here for almost 20 years and during this time have seen many cases of wanton destruction of bus seats and shelters but it's never been as bad as it is now. Sometimes on one day we have as many as a dozen mutilated seats."

Fulltime staff are employed at the bus depot simply to repair seats which are slashed with knives or ripped apart. Mr Meintjes added that initials burnt into the seat with cigarettes were also found on a number of seats.

"Some of the words printed on the seats with felt pens are so obscene they make my stomach turn. It is impossible to erase the ink so the seat



Slashed and torn . . . the backseat of a bus used to transport scholars after being mutilated by a vandal.

has to be patched or recovered. It's a continuous struggle for my staff to keep up with the amount of work needed to repair seats," said Mr Meintjes.

"It's so bad that on one day we had to repair a seat twice.

"If the cut in the seat is small a patch is sewn on with the date printed on the inside. Many of the seats on the buses have as many as 10 patches — all with different dates," said Mr Meintjes.

"Seats aren't our only problem. Bus shelters are also a target for vandals. Obscene words are scratched into the paint and bus-stop signs are ripped off, wrapped around the poles or bent in half.

"It sounds unbelievable," said Mr Meintjes, "but the poles which bear the bus-stop signs are also bent and removed from the ground.

Mr Meintjes said the vandalism problem was mainly confined to buses

which transported school children.

"The vandalism is not confined to any specific route but is widespread. I personally visit schools and appeal for help to control vandalism."

Mr Meintjes pointed out school buses are invariably crowded and it is hard for the bus driver to spot the culprits. Fellow scholars might see the vandal in action but so far none have come forward with any information.

"Although there is a reward for people who help convict a person who wilfully damages municipal property many witnesses do not come forward for fear of retribution."

Mr Meintjes feels the problem could be relieved if parents who have school-going children instilled in them a sense of responsibility when using municipal transport.

"In the meantime we'll just have to carry on repairing, repairing . . . repairing . . . and repairing," said Mr Meintjes. — DDR.

BOOKS

| | | |
|----|------------------------------|--|
| 26 | L.C.G. DouwesDekker | The Process of Collective Bargaining and its Implications for Industrial Relations Policies. (R0,75) |
| 27 | Marc Best | The Scarcity of Domestic Energy: A Study in Three Villages (R1,00) |
| 28 | Jonathan Myers | Asbestos and Asbestos-Related Disease in South Africa (R1,00) |
| 29 | Dudley Horner/ Alide Kooy | Conflict on South African Mines: 1972-1979 (R0,75) |
| 30 | George Ellis | The 'Quality of Life' Concept: An overall framework for assessment schemes (R2,00) |
| 31 | Don Plimock | Telona: Some reflections on the work of a private labour recruiter (R1,00) |

(32)

the productivity of the employer than the illness of the worker. This was particularly prone to occur in small towns, where the population is small and the employer and the doctor are often good acquaintances. It must also be noted that under the Factories Act, the employer would have to pay out the sick pay in full, while the employer and worker each pay in an equal contribution into a sick pay fund. Lastly, the point mentioned earlier about workers receiving two weeks sick leave on full pay under the Factories Act, while when a sick pay fund exists, a longer period away from work is allowed, but throughout the whole sick leave period, full pay is not given, needs to be re-emphasized. It was felt that this tended to force workers back to work before they were properly well, as they found it impossible to cope on the reduced pay. They would therefore be unlikely to benefit from the increased period of sick leave in terms of sick pay funds, but would be disadvantaged, as compared with under the Factories Act, in terms of sick pay.

The problem discussed with regard to occupational health as regards the mobility of unskilled labour from industry to industry as a result of the contract labour system as well as for other reasons applies to medical schemes as well. This would be a factor militating against it being in the interests of these workers to belong to medical schemes. As already stated between thirteen and sixteen weeks contributions are required by most of the schemes before a member becomes eligible for benefits. In many schemes, long membership allows the members extra benefits. These workers would lose out in this case and might find themselves paying in quite a large amount without getting adequate benefit from it. The present high rate of unemployment and lay-off increase the likelihood of this happening.

The number of medical schemes established by the Industrial

(32a)/...

(32a)

Council are few, considering the number of industries under their jurisdiction (01. I.C's exist). The demand for a greater number of medical schemes in isolation, without concern for the general situation of workers, need not necessarily be a progressive move, however: "The great danger lies in purchasing a benefit scheme in lieu of substantial wage increases in a situation where the absolute level of real wages is very low. The 'trade off' has to be considered with particular circumspection in South Africa where the vast majority of workers are in an especially disadvantageous position vis a vis employers parties in negotiations of a

I would like to acknowledge the following people who granted or in some other way aided me in gathering together information paper:

Mr. Bowman (The Industrial Council for the Iron Steel and industry).

Mr. N. Daniels (Secretary: The Textile Workers Industrial

Mr. A.E. Fraser (Secretary: Jewellers' and Goldsmiths' Union Employers' Union)

Mrs. E. January. (Secretary: National Union of Laundry, Clothing Workers Cape)

Mr. Hulley. (Industrial Council for the Motor Industry).

Mr. J. Theron (Secretary: Food and Canning Workers' Union).

Mr. Dudley Horner. (SALDRU).

FM 12/2/81
RUSTENBURG UNREST (332)
A man dies in Rustenburg and two are wounded in a stone-throwing incident which results in police opening fire on commuters. The unrest erupted during a traffic police crackdown on pirate taxi operators.

City to City bus scheme

By SEAN O'CONNOR
City Editor

THE scheme for a luxury inter-city express bus service in South Africa is almost certain to be discussed at a meeting in Johannesburg next week of the Chartered Institute of Transport.

And yesterday a local independent transportation consultant who devised the scheme disclosed that an ultra-modern European luxury coach — of the type that might be used in an inter-city service — was being shipped to South Africa from West Germany.

The fully equipped bus will be displayed at the Rand Show in Johannesburg next month.

The inter-city service would link Pretoria, Johannesburg, Durban, East London, Port Elizabeth, Cape Town and Bloemfontein — the central interchange points.

The service, similar to those operating in the US, would revolutionise long-distance public road transport in the country and already the scheme has strong support in some local transport circles.

The Southern Africa Bus Operators Association (Saboa) has said the service ought to be tried out in South Africa and the Johannesburg Metropolitan Action Group (Jomag) said the plan was a "tremendous idea" and would lead to substantial fuel savings.

Mr Paul Browning, who drew up the scheme, said yesterday he was confident that an inter-city bus service would eventually be introduced in South Africa.

His scheme — which was first disclosed late last month — comes on the eve of next week's meeting of the Chartered Institute of Transport and it is understood the matter will be raised.

The institute represents the general transport profession in South Africa and its members include top railways officials, major bus companies and other passenger and cargo carriers.

Applications for approval of the service will have to be made to the National Transport Commission because the service would cut across regions under the control of local transport boards.

Mr Browning said yesterday he understood that South Afri-

can competition provided by a nationwide passenger road service.
Mr Browning has worked out that the bus fares would be far below the cost of air tickets and even less than second-class passenger rail tariffs.

TABLE 22

Distribution of families according to income per head, weekly R

Income (R per week) Number of families Cumulative %

| | | |
|--------------|----|--------|
| 0 - 1,00 | 0 | 6,92 |
| 1,01 - 2,00 | 9 | 32,31 |
| 2,01 - 3,00 | 33 | 60,00 |
| 3,01 - 4,00 | 36 | 73,08 |
| 4,01 - 5,00 | 17 | 79,23 |
| 5,01 - 6,00 | 8 | 81,54 |
| 6,01 - 7,00 | 3 | 86,15 |
| 7,01 - 8,00 | 6 | 89,23 |
| 8,01 - 9,00 | 4 | 90,00 |
| 9,01 - 10,00 | 1 | 100,00 |
| > 10,00 | | |

total

Mean:

Range:

Of the 13 faml

R10 a week, 11 are

families (73 perce

A total of 117 fam

per week.

Note: 30 families

in the form

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(F) Housing.

Housing is clea

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45 injured
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overturns

Forty-five people were injured, many seriously, when a transport bus carrying power station employees from a shopping trip left a gravel road in the eastern Transvaal.

The employees, all from the Matla Power Station, were returning from a shopping trip to Evander on Saturday afternoon when the accident occurred.

A police spokesman said the bus had apparently gone into a corner too fast on the Trichardt-Kriel road. The bus, from Highveld United Transport, left the road and overturned and many people were trapped in the wreckage.

The spokesman said many were seriously injured and taken to various hospitals in the area according to the nature of their injuries.

At the Matla Power Station, Mr J B C du Preez (28), an employee, was killed instantly when a heavy steel plate which was being hoisted by a crane gave way and fell on him.

oned by farmers as the
part of payment in kind.
on a farm, offsetting,

income in kind, generally

earn R10 or less per head

per head of R5 or less.

table shows that 95

per head of more than

Govt to probe bus transport system

332

DD 18/3/81

CAPE TOWN — A thorough investigation was to be made of the bus transport industry in South Africa, the Minister of Transport, Mr Hendrik Schoeman, said here last night.

All aspects of the industry, including subsidisation in its entirety, would be investigated and he intended recommending that a commission of inquiry be appointed under the chairmanship of Prof Piet Welgemoed of the Rand Afrikaans University.

He told the conference of the SA Passenger Transport Association, that physically co-ordinated public transport systems were essential if chaotic

traffic conditions were to be avoided in the future.

There were "shining examples" overseas of what could be achieved if various public transport authorities could be persuaded to co-ordinate their activities.

These co-ordinated systems could attract and hold their customers despite the powerful counter-attraction of the car.

However, with most bus services run at a loss, many bus services were not permitted to operate beyond municipal boundaries.

Unfortunately co-ordinated systems increased the loss-making poten-

tial, the minister said. In many cases only 50 per cent or less of the costs were covered by fares and at the 50 per cent margin each additional passenger only increased the size of the loss. Subsidies seemed to be an unfortunate necessity in such a public transport system.

Subsidies were unpopular with the voters and it was difficult to find a rational basis for their payment.

This did not mean that the government was adopting a passive attitude to the matter, and machinery had been set in motion to have a thorough investigation made into bus transport in South Africa, he said. — SAPA.

| WAGE (R) | | SCHOOLING | | TOTAL NO. OF WORKERS | |
|----------------------|-----------|----------------------|------------|----------------------|-------------|
| 0-2,50 | 2,51-5,00 | 5,01-7,50 | 7,51-10,00 | 10,01-12,50 | 12,50-15,00 |
| 3 | 14 | 27 | 22 | 13 | 5 |
| 1 | 1 | | | | |
| 2 | 1 | 1 | 2 | | |
| 3 | 1 | | 2 | 1 | |
| 4 | 1 | 1 | | | |
| 5 | | | | 1 | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| >8 | | | | | |
| TOTAL NO. OF WORKERS | | TOTAL NO. OF WORKERS | | TOTAL NO. OF WORKERS | |
| 91 | 1 | 5 | 2 | 4 | 2 |
| 5 | 1 | 2 | 1 | 5 | 122 |

Distribution of workers by schooling completed and cash wage.

TABLE 38

schooling completed.

Finally, cash wages were plotted against level of

Bus industry investigation promised

CAPE TOWN — A thorough investigation was to be made of the bus transport industry in South Africa, the Minister of Transport, Mr Hendrik Schoeman, said in Cape Town last night.

All aspects of the industry, including subsidisation in its entirety, would be investigated and he intended recommending the appointment of a commission of inquiry under the chairmanship of Professor Piet Welgemoed of the Rand Afrikaans

University.

Opening the conference of the SA Passenger Transport Association, Mr Schoeman said physically co-ordinated public transport systems were essential if chaotic traffic conditions were to be avoided.

These co-ordinated systems could attract and hold their customers despite the powerful counter-attraction of the car.

Unfortunately co-ordinated systems increased the loss-making potential,

the Minister said. In many cases only 50 percent or less of the costs were covered by fares and at the 50 percent margin each additional passenger only increased the size of the loss. Subsidies seemed to be an unfortunate necessity in such a public transport system.

Due to be presented today is a year-old confidential report to the National Transport Commission on South Africa's passenger transport system, with recommenda-

tions for drastic steps to counter the present trend which "could lead to chaos." The report was released to the public for the first time yesterday.

Written by Mr Ian Morton of the National Institute for Traffic and Roads Research, the report starts off: "The travelling public in South African metropolitan transport areas are inadequately served by existing public transport systems."

"Black communities in particular suffer from excessive walking and waiting times and rarely benefit from adequate passenger amenities at termini."

"A growing demand for taxis, legal and otherwise, is a manifestation of dissatisfaction with other public transport modes and could lead to the chaotic conditions found in other parts of Africa." — Sapa and Own Correspondent.

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Bus bomb: 2 plead not guilty

TWO FACTRETON men who during last years arrest in the Western Cape allegedly threw a petrol bomb into a City of Cape Town bus, pleaded not guilty to attempted murder and malicious damage to property when they appeared before a Cape Town Regional Court magistrate yesterday.

They were Mr Anthony Williams, 19, and Mr Chris Swartz, 20.

Another accused, Mr Norman Meyer, 21, also of Factreton, failed to appear in court yesterday and charges against him were provisionally withdrawn.

The State alleged that on June 11 last year, near Factreton, Mr Williams, Mr Swartz and Mr Meyer assaulted Mr Reginald Passen by throwing a petrol bomb into the bus he was driving.

SET ALIGHT

It is also alleged that the three men damaged the bus by breaking the windows and setting the bus alight.

Yesterday's hearing was a trial within a trial to find out if statements made by Mr Williams and Mr Swartz were admissible.

Mr Andre Lamprecht, for the accused, argued that the statements were made against the will of the clients.

The State called two witnesses, Captain N. J. Christiaans and Detective Constable J. C. de Bruin of the South African Police based in Kensington.

The hearing was postponed to June 22. Mr Williams's and Mr Swartz's bail of R70 was extended.

Mr T. H. de Koker was on the bench. Mr S. S. A. Louw appeared for the State.

Where the struggle to survive starts with a shove

"Why do you have to rush as you do?" I asked and then followed this up with: "Don't you think you would get onto the bus much faster and easier if you just walked normally in an orderly manner?"

I got a swift reply from an elegantly dressed girl at the back of a scrum pushing in front of the bus and working its way towards the door from the wrong end.

She said: "If you travelled by bus and saw many leave the terminal while you waited hoping you would get onto the next and then did not get on, you would soon learn to push."

It was all part of a daily practice for the average commuter who has to leave Mdantsane during the peak hour every day of the week.

The view of the average commuter was condensed in a few words by an elderly man: "This is no place for the likes of me," he said.

"By the time we get to work we are too tired to give our employers value for the wages they pay us but we still have to do it to get to work.

"If we do not try and squeeze through here we are late for work and this might mean losing jobs at a time when it is hard getting one. And in any case who would want to employ me when there are younger men trying for the same job?"

It was at 6.20 am at the Mdantsane main terminal and I was being rudely introduced to a new world which many Mdantsane residents who do not use buses are not aware of.

It was a strange world, hard for those who have to live in it, but they somehow have managed to find some amusement from the daily experience.

"You've got to laugh about it otherwise you would go mad if you worried," the old man went on.

starts with a shove

By 4.00 a.m., workers from Mdantsane are already boarding buses to get into East London.

What is it like in the crush to get on board? Daily Dispatch reporter LESLIE XINWA investigates.



No queue here and commuters just move to the door as they please.

"If only the people who run the buses and our employers could come and have a look at what we go through every day."

He said the main problem was that there were not enough buses to cope with the number of workers that have to be moved to East London during peak hours.

"And there is no point

in coming up here very early because you risk being mugged on the way to the bus stop."

When he talked of being mugged I asked him about the chance pick-pockets had while commuters pushed each other to get onto the bus.

He said this was a problem but if one had a job one could recover the money taken by the pickpocket.

"Does this mean you no longer worry about pick-pockets?"

of the Ciskei Transport Corporation, Mr Hans Kaiser, said the Gomo bus company was not operated haphazardly. It was being operated on a scientific scheduling system.

"We employ numerous field staff, 23 ancillary vehicles and a modern two-way radio network in order to supervise and monitor so that passenger demand is satisfied on a 24 hour basis."

He said the upswing in the economy had created additional passenger demand on a national scale.

He said it had to be remembered that a bus left the depot from 4 am onwards.

"By the time the bulk of our commuters board in peak hour, say 6 am, the average bus has already completed at least two return journeys and carried some 160 passengers."

This meant that the saloon of the bus which had left the depot clean at 4 am had accumulated empty cooldrink bottles, sandwich wrappers, milk cartons etc.

be limited space for movement by commuters.

Mdantsane police have generally kept a close eye on the main bus terminal during peak periods.

An approach was made last year by the local committee of the National Institute for Crime Prevention and Rehabilitation of Offenders (Nicro) to both the bus company and the police to do something about the problems at the main terminal.

Police are aware of the problems in Pontoon Road and have general patrols and observation from time to time, the Divisional Criminal Investigation Officer, Col J. H. Fourie, said.

"We are aware of the problems there and the area near Fleet Street police station, especially on Friday nights," he said.

"We cannot always keep men there but we keep an eye from time to time."

On the provision of facilities at the main bus terminal in town, the Mayor of East London, Mr Donald Card said the municipality looked at the whole situation sympathetically because it believed it was important that people who used the buses should have satisfactory facilities.

He said the provision of facilities should be seen in the light of providing other essential needs of East London.

Mr Card said there was a time when there was a Bantu Services Levy Fund paid into municipal coffers for blacks in white areas.

When administration boards took over the administration of black areas from municipalities these funds dried up for councils.

"We have suggested that the bus company provide facilities like shelters all along the route while we have provided facilities in Pontoon Road.

"We have been to the government on numerous occasions to ask for money for better facilities because we believe this is a duty for the central government who put

332

DAILY DISPATCH, WEDNESDAY, MARCH 25, 1981 — 17

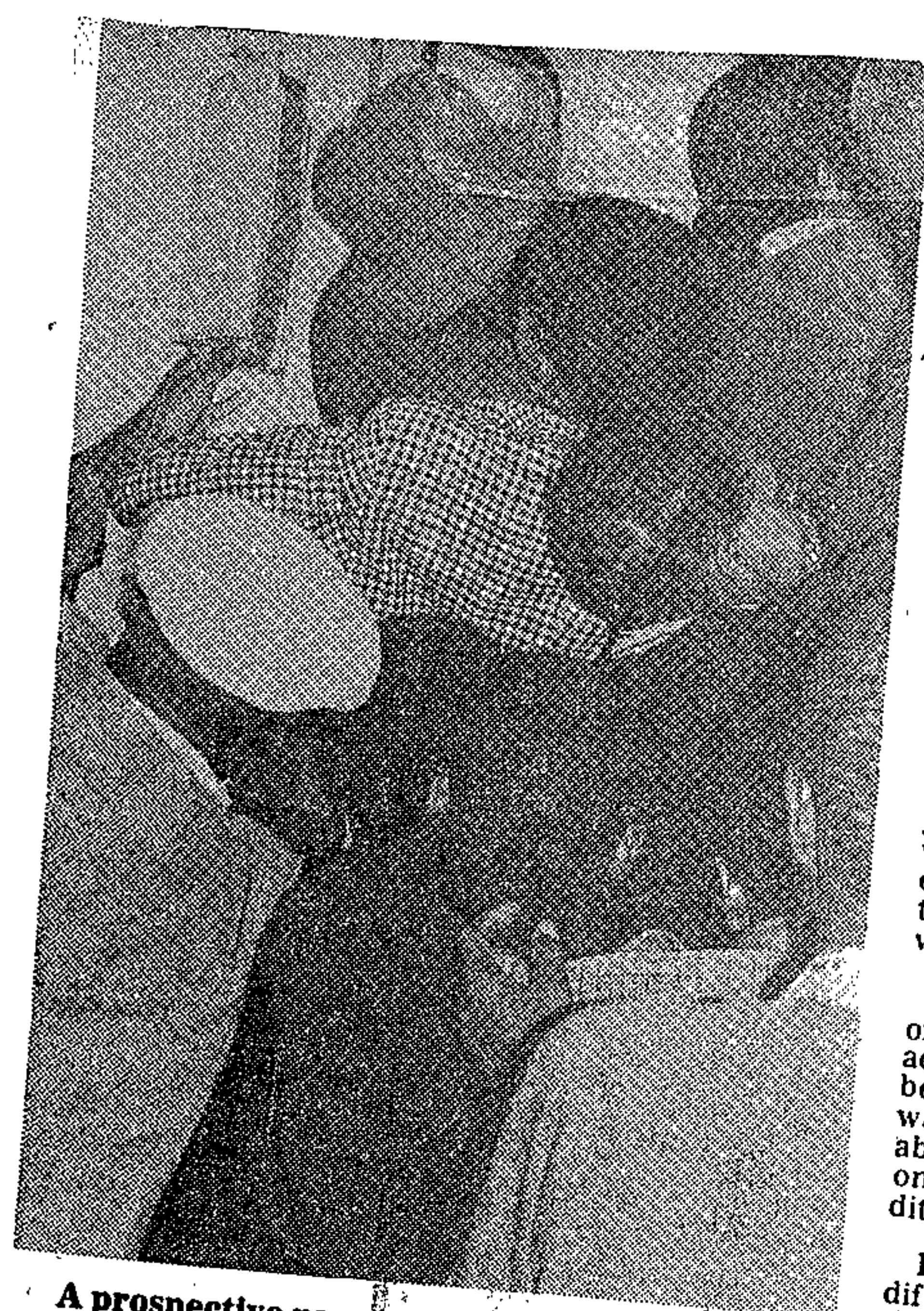


Pushing from the wrong end in order to get to the door of the bus.

DD

332

28/3/87



A prospective passenger holds onto the frame of a rear-view mirror as he struggles to board a bus in Mdantsane.

"Not that we don't but at that time I think the concern of most workers is to get onto a bus and get to work. We think of pick-pockets only when we have seats in the bus. This of course is not the case if you have lost some money recently. In that case you make sure it is kept safe from pick-pockets."

The second major complaint was that buses were not running on schedule.

Of course this flows from the fact that there are not enough buses serving the commuters.

Also emphasised was that the buses were generally untidy and it was quite surprising that even in the early hours of the morning some buses were dirty.

"In fact some stink," one commuter said. He added this was quite new because for many years it was seldom one found just about every bus one got onto to be in that condition.

Duncan Village was no different and it appeared the problems were worse on the route, especially on buses to Wilsonia and Dawn.

Replying to the complaints the group manager

This has led to an unprecedented demand for extra buses by bus operators. Regrettably extra buses cannot be bought "off the shelf". Chassis have to be imported from overseas and must be bodied according to our needs and specifications."

He said the company had introduced five additional buses to its services last October at a cost of R250 000.

"A further 36 new bus chassis have been purchased and are presently being bodied."

The company expected first deliveries of these in May, 1981 and they would cost R2 million.

He admitted they had experienced an unusually high rate of passenger growth but added they had been able to move all intending passengers through constant supervision, the introduction of numerous additional journeys and had delayed replacement of buses in order to provide extra vehicles.

"I am confident that the measures we have taken in regard to close supervision and the procurement of extra buses will ease the high demand situation in the short term," he said.

What about the long term? Mr Kaiser did not elaborate.

He said the provision of adequate facilities for passengers and law enforcement rested squarely on the lap of local authorities.

"If one looks at the highway terminal and the Pontoon Road terminal today, compared with a few years ago, one realises that great strides have been made."

He cited shelters which had been put up.

The question of pick-pockets had, in the past, been well handled by law enforcement officials, Mr Kaiser said.

He would refer the latest complaints on this to the police again.

On cleanliness Mr Kaiser said all buses were washed inside and out as part of a regular programme. They were also swept and dusted daily before they left the depot.

"While we have even gone to the extent of positioning sweepers at major terminal points, there is simply no time during peak hour pressures to clean buses in between journeys. To do so would create even greater delays."

He felt the answer to this would be the provision of more rubbish bins at bus stops and terminal points.

Another question that has been raised is whether it would not be better if railings were provided at bus terminals for passengers but many commuters have reacted strongly against this.

They feel they would not like to be herded like cattle when they board buses.

Others have argued this would make it easier for pick-pockets to operate because there would

blacks in Mdantsane."

He said the city council had little money for such facilities but had done much to help where it could.

Mr Card also revealed that a new bus terminal is to be built in Factory Road and the government is going to provide money for its construction.

Officials of both the Chambers of Commerce and Industries said they were not aware of any problems in getting workers by bus from Mdantsane and Duncan Village to work.

Mr John Rich, president of the Chamber of Industries, said the question of buses had not been discussed in their meetings for a long time and the secretary of the Chamber of Commerce, Mr R. Allison, said he was not aware of any problems in the running of buses. —DDR



Arms first and then the body follows in the struggle to get onto a bus.

Union ⁽³⁵²⁾
bus talks ^{Sim}
'successful' ¹³¹³

Labour Reporter

Putco management met again yesterday with the Transport and Allied Workers' Union to discuss union recognition.

A spokesman for Putco said the talks had been successful.

The company and the union had agreed on a worker disciplinary code and a grievance procedure for drivers.

The union's secretary, Mr Mike Mohatta, said both parties had been satisfied with the meeting.

There would soon be another meeting to settle other issues.

(i) powder
(ii) squeezing of paper. A3103.

TAXI OWNERS operating between Meadowlands, Soweto, and the city, have agreed to reduce their fares from 80c to 70c during the proposed mass boycott of Putco buses.

This disclosure was made yesterday by Mr Solomon Thlwaale, chairman of the Meadowlands Civic Association (MCA), a powerful affiliate of the Soweto Civic Association.

The reduction, he said, was part of the MCA's preparation for the bus boycott in protest against increased fares. The increases are likely to be effective at the beginning of next month.

He said at a meeting held between his organisation and the local taxi owners last month, it was agreed that:

- During the course of the week, passengers travelling

Taxis drop fares to aid boycott

between the township and the city would be charged 70c at the weekends, and 80c during the week, and

- Other motorists should assist in transporting thousands of boycotters to their various destinations

The decision to boycott buses was taken at a local MCA public meeting last month and the organisation

was asked by the residents to look into the possibilities of implementing the boycott successfully.

Other bodies behind the boycott are the Azanian Peoples Organisation and Diepkloof Civic Association (DCA).

The DCA is meeting a delegation from the Soweto Taxi Owners Association tomorrow to persuade them to co-operate by reducing their fares during the boycott.

The chairman of the association, Mr Jimmy Sojane, last month said his association would reduce their fares as long as there would be understanding between them and the black leaders.

Branches of Azapo in Soweto are holding a series of public meetings at weekends to discuss the implementation of the boycott.

332 SOWETAN 25/3/81

Putco meets union leaders

By Z B MOLEFE

INDUSTRIAL relations within the giant Putco bus company took a turn for the better yesterday when management met the Transport and Allied Workers Union.

The meeting, held at the Putco bus depot, outside Soweto, was attended by Mr George Hall and Mr Robin Duff for Putco and Mr Michael Mohatla, Mr Michael Meede and Mr Wilson Manana for the union.

The purpose of the meeting was to establish a grievance procedure and a disciplinary code within the bus company. Another meeting is to be held soon to protest a final document for agreement.

A Putco spokesman told **SOWETAN**: "Both parties are happy at the progress made. We hope this will lead to better industrial relations within the company."

Both parties would not elaborate further on the meeting which was the result of the proposals first indicated by the union since September last year.

Putco takes care of injured passengers, says area chief

By NORMANNGALE
A PRETORIA Putco

official yesterday said that his company made it their business to negotiate for their passengers in the case of an accident.

Mr Dan Rolt, liaison manager for the area, was responding to an inquiry by SOWETAN on the passengers

involved in accidents.

The inquiry is a follow-up on the previous weeks' report in SOWETAN on the danger of boarding pirate taxis and overloaded registered taxis and chances of commuters claiming from the motor vehicle assurance fund, MVA.

Mr Rolt was asked to comment on the irregular punching of commuters' season and daily tickets

by the company's drivers and examiners. Whether this in a case of an accident would not adversely affect commuters' chances of claiming from MVA, as they could fail to prove they were passengers and had sustained injuries during the particular accident.

What was the company's policy as regards endorsing passenger tickets whenever they

boarded buses from one point to the other, SOWETAN asked. Mr Rolt said drivers were subjected to abuse by some "tsotsi" elements who stole their ticket nippers. It had been difficult replacing them. He said, however, that bus companies were legally bound to endorse passenger tickets accordingly.

During an accident, Mr Rolt said, his company

took down names of all passengers affected on the spot and that the ticket issue was disregarded.

He said the company ensured that the case of the victims in their buses were followed up until claims from the MVA fund were settled. "In some cases I make it my personal duty to keep contact with the injured in hospital to check on their progress," Mr Rolt said.

Mr Rolt said it was in the interest of his company to ensure that their customers were well-treated because the company was anxious to keep them.

Putco's pre-tax profit up by 41%

By Ann Crotty

Putco, the country's largest passenger bus operator, has announced a 41 percent increase in pre-tax profit to R5,4-million for the six months to December 31, compared with the previous interim figure of R3,8-million.

Operating revenue increased by 35 percent from R48-million in 1979 interim to R65-million for the period under review.

Over the same period operating costs increased by 33,1 percent from R45,7-million to R61-million.

The most outstanding aspect of the results is the level of taxation which at R4,1-million represents 76,84 percent of the profit figure of R5,4-million.

While staggeringly high, this percentage is in fact lower than that reported for the previous interim when a tax payment of R3,7-million was made on a profit of R3,8-million. This represents a tax of 98,2 percent. The situation is created by Putco's depreciation policy.

Commenting on the high tax payment, Mr J L Coetzee of Putco said that while the company provides for depreciation on the replacement value

of buses, the receiver of revenue only allows depreciation on the historical cost value.

Mr Coetzee said that of the group's capital investment programme, approximately R42-million is committed to new buses on order but not yet delivered, and balance of R28-million is for the acquisition of new properties and the erection of new depots and additional infrastructure.

Managing director Albino Carleo says that continuing cost escalations, the payment of higher wages as from late December and the delay in implementing fare increases

on the Witwatersrand pose obstacles to an accurate full-year earnings forecast.

The directors are confident, however, that Putco will continue to operate at profitable levels during the remainder of the current financial year.

The figures under review, while showing an improvement over the 1980 interim figures are nevertheless below levels achieved in the immediately preceding six months.

Earnings per share were 12,3 cents (0,66), and dividends per share 3 cents (0,75).

(332) (2/24) \$10m
26/3/81

Putco bus fares to increase soon

Staff Reporters

Putco bus fares on the Witwatersrand are expected to go up soon by an average of six or seven percent.

A Putco spokesman said today Putco was waiting for the Department of Co-operation and Development to provide a go-ahead date for the fare increases.

The increases will be confined to the Witwatersrand.

In January Putco bus fares went up about six percent in Pretoria.

This week Putco released figures for its first pre-tax profit.

It announced a 41

percent rise in its pre-tax profits to R5,4-million for the six months ending December 31, 1980, compared with R3,8-million for the 1979 interim.

It paid 76,8 percent in tax with R4,4-million being paid on profits of R5,4-million.

A spokesman described the company's higher tax figure as resulting from depreciation of buses being written off against the high cost of replacement parts.

The Receiver of Revenue allowed only for the historical cost value of the buses for depreciation, meaning Putco has had to make up the difference in new replacement costs, the spokesman said.

Talks on bus fares

By SAM MABE

THE Dobsonville branch of the Azanian People's Organisation will hold a meeting at the Nederduitsch Hervormde Kerk van Africa in Logntill, Dobsonville, tonight, to discuss the forthcoming Putco bus fare rises.

The organisation's publicity secretary, Mr George Wauchope, said the theme of the meeting, which will start at 7 pm, will be "Let oneness prevail, we would rather walk proudly than pay high bus fares."

Another meeting will held on Sunday at 2 pm at the Roman Catholic Church in Moletsane near Sakies Garage.

Sam Mabe

24/3/81

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n primary schools. The Unit was able to teach
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tion unit continues to work very closely with
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co-ordinate the efforts of different agencies
a, the establishment of a National School

CONTAINERS FM 27/3/81

The price of chaos 332

City Deep's container depot at the begin-
ning of the year probably cost importers
about R1m in wasted interest charges —
many self-inflicted through faulty docu-
mentation and failure to make arrange-
ments for the receipt of goods during the
year-end shutdown.

Although problems with the container
system were discussed at a Johannesburg
Chamber of Commerce (JCC) forum this
week, little real progress was made to-
wards finding a solution.

However, one of the major problems

appears to be a lack of urgency — and
sometimes knowledge — on the part of
importers when it comes to obtaining
correct documentation.

Tony Yuill, MD of SA Container Depots,
told the forum that holding areas at the
depots could be increased but this was
contrary to the concept of containerisa-
tion, which is intended to be a rapid door-
to-door delivery system. Yuill said a flexi-
time system, during which clearing agents
could lodge documents, would also work
against the concept of containerisation.

Pat Corbin of the JCC's transport com-
mittee said many hitches could be allevi-
ated by thorough indenting, which would
also give suppliers complete instructions.
Clearance through customs cannot be af-
fected until the shipping date is known —
because of foreign exchange calculations.

Gordon Canning, chairman of SA Ship-
ping and Forwarding Agents Association
(Sasafaa), said that in many instances
invoices were dated later than the bills of
lading and the failure of importers to
present complete invoices timeously could
lead to goods being held by customs for
examination. This, he pointed out, could
be more expensive than having a contain-
er standing in the depots.

He also advised importers to ensure
their permits were correctly divided be-

tween the various ports of entry. Import-
ers, he said, should remember that ship-
ping time between Europe and SA was
now about 17 days compared with the
previous time of 27 days and documents
should therefore move faster.

The time taken by clearing agents to
arrange documents and their clearance
was about five days and the documenta-
tion should therefore arrive in the country
at least 10 days after sailing.

A spokesman for a major international
company, which imports goods between
offices in Germany and SA, told the forum
it could transmit its indents by computer
and could, in return, receive all documen-
tation by computer from Germany. How-
ever, when the documents were printed
out in SA, the customs officials would not
accept them in place of the actual supply
invoices.

Alf Forster, executive director of Sasa-
faa, said the EEC had made recommenda-
tions for the electronic transmission of
data required by shippers and clearing
agents, but none had so far been made
here.

The conclusion of the forum was that all
parties involved should move towards the
formulation of brochures and booklets out-
lining the situation for importers, and also
towards education seminars.

Staffing:

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- Administrative leader
- 2) Two Senior Medical Off
Malaria/Bilharzia Cont
- 3) Two Medical Officers d
Planning Services.

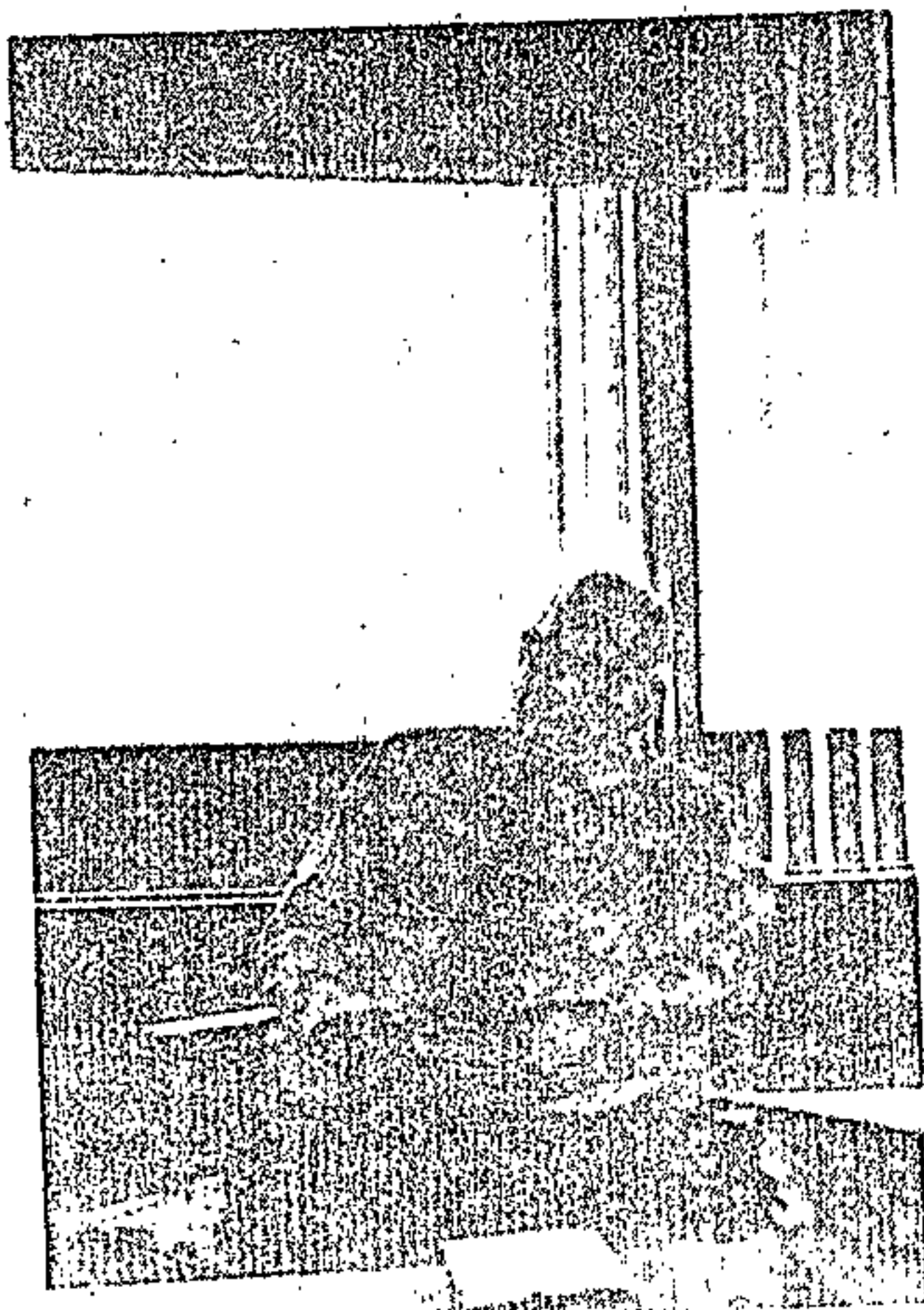
Bilharzia and Malaria Control

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- 2) Treatment of positive cas
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- 4) Doing Entomology Night C
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Sasafaa's Canning . . . shipping
time has shortened

Azikhwelwa, say leaders

By LEN KALANE
"AZIKHWELWA" — this is the threat by black leaders should Putco go ahead with its intended fare increases.

Putco bus fares on the Witwatersrand are expected to go up by an average of between six and seven percent. No fixed date has been set for the increases but it is hoped this will come about next month.

Putco, the country's largest passenger bus operator, yesterday announced a 41 percent increase in pre-tax profit to R5,4-million for the six months to December 31, 1980.

On Sunday, the Soweto branch of Azapo will hold two public meetings to discuss the bus boycott. One meeting

352/1944
would be held at the Lutheran Church in Moletsane and another at St Andrews in Klipspruit.

And Mr Leonard Mosala, of the Committee of Ten retorted: "Azikhwelwa — we have no option. If Putco increases fares our only response would be to stop using the service because it is clear that they can absorb the increased costs without suffering a serious damage to their profits."

Mr Chris Mokoditso, former executive of the banned BPC said: "If Putco wants to have a confrontation with blacks it must go ahead with increasing the fares as this would be a clear challenge to the destitute people."

Boycott of buses in the offing

RDY
27/3/81
332
44
Staff Reporter

THE Azanian People's Organisation has organised two meetings in Soweto for the weekend to discuss a possible mass boycott of Putco buses should the company go ahead with its intention to increase fares next month.

The bus company intends raising fares by 5,2% on the Witwatersrand. This follows its failure to increase fares during the past two years because of protests from commuters.

The Azapo meetings — both at 2pm on Sunday — will be at St Andrew's Anglican Church, Klipspruit, and at the Lutheran Church, Moletsane.

The Azapo president, Mr K Mthembu, will be the main speaker at the Klipspruit meeting. Among speakers at the Moletsane meeting will be the Soweto chairman of Azapo, Mr G Moseki, the organisation's secretary for labour, Mr J Lengane, and Azapo's publicity secretary, Mr G Wauchope.

Mr Wauchope said taxi owners operating in Soweto, Diepkloof and Meadowlands had agreed to reduce fares should a mass bus boycott be implemented.

'No bribe, so no job'

By MONK NKOMO
A 26-YEAR-OLD Mabopane man has claimed that a personnel clerk at Batswanagare Training Corporation in Mabopane demanded R10 before he could get a job.

Mr Jack Mokone (26) of 1254 Mabopane, told SOWETAN he had applied for a job at the Company two weeks ago as a ticket seller.

After filling in the necessary forms at the of-

fices of a clerk, he was referred to the selection centre at Erasmus, for an aptitude test.

After the test, the white examiner at the centre told him to report at Batswanagare Depot, where he would be employed, said Mr Mokone.

"A clerk told me to report to his office last Friday to be employed — but on condition that I gave him R10 first," said Mr Mokone.

According to Mr Mokone, the clerk concern-

ed demanded R10 on Friday morning. "I explained to him that I had no money because I had been out of work for the last two months. He told me there won't be a job for me unless I paid him R10," he said.

Mr Mokone said he went to the company's offices on Monday and was taken to the office of a Mr Terblanche by the clerk. "I was told to wait outside whilst they talked behind closed doors. After about two minutes, I was called inside, and Mr Terblanche told me that they only employed matriculants as ticket sellers and that there was no job for me," said Mr Mokone.

MONEY

"How can a black man sell a job to another black, especially in our independent state," he asked.

Batswanagare is a subsidiary of BophuthaTswana Transport Holdings.

Mr R. Willers, group personnel manager of the company, said he was investigating the claim. He conceded, however, that it could be possible that the money was demanded from Mr Mokone.

Although the clerk concerned was not responsible for the employment of staff, it is not the policy of the company to sell jobs. I have instructed the personnel manager to investigate if recently employed staff had experienced the same treatment from the clerk concerned," said Mr Willers.

According to Mr Willers, the report he gathered was that Mr Mokone was on the border line of being employed. The minimum qualifications for the job he applied for, he said, was standard 8. Mr Mokone had passed Standard seven.

If his claim is proved to be true, disciplinary measures would be taken against the clerk, said Mr Willers.

Bus fare announcement?

By WILLIE BOKALA 3/13/81

A DEFINITE date for Putco's bus fare increases may be announced this week, the company's public relations office said yesterday.

Dr D Bradley said the company was waiting for the Government to give it a date for the implementation of its six or seven percent increases for the Witwatersrand. "We believe they will give us this date any day this week," he said.

Mr Bradley said Putco had not increased its bus fares for almost two years unlike other companies. "Which other company has gone for two years without implementing increases," he asked.

Reacting to a report that Putco would be boycotted not so much because of the increases, but because it was partly owned by the Government, Mr Bradley said the report

was not only untrue but misleading.

In meetings of the Azanian Peoples Organisation (Azapo) over the weekend, it was resolved that Putco buses would be boycotted when the fares go up. The meeting said it was Government responsibility to subsidise fares as the company was partly Government-owned.

Mr Bradley said Putco is not Government-owned but a public company quoted on the Johannesburg Stock Exchange. "The only link between the Government and Putco is that the Government subsidises the company. And this subsidy is not given to enrich the company but to help the passengers. Fares would have been very high without that subsidy," he said.

Mr Bradley said Putco would announce the date for the increases soon as they go ahead.

Taximen in feud with council

Staff Reporter

TAXI DRIVERS who have been operating a service between Atlantis and Killarney, in Milnerton, for two years are battling with Milnerton Municipality which they say is threatening their livelihood.

A spokesman for the 10 drivers, Mr David Matthews, said last week that the municipality had informed them recently that if they were caught collecting passengers from Killarney they would either be prosecuted or fined R30.

Mr Matthews said that when the taxi drivers first started in late 1979 the bus service between Atlantis and Killarney was "very bad".

"We were and still are operating a much-needed service for the people who live in Atlantis." The bus service was still not satisfying the passenger demand.

Municipality

The drivers had had no problems with the municipality until last December when one was arrested for collecting passengers in Killarney.

"Ever since then we have been hassled by the municipality. Every one of us has been fined at least once," he said.

"They are trying to deprive us of our livelihood. We have to run our homes, families, cars."

He said the municipality did not interfere with the service from Atlantis to Killarney, but the drivers needed the return trip to make their job viable.

The Milnerton town clerk, Mr J S de Villiers, denied that the municipality was trying to stop the taxi service altogether.

Only taxis carrying licences were allowed to take passengers out of Milnerton and because of the lack of space additional taxis were refused licences.

"We cannot allow more taxis than the number for which parking space is available; there is only space for so many vehicles and no more," he said.

There was no doubt the taxis provided a necessary service but they were working in a confined, restricted area where buses also operated.

The bus terminus was an "evil" and, although it was considered temporary, it should not have been there at all.

No permission

"The bus terminus in Killarney is something that just happened as a result of habitual

No permission

"The bus terminus in Killarney is something that just happened as a result of habitual use, no permission was asked from the municipality to have it there," he said.

The municipality had lodged an appeal with the Metropolitan Transport Advisory Board to move the bus stop.

Milnerton's chief traffic officer, Mr D J Fourie, said only three taxis had licences to stand at the Killarney taxi rank and wait for passengers. There were many more taxis which had licences to operate but did not have a licence from the Milnerton Municipality to collect passengers from Milnerton.

He said the presence of the bus terminus had been forced on the council which had had no say in the matter. Buses were supposed to use the stop temporarily but it had developed into "a sort of permanent interchange".

"The only time we will get rid of it is when the railway line to Atlantis is completed. Then the terminus will be moved to somewhere in Montagu Gardens industrial area and I suppose the taxis will also be moved there," he said.

Asked if those taxi operators now without licences would possibly be accommodated at the new site, Mr Fourie said: "That depends on the council."

He said that if taxi drivers had a licence to operate in the Milnerton municipal area and operated "within the scope of the law", they would have no problems with the municipality and the municipality would have no problems with them.

Sentence in CT 31/3/81 transport case cut on appeal

Staff Reporter

A GUGULETU man who conveyed passengers without a road transportation permit during last year's bus boycott had his sentence reduced in the Supreme Court yesterday.

Morriat Juta was fined R500 (or four months) and sentenced to a further four months suspended for five years when he appeared in the Bellville Magistrate's Court on August 26 last year.

The court found that he had transported nine passengers, who paid him 50 cents each, from Bellville South to Racecourse Road, Durbanville, on August 6 last year. Juta appealed against both the conviction and sentence.

Trivial

Mr C Y Louw, for Juta, said the offence had been a "comparatively trivial one" which courts did not traditionally "take in too serious a light".

"The offence took place during a trying time for a section of the community. People were boycotting buses and people not in line with the boycott exposed themselves to some risk," he said.

Mr Louw said the fine of R500 was "substantial for an offence which contained no morally reprehensible act". Juta and his wife together lived on about R140 a month, he added.

Juta had a previous conviction for conveying passengers without a road transportation permit. He was fined R200 (or six months) in the Bellville Magistrate's Court on July 31.

In contempt

The Judge-President, Mr Justice Watermeyer, said Juta was "clearly in contempt of the law" and dismissed an argument by Mr Louw that the trial magistrate had acted irregularly by not informing Juta that the onus was on him to prove that the people in his vehicle had not been passengers as defined in the Road Transportation Act.

The judge dismissed the appeal against conviction, but ruled that the additional four months suspended sentence be deleted. He ordered that Juta pay the fine in instalments of R50 a month starting on April 1.

Mr Justice Fagan concurred.

Mr W C Viljoen appeared for the State. Mr Louw was instructed by Buchanans.

Passenger transporters
S. Times 12/4/81. ~~249~~ 332 ~~178~~
to get training board

IT IS virtually certain that the consolidation of all training laws embodied in the Apprenticeship Act and In-Service Training Act — as envisaged by the Wiehahn Commission — will result in the passenger transport industry having its own National Training Board, working at regional level and supervised by the Department of Manpower Utilisation.

The present Apprenticeship Board — which has operated for some years in the interests of industry generally — will be disbanded.

0 The NTB will handle the training of appren-
0 tices, registration of training schemes and
 centralisation of all training aspects, where
 possible.

This is expected to exclude driver training which, because of cost factors, is likely to be organised regionally.

The need for driver training is also consid-

ered to be so urgent that the sheer size of a centralised unit would work against it.

"The number of people involved, and the facilities they would need, would cost an astronomical sum of money," said one operator.

"We are talking about 300 drivers a month which means that there would need to be accommodation and classrooms for 150 people."

"Add to this the travelling expenses involved and the time that drivers will have to spend away from work, and one can see the size of the job that lies ahead."

Tying in with the NTB is the need to develop industrial relations within the industry. The possibilities of forming a national employer body under the Industrial Conciliation Act are being studied, so that employers and trade unions may be brought together within one negotiating body.

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| mode, or if FD mode) ID or DATE-WRITTEN or (in either mode) YES | 0 |
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If answer was "STANDARD",
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| RECORD CONTAINS | [integer] (optionally TO [integer]) | STANDARD, OMITTED, OR [list of record-names separated by commas] | LABELS? |
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If the file is assigned to UNISERVO or MASS-STORAGE:
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 (or for UNISERVO)
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Bitter complaints about bus service

Residents of the coloured townships Noordgesig and "High Chapparral" (Riverlea Extension 3) are complaining bitterly about the Putco bus service along their route.

"People are losing their jobs because they are getting to work late. They are getting home from work late in the evenings," said Noordgesig resident Mr. Henry Miller.

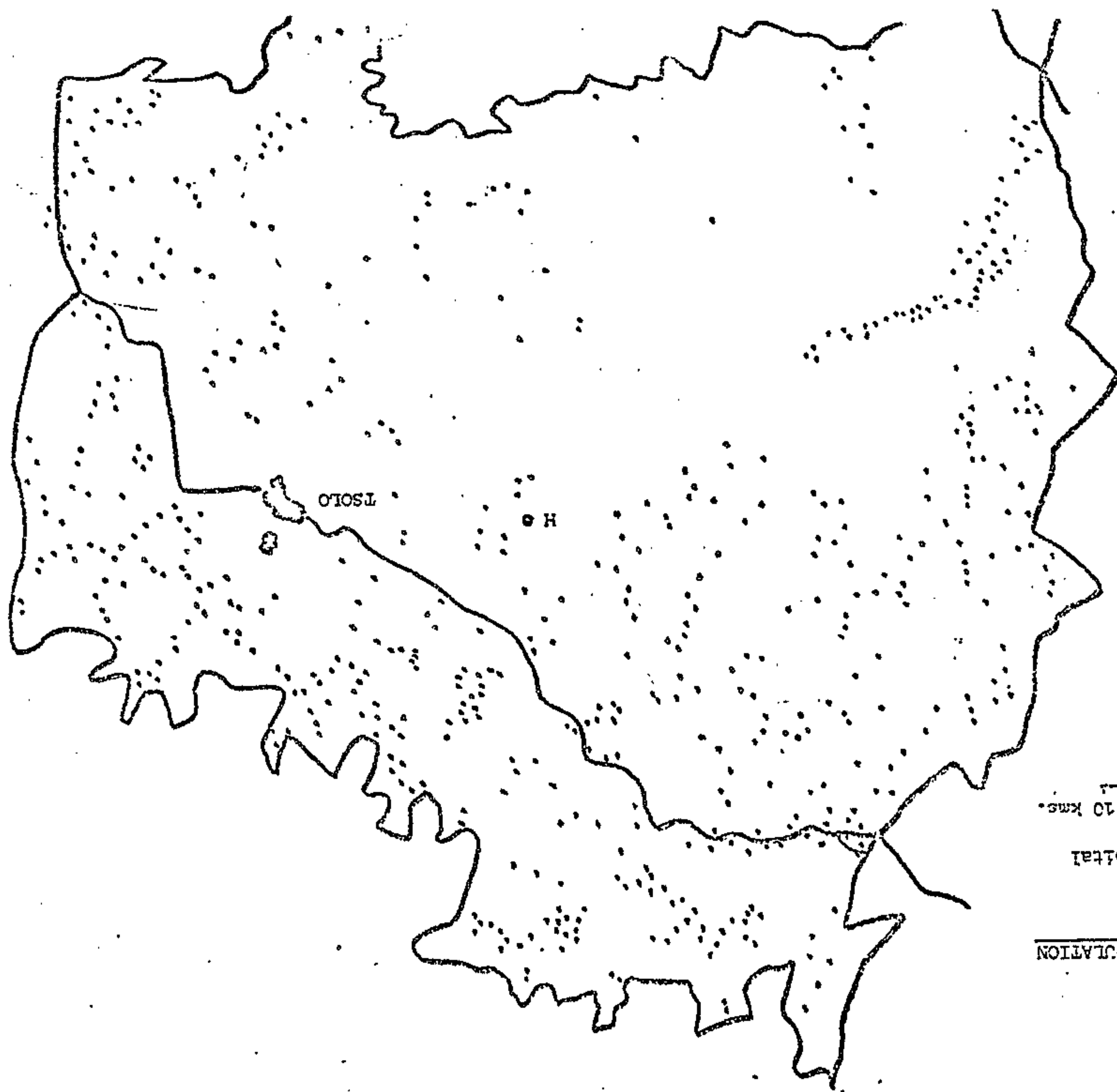
But Putco's divisional manager, Mr B Pelser, said: "As far as we are concerned it's not really a big problem."

A senior supervisor had investigated, he said, and had reported there was no

need to increase the number of buses on that route.

"Long queues gather at the main bus terminus in Bree Street. Pickpockets and ruffians join the crowd. Elderly and sick people have to stand waiting. When a bus comes they can't push their way to the front like the youngsters can," said a harassed commuter.

Putco officials say they can do nothing. "If we have a queue marshal with a stick who hits trouble-makers over the head we will have trouble on our hands."



SCALE
0 5 10 Kms.

H ● St Lucy's Hospital

MAP 3
DISTRIBUTION OF POPULATION
IN TOWNSHIPS

old in SA, rather than in US

separate divisions.

Late last year, there were indications that the authorities might tighten their already close links with the board of the transport company and would also insist on a regional split. But finance executive Vic Coetzee tells me the company is already instituting a subdivision, aimed at better geographic control.

The split, says Coetzee, was not a result of government pressure, but is a natural consequence of growth. Executives have been appointed for the four areas and other staff is currently being appointed.

In the six months to end-December, bus operating revenue increased by 34% from R48,0m to R65,0m. Operating costs rose almost as quickly from R45,7m to R60,8m over the period, so pre-tax profits grew 41,4% from R3,8m to R5,4m.

However, the company still has the problem of providing reserves for body replacement and major overhauls from pre-tax earnings. As a result, the receiver took 77% (98%) or R4,4m (R3,7m) of the group's "real" earnings. Coetzee says he is planning representations to the authorities to have these additional reserves offset against tax, but he does not see any great chance of success.

These reserves were around R7m short of target at the last year-end, and Coetzee says there has been little change since then. However, recent acquisition Dubigeon Plastics, which is being converted to bus body manufacture, is due to come on stream soon and should take some of the load off replacement costs.

The group's other bug-bear is the difficulty of implementing bus fare increases. The last approved rise was in the middle of 1979, but a technical problem led to the hike being reversed by the Supreme Court in December of that year. Since then, government has bridged the cost gap, equal to about R9m a year, with additional subsidies.

A new increase has now been approved and has been implemented in the Pretoria region, but Coetzee complains that the subsidy has since been reduced more than proportionately. The 5% fares increase, consequently, has led to a loss of total revenue. A similar increase is due on the Witwatersrand fairly soon, but Coetzee says the same phenomenon is bound to come into effect there as well.

The group made a 3-for-1 cap issue late last year and said at that time that dividend payouts were to be increased. The aim of this shift, was to move the share price nearer to nav, so that a later rights issue would not dilute net worth.

No date has been set for a rights issue, but even so, the dividend increase made almost specifically for the purposes of a rights offer, seems very much like giving with one hand while taking away with the other. Coetzee agrees, but adds that the higher level of dividends which might be expected is part of a longer-term pro-

gramme to increase confidence in the share.

Forecasting the year-end payout is difficult in the light of changing parameters and policy, but at the current 135c share price a 7c final (0,87c — adjusted for the cap issue) for a 10c total (1,62c) would offer only a 7,4% prospective yield. Until the reorganisation is clarified, the share looks overpriced.

Scott Hawker

PUTCO (332) FM 3/4/81 Increasing payout

It looks very much as if Putco has pre-empted possible government intervention in its affairs by splitting itself into four

at the NRU.

The weight distribution of control children had also improved over that when the children had been at the hospital.

Clinical condition: There was no significant relationship between clinical condition of the sample children and period of stay at the NRU. The incidence of Protein Energy Malnutrition in sample and control groups was similar: 32% and 40% respectively.

Agricultural Aspects

Putco spells out what its fares rises will mean

By HARRY MASHABELA

WHEN the latest Putco fare increases are implemented, people buying single tickets will pay 5c more for a trip, and commuters an extra 10c and more each week.

In hard cash this makes a 7% average fare increase by Putco, a spokesman for the company confirms.

He explained in an interview yesterday the company was waiting for the Government to decide the date on which fare increases could be implemented.

The new weekly ticket on the Alexandra-Noord Street route is to cost R1,60 instead of the present R1,50 when the new fares are implemented.

Putco wants fares for casual commuters on the same route raised by 5c from 20c a trip to 25c. This means that a return fare from Alexandra to the city will be 50c.

From Baragwanath, the new single fare will go up by 5c from 25c to 30c a trip, and the price for a weekly ticket by 10c from R1,80 to R1,90.

The Diepkloof-Johannesburg

trip is to go up from 30c to 35c single fare, and from R2,20 to R2,30 for weekly tickets.

The Dobsonville-Rodepoort route's fare for casual trippers goes up by 5c from 25c a trip to 30c, and weekly fares by 10c from R1,80 to R1,90.

New fares from Daveyton to Springs are to go up 5c to 45c a single trip, and up 15c to R2,85 for weekly tickets.

Casual trips between Tembisa and Edenvale are to cost 5c more at 40c a single trip when the new fares are introduced, and R2,40 weekly instead of the present R2,30.

From Eldorado Park to Bree Street in Johannesburg the fare for a single trip has been raised by 5c from 45c to 50c, and the weekly ticket by 15c to R3,15.

The Putco spokesman stressed that fares were last increased in 1979.

There were increases in May and December of that year, but the December fare increase was retracted after the issue was taken to court by some members of the public.

The court ruled that the new fares of December were not properly made public.

42 sample guardians had

Education of the Guardian

Twenty-four of the 36 sample guardians had received no school education. There was a lower proportion of deaths and a higher proportion of guardians with gardens as the national standard of the guardian rose, but the differences were not significant ($0,05 < P < 0,1$). Six of the 7 control guardians had received no school education.

DEATHS

Deaths of the Children at Follow-up (Table I)

Deaths: Seven of the 42 sample children had died since entering the NRU (17%). This was significantly lower than the rate at Holy Cross ($0,01 < P < 0,05$). Two of the deaths occurred within 1 week of returning home. There was no relationship between deaths and distance at which the child had from the hospital - all the children who died lived within 10 km of either the hospital or a permanent clinic. In 2 cases predominant symptoms preceding death had been diarrhoea vomiting, and 3 children had again developed kwashiorkor or to death. There was a lower death rate amongst those children who had spent 21 days or more at the NRU ($0,01 < P < 0,05$). Two of the 7 control children had died since leaving the hospital (29%). This was not significantly different from the study sample ($0,3 < P < 0,5$). Both died within 1 week of returning home, both again developing kwashiorkor.

Weights: There was no significant relationship between the deaths and the percentage of expected weight of the children when at the NRU. The overall weight distribution of the children at follow-up showed some improvement over that when at the NRU, but there was no clear relationship between the change in percentage of expected weight at follow-up and period of stay

Taxi drivers anger commuters

19/1/66 1332
SOWETAN

By MAZIWAHHE
DUBAZANA

COMMUTERS between Germiston and Katlehong claim they get a rough ride from a number of local taxis.

According to the people interviewed several taxi operators are rude, intemperate, abusive and aggressive, and their patrons are expected "to accept this behaviour or face assault."

According to residents the number of taxis operating in the township is insufficient as long queues are evident in both the Zulu and Sotho sections of Katlehong. There are also complaints of people not being clearly guided on which taxi to board for a specific destination.

The language used by some youngsters in the employ of the operators has also been described as obscene. While passengers are barred from smoking, the driver invariably has a cigarette in his mouth and smokes at will, according to passengers.

Schossana terminus is



A taxi queue . . . and when these passengers do get a taxi they may be in for some rudeness.

notorious for people getting into the wrong taxi for their destination.

Passengers only discover after travelling for some distance that they are in the wrong taxi.

The latest complaints from the public is that a week ago three taxis disregarded a queue and started loading passengers from the back of it. Said one man: "They are so rude and aggressive that one is even afraid to argue."

A nurse from the Natalspruit Hospital, said there were some very well-behaved taxi operators and some who are very ill-mannered. Some things they are alleged to have said could not be printed.

DRIVERS

Chairman of the association, Mr. V. F. Selepe, told SOWETAN that there are drivers who take chances though his association is opposed to the above practices. "We

have even hired two people to act as despatch clerks and keep a watch on incidents, which must be reported to us immediately.

"I am going to investigate the allegations but would appreciate people getting in touch with us," Mr. Selepe said. His telephone numbers are 864 1711 (work) and 903-5324 (home). He can also be contacted at the filling station near Katlehong police station.

FARE MIX-UP

C. Herald

11/4/81

332

CITY Tramways inspectors and clipcard sellers are confused about the cards to be used on some Mitchells Plain routes and are causing hundreds of commuters to pay 50 cents more than they should.

Many travellers on the Wynberg - Strandfontein route have been paying R3,50 for their clipcards while a City Tramways spokesman confirmed last week that they need only pay R3,00.

SORT

Now City Tramways are trying to sort out the entire affair.

The matter came to a head when a Strandfontein resident, Mr F Fonnie, was denied entry to a bus on that route because he had the R3,00 clipcard.

ON THE BUSES

Mr Fonnie wrote to the bus company to tell them about the matter.

PROBLEMS

They told him very clearly that he had the correct clipcard and that he should let them know if he had any further problems.

A spokesman for the company said that the R3,50 clipcard which people

have been buying was intended for use on the Mitchell's Plain-Hanover Park-Lotus River service.

He said that the public should quote the code number 91-300 when buying the clipcard for the Strandfontein Wynberg service.

CODE

The code of the R3,50 clipcard is 91-356 and, according to City Tram-

Cape Herald
reporters

ways, commuters in possession of this clipcard, should not be allowed on buses on the Strandfontein Wynberg route.

When asked why commuters with the 'wrong' clipcard had not been refused entry to a bus, the spokesman said that there was some confusion among the inspectors and the clipcard salespeople!

EXPLANATION

City Tramways gave the above explanation on Friday. Yet, that very evening, the clipcard sellers at Wynberg were still selling the 'wrong' cards to commuters.

On Saturday morning the card seller at Cape Town said that the correct clipcard cost R3,00.

City Tramways have indicated that they will soon issue a full statement in which they will clear up the matter.

1862-69. The feather industry, by contrast, was of little significance before the late 1860's.⁶⁰

In addition, hides and skins also developed into export commodities over this period, as did (though to a lesser extent) grain, ostrich feathers, and mohair. The number of hides and skins exported advanced from 864,000 in 1856 to 2,742,000 in 1870, while the value of ostrich feathers rose from £7,500 to £67,000, and that of mohair from nil to £26,000.⁶¹

The total value of the export trade increased in value from £370,000 in 1834, to £1,330,000 in 1856, to £2,950,000 in 1870. This economic expansion provided the well-to-do European colonists with increased purchasing power and enabled them to import more from Europe -- mainly textile manufactures and other manufactured articles (such as agricultural implements, but also wheat and flour in times of poor harvests). The value of imports rose from £463,000 in 1834 to £1,588,000 in 1856, and to £2,781,000 in 1870.⁶²

Thus, the production of export commodities (particularly wool and hides) expanded in response to the demand of the British textile industries for raw materials. As a consequence, economic activities in the Cape Colony and beyond were increasingly tied to the rapidly expanding capitalist world-market. But, although these developments had significant repercussions with respect to the growth of transportation, communications, banking, and urban petty enterprises, the era of capitalist industry proper was not yet inaugurated. Nevertheless, a close correlation developed between the growth of the export trade, on the one hand, and the accelerated conquest, annexation, and dispossession of African lands between 1840 and 1870, on the other.

⁶⁰ Davenport, "The Consolidation of a New Society," *op. cit.*, p. 291.

⁶¹ de Kock, *op. cit.*, p. 42.

⁶² *Ibid.*, pp. 36-37, 42.

Territorial Annexation and African Dispossession. The combination of extensive agricultural methods (in particular, the enforced subsistence farming of the Trekboers and the petty-capitalist agriculture emergent mainly along the coastal regions of the Cape and Natal) and erratic rainfall -- coupled with

Takeover and facelift for Kimberley buses

CONTROL of Kimberley's bus service for blacks which has been run by a local company for the past 42 years recently changed hands -- for a mere R70 000.

Interstate Bus Lines, a growing operator with three subsidiaries, has acquired Kimberley Bus Service and plans are afoot to completely restructure and streamline the service which caters for 6 000 black and coloured passengers.

"We have already introduced 12 new 80-seater buses, and will have eight more in service before the end of the year. The existing fleet of 30 buses will all be replaced by mid-1982," says Fred Kinnear, chairman of Interstate Bus Lines.

Mr Kinnear said restructuring was necessary to ensure

By Johann van Rheede

optimum service and for this purpose his company is currently running a survey to determine commuter behaviour and requirements.

The service is essentially for blacks travelling between Kimberley, Barkley-West and Koffiefontein.

In the main, the most important short-term objective will be to regain the support of thousands of black commuters who have lost faith in the service which had been declining over the years.

"The only means of achieving this will be to run an efficient, timely and co-ordinated service as cost-effectively as possible," Mr Kinnear said, adding that the company will be competing with 80 minibus taxi operators transporting close to 1 500 workers

between the city and their homes daily.

The possibility of a hike in fares has not been ruled out.

"We will have to take a long and hard look at the current tariff structure which varies between two cents and 2,5 cents per passenger kilometer for inter-city transport, but it is hard to say how big the increase, if any, will be," he said.

Interstate Bus Lines, formerly known as JOTIA Onderneming, got off the ground in 1975 when a service was started with four buses at ThabaNchu. The fleet has since grown to 175 buses.

Among the subsidiaries are ThabaNchu Bus Service with a fleet of 118 Nissan CB20 Ns, transporting close to 13 000 people between Bloemfontein and ThabaNchu, and Lowveld Bus Service which operates 39 MAN buses in the Leboa area.

No end to taxi feud

By STAN MHLONGO

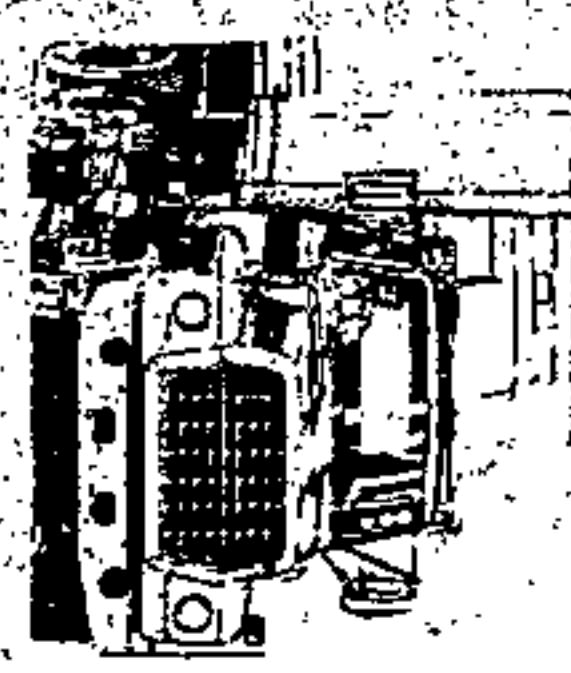
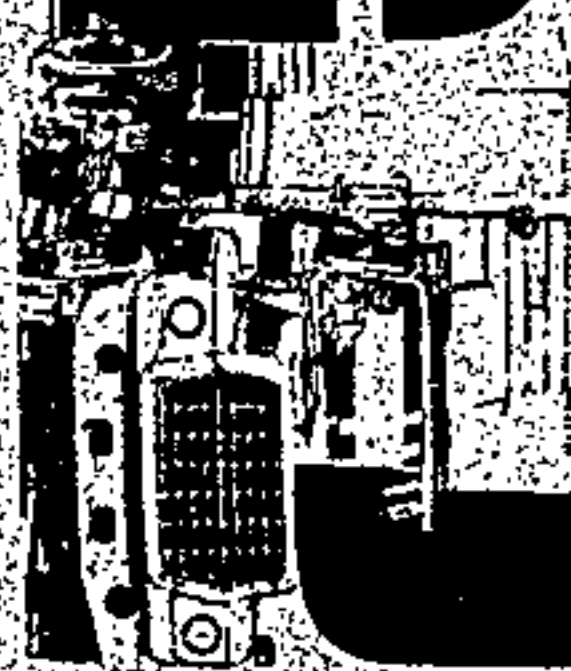
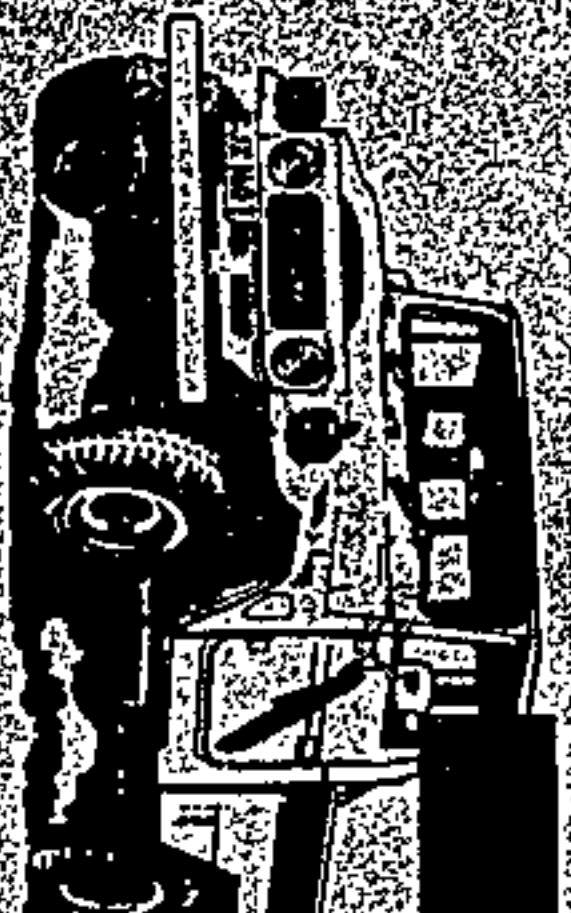
ELECTIONS called by the Transvaal Black Taxi Association have failed to resolve the feud between the Orange-Vaal Taxi Association.

Members of the UTA walked out of a meeting with OVTA in Sebokeng last week, after the two groups failed to resolve their differences.

The secretary of UTA, Mr. E S Malefani, said "all the lies which were smeared on the UTA would be put right, as the truth will suffice today."

What delighted him most, he said, is that the region would be formed to resolve the differences between UTA and OVTA.

But Mr. P N Nkosi, chairman of region, said this was not possible. "To form a region you need five associations. In the Vaal Triangle there are only two."



MONDAY, FEBRUARY 23, 1981

Ford forecasts another record year for the truck industry

THE South African automotive industry can look forward to another record year in 1981 despite an expected slowdown in the country's economic growth, says Mr Brian Pitt, managing director of Ford Motor Company.

Commenting on the outlook for the industry in 1981, Mr Pitt said that the indications were that the annual growth rate could slow down from the estimated 7.5 percent expected in 1980 to about four percent in 1981.

"This is still a relatively strong growth rate and augurs well for continued growth in the new vehicle market in 1981. The increase in new truck sales, however, will be less dramatic than in 1980 and I anticipate a market in the region of 135 000 light and heavy commercial vehicles, compared to the 1980 record level of 127 698 units," said Mr Pitt.

The strong recovery of other parts of the economy in 1980, especially in the construction industry, has resulted in the strengthening of the pent-up demand for commercial vehicles. In the 1980 commercial vehicle market in South Africa, a sharp increase in commercial vehicle sales which is expected to continue in 1981, Ford Motor Company's combined light and heavy commercial ve-



● Mr Brian Pitt

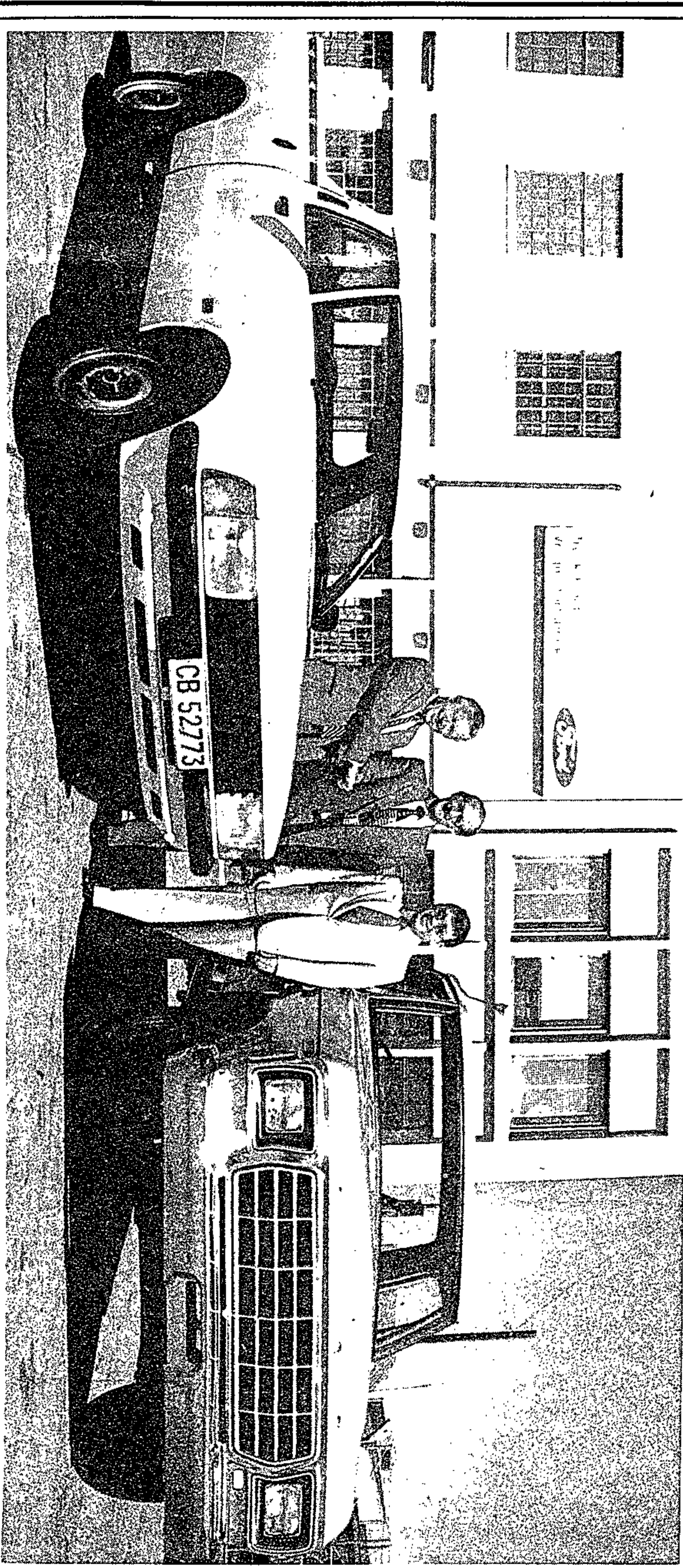
units. The anticipoeter has commenced as late as July last

have trucks and the R-series bus chassis have been carried over into 1981. Ford's F-series range was discontinued in December last year. The upgraded one-tonner model line-up is certain to prove a most worthy successor to the lower range F-series.

Commenting on the Atlantis diesel engine and axle and transmission projects, Mr Pitt said that Ford Motor Company was well into the advance stage of the programme to adopt locally manufactured diesel engines in all its heavy truck lines. The selection of engines from the range available from Ade has been finalised and the installation engineering is virtually complete. Particular attention has been given to the selection of engines to match trucks and to compatible transmissions and driveline systems to obtain optimum performance.

"We are well down the road in the development of our axle and transmission projects but there will have to be close co-operation between ourselves and the other parties involved if we are to meet our timing deadline," he said.

On the question of pricing Mr Pitt said that as of October 1 this year trucks fitted with imported engines will be subject to a protective tariff of 30



● The last F-Series unit to be produced in South Africa and its successor, the Ford one-tonner, stand side by side outside Ford's Truck Plant in Port Elizabeth. Mr Brian Pitt, Ford Motor Company's managing director, congratulates Mr Ken Nolte, truck plant manager, on the occasion while Mr Neville Cohen, director of manufacturing, looks on.

The life of your Nissan is protected by law. Because the maximum loads the law will allow are substantially less than Nissans are designed to carry.

Plain common sense will tell you that a truck which carries far less load than it was designed for, will outlast a truck that operates to the extremes of its capacity. Imagine that if you had to run five kilo-

superbly-engineered that they can carry considerably more load than South African law prescribes. It means you can never strain a Nissan.

ran for about five years, each doing more than 700 000 trouble-free kilometres. As Mr. Norman sums it all up: "There's no doubt in my mind that the 780 Nissan has the best engine in the world."

Free Nissan Pre-Purchase Computer Service.

Nissan can tell you exactly what your running cost will be for any Nissan truck before you spend a cent. After you've bought a Nissan you can receive monthly printouts containing such vital information as: Cost for any Particular Vehicle; Average Cost per Fleet; Average Cost for All Fleets; Highest and Lowest Cost per item and so on.

How Nissan cope with that ugly word: Downtime.

93% of all Nissan breakdowns are back on the road within 24 hours. No matter where

123 units compared to the 9 total of 1417 units reported into 1981," said Mr. Pitt. "Heavy truck sales in 1981 are expected to exceed those of 1980 by 15 percent to reach an all time annual high of 21 000

of the Atlantis diesel engine programme is expected to contribute to sales in this sector of the market," he said. Ford Motor Company's 1980 range of D-series and Louisville

of the truck. This would suggest that there is likely to be a substantial increase in the price of commercial vehicles fitted with the new Atlantis engines.

Transport Feature: Compiled by Brian Grobbler

100000 km tests for Nissan prototypes

ROTOTYPES of four Nissan diesel trucks fitted with Atlantis engines have already completed their baseline testing — tests of performance, economy, and braking efficiency — and are undergoing extensive 100 000 km durability tests run by Datsun-Nissan outside the testing requirements laid down by the programme.

that our engine selection is the best possible to meet the stringent requirements of heavy truck operators and drivers."

programme for cars and light commercials.

"We were the first motor manufacturer to react to the programme, the first to start on design and technical drawings, and in fact, we understand that our conversion programme was held up as a model."

"Our first prototype was ready in March this year. Our growing pains and initial problems have been sorted out and overcome and we are too far advanced along the road to back out now," Mr Wegner said.

"The Atlantis programme hit us at a time when we were fully occupied with an unusually high number of new model launches. Considerable training and a number of new jobs were needed if we were to keep up with our own Atlantis programme."

"The fact that we are so well ahead means that we will stick with it in spite of the recent decision by Government to increase its local content commitment to other major truck components, namely gearboxes and axles."

"Although we understand the strategic importance of this move, we, in line with the industry as a whole, are concerned with Government's insistence that these additional developments must be introduced at the same time as the original timing for local fitting of Atlantis engines."

"Naturally it would make more sense for us to carry out one complete engine, gearbox and axle development than to install an Atlantis engine, match the current Nissan gearbox and axle to it, release the development and then have to remove the Nissan components and redevelop the locally made gearbox and axle into the driveline."

As the company will continue with heavy diesel vehicles with an efficient power to weight ratio, comparable to those achieved by the use of Nissan engines, the testing will be conducted on the same basis as that for Nissan trucks fitted with Nissan engines.

Mr Brian O'Connor, Wegner, Datsun-Nissan's marketing director, said in an interview that his company was still one of the leaders in the Atlantis local development programme.

"Reaction from our source company, Nissan Diesel, can only be described as enthusiastic and highly motivated," Mr Wegner said.

"I should stress that we find it necessary to prove the engines in our frame to ensure

that our engine selection is the best possible to meet the stringent requirements of heavy truck operators and drivers."

Mr Wegner said that Datsun-Nissan's product development section had already made a number of appointments of personnel, recruited both here and abroad, with the best heavy truck know-how and expertise.

"Two engineers have visited South Africa from Japan to assist with the conversion and to advise and assist local engineers with the local development programme."

"We have selected from 14 basic Atlantis engines varying in horsepower from 48 kw to 380 kw," Mr Wegner said. "In this way, we will maintain vehicles comparable to our own engines in terms of efficiency."

Mr Wegner confirmed Datsun-Nissan's commitment to the programme, in the same way that the company had supported the local content pro-

you would make it without straining yourself. Now do the same run with a load of twenty kilograms on your back. Your heart would have to pump harder, your overworked lungs would leave you gasping. Maybe you wouldn't have the legs to finish.

It's exactly the same with trucks. Overload them and you're in trouble. But Nissan trucks are so

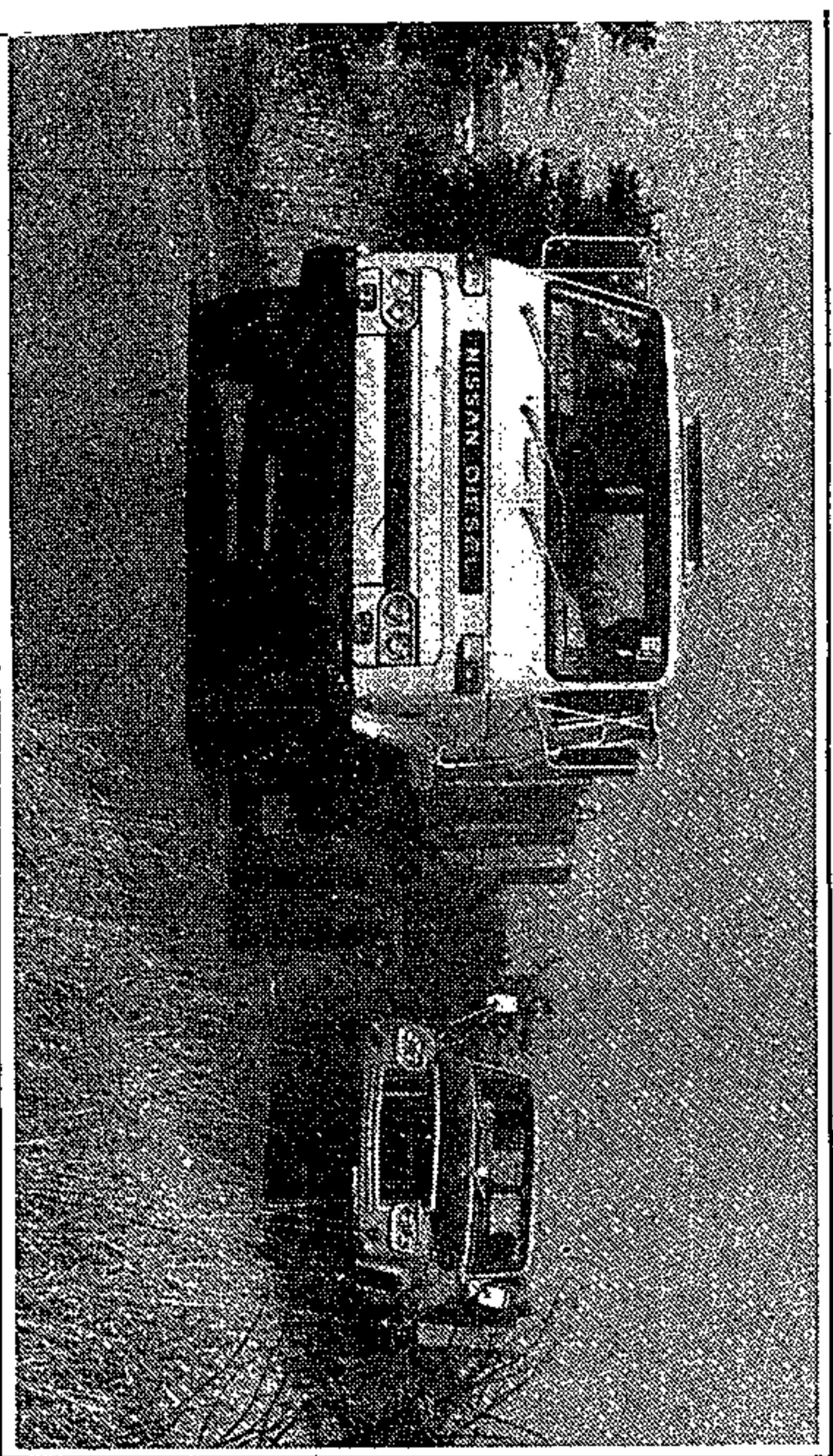
Deep cushioned seats, superior ventilation.

Andrew Norman Earthmoving, working on South Africa's new 1 500 km North-South Highway, runs a fleet of 74 heavy-duty trucks and tipper, 37 of which are Nissans. "And there are lots more to follow," says Mr. Andrew Norman Jr. Their first Nissans

technicians on the spot within 24 hours. Often in less time. 76% of all Nissan truck and bus parts are available immediately off our dealers' shelves throughout the country. Nissan's long experience and continuous pursuit of engineering excellence has bred a range of trucks that are virtually impossible to beat. Even our laws have not yet been up-graded to allow for vehicles as superior as Nissan. They are in a class of their own.



Keeps trucking on the road.



● A Nissan diesel prototype.



Toyota Hino Chassis used for city busses

THE front-engined Toyota Hino BY340 bus chassis is gaining increasing acceptance in the larger municipalities in the Transvaal and the Orange Free State.

Every municipality on the East Reef, with one single exception, now have this chassis in their fleets.

Toyota's first major breakthrough came in the Free State, in Bloemfontein, where 17 such units operate daily in the city fleet of buses. 25 more have been ordered for delivery within the next few months.

Another municipality to repeat order this unit is Benoni. 18 months ago the first five Hino buses were delivered and six months ago a further 10 were ordered. This order has just been completed.

The BY340 chassis has a 65 seater body, built by Busat in Port Elizabeth and is used for both the white and black service.

"The economy of the front engined bus has become more significant today with the increasing cost of fuel," said Mr A.J.J. Wessels (Jnr.), director of Toyota's heavy truck and bus division. "This factor together with the much lower capital outlay required compared with a rear-engined configuration, is influencing most municipalities in their bus selection."

Toyota South Africa offers a full range of rugged front engined diesel buses, from the

23-seater Toyota Dyna mini-bus, through Hino truck-derived medium buses to the purpose designed Hino BY340 bus, with a capacity of 84 (64 seated plus 20 standing) passengers.

Hino are large, well established builders of bus chassis, producing 3 400 units per annum.

Since 1978, 160 of these units have been operating well in South Africa — 100 of the units being with major municipal fleets — predominantly on robust township to city service. Some of these have exceeded 300 000 km with good cost records and without major unscheduled repairs.

The unit is powered by the well-proven EB300 engine of 9 638 cc swept volume, which produces 134 kw at 2 350 rpm. Operators have a choice of Hino's five-speed manual transmission, with synchromesh from second to fifth, or the well-known five-speed SCG unit, built under licence by Hino in Japan. This particular unit is direct mounted and incorporates a lock-up clutch for efficient operation. Due to Hino's operating experience, both these features have proved very successful in SA in this particular installation.

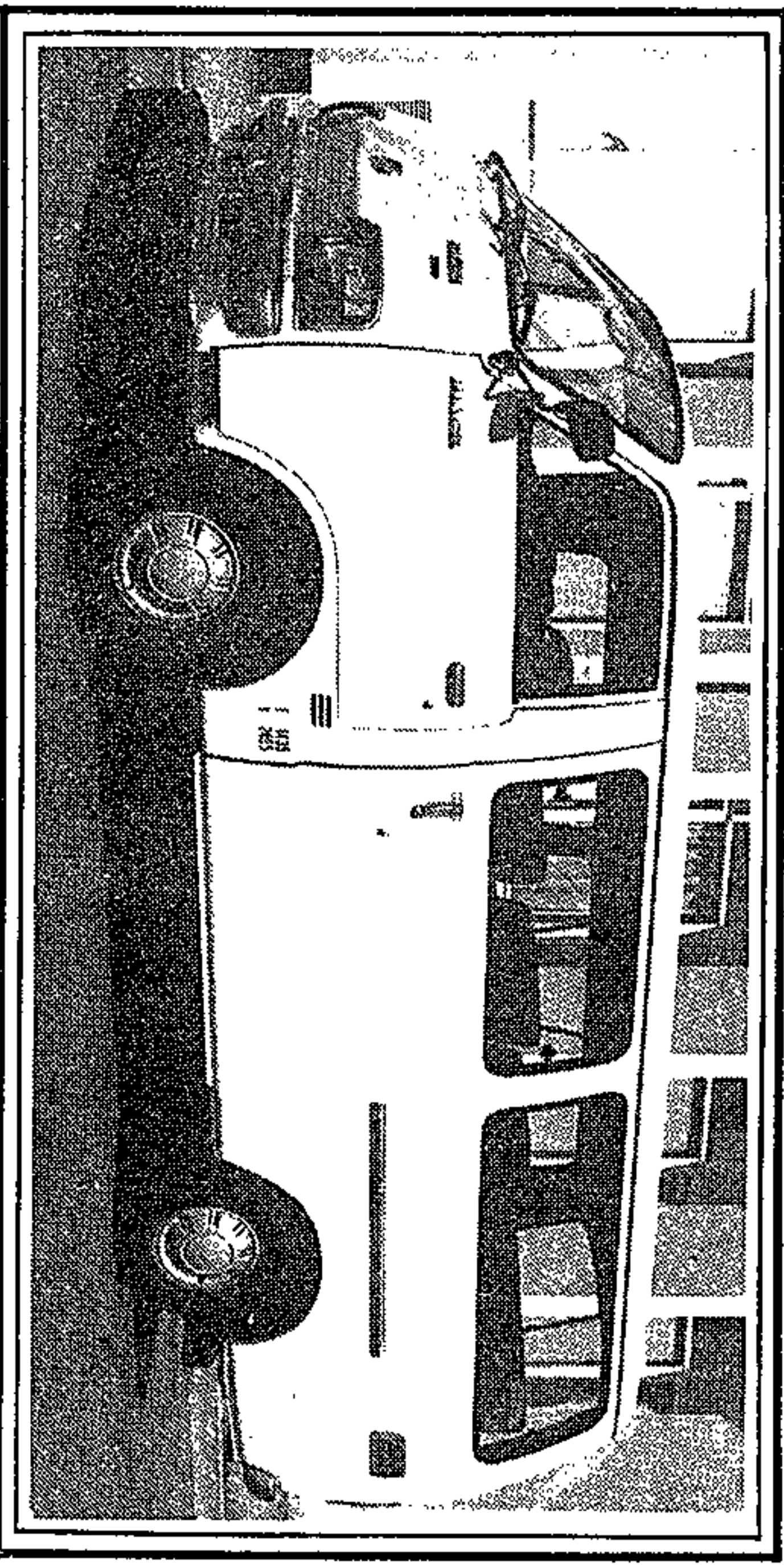
The single reduction 5 428 (option — 6 142) spiral bevel rear axle is rated at 10 500 kg, thus suited to the 10 200 kg legal

limit. The 6 200 mm wheelbase permits an overall length of 11,9 m.

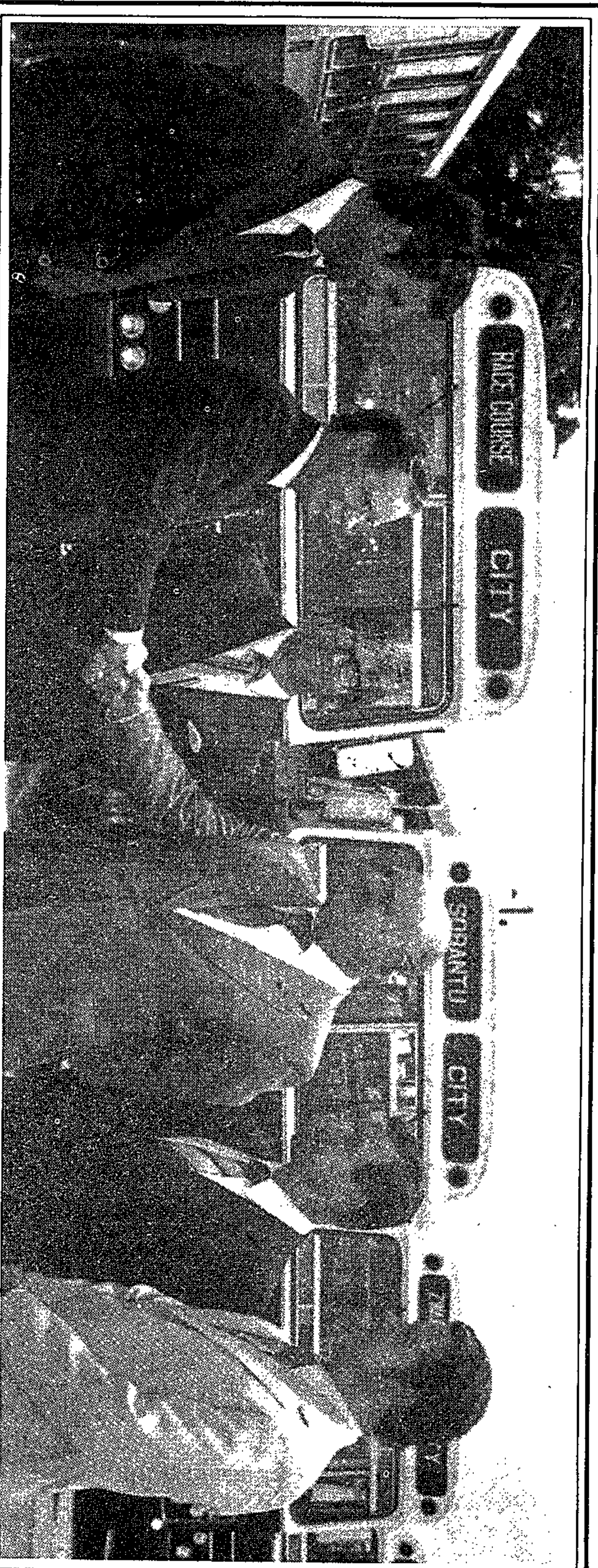
The chassis is simple and rugged, with excellent durability performance, both in fleet service and in extensive durability testing in country areas. Heavy stabiliser bars are standard equipment, on both axles.

Body builders find the chassis easy to build on, again due to Hino's experience as a body builder.

Prototype are currently being fitted with the mandatory local components — engine, transmission and rear axle.



• The Toyota Hiace minibus.



• Nissan buses are handed over to Pietermaritzburg Municipality

Four types of bus for SA

DATSUN-NISSAN South Africa is actively pursuing the idea of one specification for all buses which has been put forward by the National Transport Council.

In support of this idea, the company believes that buses on the South African market would ideally fall into the following categories:

School, staff, general uses and specials: Buses in this segment would be lower priced, with a seating capacity of 45-55 adults.

Country bus: In this section would fall the rugged, strong-framed buses of simple construction and of easy maintenance but devoid of what might be called "luxuries". A minimum of 70 seats would be the norm in this section.

Smaller municipalities: Those who do not require the type of bus in the country bus section would nevertheless look for a rugged, economical 70-seater bus with manual transmission. Auto-

matic transmission should also be available.

Larger municipalities and touring buses: In this section, a fully automatic bus with a rear-mounted engine would be aimed at the white commuter and would have greater luxuries than the other buses. A low frame for ease of entry would be standard, but in other respects, buses in this category would be the same physical size as those in the smaller municipalities segment.

In this last segment, Datsun-Nissan is currently testing a city bus — known as the RB20 — which has a rear-mounted Atlantis diesel-engine. The city bus, with the low entrance essential to the type, is the company's first attempt at the development of this type of vehicle which will find support from many municipalities.

Apart from this developmental model, Datsun-Nissan currently markets the CK10 and the

CB20ND manual and automatic versions. The CB20ND, in particular, is doing exceptionally well, with an increase in market share for 1980. All buses now being built have been pre-sold and the company has already out-sold its figures for the whole of 1979.

The National Transport Council, in association with the CSIR, is currently looking at the possibility of developing a monocoque bus. With access to the biggest press facility in the Southern Hemisphere as well as extensive tooling and casting facilities, Datsun-Nissan is in a very favourable position for developmental work in this area.

In the monocoque bus, the body itself becomes a load-supporting structure to which mechanical components are attached. This considerably enhances both the comfort and the style of the vehicles, factors which will become more impor-

tant for South African operators, particularly with the emergence of the middle-class black and the fact that Datsun-Nissan believes that the proposed intercity monorail will not affect the public's need for bus transport.

Datsun-Nissan is so far ahead on local content that the company is even manufacturing a chassis for its one-ton bakkies, in addition to body panels and light commercial bodies up to 2½ tons. With these resources, the company is well placed to manufacture components and even monocoque bus itself, although this technology will probably be bought from Europe and Japan.

The company sees a use for this type of bus and a locally-developed bus is a strong possibility in view of the local manufacture of engines, drivelines and gearbox, which will be mandatory from late 1981.

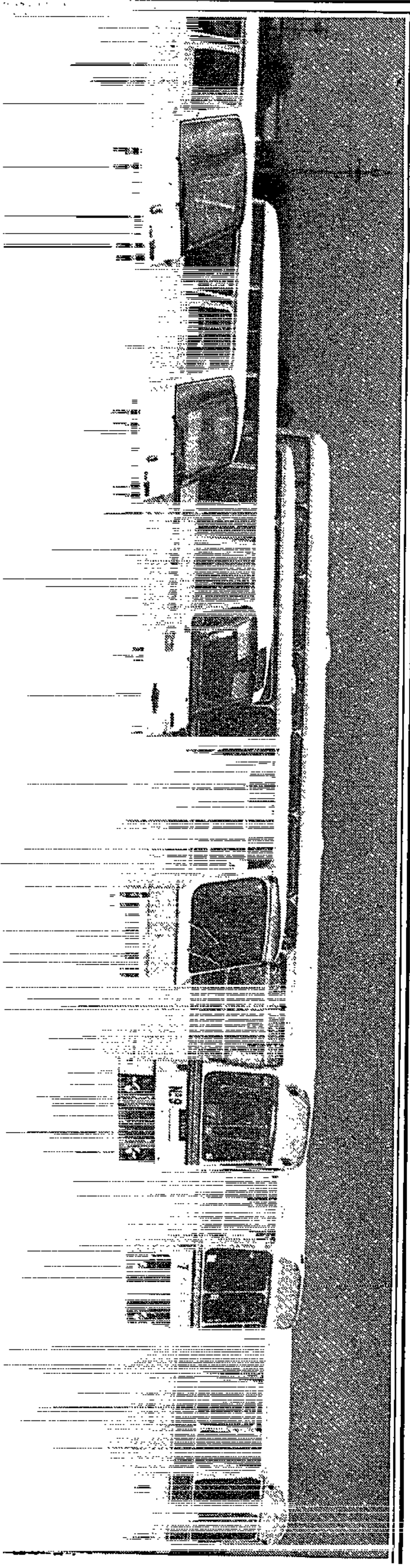
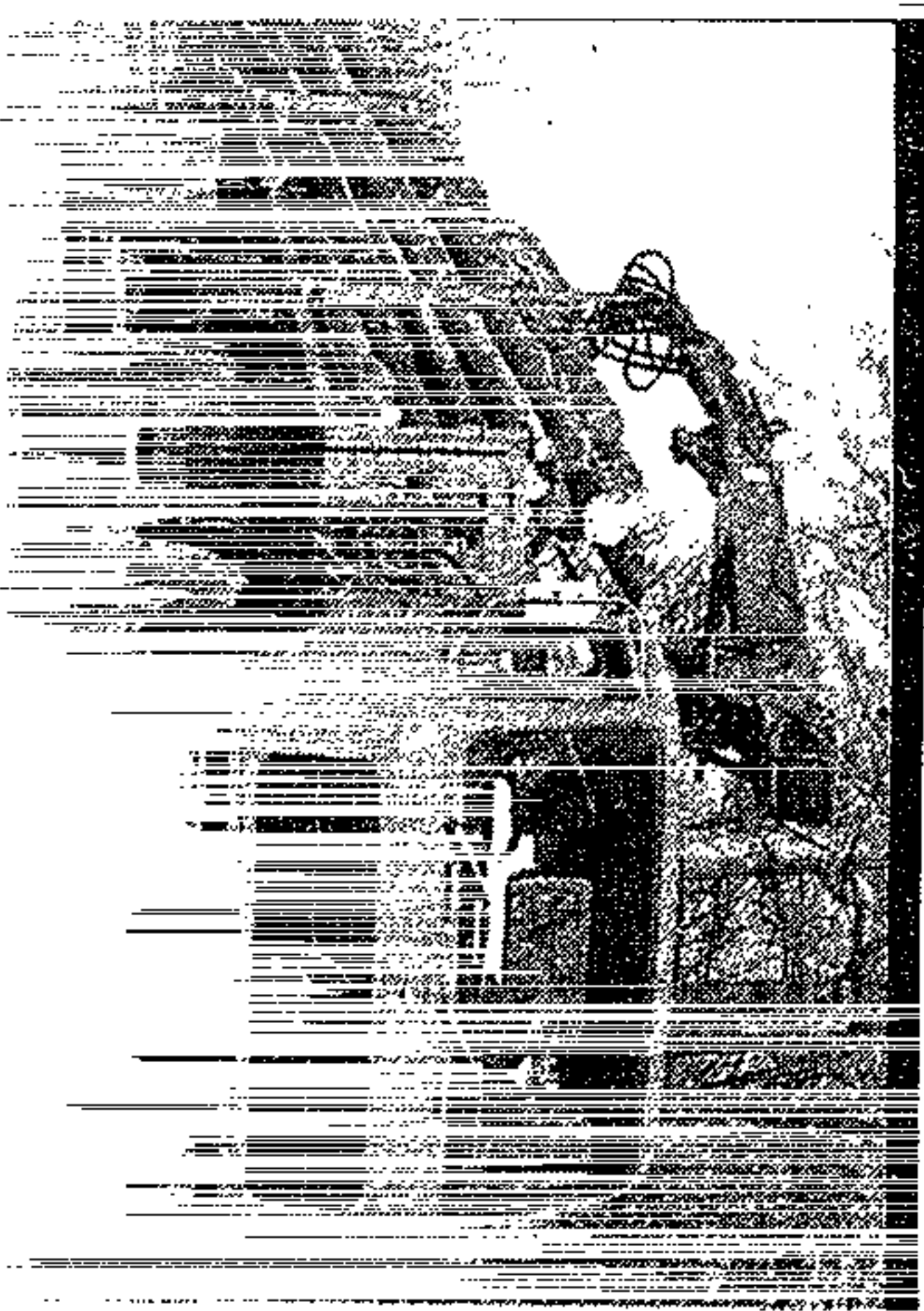
Orbit MOTORS

Specialists
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MERCEDES-BENZ COMMERCIAL VEHICLES


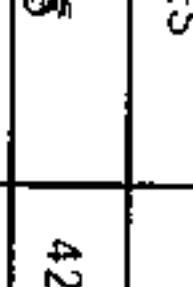
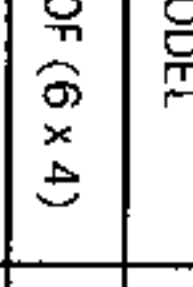
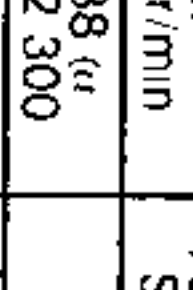

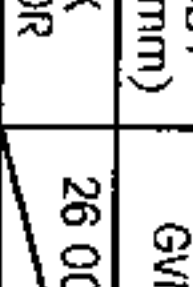
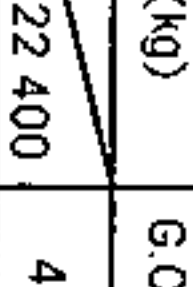



STELLENBERG RD
PAROW, INDUSTRIAL



● The complete range of Nissan buses.

HINO'S GOT THE NUMBER TO SLASH YOUR COSTS.

Series 260, that's Hino's big new number in the battle against escalating operating costs. A whole new range of cost-cutting heavy duty trucks — and not just because of their surprisingly competitive purchase price. It's also all that proven Hino toughness, low operating and maintenance costs, plus long-term Hino dependability. So before you decide on a new truck tractor, freighter, or dump truck, ask us to show you facts and figures on how Hino can keep your profits growing strong.

| 260 SERIES | MODEL | kW ^{1/2} r/min | FORWARD SPEEDS | MAX. BODY LENGTH (mm) | G.M.V. (kg) | G.C.M. (kg) |
|---|-----------------|-----------------------------|-------------------|-------------------------------------|------------------|-------------|
|  | 42-260F (6 x 4) | 188 ^{1/2} 2,300 | 9 | TRUCK | 26 000 22 400 | 42 000 |
|  | 39-260 (6 x 4) | 188 ^{1/2} 2,300 | 6 | ± 8 m ³ | 26 000 22 400 | 39 000 |
|  | 26-260F (6 x 4) | 188 ^{1/2} 2,300 | 9 | 7.410 | 26 000 22 400 | 42 000 |
|  | 41-260F (4 x 2) | 188 ^{1/2} 2,300 | 9 | TRACTOR | 15 600 14 200 | 41 000 |
|  | 16-260F (4 x 2) | 188 ^{1/2} 2,300 | 9 | 7.255 | 15 600 14 200 | 41 000 |
|  | KB SERIES | 134 ^{1/2} 2,350 | 6 | 7.280 | 15 600 14 200 | 25 000 |
|  | KR SERIES | 134 ^{1/2} 2,350 | 6 | TRUCK TRACTOR 5.3 m ³ | 15 600 14 200 | 25 000 |
|  | KL SERIES | 104 ^{1/2} 3,000 | 5 | 6.400 | 12 700 12 700 | 17 000 |
|  | DA SERIES | 90 ^{1/2} 3,000 | 5 | 5.334 | 9 900 9 900 | 15 000 |
|  | BY BUS | 108 ^{1/2} 2,800 | 5 | 5.030 | 12 000 12 000 | 18 000 |
| | | 134 ^{1/2} 2,350 | 5 | ± 4.6 m ³ | 12 000 12 000 | 18 000 |
| | | | | 65 SEATER | 16 000 16 000 | N/A |

CHECK OUT OUR PARTS AND SERVICE BACK-UP

Ask any Hino operator anywhere in the country how we stand up in this vital department. How we guarantee a service parts rate of over 95% at our sixty strategically placed dealers throughout the Republic. How we operate a free, fully equipped training school for fleet-owners' technicians. A free on-the-job driver training service. Fast efficient unit exchange facilities. And how five of our factory Hino technicians are constantly in the field, visiting both dealerships and fleet-owners. Ask around and discover the truth they have in our vehicles and us.

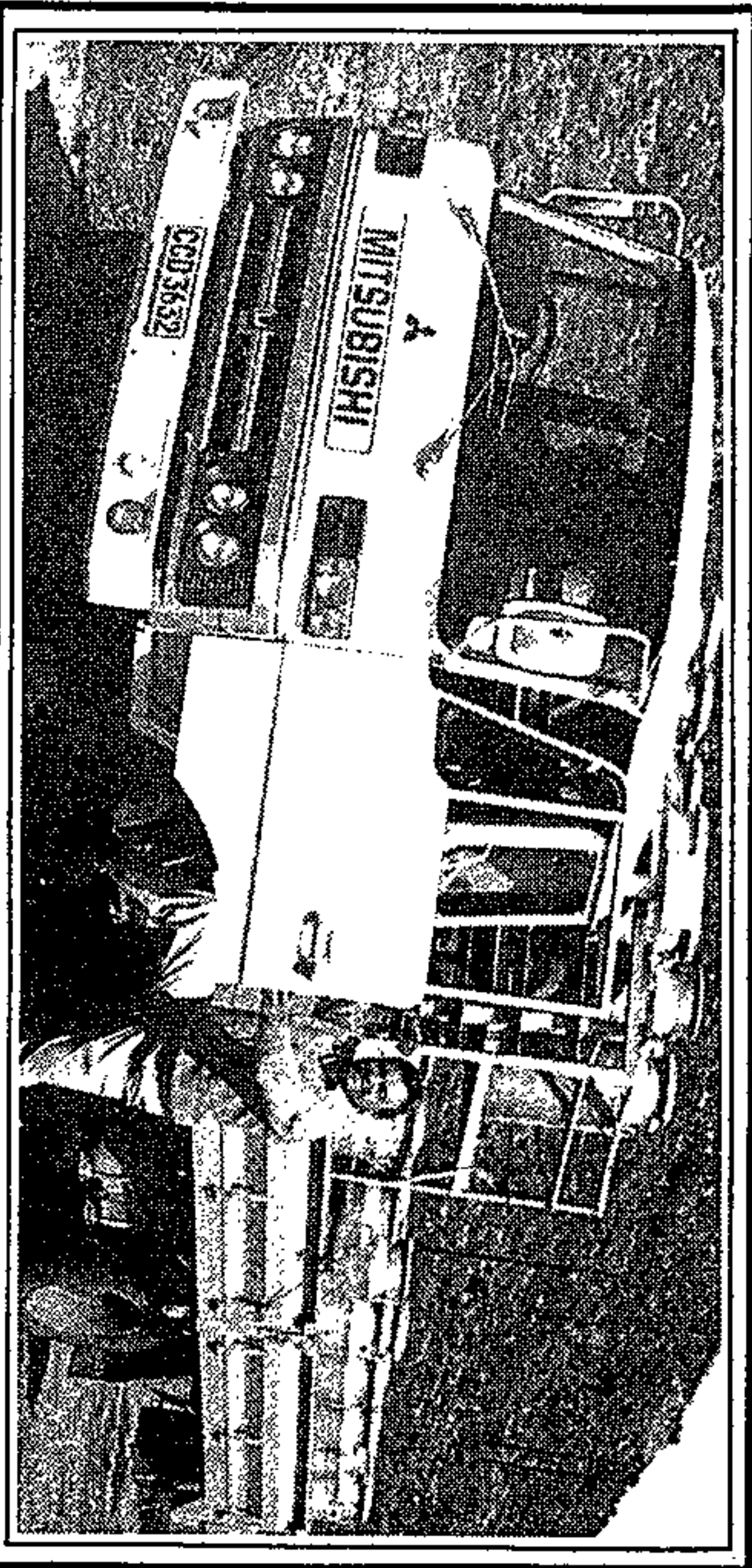
260 SERIES



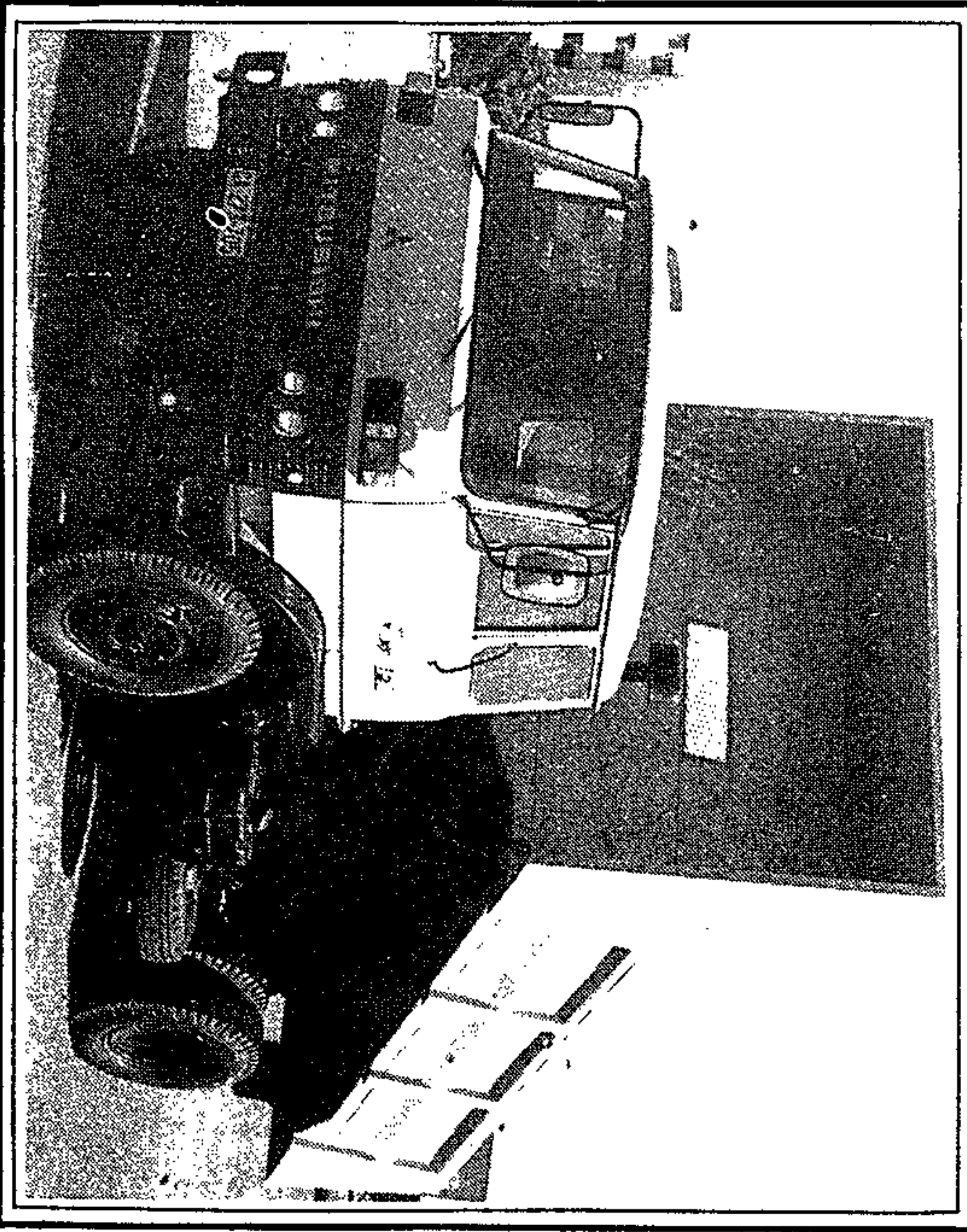
The big value-for-money trucks



Porter Sigma Group joins the heavy truck brigade



The Mitsubishi FK 115 six-tonner.



The Mitsubishi FM 215 F tipper.

THE acquisition of the Mitsubishi heavy vehicle franchise for the Western Cape represents a further strengthening of the Group's product range.

Porter Sigma is now trading at six branches from Cape Town to Worcester, thus the distribution is comprehensive. Porter Sigma now covers the entire Peninsula, northern areas and the Boland which enables it to bring sales and service facilities to clients in close proximity to their respective business locations.

Directing the heavy vehicle division is Mr. Arthur Lefevre who has had more than 20 years' experience in the heavy trucking field in which he has covered all aspects including sales, service, parts and in more recent years overall administration.

Assisting Mr. Lefevre is Mr. Neill Fischer, the general sales manager of the heavy vehicle division. Born and educated in Bioertfontein, Mr. Fischer has spent the last 11 years with heavy vehicles and has held senior positions in the parts, service and sales areas.

Covering the Somerset West, Strand and Grabouw areas is Mr. Neil Pittaway who is based at Porter Sigma, Somerset West. He has had 10 years with heavy trucks in Zimbabwe.

Mr. Alfie Gabb, based at Porter Sigma Bree Stree, covers Cape Town central and industrial areas.

Mr. Geoff Perkins is responsible for sales in the Bellville industrial areas. He has also had several years' experience with heavy trucks and prior to joining Porter Sigma was on the marketing side of Sigma Power Corporation at the time when Mitsubishi Heavy Vehicles were launched in the republic and dealers appointed throughout the country.

In the Paarl district Mr. Frans du Plessis is in charge of sales where knowledge of trucks and the local farming and industrial community stands him in good stead.

Sales in the Worcester district are currently being handled by Mr. Fischer pending the appointment of a sales representative for that area.

Model range

The four models currently available are:

The FK 115J is an addition to the range. It is a freight carrier powered by a six cylinder diesel engine with a 94 kw maximum output at 3 000 rpm. Payload is 5 000 kg maximum body length 5 710 mm and manual steering and transmission. The FK 115K is a 6.5 tonner powered by a similar six-cylinder diesel engine with a 94 kw maximum output at 3 000 rpm. Body plus payload is 7 655 kg, maximum body length is 6 620 mm with manual steering and transmission.

The FM 215L is also a freight carrier but has a more powerful six-cylinder diesel engine with a maximum output of 101 kw at 3 000 rpm, a payload of 2 015 kg and a body length of 6 620 mm. Steering is also power assisted with a manual five speed transmission.

The FM 215F is a tipper powered by a similar six-cylinder diesel engine with 101 kw maximum output. Body capacity is 5.3 m³ and a payload of 9 350 kg.



Mr. Neill Fischer



Mr. Arthur Lefevre

Pick-ups assembled under contract

SIGMA Motor Corporation is marketing a range of four basic light commercial vehicles in 1981. These are the Mazda B1600 and B1800 pick-ups and the Mazda E3000 and Canter three-tone diesel trucks. All these vehicles are assembled under contract by Leyland South Africa, as Sigma requires the full production capacity of its plant at Sigma Park, east of Pretoria, for passenger car manufacture.

Sigma, along with the other local motor companies, has re-evaluated its commercial vehicle range in line with phase five of the Government's local content policy. Sigma has rationalized its LCV range by discontinuing the half-ton Mazda F1300, the United States-sourced Dodge D100, D200 and D300 light trucks, the petrol-engined Mazda 2000 and the Peugeot 404 pick-ups, because the relatively low sales volumes of these models did not warrant heavy tooling investment.

The Mazda B1600, in its current revised form, was introduced on the South African market in the latter part of 1977 and was subsequently improved last year.

The current Mazda B1600 was developed from the original B1600 of 1971, which provided a reliable workhorse in South Africa. The basic concept of four-cylinder overhead camshaft engine, four-speed gearbox and sturdy, truck-type separate chassis has been maintained. However, the restyled cab, introduced in 1977, provided more space and up-to-date appearance.

The B1600 was joined by a long wheelbase version, the B1800, in 1978. Both vehicles are one-tonners, with the B1800 offering almost 300 mm longer load space and a larger capacity engine providing more power and torque.

Both Mazda B1600 and B1800 are offered with standard pick-up bodies and they are available also in chassis/cab form for the fitting of special bodywork. The B1600 is also offered with a dropside body. Last year Sigma introduced

significant improvements to both the Mazda B1600 and B1800 LCVs. As a result of demand monitoring of customer comment and criticism, Sigma was able to offer a superior vehicle.

Items that attracted criticism in the past were the single skin load box and the vulnerable position of the tail lights. As well as the tailgate catch mechanism, a new, locally-designed and manufactured double skin box with improved tailgate locking mechanism is now fitted and the taillights, which were moulded into the rear corners of the load box, are now separate and mounted below the tailgate for maximum protection.

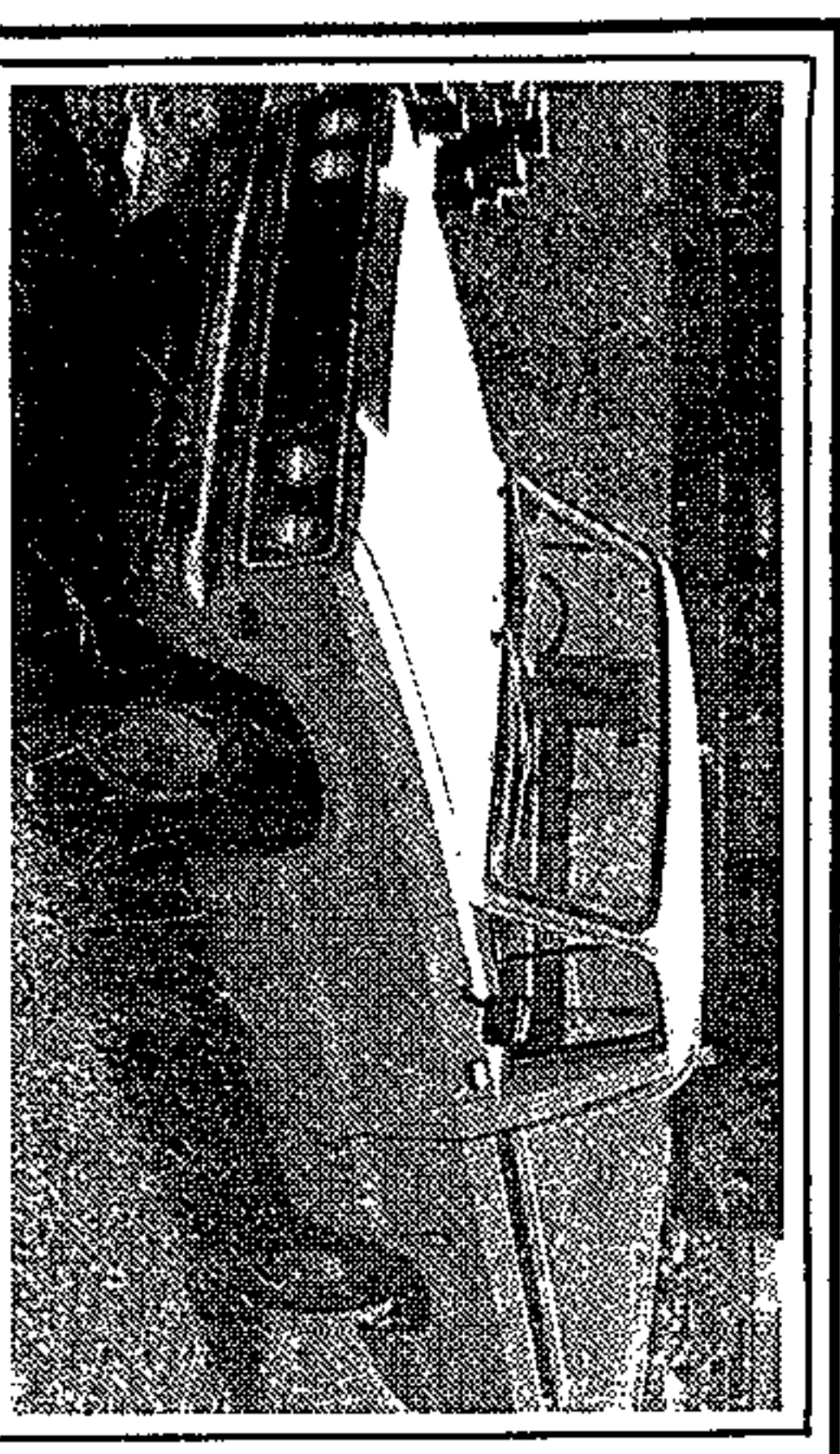
The heavy brake pedal pressure, which attracted a fair amount of criticism, has been improved. The powerful diesel engine fitted to the Mazda E3000 is an

year. It has made a tremendous impact on the market and demand continues to outstrip supply.

This is presently the only commercial vehicle marketed by Peugeot dealers in South Africa, as the long-running Peugeot 404 pick-ups are no longer in production. However, Sigma's product planners are continually investigating and evaluating commercial vehicles from Sigma's source companies — Toyota, Koyo (Mazda), Mitsubishi, Chrysler, Peugeot, Talbot and Citroen — for suitable vehicles to increase the size of the commercial vehicle range offered by Peugeot and Canter dealers.

First introduced in 1963 as the T720, the Canter has undergone many changes and improvements in its 17-year lifespan, with the current range being particularly significant, as it introduced the era of the wide cab among Japanese manufacturers of three-ton trucks.

The Canter is a premium truck and offers advantages over its rivals in most important respects. The Canter has the biggest engine in the class (3.31), which is also the most powerful in terms of power and torque, the longest cargo space, the highest payload, the longest wheelbase, the widest track, the biggest fuel tank and the Canter is the only vehicle in the class with an exhaust brake as standard.



Sigma's engineers, together with visiting product engineers from Mitsubishi, subjected the Canter to extensive durability testing in South Africa before the Canter was marketed. The Canter was marketed. The Canter is the only vehicle in the class with an exhaust brake as standard.

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VPZ 441S 38 TON GCM TRACTOR. TURBOCHARGED PROFITPOWER.

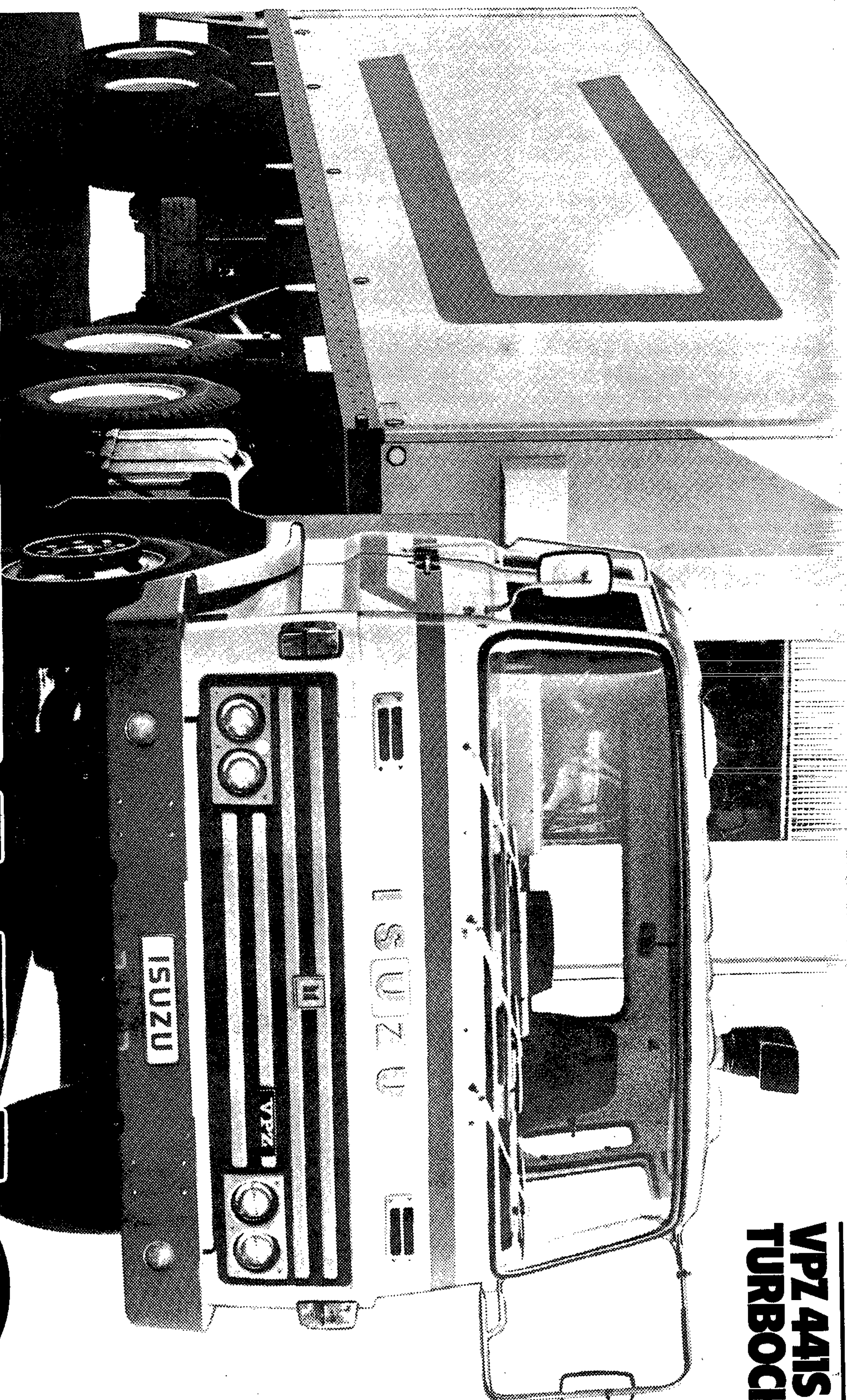
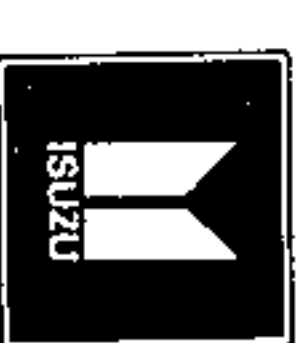
Good news for the beefy end of the truck market. Isuzu has brought in their biggest competitor yet. Isuzu VPZ 441S. A turbocharged 6 x 4 tractor that hauls up to 38 tons, no sweat. And because it's turbocharged, it minimises power loss at high altitudes, making the VPZ totally suited to long hauls. As further evidence of its Big Rig qualities, just look at VPZ's cab, handsomely equipped with controls and instruments and with more than adequate sleeper space. The suspension seat is easily adjusted for height and rake for optimum comfort and minimum driver fatigue. Brakes are full air dual circuit service brake with auxiliary exhaust brake. The parking brake is spring-operated on all four rear wheels. Obviously in a truck this big and this modern you're going to have tons of questions no advertisement will be able to answer. However, your General Motors dealer is waiting with the information you need. Give him a call and let yourself in on Isuzu turbocharged profitpower.

ISUZU HAS A TRUCK FOR EVERY APPLICATION.

The Isuzu range is wider than ever before, so contact your Isuzu truck specialist at the nearest General Motors dealer and get him to help you choose the one that'll save you the most money.

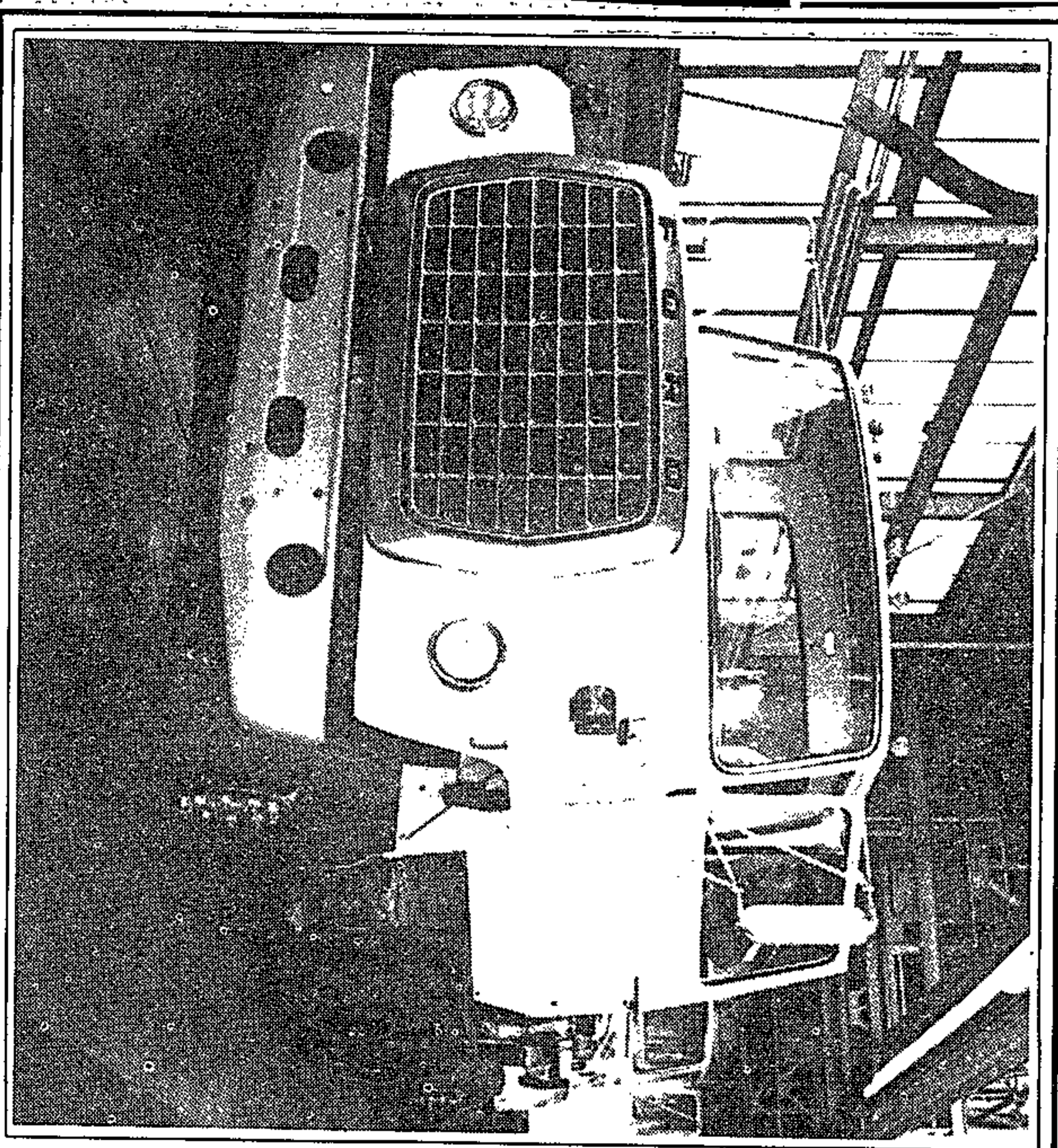
| FREIGHTERS | | TIPPER/TANKERS | |
|--------------|------------|-------------------|------------------------|
| | Payload | | Payload |
| TLD 24 | 2 Ton | TLD 44 | 2 Ton |
| TLD 44 | 2½ Ton | *TLD 45 | 7½ Ton |
| TLD 54 | 2½ - 3 Ton | *TLD 55 | 7½ Ton |
| SBR 422 | 5 Ton | JCR 360 | 7 Ton |
| SBR 422B | 6½ Ton | SPZ 451 | 12 Ton |
| *TLD 45 | 7½ Ton | MECHANICAL HORSES | Drawing Train Capacity |
| *TLD 55 | 7½ Ton | JCR 360 | 21 Ton |
| JCR 500 | 8 Ton | SPR 361/361S | 32/38 Ton |
| SPZ 581/581S | 14 Ton | VPZ 441S | 38 Ton |

*Normal Control



ISUZU BIG RIG

KEEPS YOUR LOAD ON THE ROAD, 24 HOURS A DAY, 7 DAYS A WEEK.



● Ford Motor Company's Louisville extra-heavy trucks.

McCarthy talks a Truckman's language

Trucking is our territory. At Epping McCarthy offer you the largest range of medium and heavy commercial

Specially designed with trucks in mind, our McCarthy Epping facility is recognised as one of

Ford line sets new record

FORD Motor Company achieved an all time record when orders for 45 Louisville extra heavy trucks were received at the end of last year.

This brought the number of orders for Louisville trucks received and processed over a period of three days to 54 units. Mr Pat Killean, Ford's truck marketing manager, said: "Although most orders are for standard production models, a number of these units will be custom-built to meet buyers' specific requirements."

These 54 units will be delivered before December 1, 1981. Mr Killean said he believed the extended fuel selling hours, the lifting of the 70 km/h speed limit and the government's decision to shelve the compulsory 20 percent reduction of fuel supply to bulk users had a stimulatory effect on the trucking industry.

He said the heavy truck market had been depressed since June, but signs of an uplift were seen during the past six weeks. The rise was expected to continue as further stimulatory actions came into effect, he said.

Ford's Louisville truck line, which won the Blue Riband Award, is powered by a choice of NTC 230, NTC 250 or NTC 350 Cummins turbo-charged diesel engines. The line also uses Fuller transmission systems, Rockwell axles and Hendrickson suspensions. It has proved to be ideally suited to South Africa's extremely demanding operating conditions.

THE history of Malcomess-Scania in this country goes back to the early 60s but it was only in 1973 that a properly constituted marketing organisation was formed.

Facing problems with staff on all levels and dealers who operated in name only, the company just could not get off the ground. In 1976 Mr Erno Lehtonen arrived fresh from recent successes in Australia and accepted the challenge of rescuing Scania from the red.

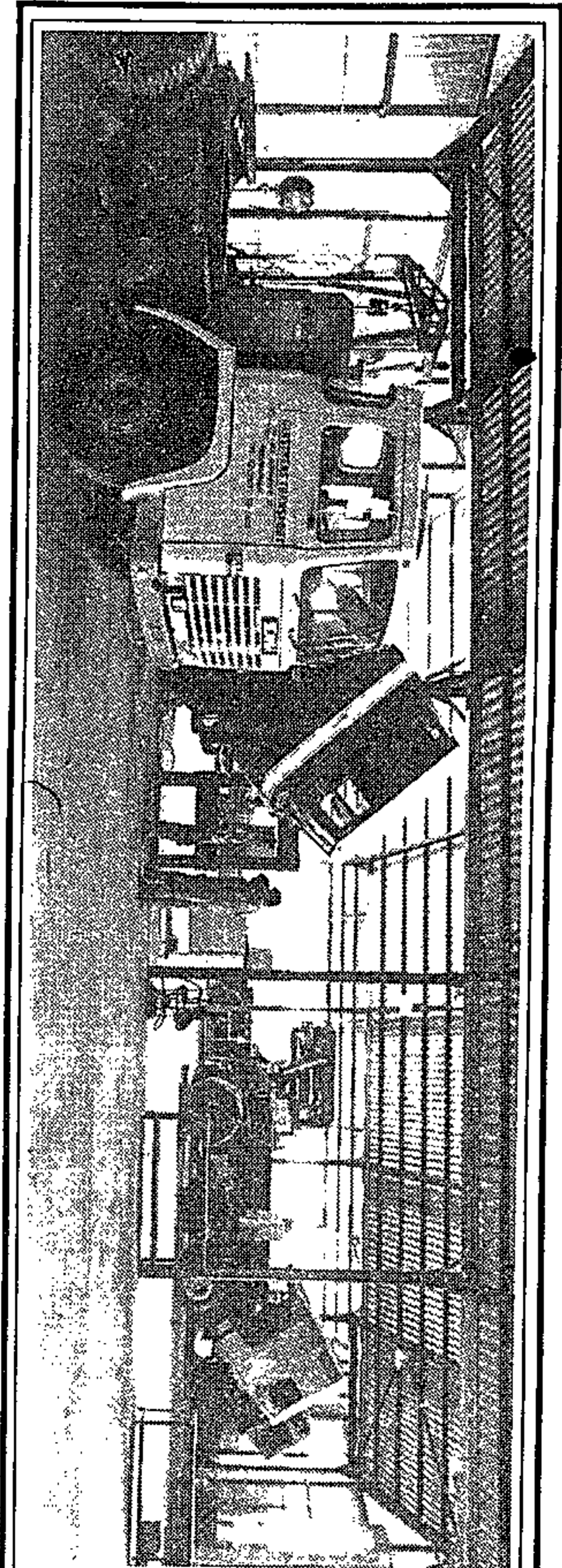
Today Malcomess-Scania have achieved their set target — five percent of the heavy truck market (private). During the past four years Scania have gone from strength to strength. 1979 seemed to be the pinnacle of their success and results were assessed and acknowledged.

Targets for 1980 were set and expected but the ultimate figures have surpassed all expectations, the 1980 bottom line figure being 166 percent more than the 1979 figure. Milestones during 1980 include the passing of the 1979 sales figure as early as September. The opening of the new Pinetown Branch and the development of the soon to be opened Cape Town Branch, the expansion of the Namibian agency, official recognition of Scania training facilities by the Government and the accomplishment of numerous training programmes undertaken by the Scania staff themselves.

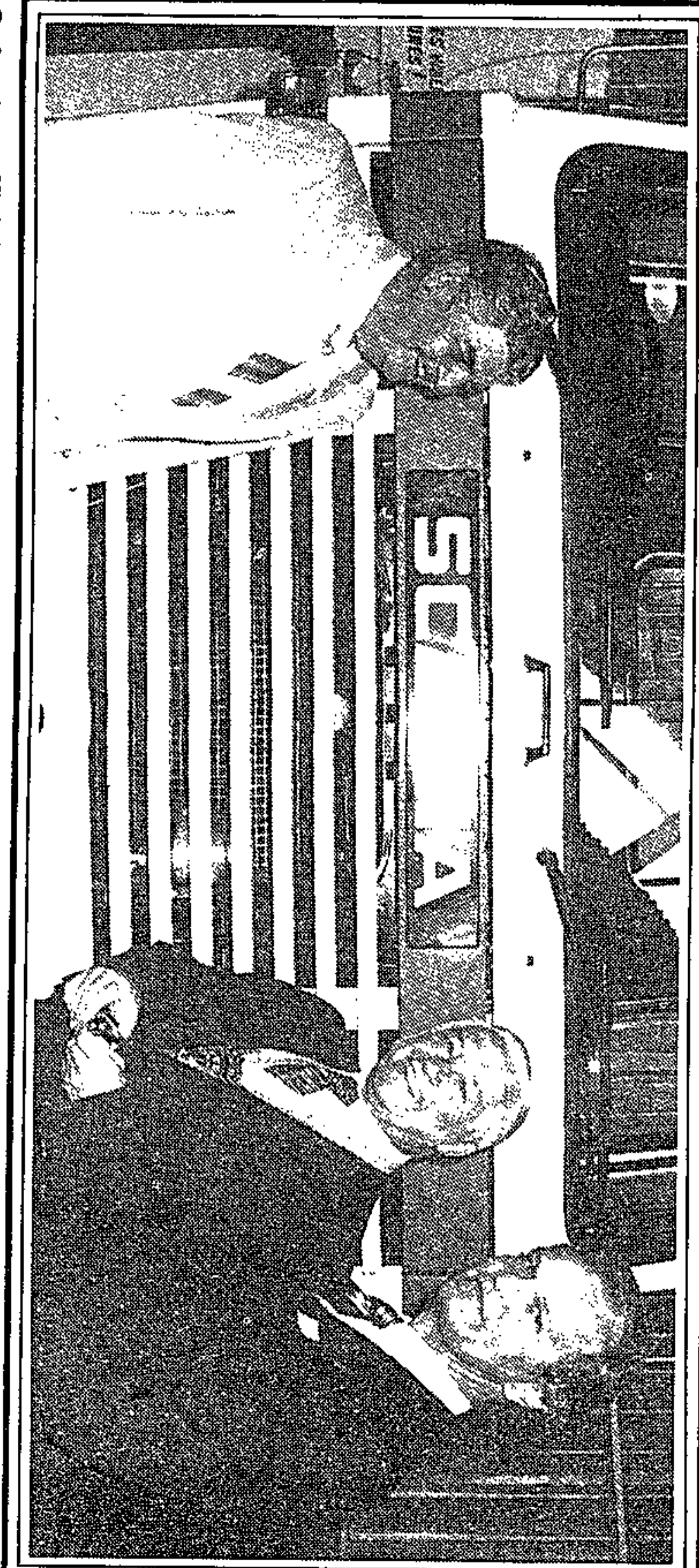
Their plans for 1981 include further development of their expansion campaign and the exciting challenge of re-engineering Scania vehicles to accommodate the locally made engines and power trains. Marketing plans for 1981 cater for an increase in numbers in established Scania fleets as well as further breakthroughs in non-Scania fleets.

The question whether or not Scania is here to stay, has become obsolete. Their tents and their concrete investment in building and property in the Republic ensure the name Scania will remain a part of the local scene. The expected in-

Scania holds 5% of the heavy market



● A view of Scania's workshop at new premises in Bellville.



● At the official opening of the new Malcomess-Scania operation in the Cape, were: Mike Botes, left, general manager, the Mayor of Bellville, Dr Kristo Pienaar and Mr Erno Lehtonen, managing director of Scania in South Africa. Mr Botes has played a large part in Scania's growth in the Cape since joining in 1977 and has achieved record sales.

crease of sales during 1981 is 30 per cent.

An expansion programme embarked upon by Malcomess-Scania during 1980 saw the opening of the new and enlarged premises in Natal plus the extension of their existing South West African branch in Windhoek.

In continuation of their policy of planting roots in South Africa, Scania will be opening their new Cape Town premises in February this year.

Consistently high figures re-

turned by the Cape branch under the management of Mr Mike Botes, influenced managing director Mr Erno Lehtonen's decision to make a concrete investment on the original total area space occupied. Mr Lehtonen will be able to achieve a 100 percent efficiency increase. The increase in open space (125 percent) will ensure room for growth while spare parts and administration will benefit by 40 percent and

50 percent increases.

The Scania success story is old hat in the transport industry but according to Marketing Manager Peter Scott, even bigger success is predicted for 1981.

"Strikes in Sweden during 1980 hampered our sales and prevented us from getting our required numbers. This plus other contributing factors (the prospect of ADE plus a current boom) is prompting people to buy ex-import. This means for

the first time in history we are selling trucks before they even arrive in South Africa!" Most popular vehicle is Scania's biggest and most pricey truck, the LBT 141. With 276 kw power and 1 480 of torque at only 1 300 rpm, the vehicle is one of the most fuel and cost efficient vehicles sold in the republic, especially when taking into account the vehicle's manufacturer's gem of 70 000 kg.

Malcomess-Scania, the company with a 60 percent South African shareholding offers a vehicle with a 27 percent local content. The company does not expect to be seriously affected by the ADE project. Plans for the incorporation of the ADE engine into the Scania vehicle are well advanced but ADE engines, ordered some time ago, have not as yet been delivered. Though Scania support the government programme for self sufficiency, they do believe the cost to the end user will be substantial.

The Scania success story goes on and on and provided Sweden comes up with the goods, this year could yield 31% increase over the 1980 figures.

In Scania's Western Cape team is Mr Mike Botes who has been in heavy transport all his working life. Born in Cape Town, Mike attended the Maitland High School until he joined the Air Force during the Second World War. At the end of the war he went into transport, this time to Northern Rhodesia where he spent 20 years of his life. He arrived back in South Africa in 1966.

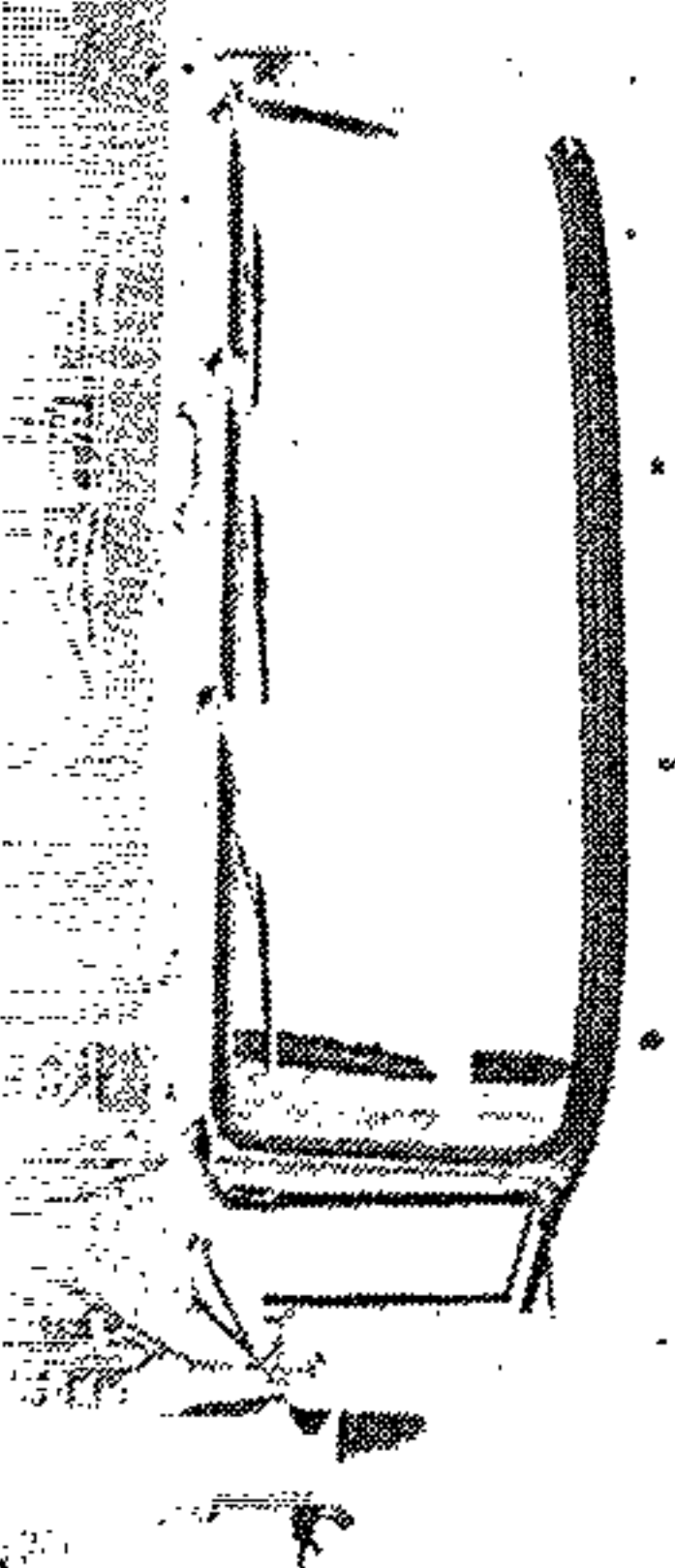
When he joined Scania in 1977, three months had passed without a truck being sold. In his first month he sold what his predecessor had sold in year! He has played a large part in the development of Scania in the Western Cape.

The sales manager, Mr John Young, a qualified Mechanical Engineer (B.Sc. engineering, Loughborough University, England) worked in the transport industry until he joined the army where he reached the standing of Lieutenant Colonel. Return to civilian life meant a return to the transport industry, where he has been ever since.

The service manager, Mr Edmund Punt, a qualified Diesel Mechanic, worked for Scania for two years, left and rejoined them seven years later.

Parts manager Mr Cyril Krapp has been in spares for the past 15 years and has been with Scania for the last four.

HINO POWER

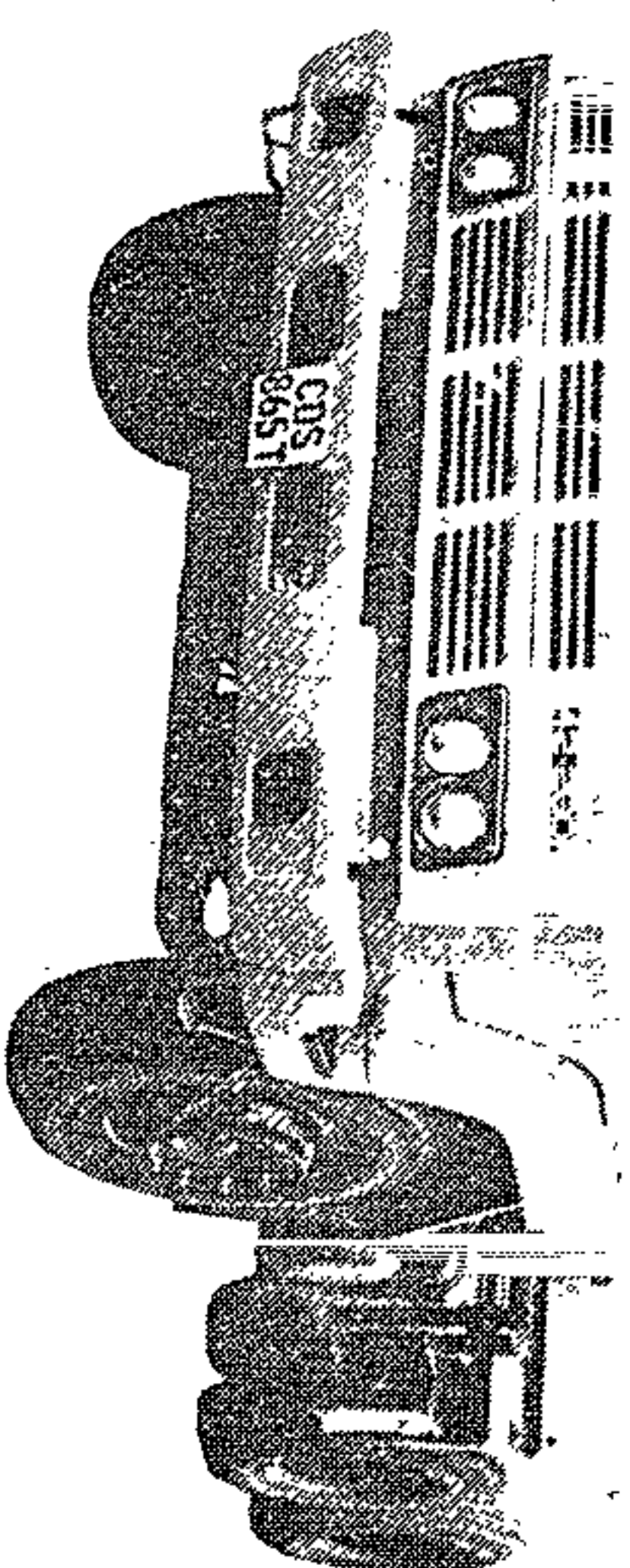


buses in South Africa. service centres any-
And it's backed by where, with facilities
international calibre to handle up to
service. 75 tonnes.

For fleet sales or single unit transactions,
McCarthy are the men to meet if you plan to
keep your transport problem-free.



For Mercedes-Benz
McCarthy Epping
Bofors Circle
Epping Industria
Tel. 546131



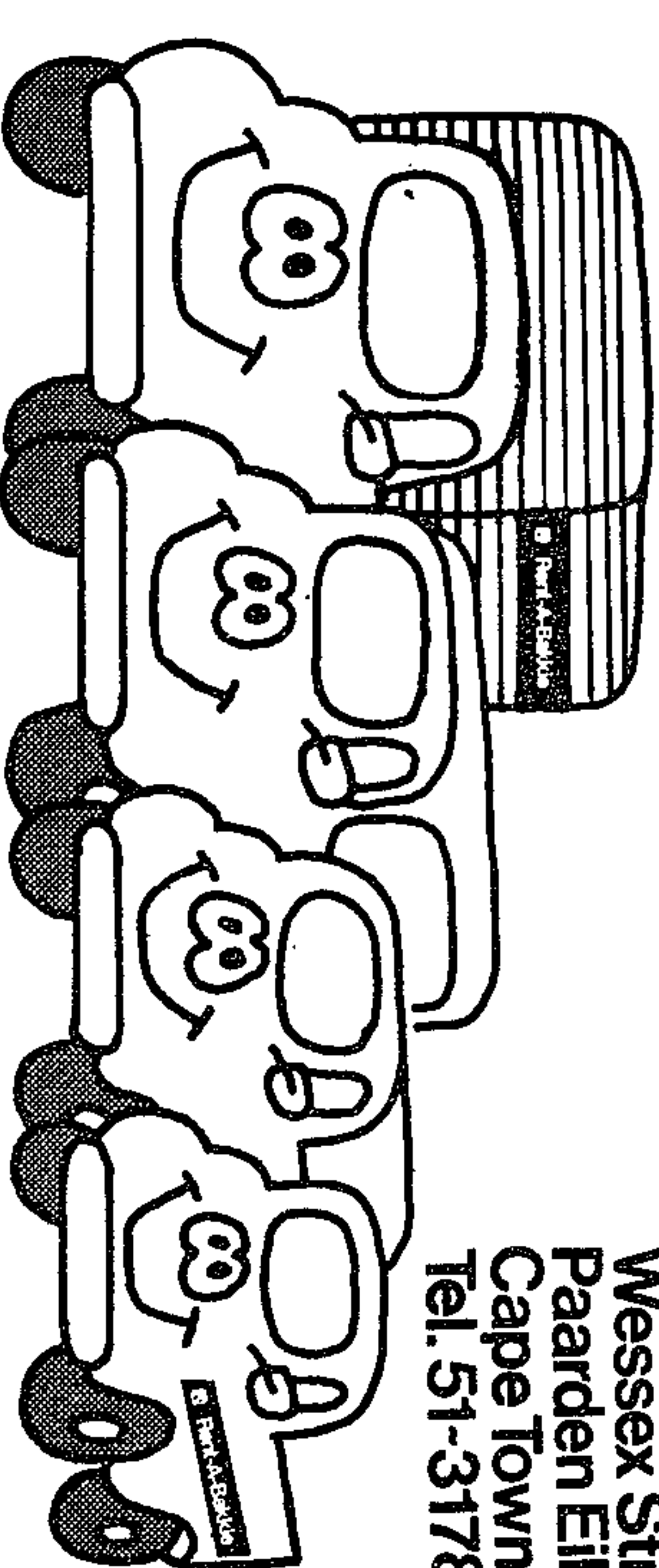
**SEE OUR RANGE OF TRUCK,
TRACTORS AND FREIGHT CARRIERS
UP TO 188 KW AND GCM OF 42 000 kg**

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ATKINSON'S

TRUCK DIVISION

400 VOORTREKKER ROAD, PAROW
PHONE 92 7030



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Paarden Eiland
Cape Town
Tel. 51-3178



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We're in the
Yellow Pages

In front of you:

**a computer designed
instrument panel and 750
kilometres of road.**



Porter Sigma introduces the
ultimate in Japanese Heavy Duty
Engineering, Mitsubishi.

The truck that takes into
consideration not only a massive
load in heavy duty situations, but also
has a computer designed cabin
which takes into consideration the
comfort of the driver. A reassuring
thought when you've got tons of
material to deliver on schedule, and
sometimes under extremely
hazardous and trying conditions.
And most reassuring of all is
knowing that every Mitsubishi truck
comes with a complete and
comprehensive Parts and Service
back-up. Just one of the reasons why
Mitsubishi chose Porter Sigma.
Mitsubishi. It takes a load of tons in
the back without pounding the man
up front.

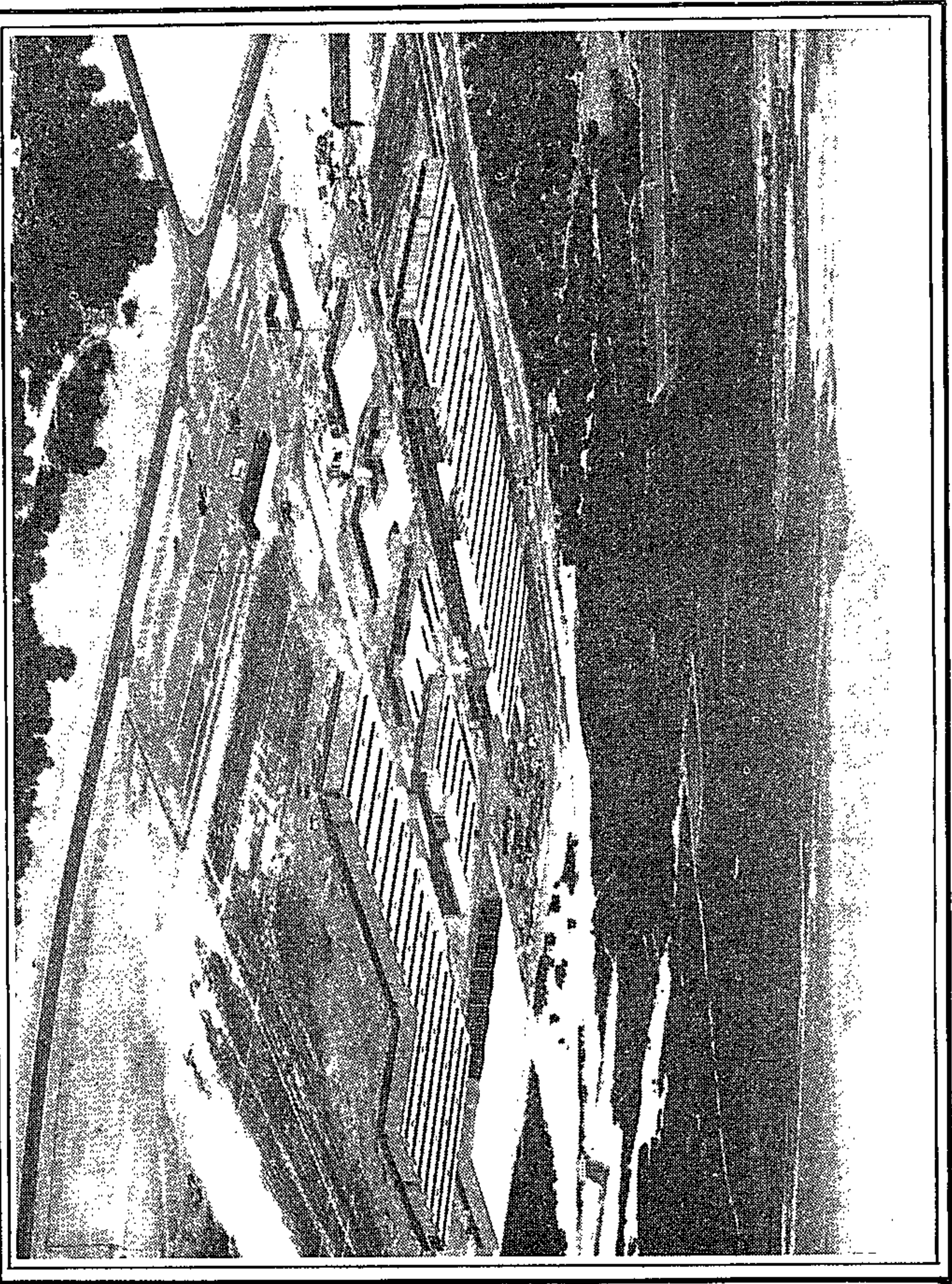
FK 1151
5 TON FREIGHT CARRIER.
FK 115 K
6 TON FREIGHT CARRIER.
FM 215 F
8 TON 5.0 CUB. METRE TIPPER.
FM 215 F
8 TON FREIGHT CARRIER.

**And eight tons of
Mitsubishi plus the
complete Porter Sigma
service and parts
back up, behind you.**

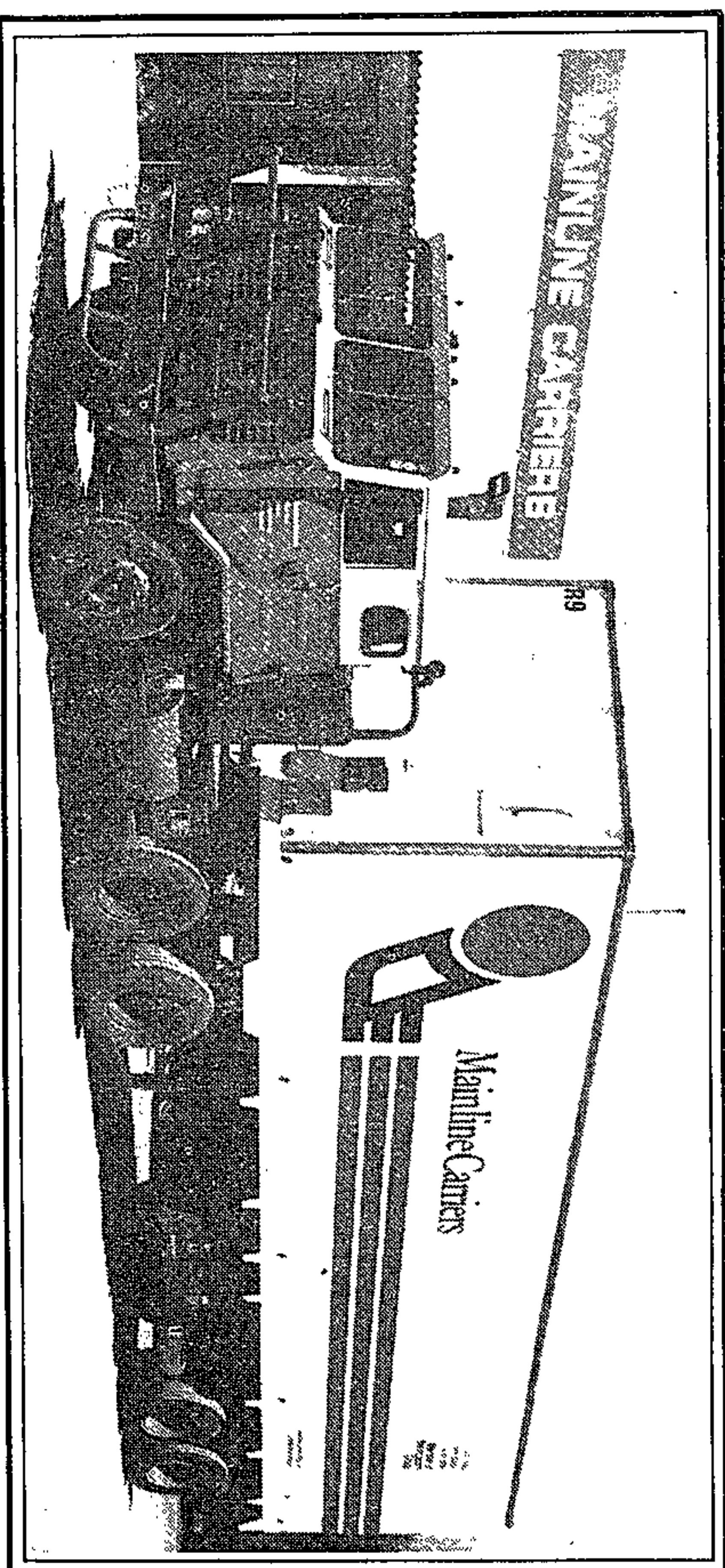
See Mitsubishi at

Paarden Eiland—511201 Bree St.—216220 Bellville—976961 Somerset West—27000
Worcester—22220 Paarl—21861 Rondebosch—694711.





● An aerial view of the Atlantis Diesel Engine plant with Table Mountain in the background.



● A new 290 HP 'S' series Caterpillar powered Oshkosh truck tractor.

Oshkosh
the best

take the road to...
trouble free truckin'

MAINLINE carriers have purchased 14 new 350 HP Caterpillar powered Oshkosh truck tractors, Model E146 T350, and five S134 T290 to complement

Mack just keeps going

MORE than 16 years ago a group of American engineers visited the Lamberts Bay area of the Cape to investigate local road conditions and advise the Lamberts Bay Canning Company on their trucking requirements.

That same year two Mack B 61 S trucks were imported from America. These trucks were powered by Lenora engines and designed for South African conditions.

Lamberts Bay Canning Company bought both units which were delivered to the Cape Town docks in knock down kit form. Engineers and technicians from the company assembled the trucks on the quayside.

Late in 1954 they were put into operation, lugging 15-ton loads of frozen lobster from Port Nolloth and Hondeklip Bay to Cape Town.

For the next 16 years one of these Macks — fleet No 284 — travelled this run twice a week. Much of the trip was across rough gravel roads that were often in a poor condition.

Mr M Visser, who is still employed by the Lamberts Bay Canning Company, drove the Mack for more than 400 000 km. During that time the only repairs were:

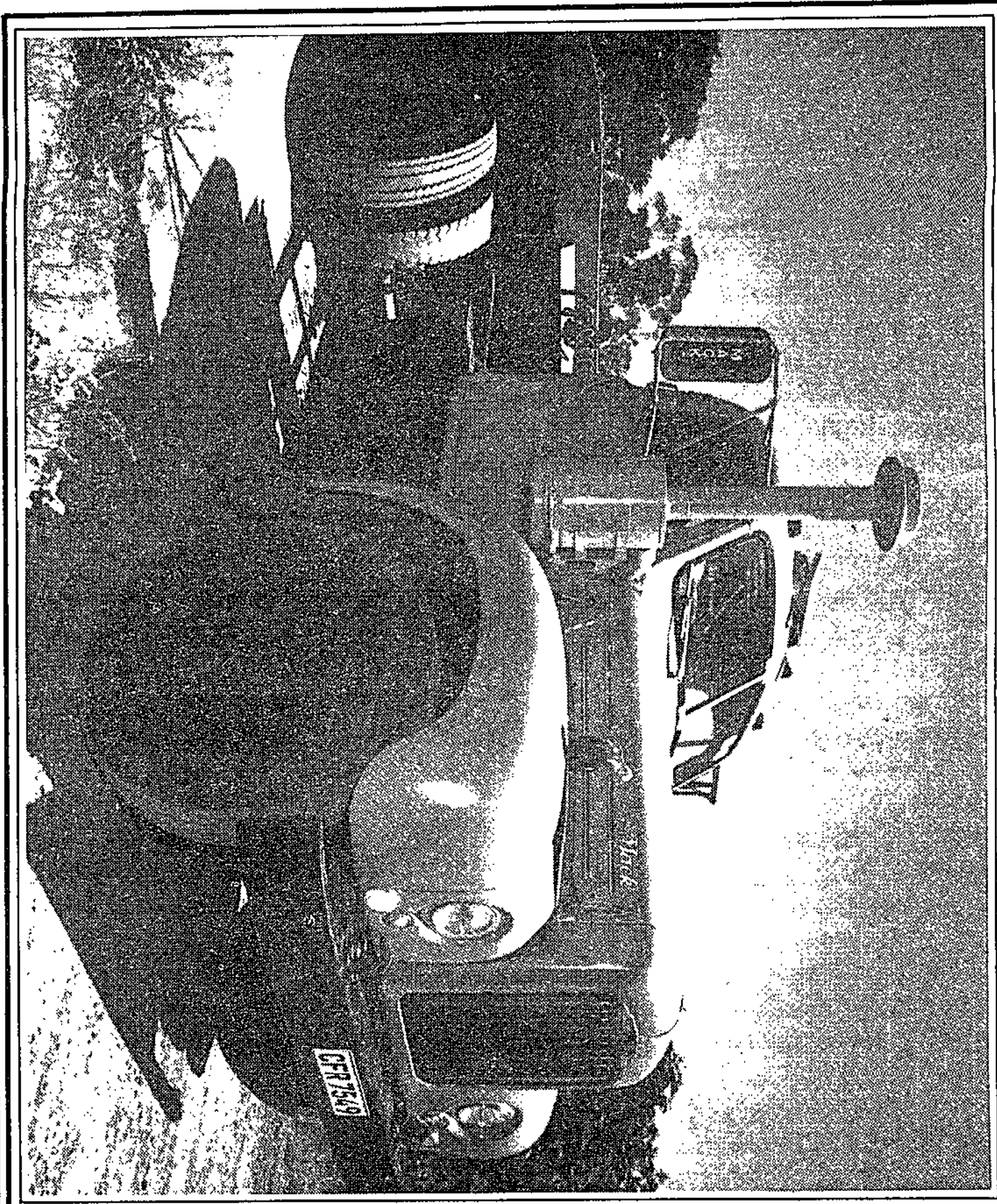
- Two radiators re-cored.
- Two clutch release bearings replaced.
- Two starter armatures repaired.
- One generator armature replaced.

This truck was eventually traded in to Sigma Power Corporation, Bellville, on a 1980 model Mack. It had done more than 840 000 km.

Sigma Power repainted it, overhauled its engine compressor and sold it to Peach Plant Hire.

The truck is now being used to transport heavy earthmoving equipment throughout the Peninsula. It has not had any major overhaul as yet.

This unit was also sold to Peach Plant Hire and is being used to supply parts to the other unit when and if necessary.



INTRODUCING: MERCEDES-BENZ 1417

Now the biggest range of heavy duty trucks in South Africa goes one bigger, with the introduction of the Mercedes-Benz 1417.

This efficient new unit has a full, forward control cab, with all the resulting advantages:

Optimum weight distribution, and thus the maximum legal payload. Ideal body length. Improved

wheel base version for maximum volume operations.

Standard dry-type air cleaner permits easy servicing and ensures long engine life.

Full forward control tilt cab allows easy access for maintenance and service.

Full synchromesh gearbox reduces driver fatigue, increases

Standard power steering improves driver control with maximum front load axle loads.

Air assisted dual circuit brakes, with load sensing, give optimum braking pressure whether truck is fully laden or empty. Engine exhaust brake provides added safety.

Standard 1100 x 20/14 ply tyres, for maximum tyre life and excellent

Mainline carriers are part of the Intracom Group, which is believed to be the biggest privately owned refrigerated public hauler company in South Africa. It is the only long distance transportation company with branches in all main centres.

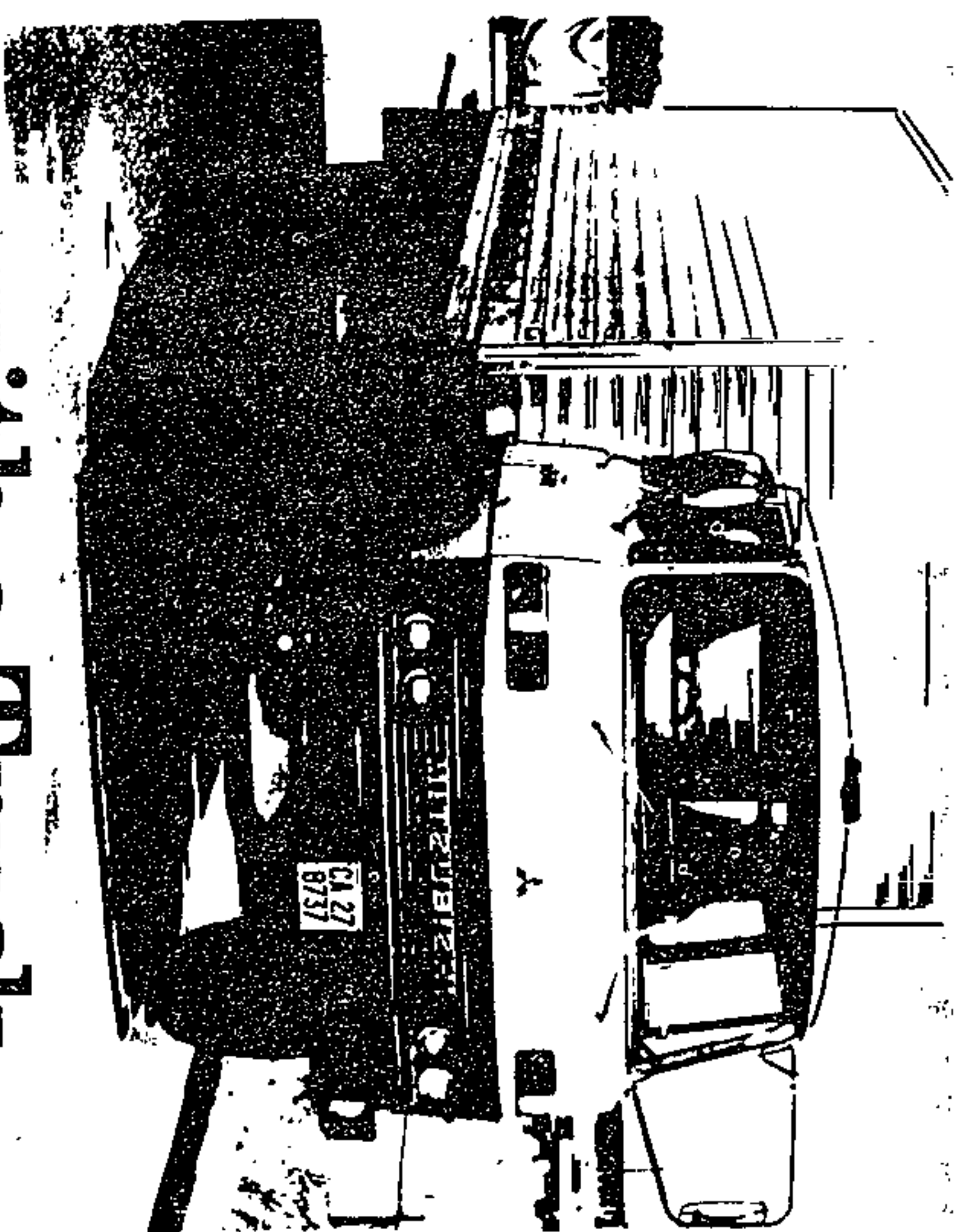
After extensive tests the Oshkosh 350 HP truck tractor, with its Caterpillar engine, was found to be the most economical of its size on the market and the best performer.

Operating with a 30 ton payload or a gross combination mass of just under 50 000 kg, the average fuel consumption is 55 l/100 km, fully-laden both ways.

The 290 HP Oshkosh, operating with a 22.5 ton payload, or a gross combination mass of 38 800 kg, returns a favourable fuel-consumption figure of 47 l/100 km.

Mr Ian Kleinhans, Director of Mainline Carriers, said: "We purchased the 290 HP Oshkosh for pulling 12½ m semi-trailers for our refrigerator operation. They are used to transport commodities such as meat, fruit, fruit juices, and ice-cream between Cape Town, Port Elizabeth, Durban, Johannesburg and Windhoek.

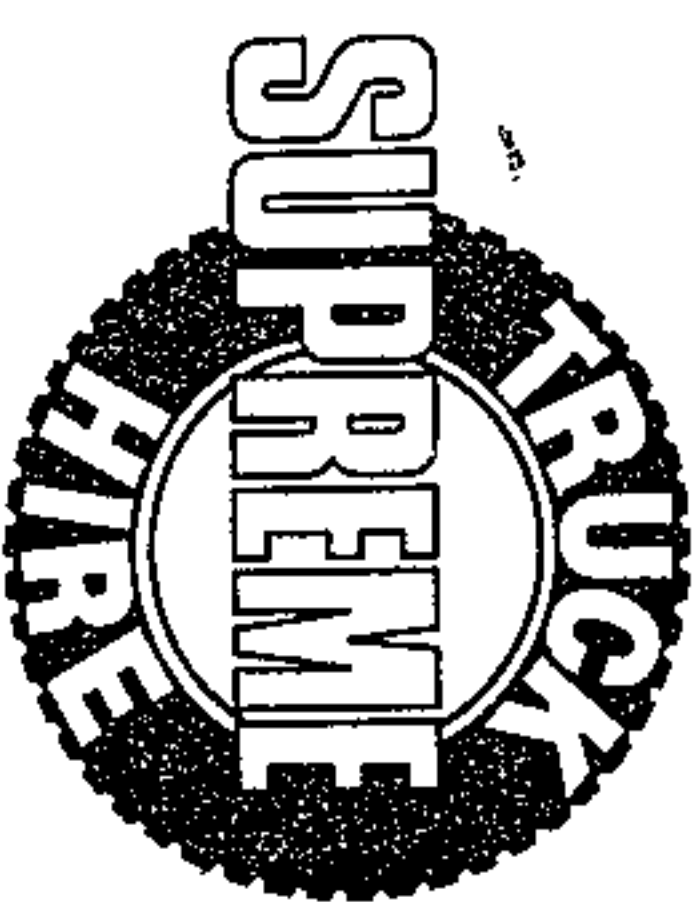
"The 350 'F' series will be used for pulling our combination rigs," he said. "These consist of 9.2 m semi-trailers and 6.1 m trailers for bulk container loads of a wide range of commodities for which we hold special permits.



With a Truck Replacement Scheme

Your driver belongs in his seat and with a Truck Replacement Scheme he does just that — even during those inevitable visits to the workshop.

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BEFORE YOU SIGN THAT TRUCK DEAL... SEE THE NEW ISUZU RANGE!

THE NEW IMPROVED RANGE OF ISUZU WITH REDESIGNED CABS INCLUDES...

| | | |
|---|--|---|
| TXD 45 TIPPER/TXD 55 FREIGHT CARRIER New improved cab design, 106 kW 6BD1 engine, MBD5B gearbox, more power, better fuel consumption. | SPR 361 (Replaces VPR) 4 x 2 Mechanical horse/off road tipper, 9-speed direct Fuller RTO 9509 gearbox. | SP2 4415 6 x 4 Mechanical horse, Turbo E120 engine, 202 kW power, 9-speed Fuller gearbox. |
| SPZ 451 TIPPER/SPZ 551 FREIGHT CARRIER , 9-speed direct Fuller RTO 9509. | JCR 360 - Short-wheelbase version of the JCR 500 - Tipper/Mechanical horse with 2-speed rear axle. | SBR 422 B Increased G.V.M. version of SBR (10500 kg) |

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ISUZU — A NEW FORCE TO BE RECKONED WITH!



Additionally, with the deep wind-screen the driver has a 27° downward vision, making his job easier and, in heavy traffic, safer.

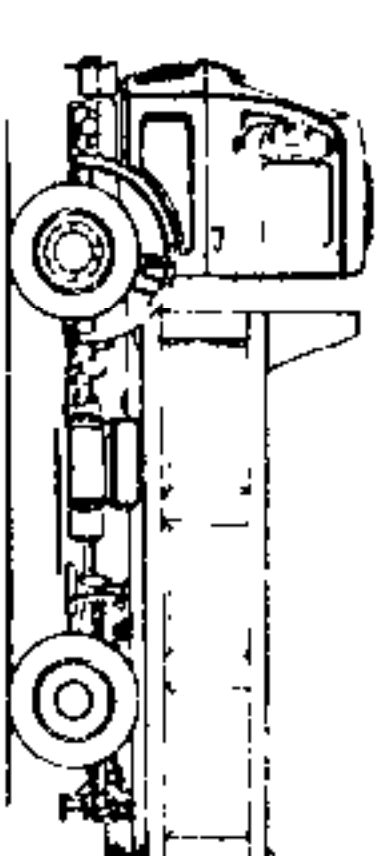
Due to its turbo-charged engine, the proven OM352A, the Mercedes-Benz 1417 has the right power to weight ratio and performs equally well at high altitudes as at the coast.

Noteworthy specs include:

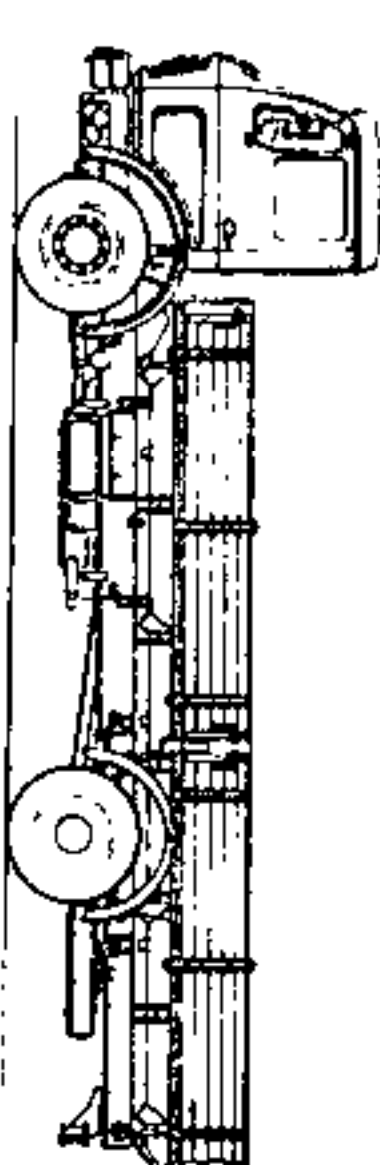
High GCM of 22 000 kg, making it attractive for normal trailer operation.

Truck/Tractor version has a 9 speed synchromesh gearbox with a torque capacity to provide an increased GCM of 28 000 kg.
6 000 kg front axle permits maximum legal loads.

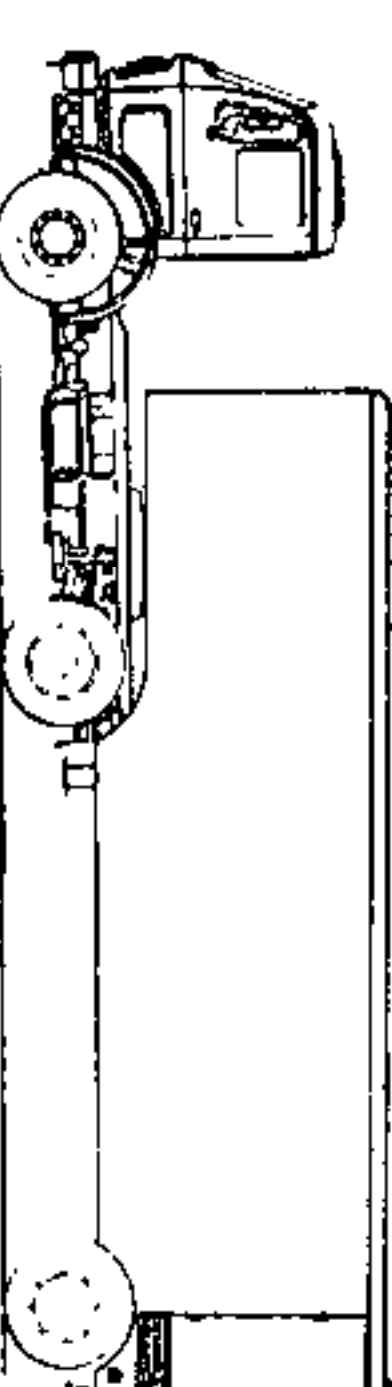
Also available in a special 5,2 m



1417K Tipper
GVW 14 500 kg, GCM 22 000 kg,
Wheelbase 3 200 mm.

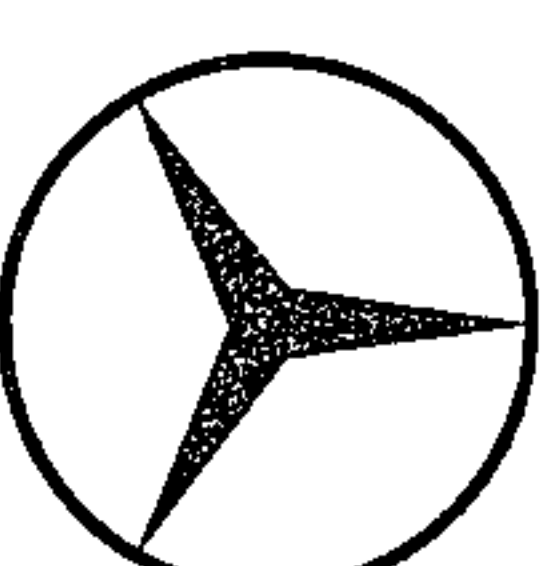


1417S Truck/Tractor
GVW 14 500 kg, GCM 22 000 kg,
Wheelbase 4 800 mm and 5 200 mm.



1417S Truck/Tractor
GVW 14 500 kg, GCM 28 000 kg,
Wheelbase 3 200 mm.

The 1417 has another important advantage for the fleet operator. Being a new generation Mercedes all major components are built according to the "Unitised Construction Principle". You benefit through interchangeability of parts and common servicing procedures. For full specs on this excellent new truck, speak to your Mercedes-Benz dealer.



GET MERCEDES-BENZ WORKING FOR YOU.



General Representatives for Daimler-Benz AG in South Africa: UCDD (Pty) Limited, PO Box 1717, Pretoria 0001.
Over 100 sales, service and spares establishments right around South Africa.

We need better drivers says minister

HUMAN error was responsible for 77 percent of the more than 40 000 accidents in which heavy vehicles were involved last year, and indication that increasing attention should be paid to driver training, the Minister of Transport, Mr Hendrik Schoeman, said in Pretoria recently.

Mr Schoeman presented trophies to the country's five top heavy vehicle drivers after the NRSC's "Driver of the Year" competition. The champions in five different categories were selected and they will represent South Africa at the international "olympiad" for heavy vehicle drivers in Madrid next year.

The Minister said that improved driving techniques following thorough training did not only save fuel but also played an important role in the prevention of accidents. Last year more than 3 500 people were killed or injured in heavy vehicle accidents and the cost resulting from these accidents exceeded R116 m.

He expressed his satisfaction that twice as many drivers entered in this year's "Driver of the Year" competition, which is an indication of a definite new awareness in the trade of the value of training. He added that the driver training scheme of the Trade Board's training centre at Krugersdorp became relevant once more. They found that of the approximately 4 000



The Minister of Transport, Mr Hendrik Schoeman.

HOW WE CRACKED THE BIG LEAGUE

Louisville has cracked the big league.

In 1976, we put eight demonstrators on the road.

In 1977, Ford Louisville dealers sold 108 units.

For 1979, the number was 198, and last year, it rocketed to 288.

What's the reason for Louisville's success?

There and back without a problem, day in, day out.

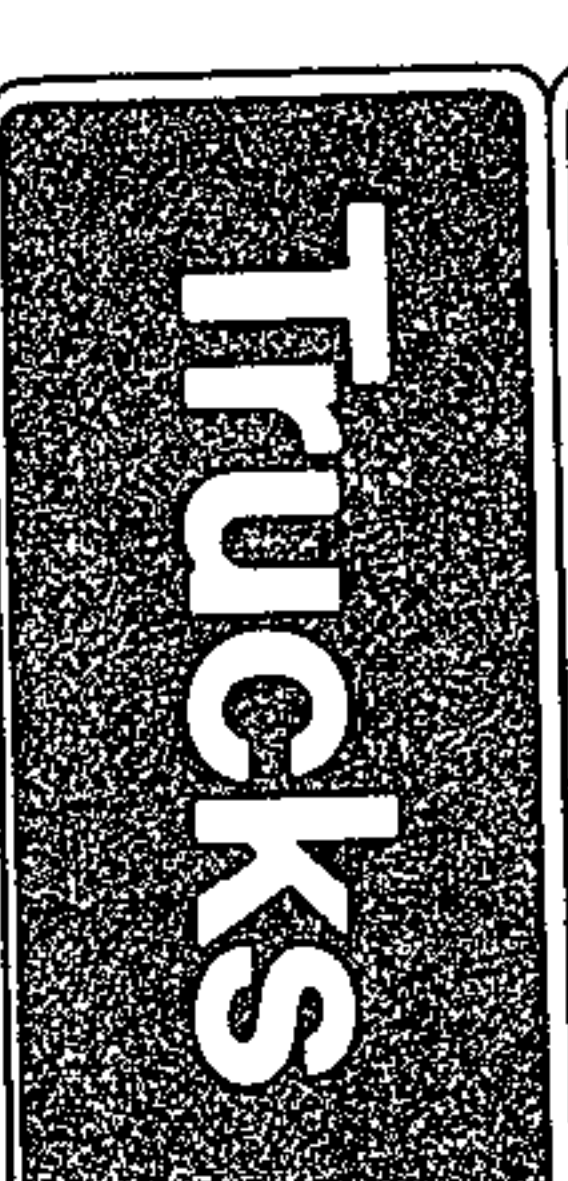
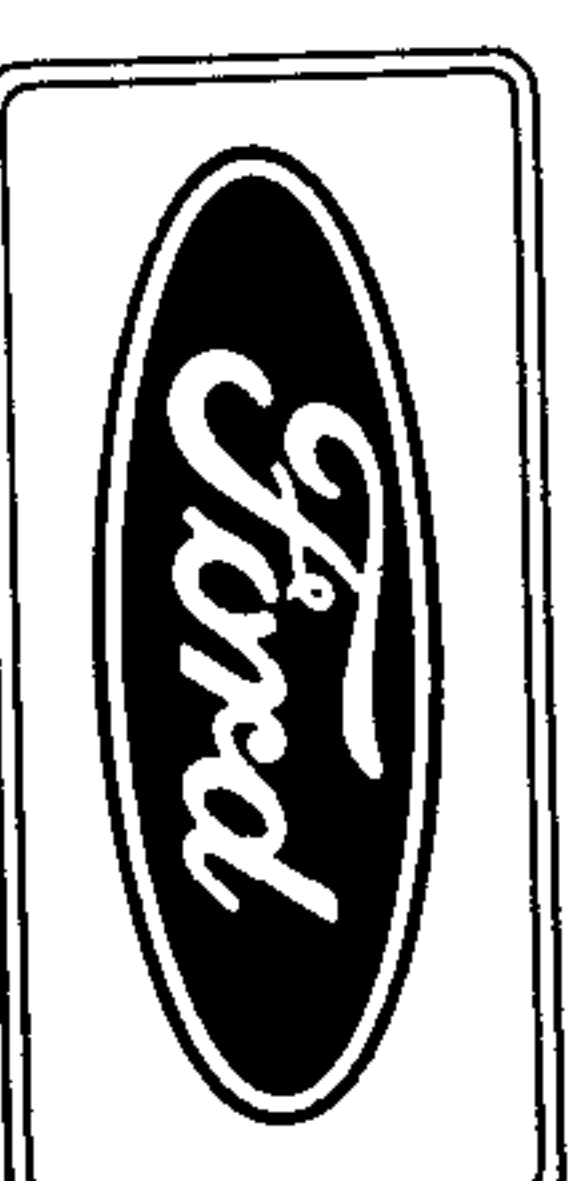
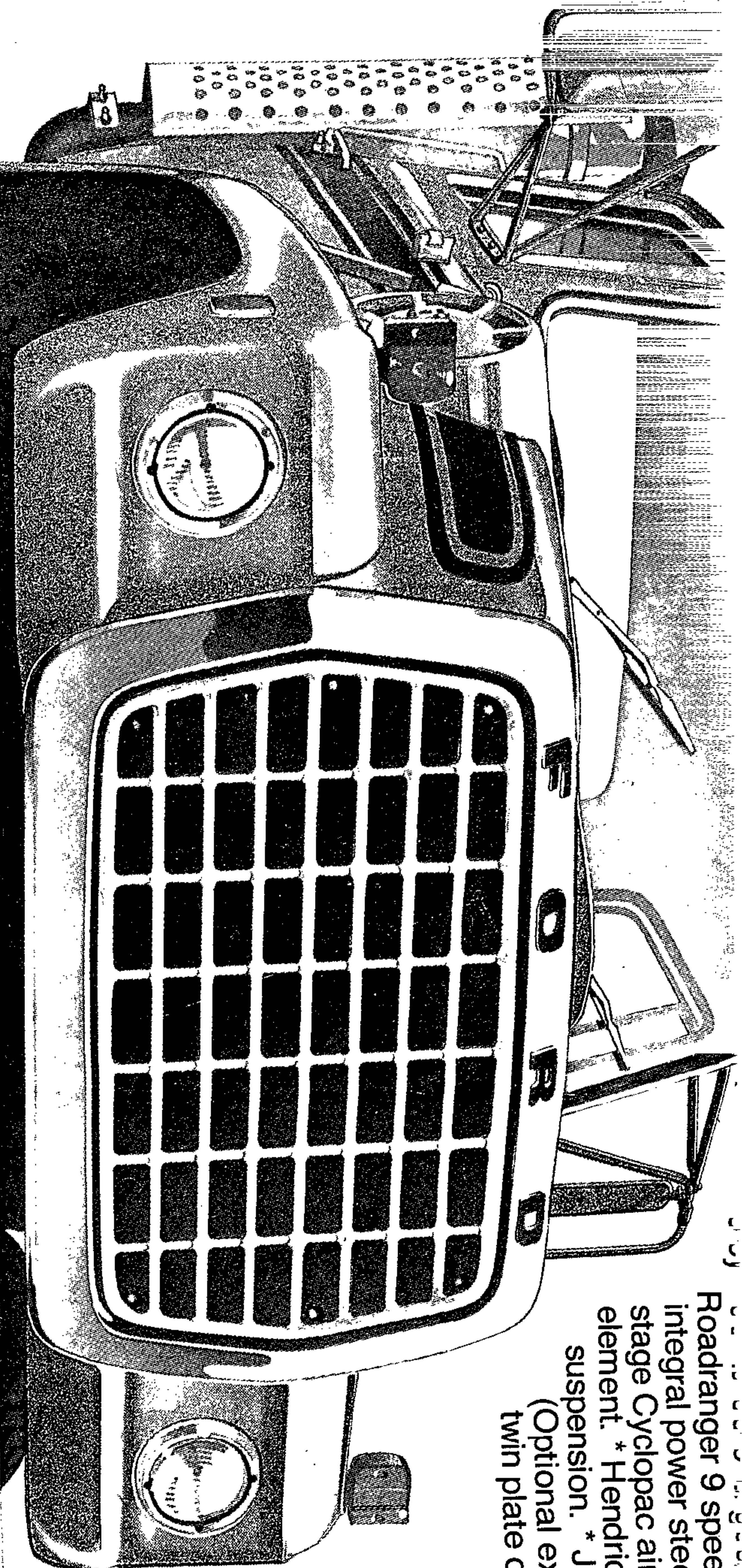
That's the simple secret which is winning Louisville new friends every year.

The demand for Louisville stems from its engineering excellence and its resultant high productivity, from Ford back-up and an impressive list of premium components.

Just check some of the advantages Louisville gives you:

- * Thirteen specialist dealers strategically placed along major trucking routes.
- * 24 hour service, including vehicle recovery.
- * Parts availability that cuts downtime to a minimum.
- * Cummins Formula and NTC in-line

Roadranger 9 speed transmission. * Ross integral power steering. * Donaldson 2 stage Cyclopac air cleaner with safety element. * Hendrickson tandem rear suspension. * Jacobs engine brake (Optional extra on 4 x 2's). * Spicer twin plate dry clutch.



It's more than a truck. It's a Ford.

FORD LOUISVILLE LINE



es. 22 percent were not competent to handle a heavy vehicle and were not even educatable with a view to the future.

Only one percent of the drivers' standard was such that they could be allowed to continue driving heavy vehicles without the need for further training. If one could assume that this figure is more or less representative of all heavy vehicle drivers in the country, this is a shocking confirmation of the surmise that many of the drivers in charge of heavy vehicles daily, are not competent or efficient to do so.

Mr. Schoeman encouraged employers to enter even bigger numbers of their driver in next year's "Driver of the Year" competition. This competition provides an excellent opportunity to promote driver training and to test driver abilities.

In this year's competition, which ended last week, the drivers of the South African Railways virtually made a clean sweep by winning four of the five categories. In the 4-axle articulated vehicle category, Mr. Mamie Webster of the SAR's Road Transport Service in Johannesburg won for the second consecutive year.

The complete list of winners and runners-up is:

Buses:

- 1 J D Ayliward (SAR & H Knysna).
- 2 B Carroll (SAR & H East Rand).
- 3 R Jones (City Tramways Cape Town).

Rigid Trucks:

- 1 G Deyzel (SAR & H OFS).
- 2 S Dileopursad (Tongaat Group Natal).
- 3 F N Fouché (Shell Middeburg CP).

3-Axle Articulated

Vehicles:

- 1 J J Bezuidenhout (SAR & H Port Elizabeth).
- 2 G Gaffney (SAR & H Durban).
- 3 K Campbell (SAR & H Cape Town).

4-Axle Articulated

Vehicles:

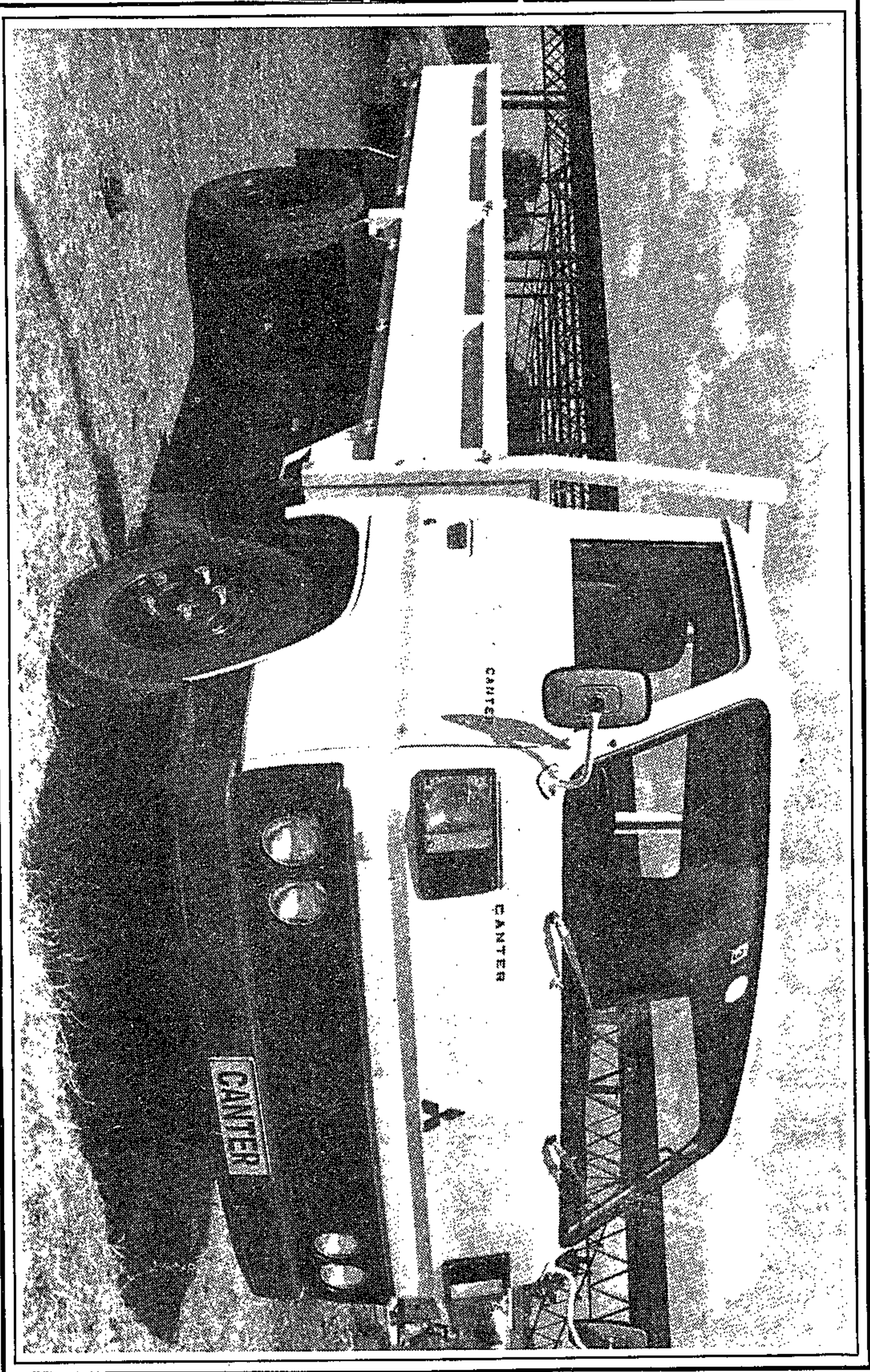
- 1 M Webster (SAR & H Johannesburg).
- 2 P de Jager (SAR & H Transvaal region).
- 3 B Dantle (Shell Port Elizabeth).

5-Axle Articulated

Vehicles:

- 1 B Yeomen (De Lange Transport Port Elizabeth).
- 2 W Bester (SAR & H Bloemfontein).
- 3 M W Wilson (SAR & H Transvaal region).

MASSIVE MOTORS LTD. P.O. BOX 7582/03



● Canter, the new three-tonner.

Peugot gets a commercial vehicle

THE Canter three-ton truck is the newest entry onto South Africa's commercial vehicle market — and this premium vehicle will be sold through Sigma Motor Corporation's Peugeot dealers only.

This provides the Peugeot network with a commercial vehicle, thus filling the gap left by the demise of the long-running 404 pick-ups, which are no longer manufactured — even though there are still a few on dealership floors.

Although made by Mitsubishi, the Canter has a background of ruggedness and reliability that makes it an ideal stablemate to the Peugeot range of cars.

First introduced in 1963 as the T720, the Canter has undergone a series of changes and improvements in its 17-year lifespan, with the most significant being

improved consumption.

● The cab was completely restyled to suit current European styling trends, resulting in increased width, added leg room, shoulder room and head room. Interior appointments and seating were upgraded and safety was improved through an increased field of vision, a 20 percent increase in the wiped area and the addition of a crumple zone for frontal collision (even though it is a cab-over-engine configuration). Instruments were also redesigned with larger gauges and improved layout for ease of reading.

Besides these improvements, South African engineers carried out their own tests on Canter, with Japanese engineers flying out to South Africa to assist and monitor what was done by Sigma. The result of the tests is that Sigma has been asked to undertake all Mitsubishi development and durability testing for export models.

The two reasons for this were Sigma's professional approach and the ideal testing conditions that exist in South Africa.

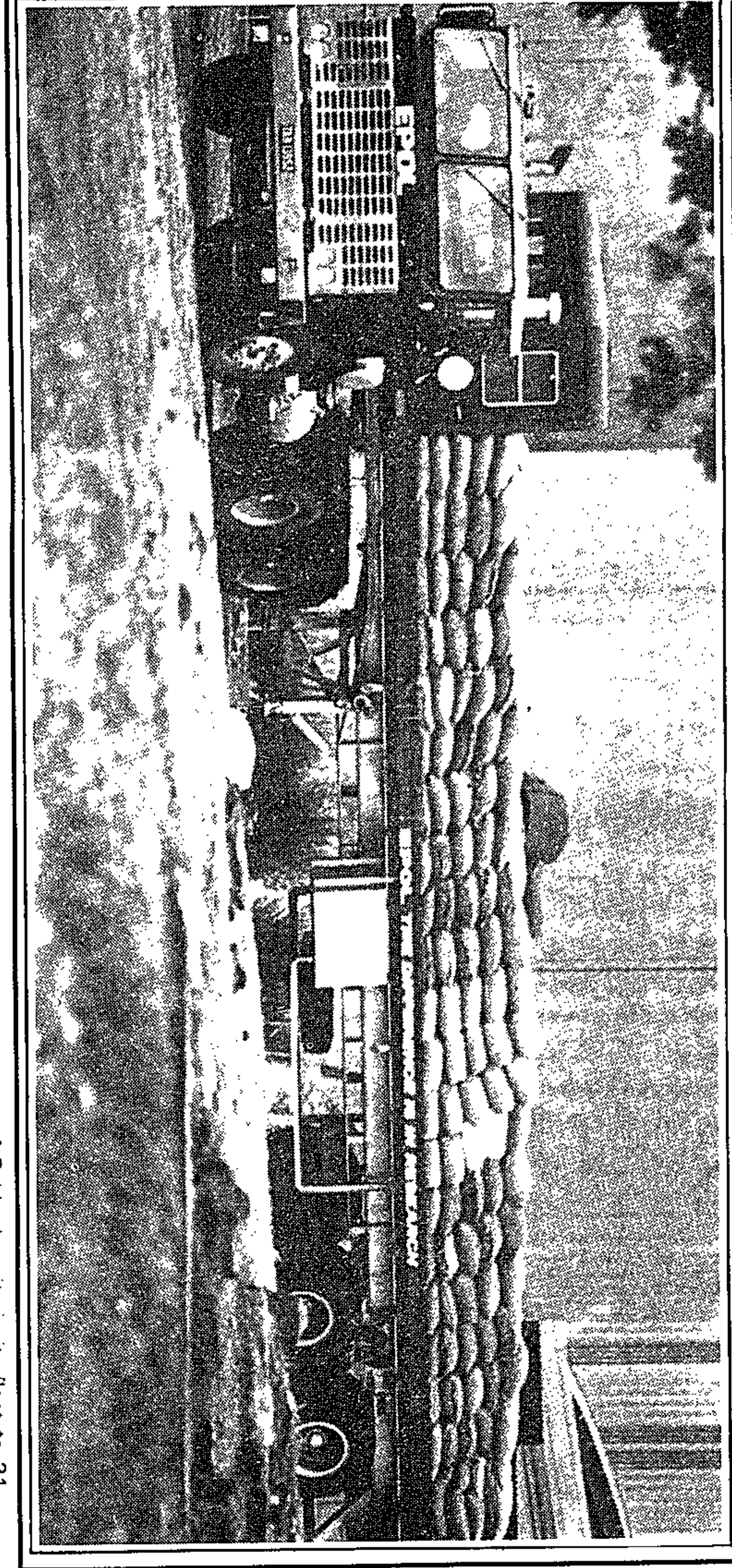
All in all, the Canters on test in South Africa each covered some 150 000 km of

durability testing involving high-speed cross-country runs with full loads and city durability driving under all traffic conditions.

During all the South African testing, no failures were found with steering components, gearbox, clutch, drive-train or rear axle and suspension.

The result is that the Canter three-tonners, available with short and long wheelbase and with factory fitted dropside body or as chassis cab which can readily take a wide variety of body designs from tipper to furniture van to 24-seater bus.

These two trucks are in the 12 ton



● Epol has recently purchased two new E-Series trucks from Oshkosh bringing the number of Oshkosh units in its fleet to 31

Getting feed to farms

WHEN your job involves making a fleet of more than 300 vehicles run smoothly — some of them travelling the roughest roads in Southern Africa — it is vital you have the vehicle best suited to the job, according to Mr Viv Firstbrook, transport manager for Epol.

Epol is a wholly owned subsidiary of Premier Milling and is involved in the manufacture and distribution of animal feed.

Its trucks range from light rigid, carrying loads in the 6 ton to 8 ton range, to articulated units loading more than 22 tons of bulk feed.

Mr Firstbrook said: "Our smaller trucks are restricted to small order urban deliveries, while heavier duty truck tractors are needed for farm deliveries, which form the major part of our business."

"In fact 80% of the trucking done by our fleet is over untarred roads in remote areas," he said. "This pushes up fuel consumption and the costs of maintenance and tyres."

"Probably the toughest run is the route from Maseru to Butte Butte, for which Epol has bought two new Oshkosh E-Series trucks," said Mr Firstbrook.

class and are powered by 216 kw engines. They were chosen because they are well suited to both onroad and offroad work situations with the 6 x 4 configurations. The Oshkosh after sales service was also a factor. If something does go wrong, we know Oshkosh will send someone to fix the truck," he said.

Every Transport manager had different views on different trucks, said Mr Firstbrook. Accordingly Epol collected a variety of different units, over the years. These were mainly Oshkosh and ERF, he said.

"At present we have more than 130 vehicles in the heaviest range of trucks — most of them Oshkosh and ERF," said Mr Firstbrook. "In terms of new purchases, we look for top class rugged vehicles selected for their reliability and economy. We also consider availability of after sales service," he said.

Ensuring the smooth running of such a large fleet meant careful vehicle maintenance and river training, said Mr Firstbrook. Both contributed to getting the best possible fuel consumption — the personal responsibility of every fleet operator," according to Mr Firstbrook.

Epol has adopted a policy of maximizing loads. They find it economical to have fewer, bigger vehicles, which

carry bigger loads. The company encourages farmers to buy in bulk.

Frequent service on rough routes requires regular preventative maintenance. The company has found it cheaper and more convenient to look after their own fleet.

Service and routine maintenance is done at all but the smallest depots. Some of the larger depots with strable fleets even tackle major servicing. This is where Epol's concept of simplifying their range of vehicles pays off.

"Fewer major components and increased expertise on a restricted range makes life a lot simpler," said Mr Firstbrook.

Epol now has 31 Oshkosh trucks. Apart from the two new S-Series trucks, it has also recently bought three of the tried and tested E-Series — all 6 x 4s.

Mr Firstbrook said: "I am also most impressed by the new S-Series, especially as it has been designed for local conditions. We generally favour Oshkosh because it is a well established and well organised company. For example in the Paarl and Cape Town areas, Oshkosh service is unbeatable."

He said he believed the long-life rebuildable truck to be the answer to high maintenance costs. "Some of our

oldest Oshkosh trucks look fit to see quite a few more years of useful service," he said. "Instead of buying new vehicles we often spend R25 000 overhauling a truck, after which it is as good as new."

But it is naturally the driver who plays the most important part in ensuring a truck has a long and useful life. Mr Firstbrook is more than satisfied with the small army of Epol drivers who, he claims, take great pride in their work and their vehicles.

Their training is tough. The company uses the Lulupaarsvlei tuition with lectures and films on maintenance, new trends and instruction on different components. In the same way maintenance men are encouraged to become involved in the operating side of the vehicle.

Where possible Epol keeps each driver with the same rig. In this way, they become familiar with and feel responsible for their units.

"We find most of our drivers are willing to accept the responsibility which, at R55 000 for a new rig, really pays off," he said. "They also take great pride in their rigs and some of them come into the yard on a Saturday, without being paid, to wash and polish their vehicles."

The success of International's new S-Line series of trucks (the S-Line is the top selling truck in its class in North America and Australia) is built on three key words. Standardisation. Specifications. Serviceability.

Specifications to meet the needs of every fleet owner. Serviceability to ensure less downtime and more roadtime. Wherever you look in these crisply styled S-Line trucks you find time-saving money. TOMORROW'S TRUCK WORKING.

NISSAN DIESEL

Hino-Toyota push up sales by hefty 72%

THE Hino-Toyota contender in the heavy truck market increased sales in 1980 by a weighty 72.7 percent.

Toyota-Hino sales jumped from 990 in 1979 to 1 710 in 1980, in a year where the heavy market to dealers showed an increase of just 44.5 percent (11 943 units c/v 17 264).

Hino's percentage increase in penetration in the heavy truck market was 20 percent.

"Buyers moved strongly into the Japanese truck manufacturer's products last year, as opposed to the pricey European and American product," said Mr. Des Gush, Toyota's director of trucking and buses. "Hino has now been on the market long enough to have established a strong following among heavy truck users and we are finding that repeat business is constantly making itself felt."

One of the main reasons for Hino's spectacular sales ad-

chaser of this truck has been Total SA.

"The new model range consists of a truck tractor/tipper, known as the Hino 39 260, with the Hino "heavy six" transmission. The second truck tractor model, the 42-260, which will be marketed later this year, is to be fitted with a Fuller nine-speed transmission, and the third model in the range, the 26-260, is a long wheel base freighter."

Instrumentation on these new models is comprehensive and includes a Kienzle tachograph in each unit. Cab appointments are complete and the 42-260, for example, has a heater, sleeper bed complete with bed curtain, all trailer brake hand controls and brake connections and trailer electrical connections.

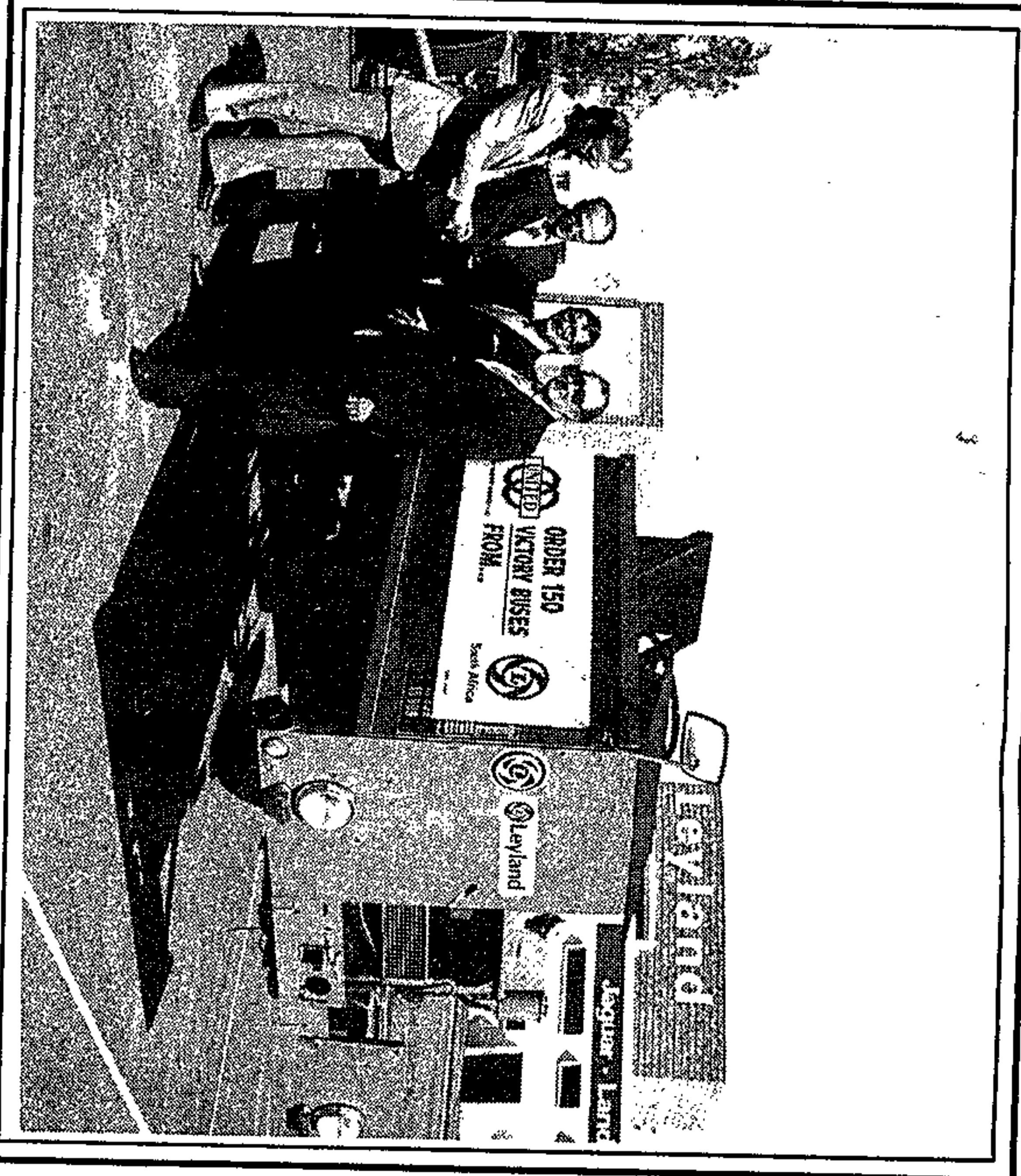
The 13.3 l EK100 high torque, six-in-line engine, is one of Hino's latest generation of engines, with better specific fuel

Full flow (by-pass closing) thermostats are used. A high capacity oil cooler ensures generous cooling of internal engine components.

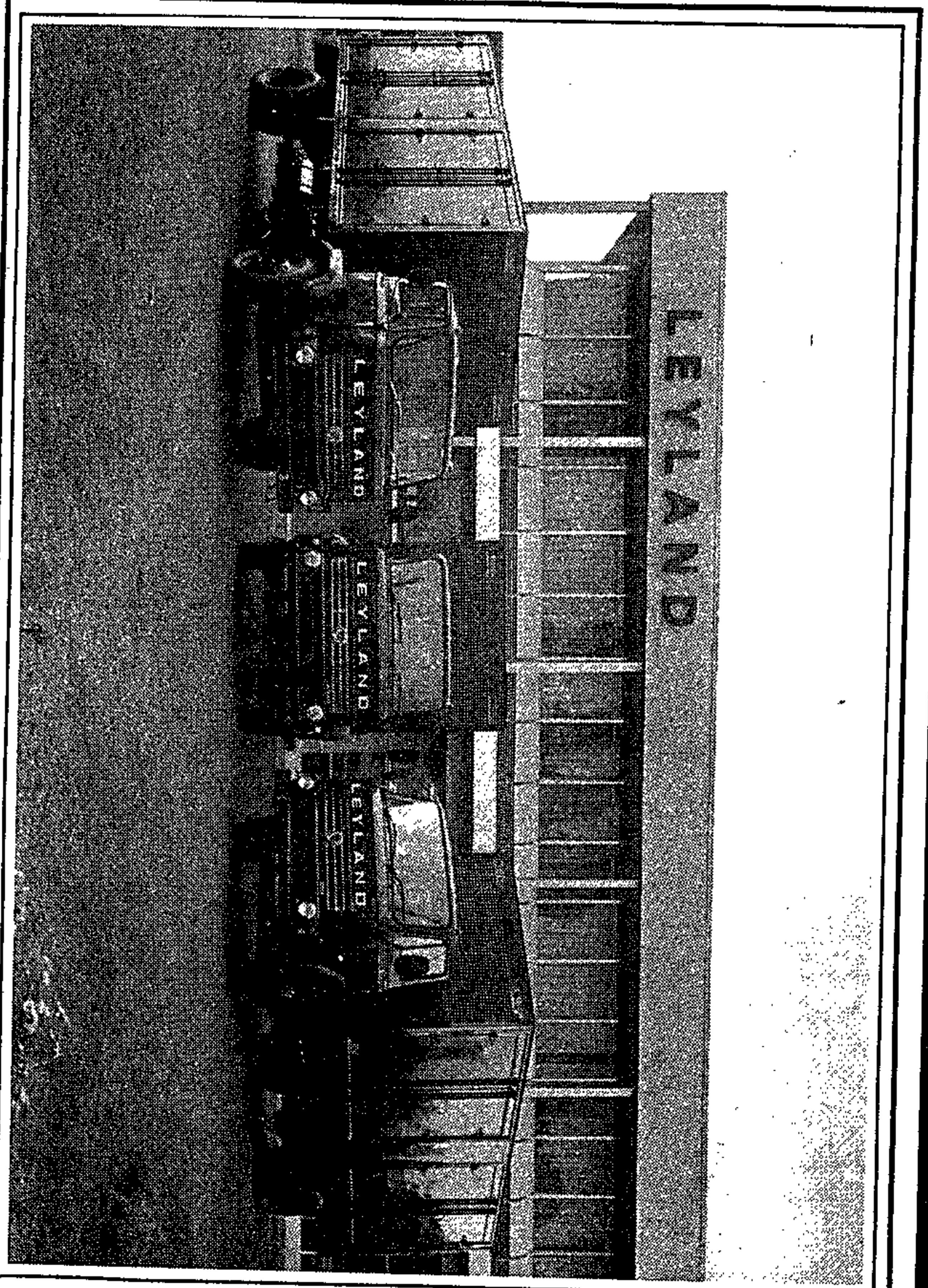
Hino selected their "Heavy Six" transmission (used in Japanese domestic market 320 hp vehicles) for the 26-260 freighter and the 39-260 tipper/truck tractor.

This massive six speed has synchronesh on third to sixth gears and has no splitter or range-change to complicate driving. It's as easy to drive as a light truck.

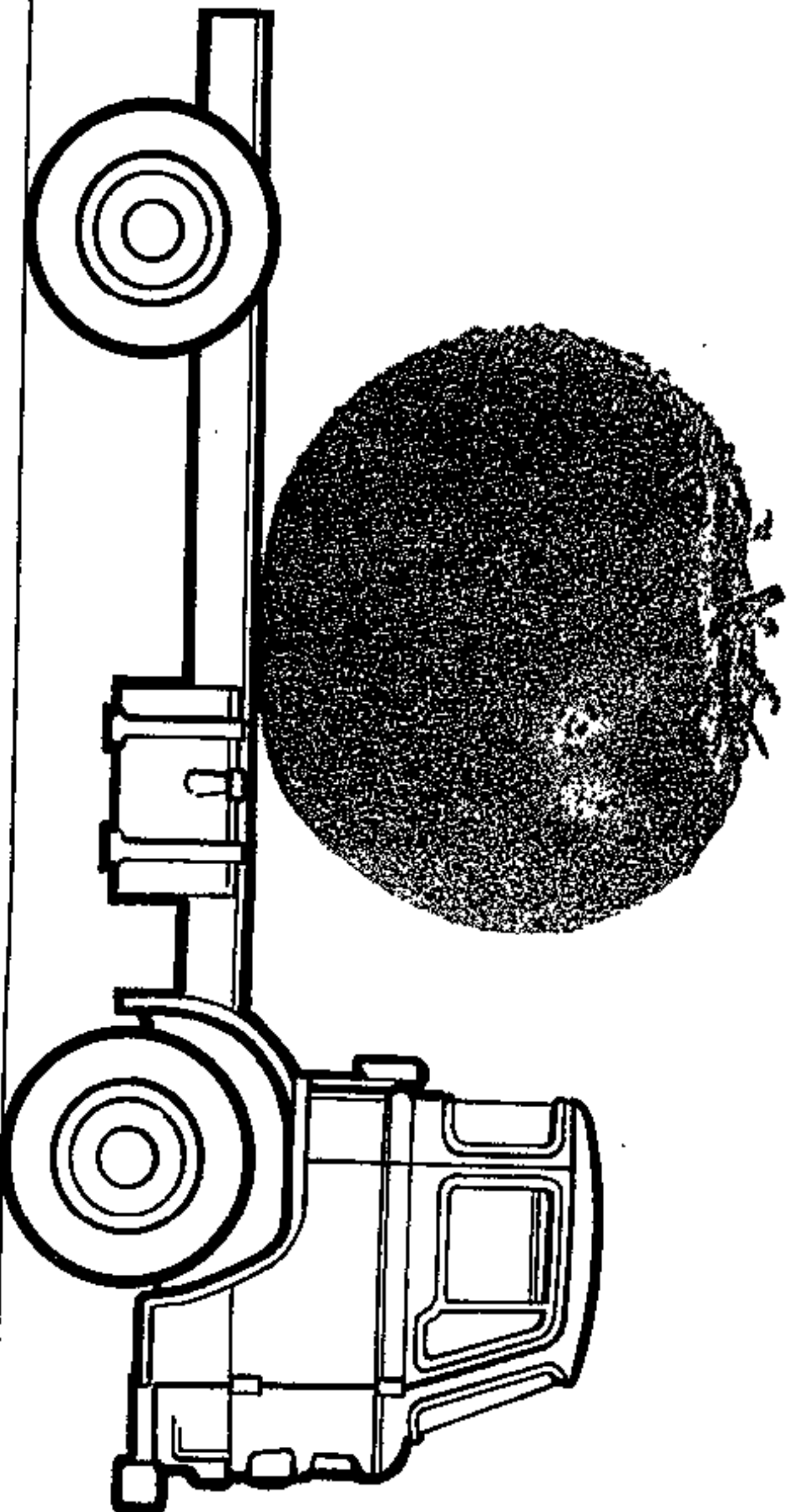
The 42-260 high capacity truck tractor uses the well-known nine-speed Fuller RT9509A transmission. This high mechanical efficiency transmission, has a low start-off gear and eight evenly "spaced" gears which can keep engine speeds within a 600 rpm range. The well-schooled driver can thus judiciously choose the cor-



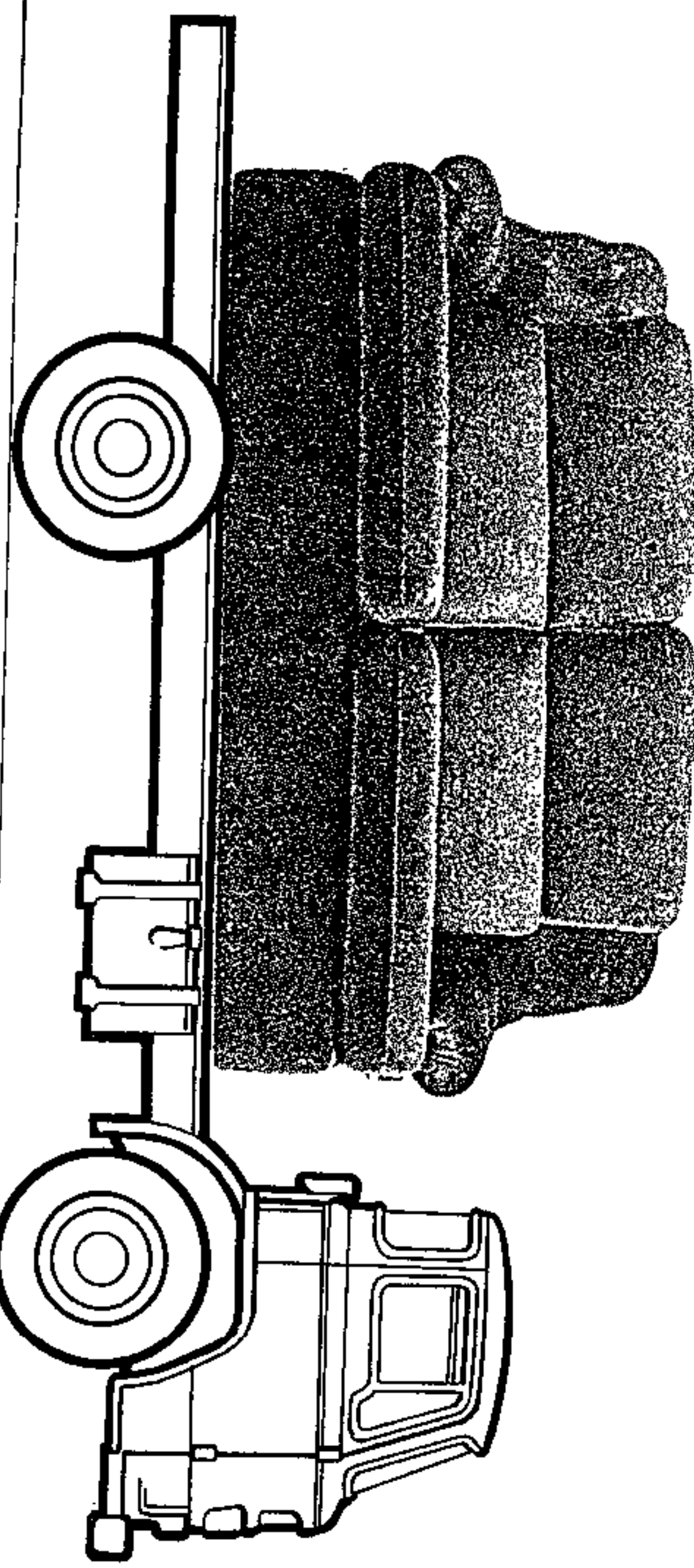
● Mr. Okkie Goosen, managing director of United Transport Holdings (Pty) Ltd, second from right, takes delivery of the first 150 Leyland Victory Mark II buses from Mr Les Wharton, left, managing director of Leyland SA.



LEYLAND HAVE THE RIGHT TRUCK TO TAKE

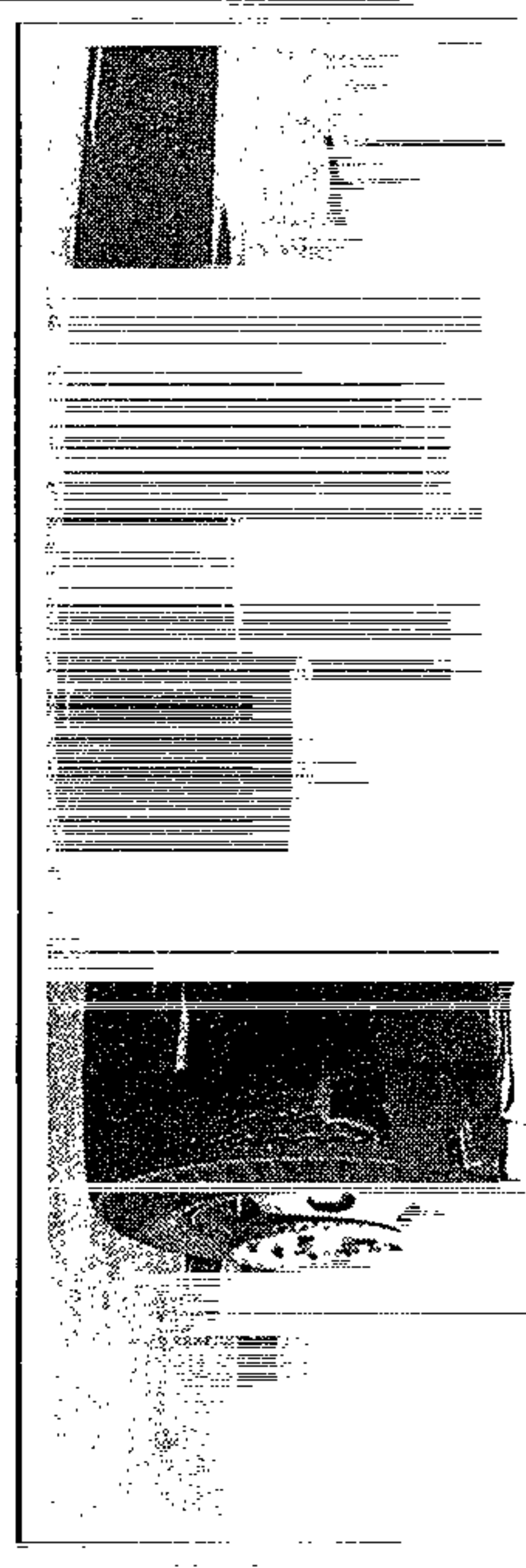


Leyland Terrier 4x2 freight carrier, Leyland 6-98.2 DV engine, V rating 7 500 kg, D/T rating 9 150 kg.



Leyland Boxer 1000 4x2 freight carrier, Leyland 6-98.2 NV engine, V rating 10 600 kg, D/T rating 11 180 kg.





vances was the introduction of the 260 Series in the over 20 000 kg category. "Our sales in this category improved by 300 percent last year," said Mr Gush.

In 1980 Toyota consolidated their trucking and business outlets and now have 42 specialist main dealers and another 16 branches. "We have always enjoyed a particularly good parts back-up supply of 93 to 95 percent service rate," he said. "This proved to be essential in the heavy truck industry."

The company maintains completely separate marketing, service and technical divisions for heavy trucks and in 1981 it expects to do better.

"We anticipate that this year the retail market, including tenders, will increase by about 12.5 percent to a figure of 19 500 while our forecasts indicate that Toyota will again increase its share," said Mr Gush.

Toyota have announced the introduction of three new Hino 6 x 4 trucks, all powered by the high torque six-in-line 13.31 EKI00 direct injection engine. This is the same engine as that used in the successful Hino KB501 which is now operating in the fleets of Afrox, Epic Oil, Union Liquid Air and Premier Milling. The most recent pur-

consumption achieved as a result of combustion process research.

This highly efficient engine has specific fuel consumption of between 2½ to 9½, better than the engine used in the previous series of 6 x 4 trucks.

The real benefit is even better than the figures indicate, because the new engine's specific fuel consumption graph is practically flat, at minimum value, from 1 000 to 2 100 rpm.

The long stroke six-cylinder engine's torque output increases 13½ percent as speed reduces from 2 300 rpm to 1 400 rpm and exceeds the maximum torque of its predecessor down to 1 000 rpm.

This wide range of high torque engine speeds means minimized down-changing on undulating South African road gradients and enables the well-trained driver to maximize the use of fuel-efficient mid-range engine speeds.

The cooling system "excess capacity" (reserve capacity) is double the margin which experience has shown to be adequate in South Africa.

The fan is crankshaft mounted and the water pump gear driven, eliminating dependence in belt drives (only the alternator is belt driven).

rect part of the wide torque range to maximize performance using 1 700 — 2 300 r/min when this is necessary, and to minimise fuel consumption by keeping to lower engine speeds the rest of the time.

The driveshaft is a short, rugged and relatively lightweight unit incorporating the latest universal joint and splined joint technology from Japan.

The high traction 20-ton rear bogie comprises a leading rear axle which incorporates a "no spin" differential which allows the outer wheel on a curved road to be road-driver faster than crown wheel speed. No wheel can rotate at less than crown wheel speed, thus neither side wheel can "spin" in mud on its own.

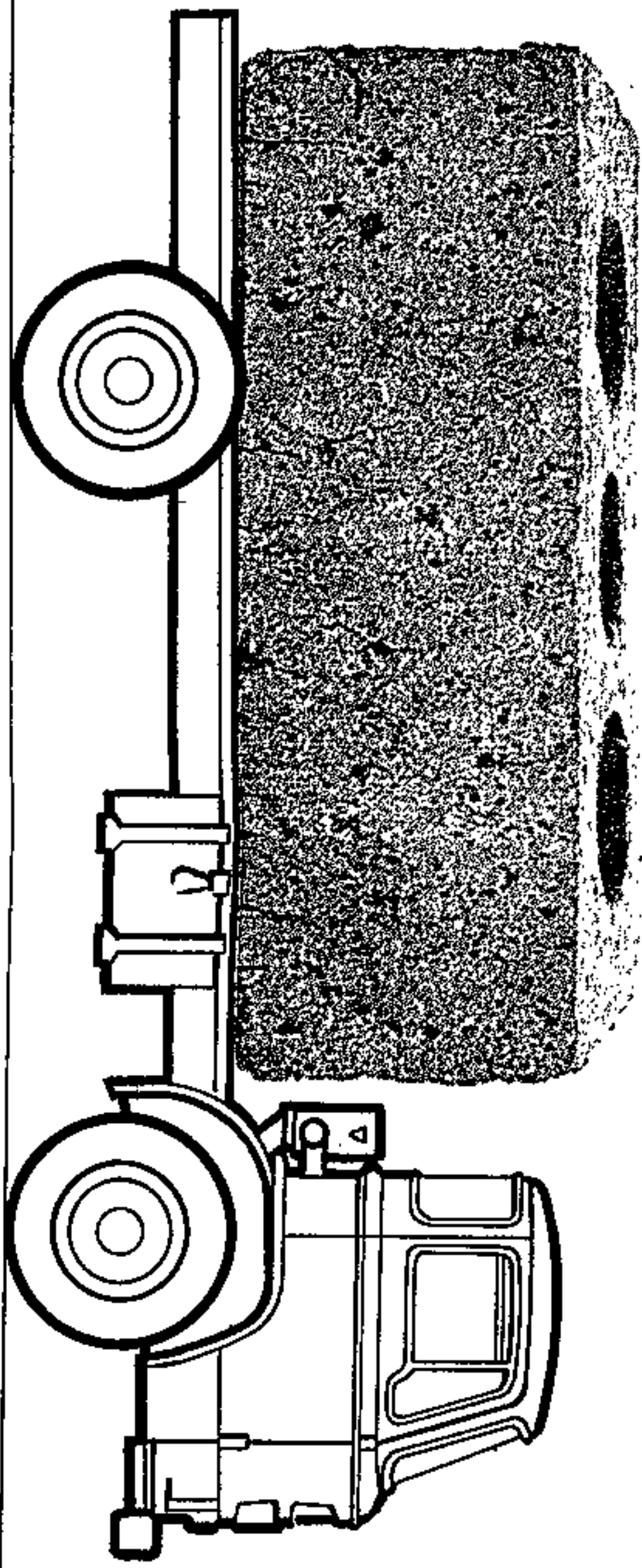
The inter-axle differential incorporates a driver controlled lock-up device.

Hino is now well established in the medium truck segment of the South African market and the Hino KL for example enjoys 10.9 percent penetration in its market sector, while the KR currently enjoys 9.1 percent share in its sector.

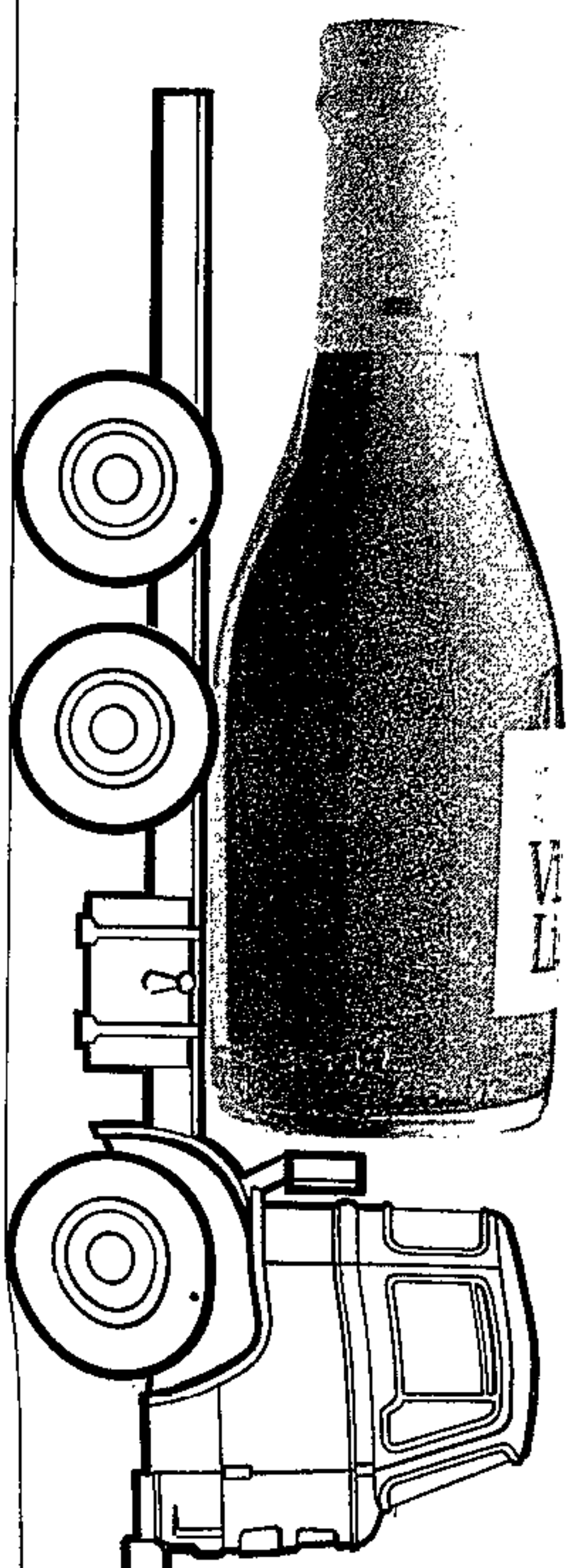
Toyota expects that the three new models are going to prove popular with truck operators throughout the whole country.



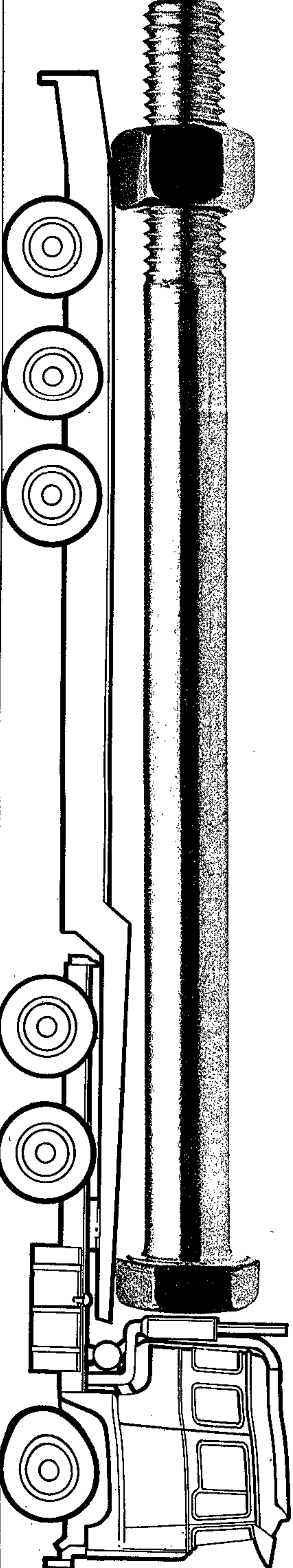
Leyland Marathon 4x2 truck tractor, Leyland TL 12 turbo engine, V rating 14 272 kg, D/T rating 41 000 kg.



Leyland Eland 4x2 freight carrier/tripper/truck tractor, Leyland 410 turbo engine, V rating 14 272 kg, D/T rating 22 680 kg.



Leyland Super Eland 6x4 freight carrier/tripper, Leyland 410 turbo engine, V rating 22 472 kg, D/T rating 22 680 kg.



Leyland Crusader 6x4 truck tractor, GM 8V 71N engine, V rating 22 472 kg, D/T rating 50 000 kg.

ANYTHING FROM ANYWHERE TO ANYWHERE.

Anything from 7.5 tons to 50.0 tons. In town. Or on the longest slog. On tar. Or through the untamed bush. Leyland trucks have been part of the South African scene for 76 rugged, glorious years. Today Leyland wholly own a country-wide dealer network with factory backing that takes the gamble out of parts and service availability. Their tried and trusted 6-98.2, 410

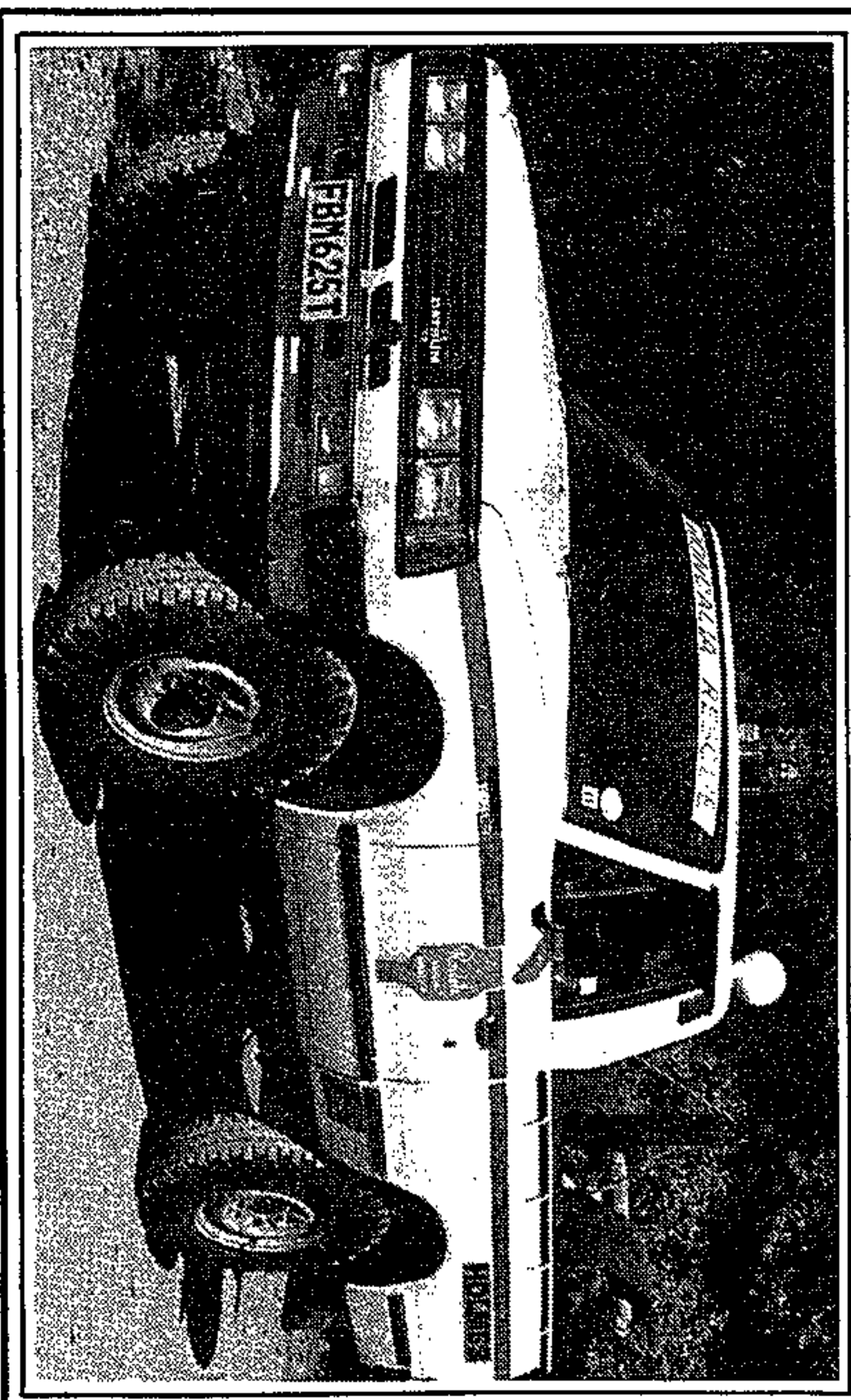
and Detroit diesel engines deliver more power for less fuel. And everybody in the trucking business knows about the famous Leyland 6 months parts and labour, unlimited kilometre warranty that means so much more than it says. But what really puts Leyland way at the top of the league is the wide choice of trucks they give you. To let you profit from all the cost-cutting benefits of standardisa-

tion, and at the same time be confident that the truck you're buying is the one that does the job most reliably, economically and cost-efficiently. Yes, Leyland have the trucks to take anything to anywhere. Because every model Leyland truck is built to take it.



Leyland Trucks

● A version of Datsun's new, four-wheel drive vehicle, the Tracker, fitted with breakdown kit for Rondalia, will be used in the Kruger National Park.



Sigma out to capture market

BY THE end of this year, more than 120 dealers will have been appointed to handle the Mitsubishi trucks currently assembled and distributed by Sigma Power Corporation.

Indications for 1981 show that the total sales of vehicles with a mass of more than 5,000kg will exceed 25,000 and Sigma Power is aiming to capture about 10 percent of this market.

The Atlantis diesel-engine programme will have considerable effect on the market and Sigma is testing the Mitsubishi range that has already had locally manufactured engines and transmission installed.

"Since we are locked in to the ADE programme, it is vital that we maintain the standard of reliability that Mitsubishi has built since its introduction in mid-1973. This is one of the chief reasons for the exhaustive durability tests that are currently being undertaken by our technicians," said Mr Jim Knight, sales director.

Complicate-

"Indisputably, the ADE programme is going to complicate the manufacture and assembly of all trucks in this country but, depending on modifications, this should not detract from Mitsubishi's well-earned reputation for ruggedness and reliability."

Referring to the Mack range, Mr Knight said that the first locally produced engines had been shipped to America where technicians were studying engine performance. Modifications were being made to the drive train so that optimum efficiency and reliability could be achieved.

"Mack has spent thousands of man-hours on designing and manufacturing a totally engineered engine which is coupled to Mack designed transmissions and axles.

"Obviously, this ADE programme will detract from the overall engineering of the Mack power train and turn the truck into what is basically a component machine.

"But by thoroughly investigating and testing the ADE product, at least Mack will maintain its high standard of reliability."

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The demand for Louisville stems from its engineering excellence and its resultant high productivity, from Ford back-up and an impressive list of premium components.

Just check some of the advantages Louisville

Atlantis client service

ATLANTIS Diesel Engines has appointed its first five district service managers — two in Johannesburg and one each in Durban, Port Elizabeth and Cape Town. The DSM in Cape Town is Mr Dave de Lange, who has been with ADE's Service Department for some time.

In Johannesburg, Mr Robbie Barnett joins ADE this month as the first DSM and he will be joined next month by Mr W Decker. The DSM in Durban is Mr Eric Braam while Mr Ernie Bilson is DSM in Port Elizabeth.

In accordance with ADE's policy, the district service managers will only liaise between ADE and approved truck and tractor manufacturers. They will, however, become involved with dealer networks or fleet-owners when requested to do so.

Problems

The DSM's duties include giving expert advice to truck and tractor manufacturers on technical, warranty, service or equipment problems and they will identify high incidence problems and report back to ADE's Service Division at Atlantis.

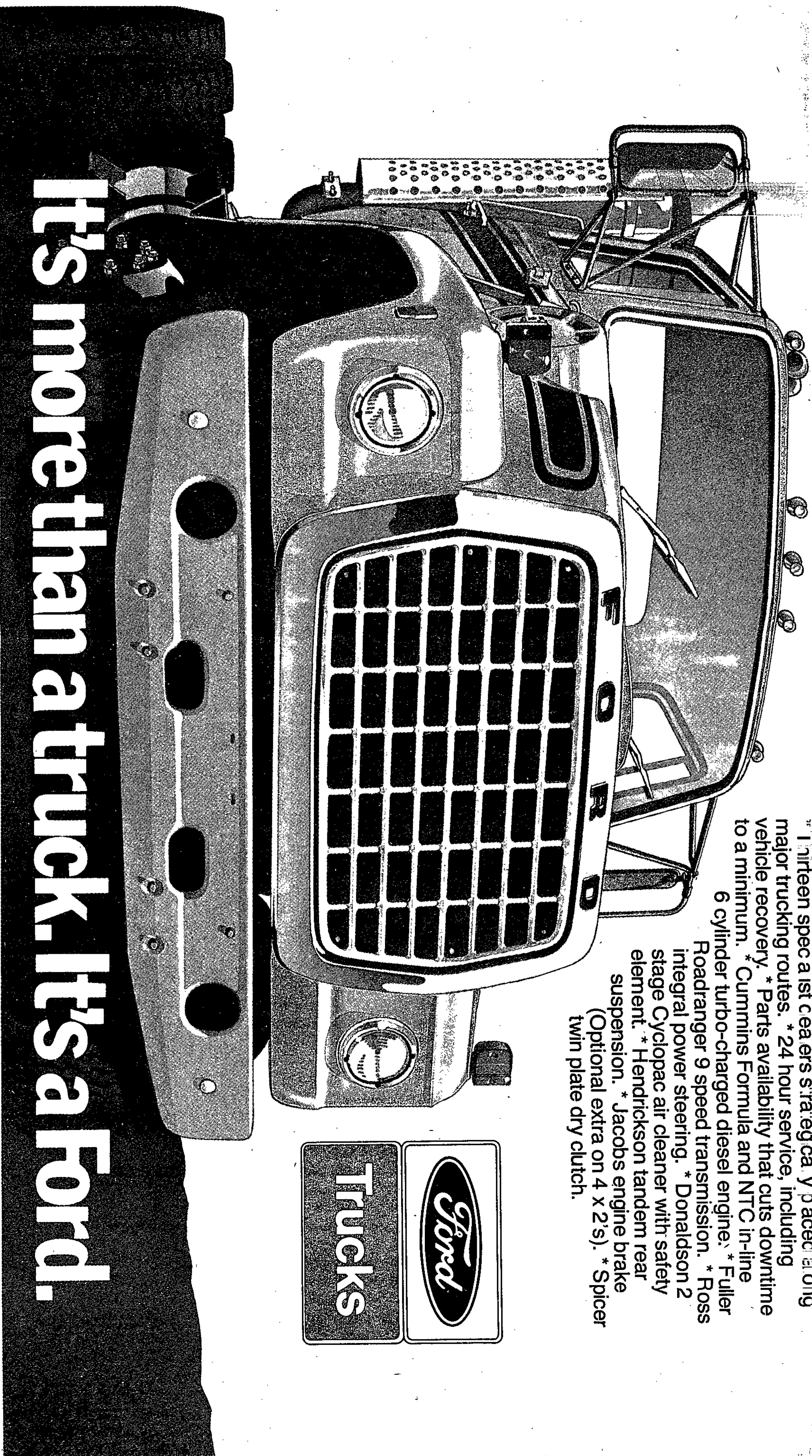
They will also be involved with the upgrading of engines, as well as the servicing of prototype engines.

The two DSM's in Johannesburg will service the Witwatersrand and the remainder of the Transvaal, while the Durban representative will service Natal, Port Elizabeth the Eastern Province, Border and Transkei, and Cape Town will see to the needs of the Western Cape and South West Africa.

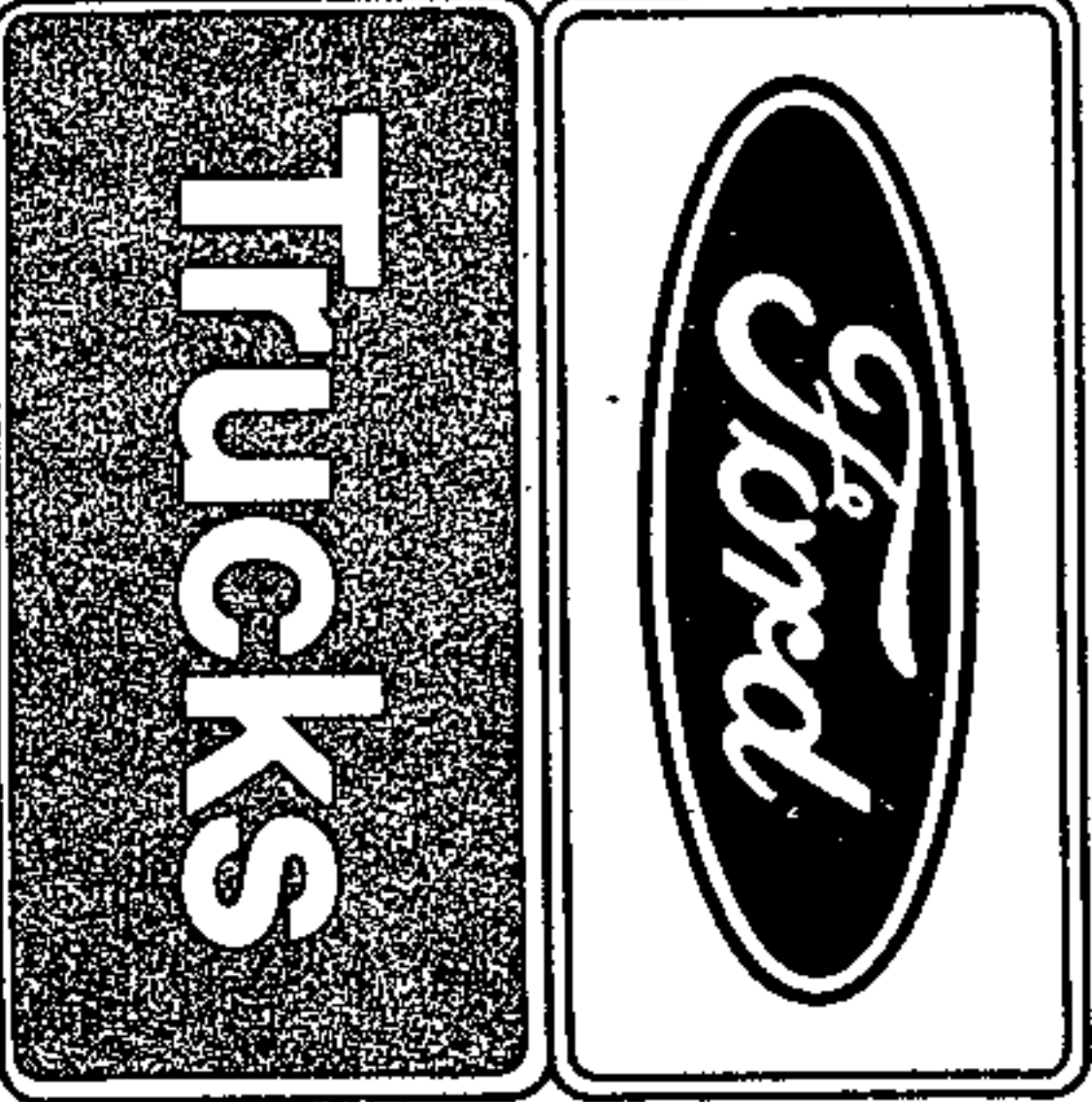
Grindrod ups Leyland fleet

LEYLAND South Africa has started delivering an order for 14 Leyland Boxer and trucks, valued at R250 000, for Grindrod and Company (Pty) Limited.

Grindrod has purchased and is operating a fleet of 26 Leyland trucks, worth R500 000 throughout the country.



* Thirteen spec a 1st classers strategic yardage only major trucking routes. * 24 hour service, including vehicle recovery. * Parts availability that cuts downtime to a minimum. * Cummins Formula and NTC in-line 6 cylinder turbo-charged diesel engine. * Fuller Roadranger 9 speed transmission. * Ross integral power steering. * Donaldson 2 stage Cyclopac air cleaner with safety element. * Hendrickson tandem rear suspension. * Jacobs engine brake (Optional extra on 4 x 2's). * Spicer twin plate dry clutch.



It's more than a truck. It's a Ford.

FORD LOUISVILLE LINE 

GENERAL MANAGER Transportation

Cape Town
Ref. C.T. 1637
Salary negotiable
Company car

Our clients are a large, diversified organisation with a rapidly expanding subsidiary in the heavy duty transport sector.

They seek a General Manager to lead the company towards future disciplined growth – a man who can develop further business opportunities, if necessary by acquisitions. To survive successfully in this tough sector we need an aggressive, profit oriented leader.

Candidates, 35-40 years, should hold an academic qualification in engineering or business administration and must have a successful track record including general management, ideally in the transportation or construction sectors.

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How Oetla keeps on trucking 24 hours each day

THE Oetla diamond mine is set in one of the most isolated spots in South Africa — on the southern bank of the Orange River where it makes a horse-shoe bend above the Richtersveld.

In this "moonscape" of ancient rock and desert sand where summer temperatures climb to 42°C, geologists have uncovered the source of what has been described as the world's finest diamond gems. The Oetla mine, situated in the far Northwestern Cape about 100km from the Atlantic and just across the river from Namibia's desert, has gathered together a community of hardy diamond people. Some live and work at Bloeddrif, one of the source mines, and the main body 40 km upstream at Sendelingsdrif.

erode of diamondiferous pipes in the inland areas of South Africa. Mixed with silt, sand, rock and other semi-precious stones, they were swept down the Orange River some 25 to 40 million years ago. Many were caught in the pockets and crannies of the riverbed, and some of the larger and heavier stones came to rest at Oetla. Over the millennia they were covered by tons of silt, sand and rocks, becoming huge terraces. They, in turn, forced the river to change its course and to adopt a new riverbed. These terraces are within view of the present Orange River, which flows about 30m below the terrace level. The diamonds, discovered about 15 years ago, are considered by many to be an important source of the world's most perfect gems, roughly 90 percent of the stones being large and of high quality.

The key

Apart from the security-fenced diamond settlements at the mouth of the Orange River, the nearest accessible town is Port Nolloth, nearly 200km southwest; the closest railroad is at Bitterfontein, 300km further south. Conditions are harsh and life is what man, with the very substantial aid of the river, has been able to make of it.

The river is the key to all at Oetla. It gives and sustains life and is responsible for the presence of the diamonds. Geologists say the Oetla diamonds originated from the

Tortuous

But if the river is the positive key to Oetla, then isolation is the negative. Access is not easy. The desert road to the coast is rough and long, and the alternative — its continuation east through the Richtersveld to Vioolsdrif on the main South Africa/Namibia highway — is even more tortuous.

There is an airstrip, but heavy goods must come by land. That is why Oetla needs the most reliable possible ma-

Nissan CK 20D's at work in the rugged Richtersveld at the Oetla diamond mine ... one of the most rugged regions in South Africa

chinery, vehicles, service and suppliers. Twelve Nissan CK 20 D trucks haul the diamond-bearing gravel from the mines to the central recovery plant 24 hours a day for six days a week.

Each has, on average, carried more than R1-million worth of diamonds. Route distance varies from 1km to 3km in a "stop-start" operation of only first, second and third gears. Statistics show that the

average hourly load is 32,8t and 131,2t a day. This amounts to about 150 000t a year. Evidence of truck capacity for absorbing work is an average truck availability of 97 percent. Routine service is every 125 working hours, and major service every 1 000 hours, the work being carried out at the mine's workshop.

Total running costs for trucks to date, including tyres, parts and labour, are:

| BOUGHT MAINTENANCE COST | TOTAL |
|-------------------------|-------------|
| 05/11/75 | R42 114,92; |
| | 27/03/80 |
| | 25/09/80 |

Vetsak's new heavyweight

THE Fiat 697 during the course of this year will be superseded by Vetsak's new heavyweight for off-road conditions, the Fiat 300 PC (6x4). The 300 PC will eventually feature the ADE 407 turbo-charged engine delivering 206 kW at 2 200 rpm with a 1 067 Nm torque at 1 300 rpm. After the introduction of its 170/26 (4x2) long-distance runner, of which the first five units were sold to Stutterford, Vetsak converted the truck to a 6x4 configuration with a factory specification of 44 000 kg gross vehicle mass in both truck and trailer and chassis and cab versions. All necessary conversions on the 170/26 have been made for its ADE 206 kW engine, and axles are identical to those to be used in the local content programme.

Three Fiat 697 T models have also been added to the Rio Rita tanker fleet, where it will be used on short distance hauls. Vetsak will shortly open a branch in Cape Town and Durban. Existing private, as well as co-operative service networks will also be extended.



Twelve Nissan workhorses have each moved diamonds worth R1-m

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We have steep gradients here in the mountain forests. And my Mitsubishi's have the best exhaust brakes we've come across. They really cut down wear on brake linings when the going is steep. So you don't get steep repair costs.

The other thing is that I find that tyres last longer on Mitsubishis than other trucks I've tried of the same class. It all adds up to the fact that Mitsubishis make more profits."



Paul du Toit, Forest Transport, Ngodwana

MITSUBISHI



THE South African Breweries (SAB) beer division, Southern Transvaal, has installed one of the first IBM 4341 systems in South Africa to handle load planning and control of its fleet of delivery vehicles.

SAB first decided to use an IBM Data Centre for accounting and marketing applications two years ago. Subsequently, six IBM System/360s were ordered for regional processing purposes, culminating with the 4341 system for the central site in Isando.

The IBM System/34 installation programme, which began in March last year, is dedicated to the distribution network, running order entry, invoicing and load planning.

The 4341 runs the accounting and marketing systems, and by mid-year will be covering salaries, wages, forecasting, general ledger planning and logistics.



HAVING already delivered Trailblazer buses to Puroco and the Germiston municipality, ERF South Africa has received another order from Puroco, bringing its total ERF fleet to more than 100.

The Trailblazer features the Gardner 6 L X B engine, connected via a fluid flywheel to a midship mounted SCG four or five speed semi-automatic transmission and a Rockwell R170 single drive rear axle.

A ZF six speed manual gearbox is optional to the semi-automatic unit.

The vehicle is fitted with hydraulic power steering, large-bore telescopic shock absorbers and extra long springs at front and rear. A shaft driven heavy duty 17 cm alternator and Plessey "plug in" power steering pump are also standard features.

Ford sells new truck series

THE F-SERIES, Ford's North American range of trucks first introduced to South Africa in 1940, has been discontinued.

Over four decades and millions of kilometres, the F-Series with its characteristic wide, square-shouldered stance has maintained its reputation for ruggedness, reliability and a high degree of comfort.

However, escalating prices coupled with the shrinkage of the market in South Africa for this type of unit have forced its discontinuation.

Ford's one tonner is looked upon as a worthy successor in terms of toughness, comfort, safety and styling. The line-up includes the 3.0 l V6 manual and automatic, 3.0 l manual leisure option, and F 600.

Container-depot congestion sparks investigation into reasons

THE Transport Consultative Committee (TCC) has formed a special committee to investigate reasons for the congestion that threatens to disrupt container traffic at Johannesburg's City Deep container depot — the only licensed inland container port in the world.

A snarl-up in containers occurred around mid-November and continued into a December peak that has still to be cleared.

Trucks are queuing at the depot for hours, and even those arriving by appointment can take three hours to be loaded.

The TCC committee has been formed following a number of meetings involving SA Container Depots (Pty) Ltd, organised commerce, and South African Railways (SAR).

SAR is not a member of the TCC, but has a healthy negotiating relationship with it. Every other aspect of the container problem is represented on the TCC, and objectives have been agreed for investigation.

Consignors and consignees, shippers, clearing and forwarding agents, and the SAR will be preparing independent reports which will then be co-ordinated into a final set of recommendations.

Mr Jack Webster, chairman of the TCC, said: "The exact problem has not yet been clearly identified.

"The TCC itself has no vested interest in the matter, apart from the fact that a wide spread of organised commerce, and others affected by the container problem, are among its membership."

Changes to the Road Traffic Act

NEW amendments to the Road Traffic Act, the third set to be introduced since the Act came into being in January 1978, have been published in the Government Gazette.

Amendments cover a wide range of subjects, some of which clarify past areas of confusion and others which develop further the intention to rationalise and then develop legislation for a more orderly road transportation industry.

Section Eight has been amended so that appeals against decisions by local road transportation boards may only be lodged by those who applied for a permit that was subsequently refused; any existing permit holder who is affected by the board's decision to grant a permit; and those who lodged objections to the application at the time the application was made.

A new subsection says that if a bus operator applies for an increase in his tariff and the National Transport Commission grants the increase, no subsequent appeal in a court of law can defer the implementation of the increase.

Increases are to take immediate effect instead of being suspended — as has been the case in the past — until

judgment is given following appeal at law.

Another new subsection introduces a clause whereby if there is an increase in the price of petroleum fuel the operator can increase his tariff by not more than 10% without official permission.

Operators wishing to replace an old vehicle with a new one can do so without applying for a new permit, providing that the new vehicle's capacity does not vary by more than 20% compared with the vehicle it replaces.

The existing permit is simply amended to show the details of the new truck registration number. In the past these applications had to be gazetted, resulting in costly delays.

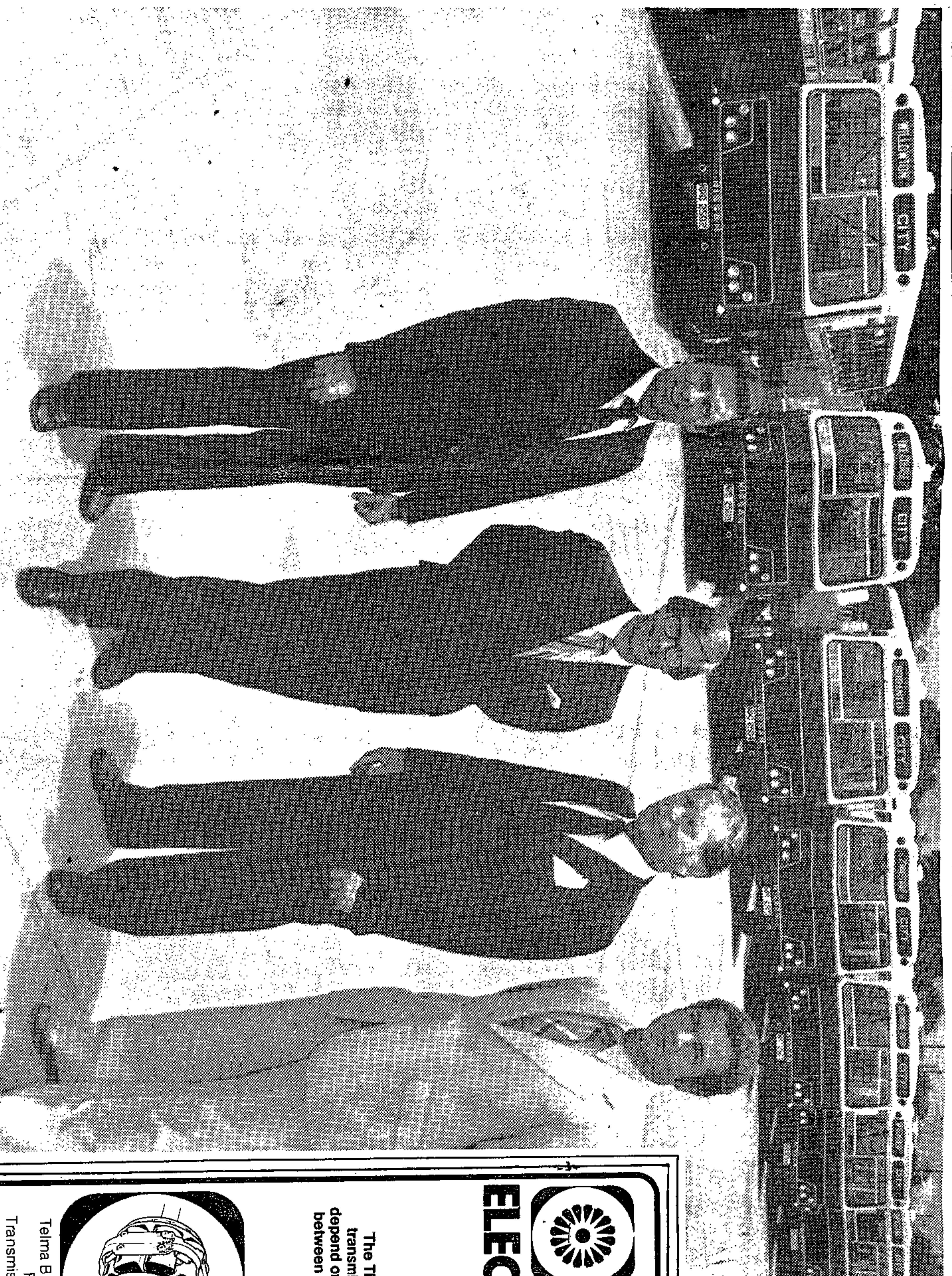
Similarly, anyone operating a vehicle that has to be withdrawn from service because of accident, or some other critical reason, a substitute vehicle may be used for 21 days providing that there is not more than a 20% variance in carrying capacity.

Problems

According to industry sources, conditions at the container depot have deteriorated to the point where it is no longer possible to establish the root cause.

It is felt that among main reasons are a number of cases where containers consigned to a delivery address could not be delivered by SAR because of the Christmas shut-down. Other consignments could not be cleared by customs because of incorrect documentation.

In both these cases, and since there is no storage capacity at the SAR container terminal, the SAR had to deliver them to the



New decentralised areas

It is also believed that there are containers being left at the depot as a form of low cost warehousing.

Whatever the reasons, SACD is unable to operate at its normal rate of throughput; transport operators are angry at the hours wasted in queues at the container depot; and consignees are becoming more disenchanted with the overall container concept.

ADDITIONAL decentralised areas have been gazetted, extending those areas where businesses many transport their own goods providing that they moved to the decentralised area concerned, as distinct from having started up there originally.

The new decentralised areas include: Brits, Pietersburg, Potgietersrus, Rosslyn and Rustenburg (Transvaal); Atlantis, Kimberley, King William's Town and Worcester (Western Cape); and Estcourt, Hammarsdale, Ladysmith, Mool River, Newcastle, Maritzburg, Richards Bay, Stanger, Tongaat and Verulam (Natal).

Maritzburg takes delivery

Maritzburg municipality has taken delivery of a number of Nissan buses. Seen at the handing over are, from left, Robert van Gogh, manager (bus sales) Datsun-Nissan; Dr K Wimble, managing director of Datsun in Maritzburg; Brian O'Connor Wegner, Datsun-Nissan's marketing director; and Chris Matthews, regional manager.



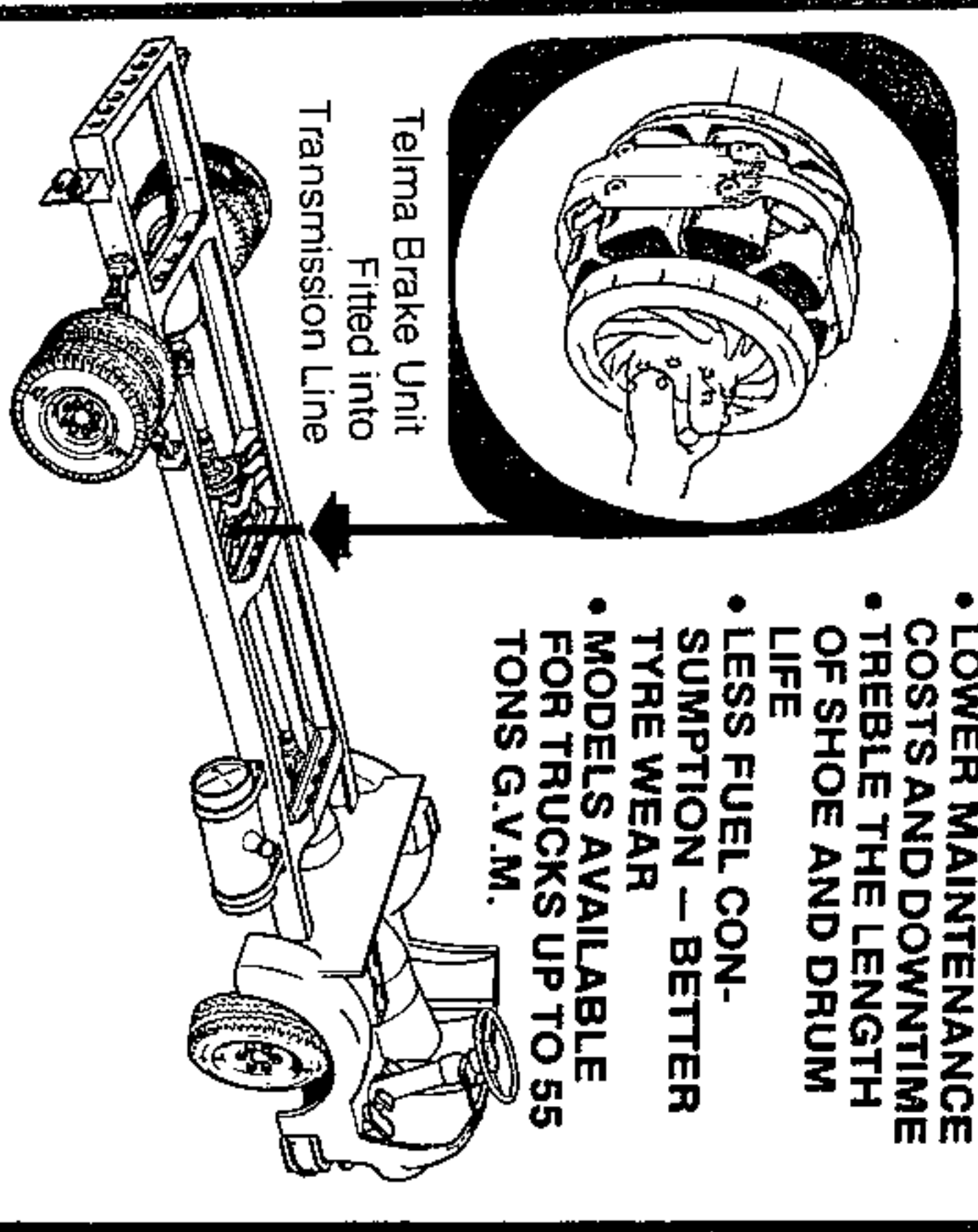
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VPZ 441S 38 TON GCM TRACTOR.

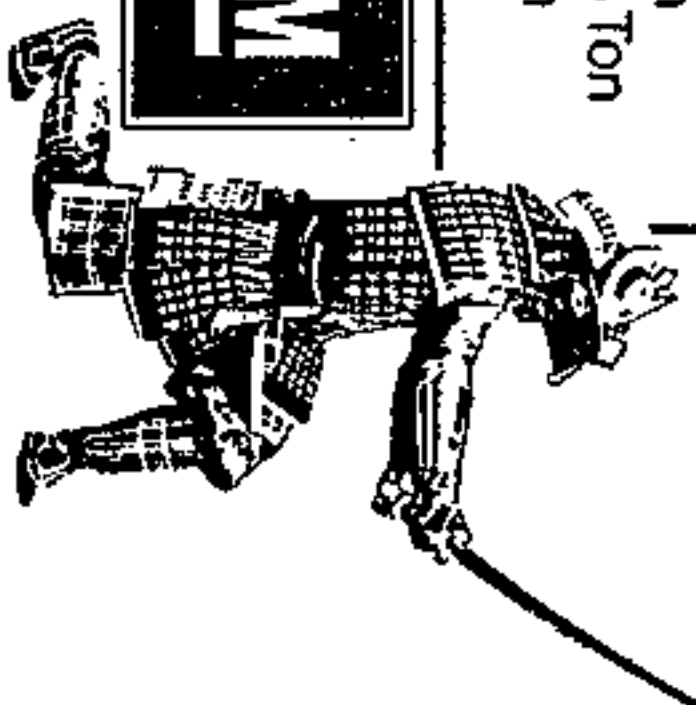
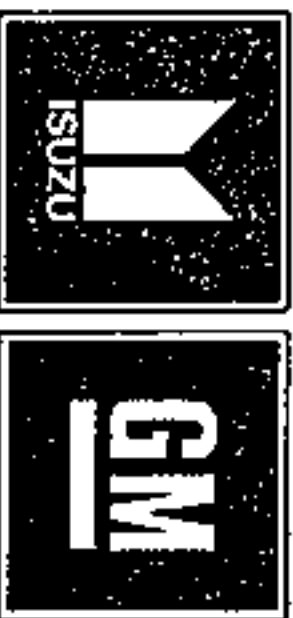
TURBOCHARGED PROFITPOWER.

Good news for the beedy end of the truck market. Isuzu has brought in their biggest competitor yet. Isuzu VPZ 441S. A turbocharged 6 x 4 tractor that hauls up to 38 tons, no sweat. And because it's turbocharged, it minimises power loss at high altitudes, making the VPZ totally suited to long hauls. As further evidence of its Big Rig qualities, just look at VPZ's cab, handsomely equipped with controls and instruments and with more than adequate sleeper space. The suspension seat is easily adjusted for height and rake for optimum comfort and minimum driver fatigue. Brakes are full air dual circuit service brake with auxiliary exhaust brake. The parking brake is spring-operated on all four rear wheels. Obviously in a truck this big and this modern you're going to have tons of questions no advertisement will be able to answer. However, your General Motors dealer is waiting with the information you need. Give him a call and let yourself in on Isuzu turbocharged profitpower.

ISUZU HAS A TRUCK FOR EVERY APPLICATION.


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|-----------------|------------|-------------------|------------------------|
| | Payload | | Payload |
| TLD 24 | 2 Ton | TLD 44 | 2 Ton |
| TLD 44 | 2½ Ton | *TXD 45 | 7½ Ton |
| TLD 54 | 2½ - 3 Ton | *TXD 55 | 7½ Ton |
| SRB 422 | 5 Ton | JCR 360 | 7 Ton |
| SRB 422B | 6½ Ton | SPZ 451 | 12 Ton |
| *TXD 45 | 7½ Ton | MECHANICAL HORSES | Drawing Train Capacity |
| *TXD 55 | 7½ Ton | JCR 360 | 21 Ton |
| JCR 500 | 8 Ton | SPR 361/361S | 32/38 Ton |
| SPZ 581/581S | 14 Ton | VPZ 441S | 38 Ton |
| *Normal Control | | | |





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Mercedes introduces new range of cabs for all models

These are the Mercedes Benz supercabs of the future — now being offered on all model ranges. They place driver comfort on a higher plane than ever before and underline the company's convictions that this is where driver efficiency starts. Not to confuse luxury with efficiency, the cabs provide increased visibility and a long list of driver refinements that extend through all aspects of cab function to the maintenance area. The cab need not be raised for routine maintenance



Now ERF go for the really big trucks — 25 tons bigger!

ERF has launched plans to extend its specialised heavy truck range into the 150 000 kg category, 25 tons more than its present largest vehicle.

If took delivery this week of the first double turbo-charged Cummins 354 kW diesel engine to be sold outside America, and will be fitting it to a 6 x 4, equipped with B Series cab.

Dai Davies, the managing director, said: "This development of the B Series also takes us into rubber suspension for the first time. The engine is a development of the Cummins N series, and we have got the first one to be used outside America.

More efficient

"Apart from more power and better fuel efficiency, the new unit will be able to handle loads that normally require two tractors. There will be a big saving in fuel and operating costs, not to mention a considerable saving in the cost of hauling units.

"The same vehicle can also be used with a twin trailer combination up to 54 000 kg, which is the legal maximum for highway operation. We are hoping that we will be able to produce 25 of these units a year, equipped with either a Fuller 9-speed gearbox or Spicer 20-speed."

ERF is taking delivery of its first ADE units and production models in 4 x 2, 6 x 4 and 8 x 4 configurations will be available by July/September this year.

"These units have all completed their trials, and we are not talking about experimental units. These are standard items to be delivered as soon as ADE can give us the engines," said Mr Davies.

The first production models — a 4 x 2 280 tractor (64A280B) and 6 x 4 three axle tractor (66A280B) — will be making their first public appearance in Durban next month. The official launch will be in May, when there will possibly be an 8 x 4 on offer with an Atlantis engine.

The same three models will be on show at the ITREC exhibition at Milner Park later in the year.

New bus

"Things are now moving fast and we expect to have a new bus chassis to complement the truck line-up by around October/November," said Mr Davies.

Comfort on the road for the trucker

NEW generation cabs are to be fitted to the entire Mercedes Benz truck range in all three variants.

The long version has been fitted to the heavy range for a number of years and the ultra compact, short cab will be fitted to the medium range as well as the off-road dump truck.

The short BBC dimension of 1 540 mm and forward mounting permits maximum use of chassis space between the wheelbase, says UCDD, general representatives of Daimler-Benz in South Africa.

Common benefits claimed for the new design include: a high degree of driver safety; approval under the EEC safety regulations in regard to impact strength and roll-over ability; improved vehicle manoeuvrability; improved airflow over the engine; greatly increased visibility (27 degrees forward and 45 degrees sideways); walk-in accessibility to the engine and access to daily maintenance check points without tilting the cab; and a high

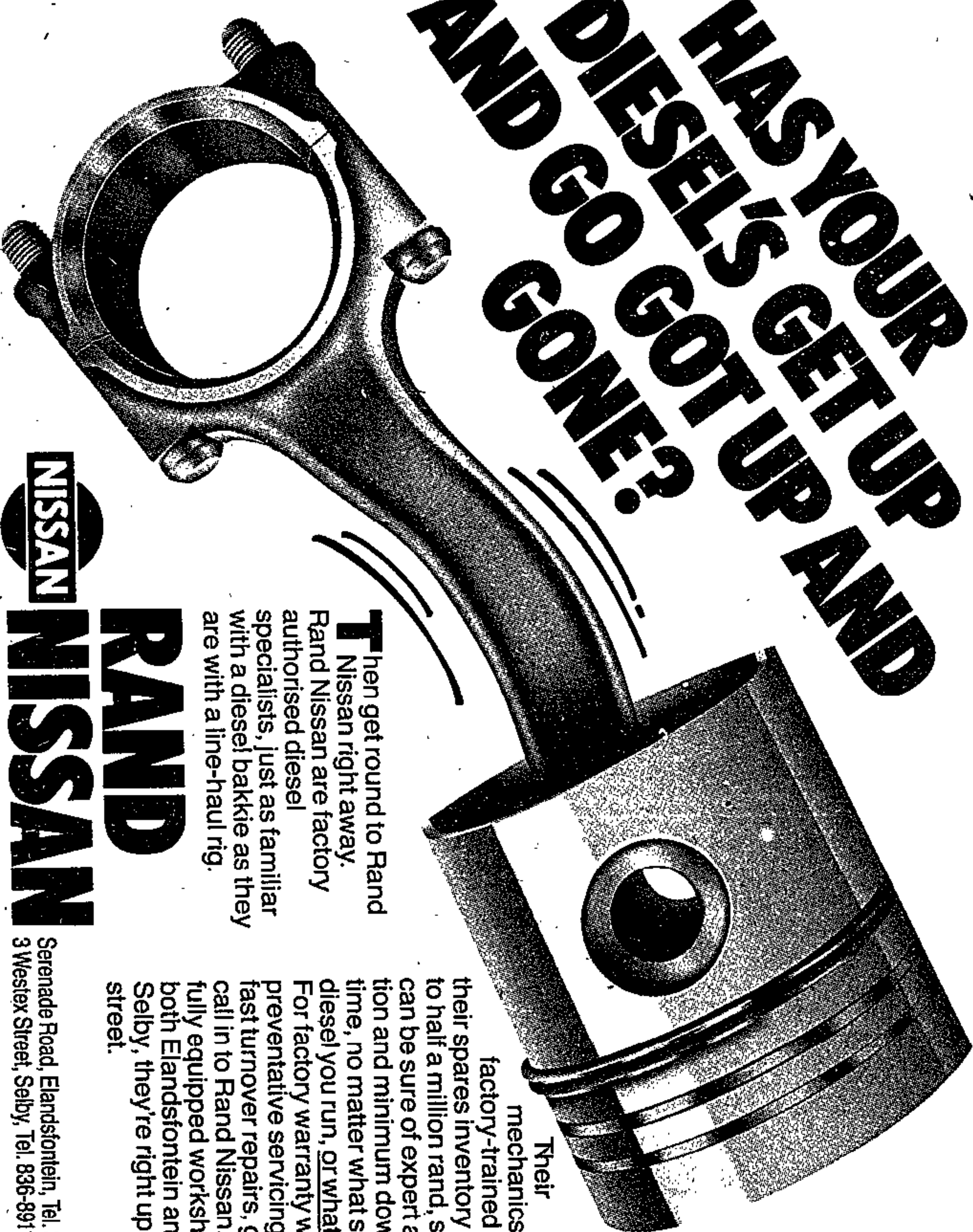
tilt angle of the cab permitting the engine to be removed from the chassis with ease.

Contoured

"All cabs in this generation share common panels, thereby reducing manufacturing costs. The cab panels are two-way contoured and the double skin construction adds to the rigidity of the structure. Being mounted high on the chassis, damage to the front quarter panels is limited.

"Air drag has been reduced, while air flow over and

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MERCEDES-BENZ 1417

Now the biggest range of heavy duty trucks in South Africa goes one bigger, with the introduction of the Mercedes-Benz 1417.

This efficient new unit has a full forward control cab, with all the resulting advantages: Optimum weight distribution, and thus the maximum legal payload. Ideal body length. Improved manoeuvrability.

Additionally, with the deep wind-screen the driver has a 27° downward vision, making his job easier and, in heavy traffic, safer.

Due to its turbo-charged engine, the proven OM352A, the Mercedes-Benz 1417 has the right power to weight ratio and performs equally well at high altitudes as at the coast.

Noteworthy specs include:

High GCM of 22 000 kg, making it attractive for normal trailer operation.

Truck/Tractor version has a 9 speed synchromesh gearbox with a torque capacity to provide an increased GCM of 28 000 kg.

6 000 kg front axle permits maximum legal loads.

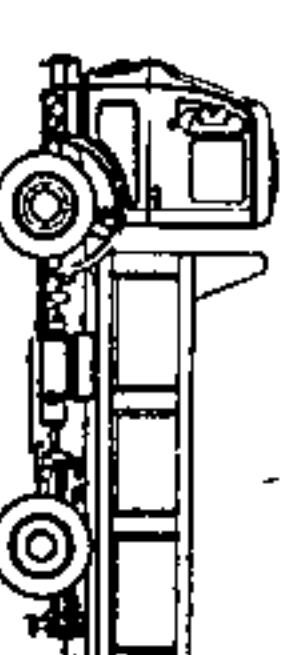
Also available in a special 5,2 m,

wheel base version for maximum volume operations.

Standard dry-type air cleaner permits easy servicing and ensures long engine life.

Full forward control tilt cab allows easy access for maintenance and service.

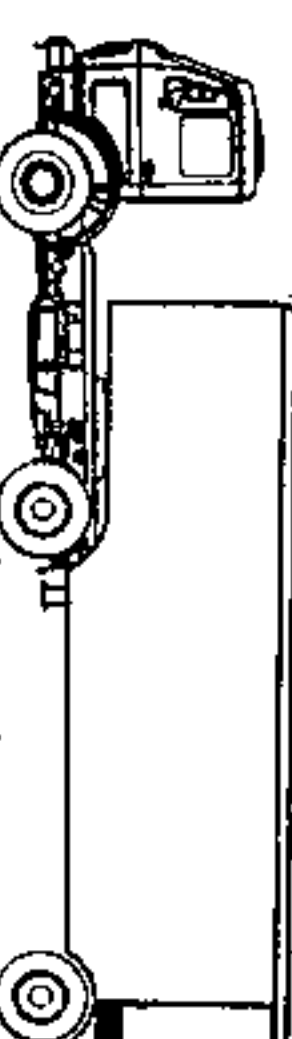
Full synchromesh gearbox reduces driver fatigue, increases safety.



1417K Tipper
GVW 14 500 kg, GCM 22 000 kg,
Wheelbase 3 200 mm.



1417 Freight Carrier
GVW 14 500 kg, GCM 22 000 kg,
Wheelbase 4 800 mm and 5 200 mm.



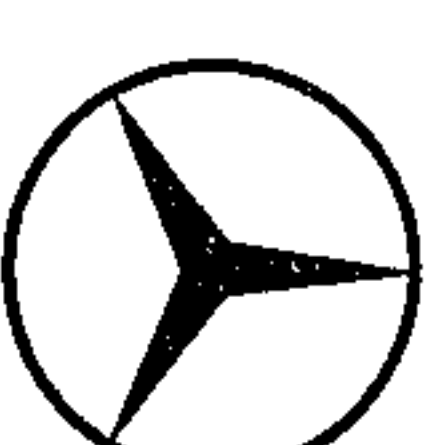
1417S Truck/Tractor
GVW 14 500 kg, GCM 28 000 kg,
Wheelbase 3 200 mm.

Standard power steering improves driver control with maximum front load axle loads.

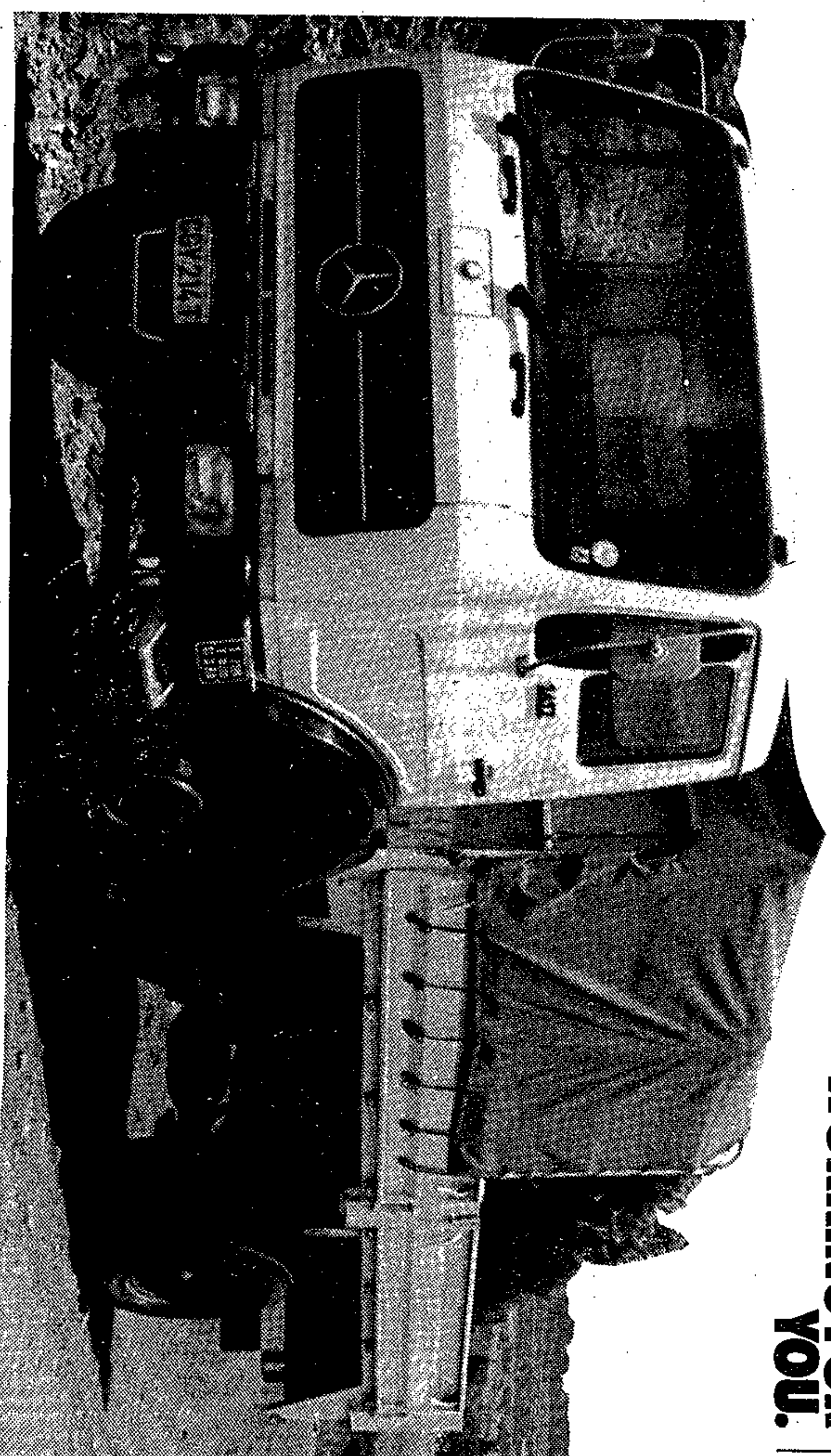
Air assisted dual circuit brakes, with load sensing, give optimum braking pressure whether truck is fully laden or empty. Engine exhaust brake provides added safety.

Standard 1100 x 20/14 ply tyres, for maximum tyre life and excellent load capacity.

The 1417 has another important advantage for the fleet operator. Being a new generation Mercedes all major components are built according to the "United Construction Principle". You benefit through interchangeability of parts and common servicing procedures. For full specs on this excellent new truck, speak to your Mercedes-Benz dealer.



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Over 100

A problem for PTAs

332
124/81

SHOULD the Passenger Transport Association join forces with the other national body, the Southern African Bus Operators' Association, to create one central representative body?

This is the question now being asked since Saboa, representing by far the bulk of passenger transport operators, has enlisted support during the year from municipalities that have traditionally belonged to the PTA.

Time has come to hand on the torch to SABOA?

Should the trend continue, the future outlook for the PTA is not particularly rosy. It is no secret that municipalities are still having difficulty in making a profit with their passenger services and, in some instances, are selling them to private operators.

This could weaken the PTA to a point where it might not be able to function as effectively as it has in the past. Its subscriptions might have to be increased if services are to be maintained in a dwindling membership.

The PTA has made a significant contribution to South Africa's passenger transport industry but has always kept its doors closed against Government services, such as South African Railways and the Corporation for Economic Development, which is the biggest single operator into neighbouring territories.

Although the PTA has done this for reasons best known to itself, this has had the effect of separating Government operators from the public and private sector.

Government moves towards a constellation of states demands that all forms of passenger transport be unified under one body representing all services that can streamline legislation, manufacturing and operational needs.

THE first two prototypes of a new generation of electric trolley buses will be delivered to the Johannesburg Transport Department in about two weeks and their viability will be tested in demonstration runs on the Forest Hill-Hillbrow route.

Five more buses will be delivered during the course of the year as part of a specially designed project by the National Transport Commission and Johannesburg's transport department to determine the feasibility of operating the vehicles throughout South Africa.

Two of the buses will be articulated and the remainder double-deckers.

Main reasons for the revival of the trolley bus included the drastic rise in the price of oil — which since 1973 has led to a switch to alternative sources of energy — and greater awareness of environmental protection.

Interest in the trolley bus has been growing in several countries for a number of years and South Africa will take a lead with the new generation double-deckers should the project succeed.

The first trolley bus will be delivered by Cargo Motors in two weeks' time. It has been engineered by Daimler-Benz with the electrical hardware coming from Secheron Brown Boveri of Switzerland and the body from BUSAR.

Following hard on its heels is another double-decker from Sigma Power Corporation. It is powered by TCO Ltd./Brown Boveri with a body by BUSAR. The rest of the prototypes, including two articulated buses, are being supplied by Springfield Diesel.

New look electric buses to move S Africa into

By Johann van Rhede

which will manufacture both chassis and bodies, while the electrics for the different versions will be developed by Siemens, GEC Engineering, Ansaldo SGE, Toshiba Corporation and AEG Telefunken.

"We have based the design of our prototype on a Mercedes-Benz 0306 modular monocoque chassis which has proved successful in about 600 diesel powered buses operating in South Africa," says Hank Lipmann, director of Cargo Motor Corporation.

ment of the prototype was in the region of R250 000, though aimed at simplicity, the electrical equipment is technically advanced and can be installed in any chassis or body.

Electrics

The components of the main circuit comprise roof mountings, a chopper, 600 volt switchgear, a traction motor and auxiliary services. Maximum speed will be restricted to 60 km/h.

The roof equipment comprises the trolley and a

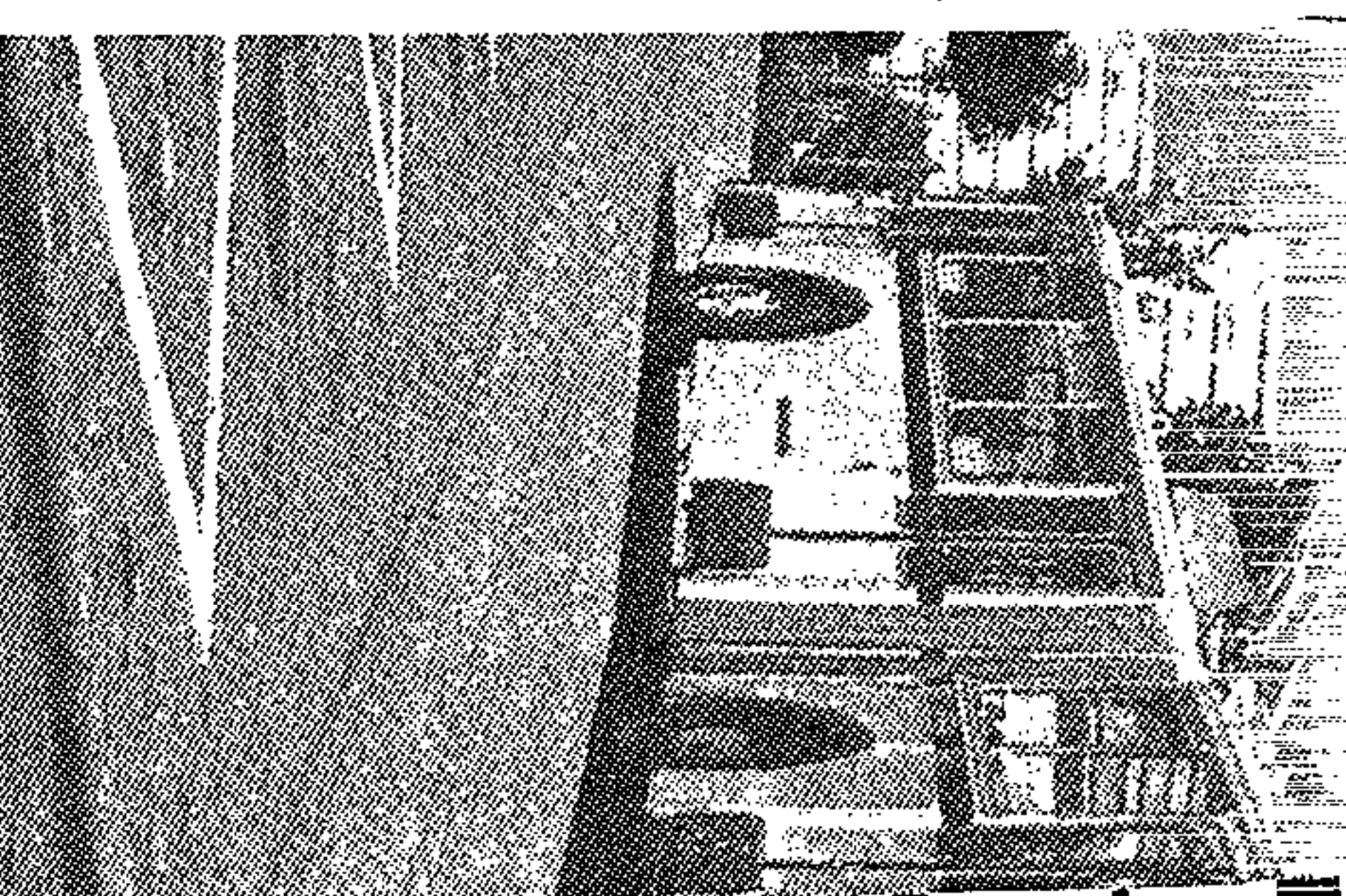
arrestor situated next to the trolley base limits over-voltages from the supply network. Roof mounted gear is accessible from above and inside the bus.

The chopper unit is normally mounted on the left-hand side of the trolley bus and contains the input filter, suppressors, input diode bridge, the chopper itself and the braking resistor. The components of the power electronics are mounted in plug-in racks for quick replacement if necessary. Other switchgear for the circuits is mounted in a single unit containing the elec-

Features

The electrical equipment permits the use of a rheostatic brake with the traction motor acting as a braking generator. Other main features include:

- An over-current relay which trips the input circuits in the event of overloads or short circuits.
- A diode bridge, or a block-



An articulated trolley bus — similar to the one being developed for a constellation of states.

year

By GE

BUS operators have only five years to establish new agreements and standards for the operation of bus services throughout the whole of Southern Africa — a task that on past performance is well-nigh impossible.

The five-year deadline is set by economic norms accepted by the Government and economists for regional development embodied in the blueprint for a constellation of states.

Passenger to get train

124/81

ing did it is virtually certain that the consolidation switch in all training laws embodied in the Apprenticeship Act and the In-Service Training Act — the line envisaged by the Wiehahn Commission — reversed, result in the passenger transport industry interfering at regional level and supervised by the Department of Manpower Utilisation.

The present Apprenticeship Board — with its over-100 members — has operated for some years in the interest of the industry generally — will be disbanded.

- A chopper The NTB will handle the training of apprentices, fixed fire times, registration of training schemes, fitted with centralisation of all training aspects, which is possible.
- This is expected to exclude driver trainees in one which, because of cost factors, is likely to be organised regionally.
- A driver of The need for driver training is also considered, the need for driver training is also considered, the need for driver training is also considered.

Leyland
to get
massive
aid

GOVERNMENT funding for British Leyland (BL), amounting to R1 800-million for the next two years, enhances the chances of the company's recovery considerably.

BL chairman Sir Michael Edwards said: "Our immediate tasks are to accelerate the progress already made in productivity improvement, model development and investment."

"To achieve these objectives, decision-making will continue to be concentrated on the operating units."

"BL is being looked upon as four distinct business groups. This is important in that it will enable each group to perform a coherent business quite apart from concentrating management effort."

"Over a period the operating units will be drawn into the following groups — BL Cars, Land Rover, Unipart and Leyland group. This concept was agreed by the BL board last July and formed part of the 1981 corporate plan submitted to government."

Slog

"The establishment of the Leyland group which was announced in January is the first step. In due course the other business groups will merge under the umbrella of BL Limited and will be monitored by the BL board and government under these aegis."



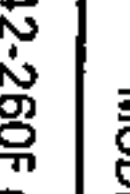

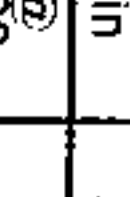

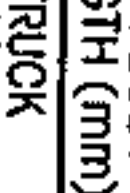
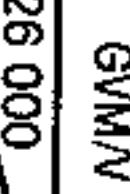
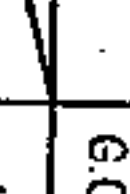

"It will still be a hard slog for BL, which faces difficulties as do all Western motor manufacturers, but the decision by the government to aid the business for the full two-year cycle will certainly enhance the chances of recovery."

"By the end of 1981 the significant elements of BL's new products and facilities will be at an advanced stage. We have agreed in principle to stay on until this phase has been completed."

"The business is now slimmer, more efficient, and has a sense of direction and purpose. If the British people support us in the showrooms, the government has supported the funding of our model development, and if we ourselves continue to perform we will be able to secure a healthy British motor industry for the 1990's and beyond."

HINO'S GOT THE NUMBER
TO SLASH YOUR COSTS.

Series 260, that's Hino's big new number in the battle against escalating operating costs. A whole new range of cost-cutting heavy duty trucks — and not just because of their surprisingly competitive purchase price. It's also all that proven Hino toughness, low operating and maintenance costs, plus long-term Hino dependability. So before you decide on a new truck tractor, freighter, or dump truck, ask us to show you facts and figures on how Hino can keep your profits growing strong.

| 260 SERIES | MODEL | kW @ r/min | FORWARD SPEEDS | MAX. BODY LENGTH (mm) | G.W./M.V. (kg) | G.C.M. (kg) |
|---|-----------------|----------------|-------------------|--------------------------|----------------|-------------|
|  | 42-260F (6 x 4) | 188 @ 2 300 | 9 | TRUCK | 26 000 | 22 400 |
|  | 39-260 (6 x 4) | 188 @ 2 300 | 6 | ± 8 m ³ | 26 000 | 22 400 |
|  | 26-260F (6 x 4) | 188 @ 2 300 | 9 | 7 410 | 26 000 | 22 400 |
|  | 41-260F (4 x 2) | 188 @ 2 300 | 9 | TRUCK | 15 800 | 14 200 |
|  | 16-260F (4 x 2) | 188 @ 2 300 | 9 | 7 265 | 15 800 | 14 200 |
|  | KB SERIES | 134 @ 2 350 | 6 | 7 280 | 15 800 | 14 200 |
|  | KR SERIES | 104 @ 3 000 | 5 | 6 400 | 12 700 | 12 700 |
|  | KL SERIES | 90 @ 3 000 | 5 | 6 400 | 9 900 | 9 900 |
|  | DA SERIES | 108 @ 2 800 | 5 | 5 030 | 12 000 | 12 000 |
|  | BY BUS | 134 @ 2 350 | 5 | 65 SEATER | 16 000 | 16 000 |

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Ask any Hino operator anywhere in the country how we stand up in this vital department. How we guarantee a service parts rate of over 95% at our sixty strategically placed dealers throughout the Republic. How we operate a free, fully equipped training school for fleet-owners' technicians. A free on-the-job driver training service. Fast efficient unit-exchange facilities. And how five of our factory Hino technicians are constantly in the field, visiting both dealerships and fleet-owners. Ask around and discover the faith they have in our vehicles and us.

260 SERIES



The big value-for-money trucks



FIVE GOOD
REASONS TO

LOW JO GO urther on tankful

CDD, general representative for Daimler Benz in South Africa, has published a fuel-efficiency booklet to assist commercial transport operators in cutting fuel consumption costs.

Fuel can account for up to 15 percent of total vehicle costs and smaller users in particular should find the advice useful.

The booklet deals with vehicle selection, fleet management with a heavy emphasis on economy, fleet maintenance, selection, training and motivation of drivers and economical driving methods.

"As one of the largest commercial vehicle manufacturers in this country we believe transport operators expect us to provide this service, particularly in view of the ongoing fuel crisis and the heavy accent on running vehicles economically," says Peter Hounsell, manager of the commercial vehicles sales training department.

"We have tried to highlight the fact that fuel economy cannot be dealt with on its own, since it is an integral part of fleet economy and interlinked with virtually every facet of a transport operation. "What comes out most strongly is the need for driver training. It is an acknowledged fact that fuel savings rests heavily on the driver's ability. Any technical improvements built into a vehicle to save fuel will only be effective if the driver is efficient."

The booklet is not intended exclusively for Mercedes-Benz operators but for all fleet concerns and all levels of management.

KwaZulu

Plant pays off

TOYOTA marketing has placed a record order for 230 tonside and 110 tipper bodies worth in excess of R510 000, with P A Poole at Stibede, KwaZulu.

Distribution of the bodies and tippers will be made to late tender boards throughout South Africa and the townlands.

Poole's decision to establish a factory in the Home-land of KwaZulu has certainly paid off with the Isthebe factory manufacturing and supplying over 70 percent of Natal's industrial and construction requirements in both bodies and tippers.

Together with the Rosslyn factory in the Transvaal the national market penetration is estimated at over 40 percent.

A third factory at Rosslyn has now been purchased to serve growth in industry and



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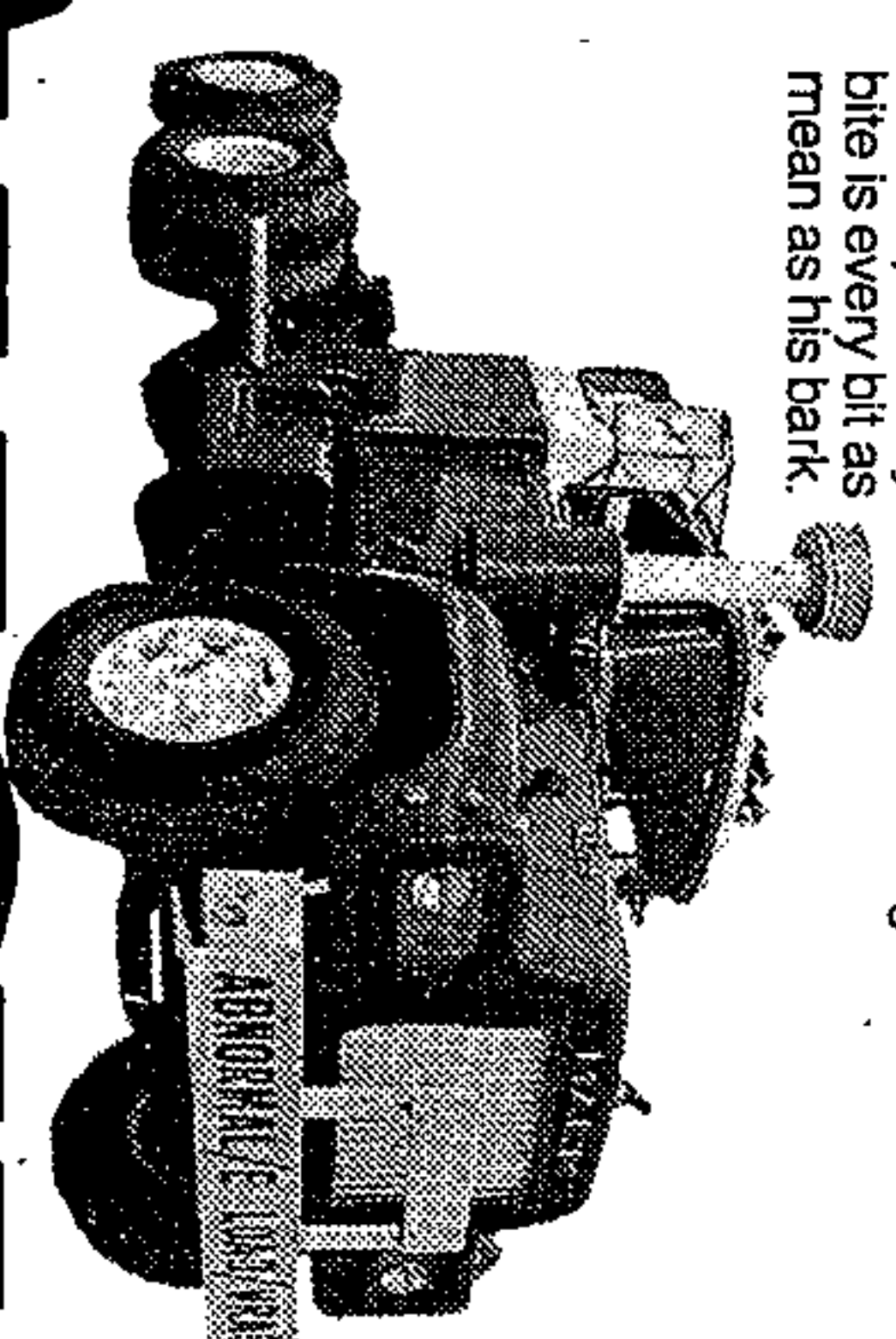
2 SUPERIOR LOAD CARRYING ABILITY. Mack's stronger, lighter chassis means that you can operate more economically more profitably. Mack will carry your biggest load further for longer with up to 25 000 kilometres or 90 days between oil changes — cuts downtime to the minimum!

3 SUPERIOR QUALITY BUILT IN AT EVERY STAGE. Mack's quality control is second to none and this means we can bring you a truck that features less wear on engine and transmission. You get a longer vehicle life and big savings from reduced servicing costs.

4 SUPERIOR MAXI TORQUE GEARBOX COMBINATION. Mack's high torque fuel injection engine, coupled to the unique torque-biased Interaxle power divider, gives up to 65% fewer gear changes and 25% lower engine revs. There's always power there when it's needed!

5 SUPERIORITY WE'RE PROUD TO DEMONSTRATE. For full details of the Mack range or to arrange a demonstration test run on any of your main routes, contact your local Mack dealer listed below.

To prove to yourself that the big Mack's bite is every bit as mean as his bark.

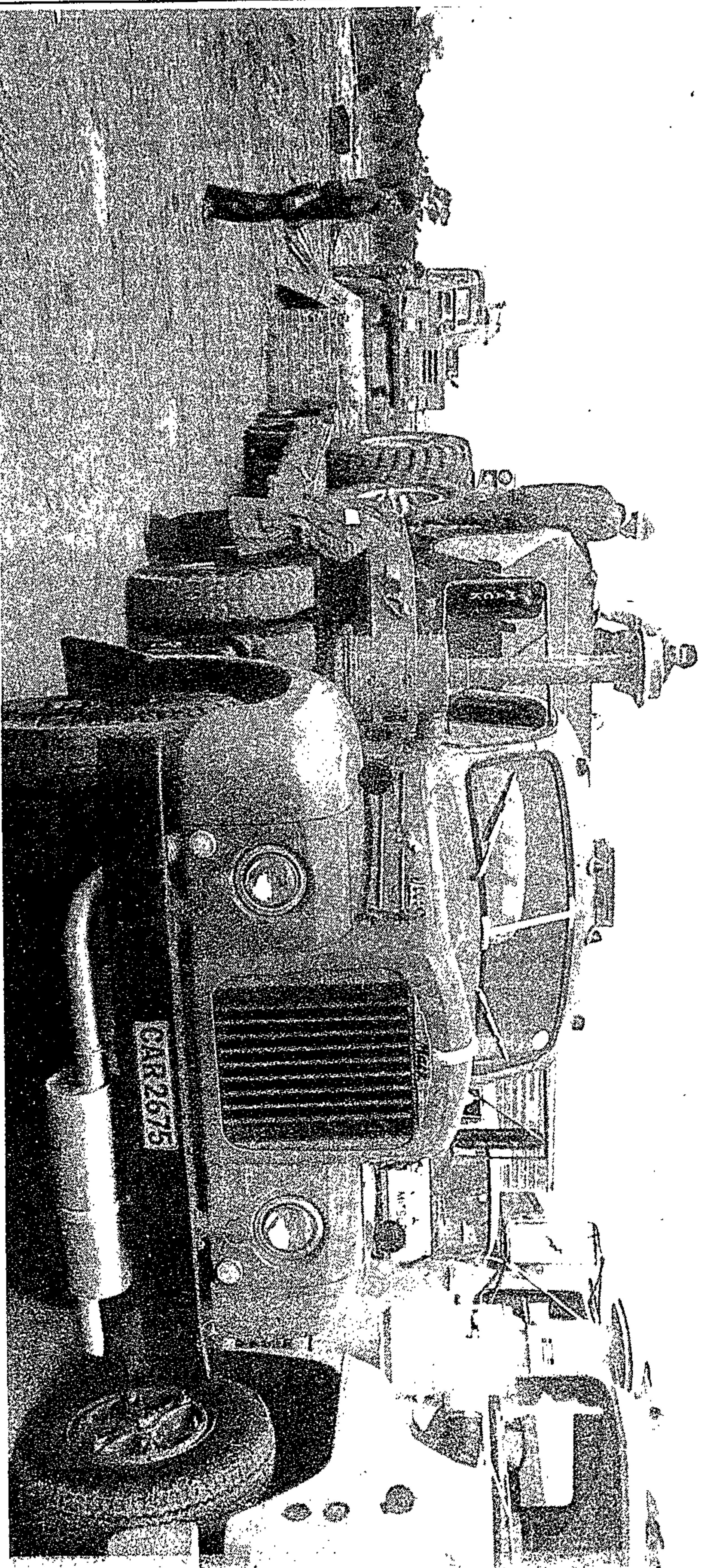


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Pietersburg Tel (01521) 46934 • Pinegowrie Tel (031) 71-4651 • Springsbok Tel (02732) 457.



840 000km and this Mack truck is still going strong

MORE than 16 years ago, a group of engineers from the United States visited the Lamberts Bay area of the Cape to investigate prevailing local road conditions and to advise on the trucking requirements for the Lamberts Bay Canning Company.

The same year, two Mack B61S trucks designed for South African operating conditions and powered by Lenora engines were imported from the States. Lamberts Bay Canning Company bought both units — which were delivered to the Cape Town docks in knocked down kit form.

The trucks were assembled on the quayside and late in 1954 were put into operation lugging 15 ton loads of frozen

lobster from Port Nolloth and Hondeklip Bay to Cape Town.

For the next 16 years, one of these Macks — fleet number 294 — did this run twice a week, much of it across rough gravel roads that were invariably in poor condition.

Mr M Visser, who is still employed by the Lamberts Bay Canning Company, drove the Mack for more than 400 000 km, during which the only repairs were:

- Two radiators recovered;
- Two clutch release bearings replaced;
- Two starter motor armatures repaired;
- One generator armature replaced.

This truck was eventually traded in to Sigma Power Corporation in Bellville on a 1980 model Mack. The old truck had done more than 840 000 km.

Sigma Power re-painted this Mack, overhauled its engine compressor and sold it to Peach Plant Hire, which uses it to transport heavy earthmoving equipment through the Peninsula. As yet it has not had any major overhaul.

The other Mack bought by Lamberts Bay Canning Company in 1954 had a less fortunate history and was involved in at least three serious accidents. Its engine was overhauled after 400 000 km.

This unit was also sold to Peach Plant Hire and is being used to supply parts to the other unit when and if necessary.

Lower demand for trucks

anticipates a possible increase in the price of trucks.

"From October this year, trucks fitted with imported engines will be subject to a protective tariff of 30 percent based on the total cost of the truck.

"This would suggest that there is likely to be a substantial increase in the price of commercial vehicles fitted with the new Atlantis engines.

"I anticipate a market in the region of 135 000 light and heavy commercial vehicles, compared to the 1980 record level of 127 698 units," he said.

The strong recovery of other areas of the economy in 1980, especially in the construction industry, has resulted in the easing of demand in the commercial vehicle market in 1978 and 1979. This, in turn, led to a sharp increase in commercial vehicle sales, which is expected to continue in 1981.

Ford's combined light and heavy commercial vehicle sales in 1980 totalled 17 423 units, compared to the 1979 total of 14 117 units, representing an increase of 23.4 percent.

forecast

"In the light commercial vehicle market, real growth only started as late as July last year and I believe that this will result in continued growth late into 1981," said Mr Pitt.

"Heavy truck sales in 1981 are expected to exceed those of 1980 by 15 percent to reach an all-time annual high of 21 000 units. The anticipated buy-ahead prior to the introduction of the Atlantis diesel engine programme is expected to contribute to sales in this sector of the market."

Ford's 1980 range of D-series and Louisville heavy trucks, and the R-series bus/chassis, have been carried over into 1981. The F-series

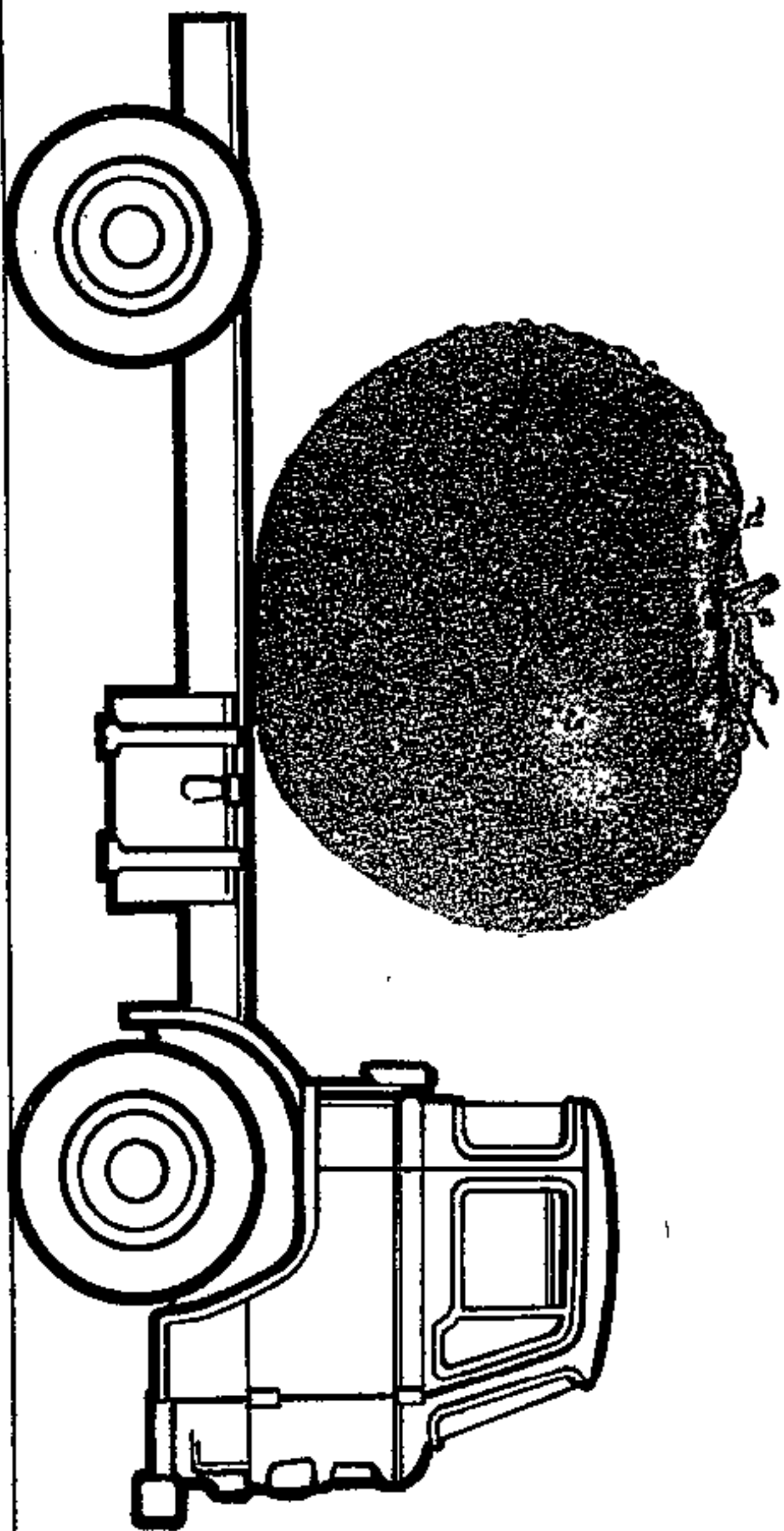
range was discontinued in December.

Commenting on the Atlantic diesel engine and axle and transmission projects, Mr Pitt said that Ford was well into the advanced stage of the programme to adopt locally manufactured diesel engines in all its heavy truck lines.

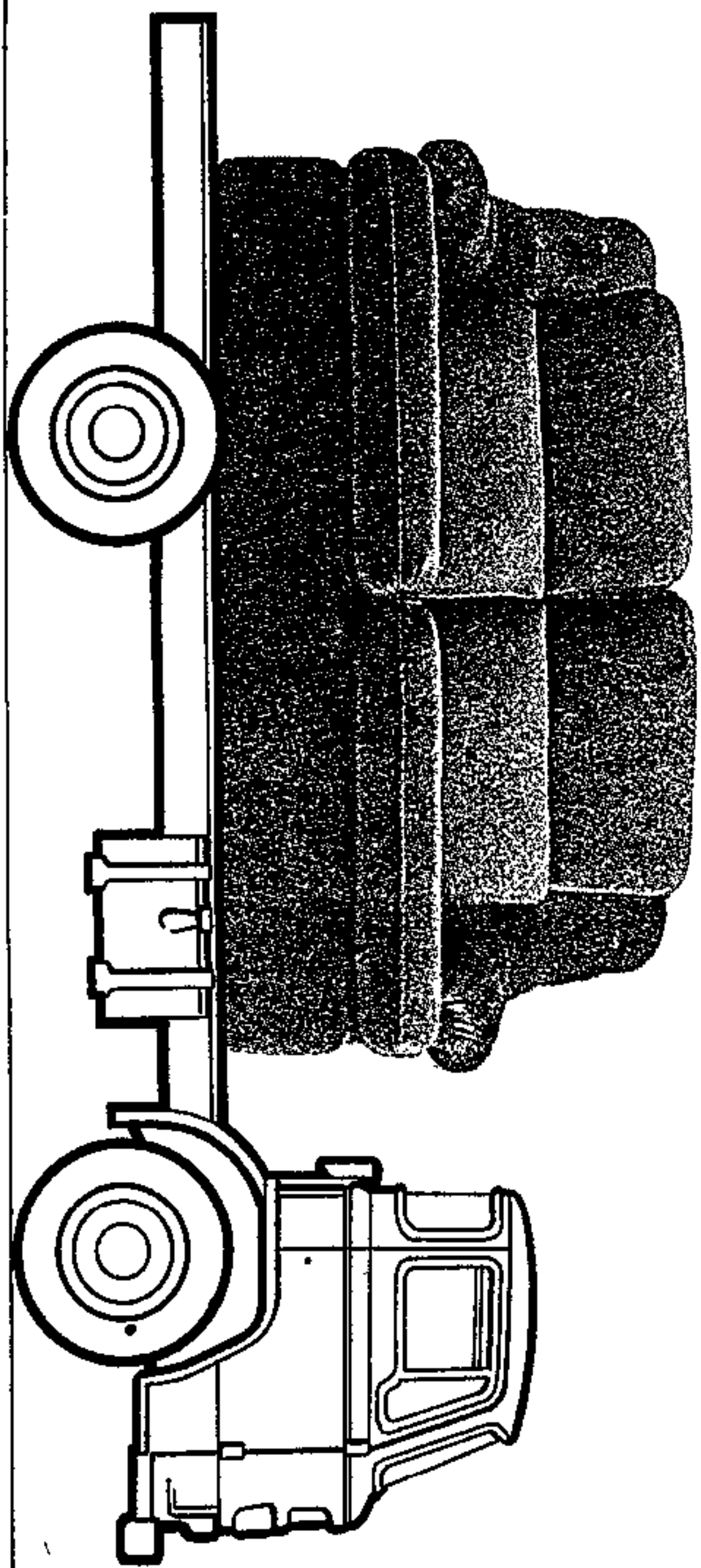
Engine selection has been finalised and the installation engineering is virtually complete.

"We are well down the road in the development of our axle and transmission projects, but there will have to be close co-operation between ourselves and the other parties involved if we are to meet our timing deadline," he said.

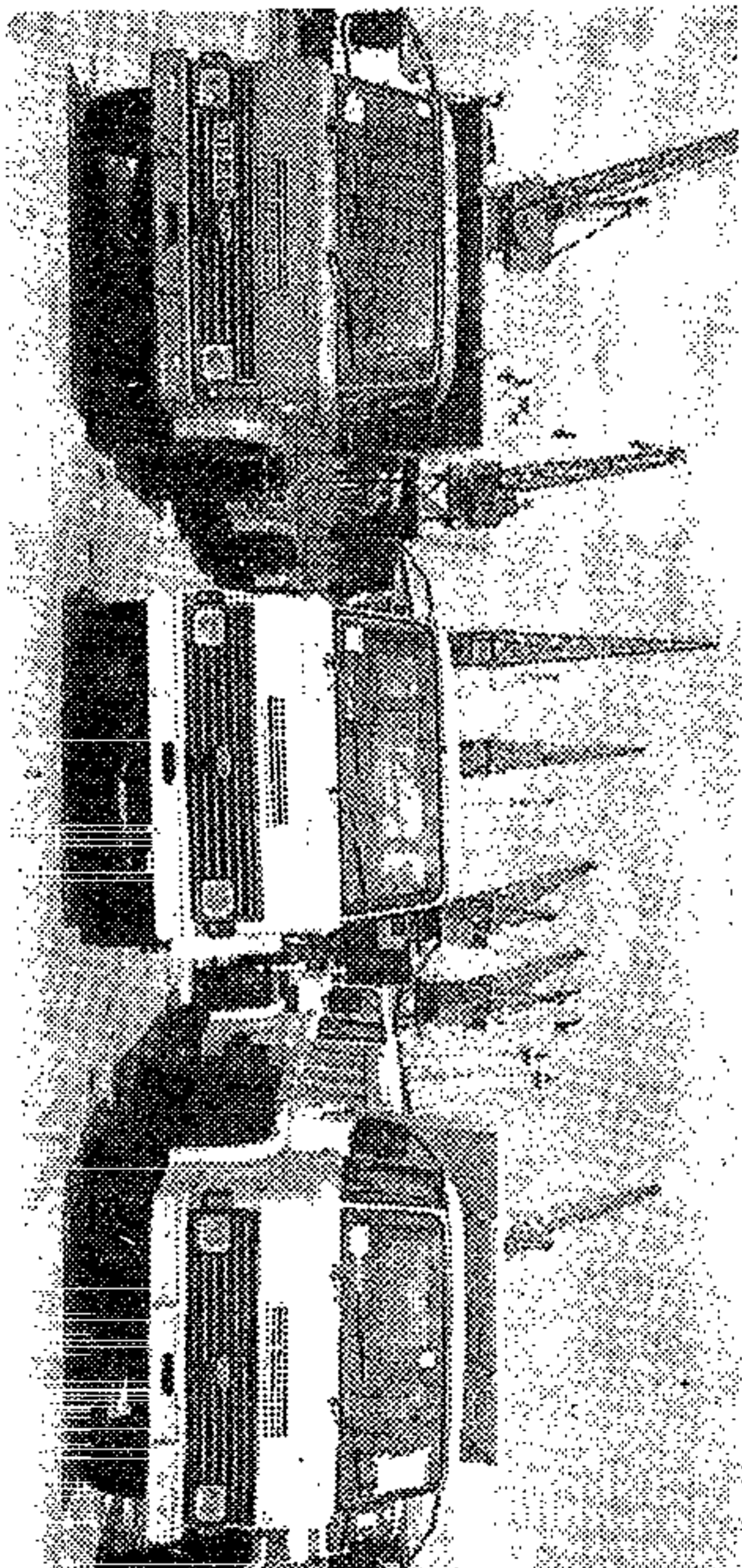
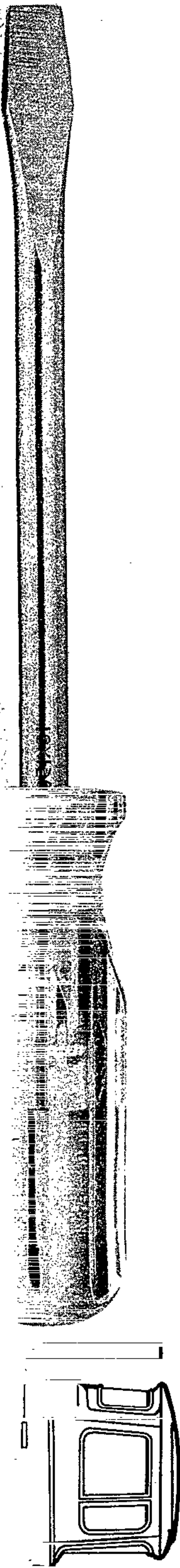
LEYLAND HAVE THE RIGHT TRUCK TO TAKE

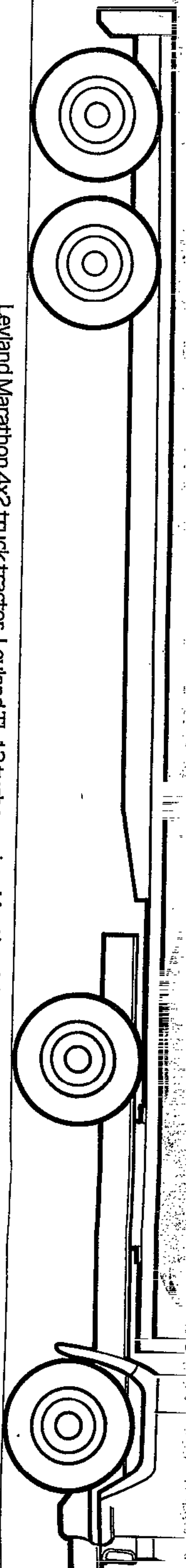


Leyland Terrier 4x2 freight carrier, Leyland 6-98.2 DV engine, V rating 7 500 kg, D/T rating 9 150 kg.

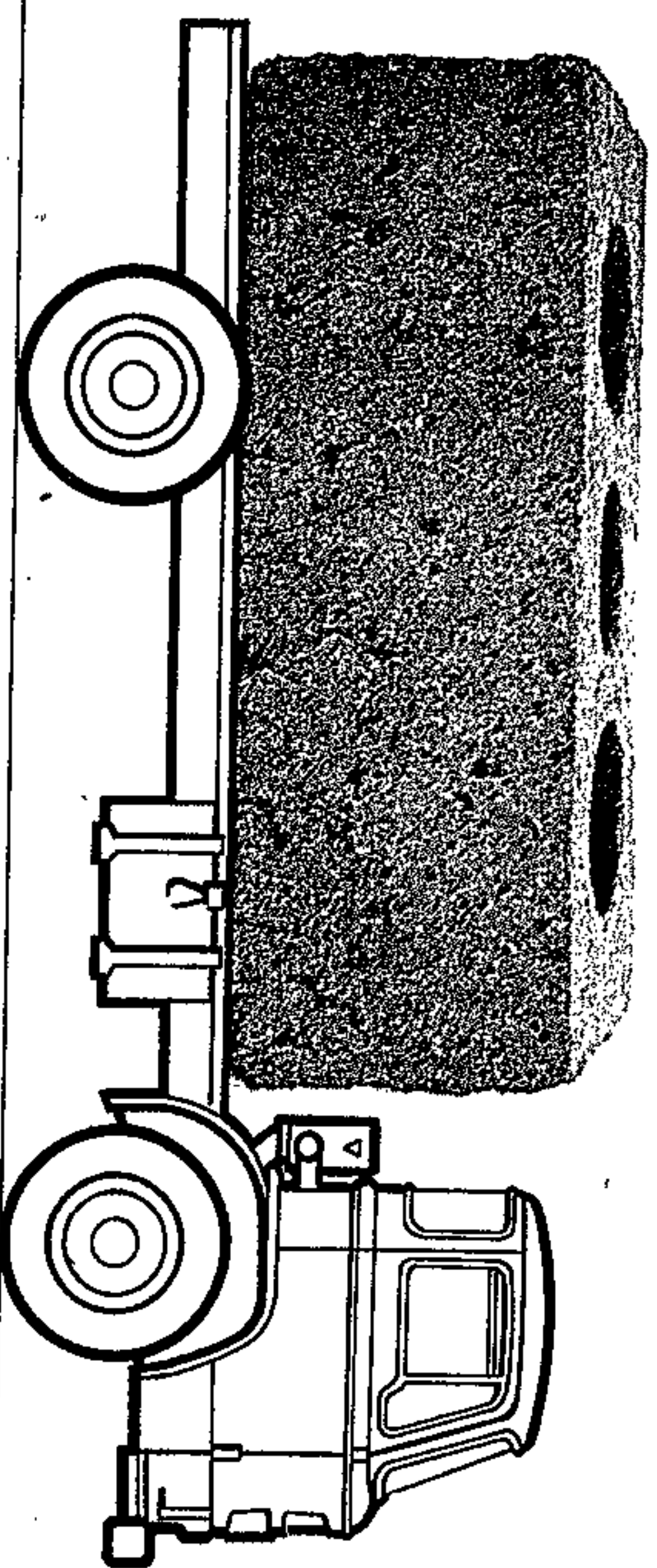


Leyland Boxer 1000 4x2 freight carrier, Leyland, 6-98.2 NV engine, V rating 10 600 kg, D/T rating 11 180 kg.

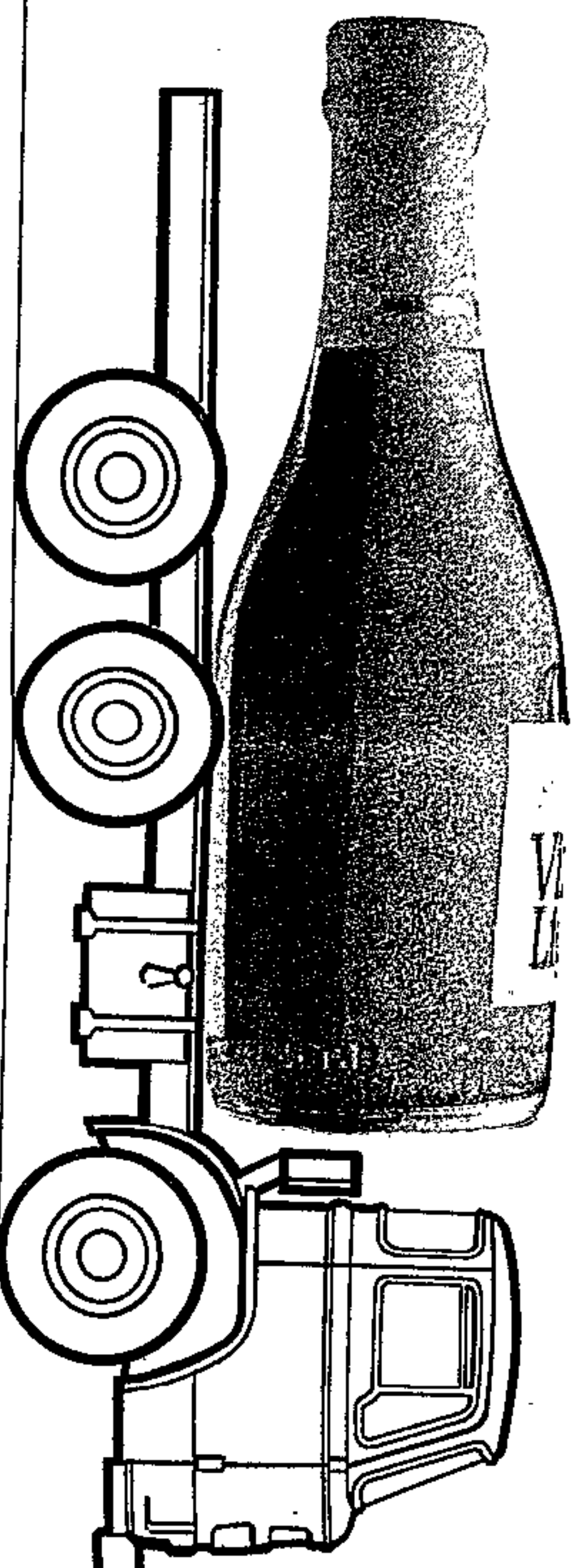




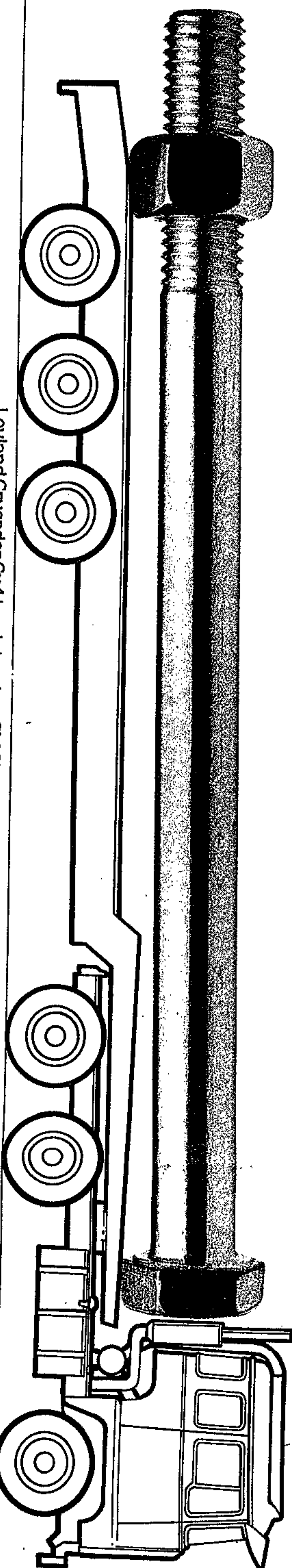
Leyland Marathon 4x2 truck tractor, Leyland TL 12 turbo engine, V rating 14 272 kg, D/T rating 41 000 kg.



Leyland Eland 4x2 freight carrier/tripper/truck tractor, Leyland 410 turbo engine, V rating 14 272 kg, D/T rating 22 680 kg.



Leyland Super Eland 6x4 freight carrier/tripper, Leyland 410 turbo engine, V rating 22 472 kg, D/T rating 22 680 kg.



Leyland Crusader 6x4 truck tractor, GM 8V71N engine, V rating 22 472 kg, D/T rating 50 000 kg.

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Anything from 7.5 tons to 50.0 tons. In town. Or on the longest slog. On tar. Or through the untamed bush. Leyland trucks have been part of the South African scene for 76 rugged, glorious years. Today Leyland wholly own a country-wide dealer network with factory backing that takes the gamble out of parts and service availability. Their tried and trusted 6-98.2, 410

and Detroit diesel engines deliver more power for less fuel. And everybody in the trucking business knows about the famous Leyland 6 months parts and labour, unlimited kilometre warranty that means so much more than it says. But what really puts Leyland way at the top of the league is the wide choice of trucks they give you. To let you profit from all the cost-cutting benefits of standardisa-

tion, and at the same time be confident that the truck you're buying is the one that does the job most reliably, economically and cost-efficiently. Yes, Leyland have the trucks to take anything to anywhere. Because every model Leyland truck is built to take it.



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SAB fleet gets new trailers

SA Breweries transport fleet has bought special combination trailers capable of hauling a maximum payload of 26.4 tons.

The last of the 35 trailer combinations built to SAB specifications by Henerd Fruheauf of Waderville and Afrif of Herriodale have been delivered, carrying a combination of 16 and eight pallets - 24 pallets in all. They are designed specifically for on and off highway conditions.

The old type of combination trailers, which are still in use, carry only 20 pallets at a time. The additional room for four more pallets with an increase of 18 cases per 24 pallets makes all the difference in terms of time, productivity and costs.

The trailers are fitted with Henerd F2 suspension. None of the SAB fleet need ever be idle - there is always a trailer loaded and ready to go.

New Nissans

UNIVERSAL Metal Holdings (Pty) has ordered 21 million worth of Nissan heavy vehicles from Martin Jonker Motors in Pretoria.

Delivery of 21 CK 20s and a UG 780 will be completed in the next few weeks.

Universal has standardised on Nissan heavy vehicles at all its branches in Pretoria, Rustenberg, Lesley, Secunda, Bloemfontein, Welkom and Vanderbijlpark.

*** POOLE** has introduced a low-cost mini-tipper for jobs where a larger truck would be uneconomical. Body capacity is 1.8m³ and the floor is made of 3mm mild steel supported on rolled steel longitudinal and cross-members. Fixed or dropside are optional. The mini tipper is suitable for most two or three ton vehicles, has a Heli hoist system with 50° dumping angle, and a maximum dumping speed of 28 seconds. Except for the pump, which is imported from the US, the Poole mini tipper has 100 percent local content.



USED TRUCKS WE HAVE ON OFFER

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|--|---------|
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| Mercedes Benz 2632S/32 Truck Tractor ... | R46 000 |
| Mercedes Benz L508D/29 Truck ... | R3 500 |
| Mercedes Benz L1313/51 Truck ... | R12 000 |
| Mercedes Benz LK 2624/36 Tipper ... | R35 000 |
| Mercedes Benz L 1418/50 Truck ... | R9 000 |
| Westis Semi-Trolley 12.5M ... | R9 000 |

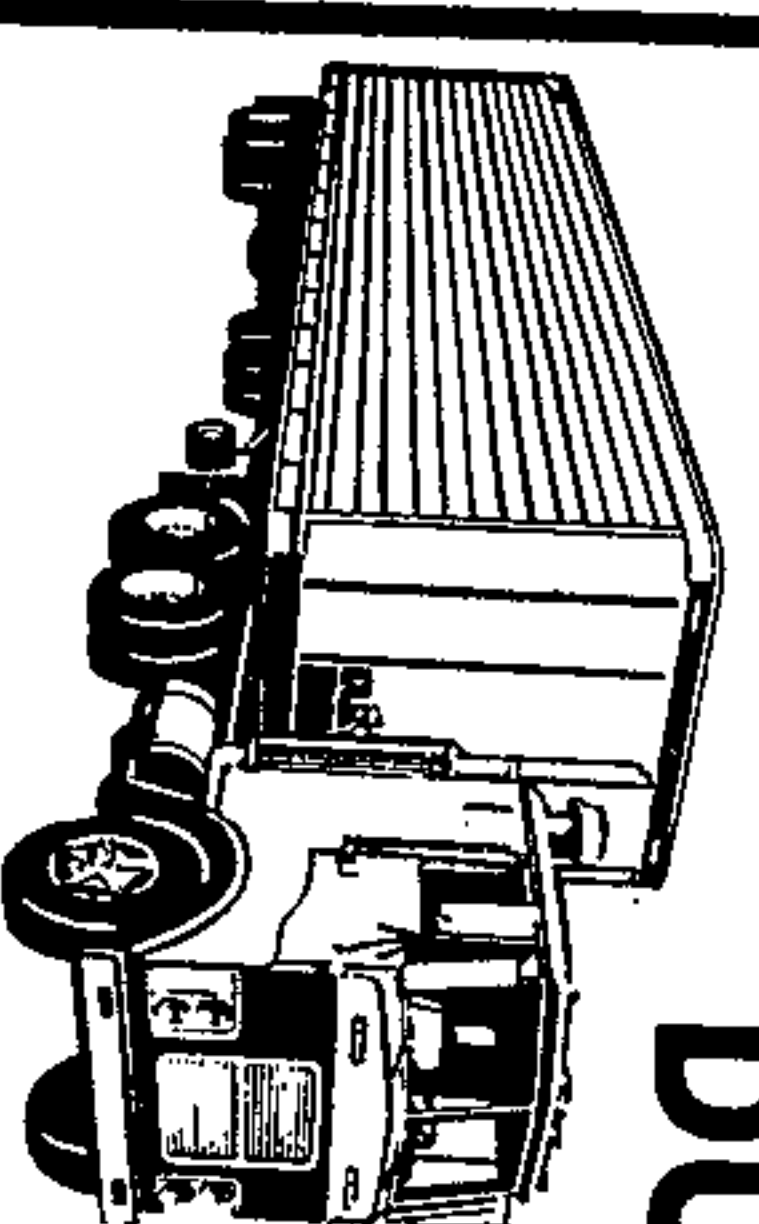
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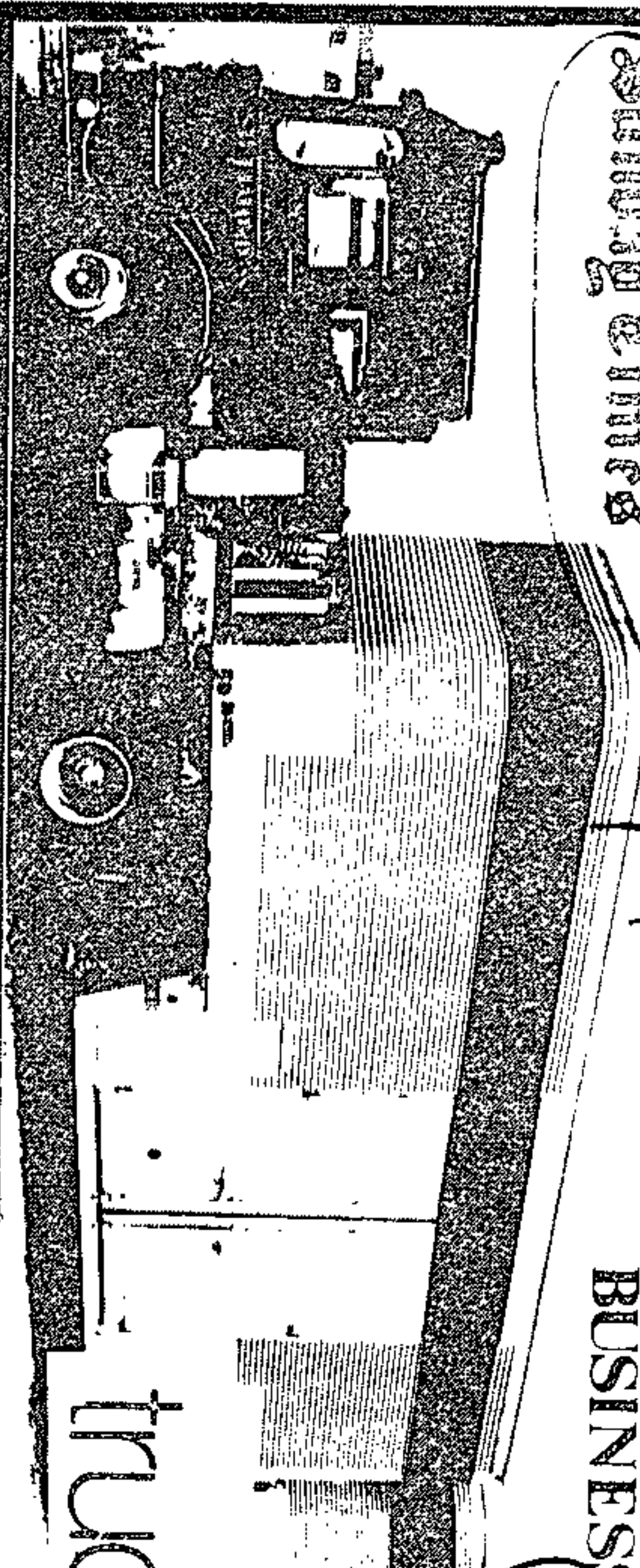


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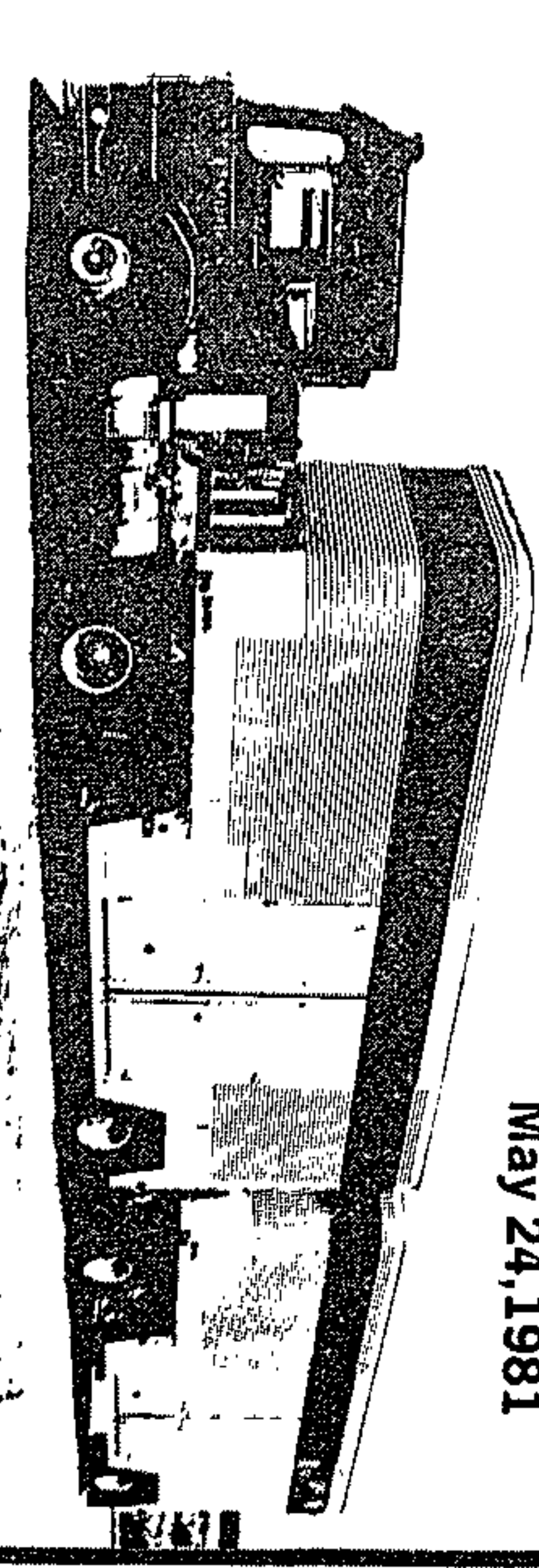


BUSINESS TIMES

332

TRUCKS and TRUCKING

Edited by Johann van Rheede



May 24, 1981

SUNDAY TIMES Trucking Supplement, May 24 1981

SAR denies entering rental market

THE SAR has denied allegations made by the private sector that it has entered the truck rental and leasing market.

"We have signed transport contracts with some companies, but this does not mean that we are actively pursuing a rental or leasing policy," says Mr Hendrik Hamersma, Director of Road Transport.

Mr Hamersma said the major difference between the SAR's contractual system and leasing as practiced by private rental and leasing companies was that SAR simply provided a standard contract while these companies charged on a kilometre rate and did not provide their own driver with the vehicles.

He said the road transportation Act dealing with this matter left a small loophole for the SAR to provide drivers and mechanical horses to private industry whenever these are available, and did not regard a long-term haulage contract, where the SAR simply hitched up loaded trailers of certain companies, as a rental or leasing agreement.

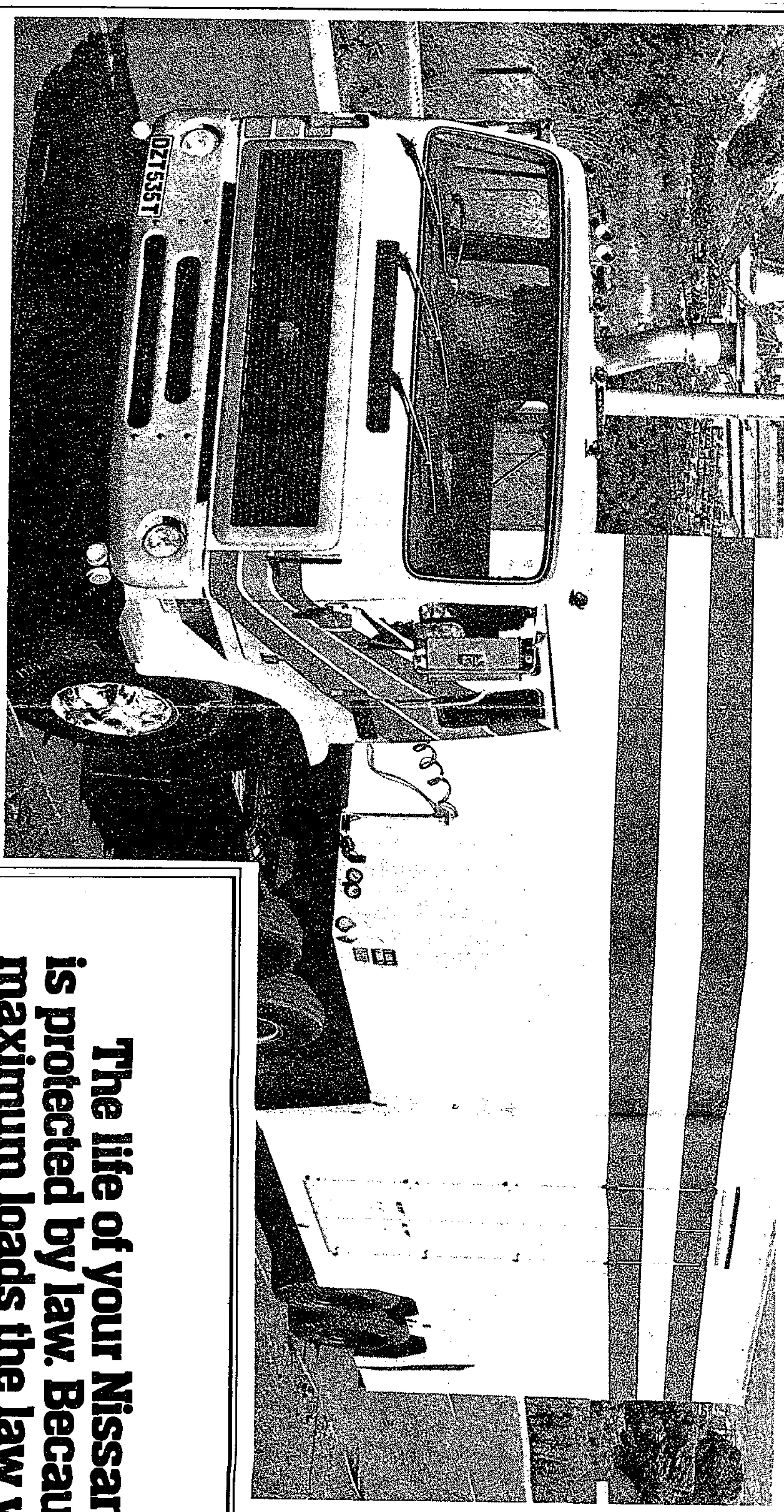
Mr Hamersma said it was common knowledge that SAR marketing staff

have approached the private sector providing details of its tariff structure, and said that this marketing strategy had been followed since this service was started almost a year ago.

"In any event, we seldom have enough mechanical horses or rigid trucks to provide for the extra requirements of private industry and we ourselves are often forced to hire from them during peak periods."

Referring to the SAR road transportation fleet, Mr Hamersma said a negative growth pattern had occurred over the past 21 years with no expansion to the fleet.

The SAR simply replaces redundant vehicles on an annual basis, restricting its heavy truck fleet to approximately 1 100 vehicles.



International's tough new T-Line truck series were launched at Mmabatho Sun Hotel last week. The series offers a choice of three diesel engines, transmis-

sion and axle configurations to suit a wide range of applications and technological advancement to comply with any future changes within the industry

By Johann van Rheede

MANUFACTURERS of heavy trucks and vehicles are adamant that all work on the local content programme

STAND

The life of your Nissan is protected by law. Because the maximum loads the law will allow are substantially less than Nissans are designed to carry.

Plain common sense will tell you that a truck which carries far less load than it was designed for, will outlast a truck that operates to the extremes of its capacity. Imagine that you had to run five kilometres. Provided you at all times maintain a

superbly-engineered that they can carry considerably more load than South African law prescribes. It means you can never strain a Nissan. Never. Short a little. . . .

ran for about five years, each doing more than 700 000 trouble-free kilometres. As Mr. Norman sums it all up: "There's no doubt in my mind that the 780 Nissan has the best engine in the world."

Free Nissan Pre-Purchase Computer Service.

Nissan can tell you exactly what your running cost will be for any Nissan truck before you spend a cent. After you've bought a Nissan you can receive monthly printouts containing such vital information as: Cost for any Particular Vehicle; Average Cost per Fleet; Average Cost for All Fleets; Highest and Lowest Cost per Item and so on.

How Nissan cope with that ugly word: Downtime.

83% of all Nissan breakdowns are back on the road within 24 hours. No matter where you breakdown, we'll have a technician available

ject — should be stopped immediately.

Some are calling on the Board of Trade and Industries to shelve current developments and to issue new guidelines in determining the total planning of local content for medium and heavy vehicles.

"No South African can or would reject a policy of self-sufficiency to make the Republic less dependent and to protect us against Third World calls for UN sanctions.

"It is, however, of the greatest importance that the price paid for this independence should not be too high," says Mr Colin Adcock, managing director of Toyota South Africa.

He said he was convinced that, with the close co-operation of all heavy vehicle manufacturers in South Africa, a much better scheme to make the country less dependent on the outside world could be developed which, at the same time, would result in minimum price increases.

Studies

"The authorities are now aware of the total implications of current planning, and I believe that intensive investigations will follow in order to rationalise the local content programme in a logical way."

Mr Adcock said in-depth studies by various manufacturers have shown that premiums will be unreasonably high, and that the ripple effect on the economy as a whole, and especially with regard to inflation, will be much higher than initially thought.

"Statements that prices with regard to the engine will not exceed 12 percent are un-

WORK!

founded and a total underestimation of reality," he said.

He said the excise duty announced by the Minister of Industries in March last year accounted for 30 percent of the total value of a vehicle, and stated that this duty to protect the engine manufacturer did not account for 30 percent of the engine cost alone but, in fact, for 30 percent of the total value of the vehicle.

According to Mr Adcock, it is accepted worldwide that a diesel engine accounts for an average value of 25 percent of the total vehicle.

A recent scientific study conducted by 13 of South Africa's 15 heavy vehicle manufacturers indicated a dramatic increase in the price structure.

"The premium on the engine alone is nowhere near the Industrial Development Corporation's estimation of 10 percent, but will be closer to 100 percent," Mr Adcock said.

He said that this did not necessarily prove incompetence in local manufacture but rather the fact that engines of German origin are more expensive than those available from Britain, America and Japan.

Minister at the wheel



HENDRIK SCHOEMAN

GOVERNMENT is well aware of the fact that an efficient public transportation system is of vital importance to the population and the economy of South Africa.

This assurance was given by the Minister of Transport, Mr Hendrik Schoeman, at the recent annual general meeting of the Southern Africa Bus Operators' Association (SABOA).

The Minister said the Government has through the years endeavoured to take measures with a view to improving the transportation system of the country and referred to several commissions of enquiry which were meant to serve as a blueprint for deregulation and freer competition within the road transportation industry.

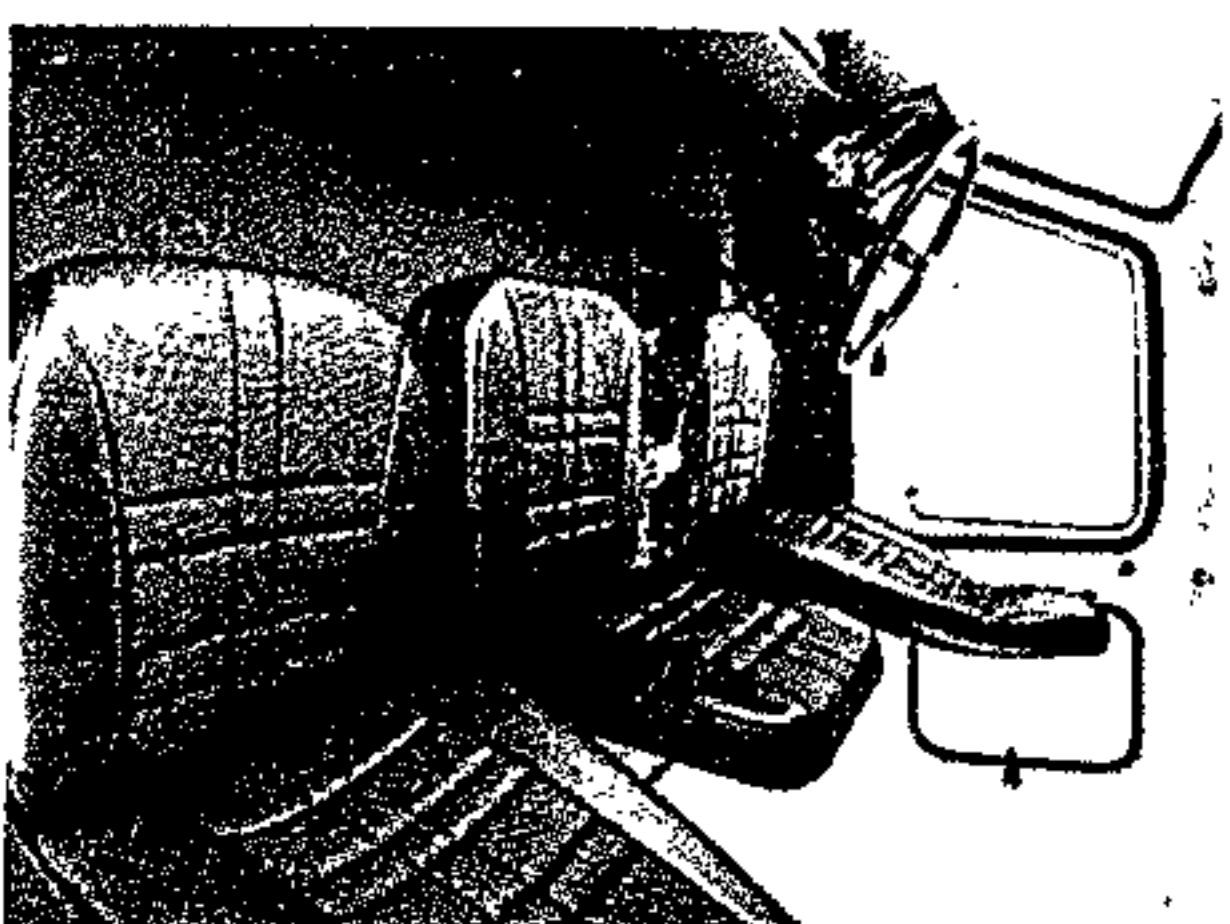
He said it was unfortunate that several recommendations of the Driessen Committee of Enquiry into urban transport facilities in South Africa could not yet have been implemented due to high costs and lack of funds, but that Government had the entire matter under control and will take the necessary steps at an opportune time.

16 ton class and more than R6 000 for the extra heavy segment.

Another significant factor which must be considered is that the smaller the locally manufactured diesel engine, the higher the premium. A premium as high as R3 000 can thus be expected on a 2.5-ton truck.

"All told, and according to information available at this stage, the local content programme for heavy vehicles will result in price increases of at least 35 percent or more," he said.

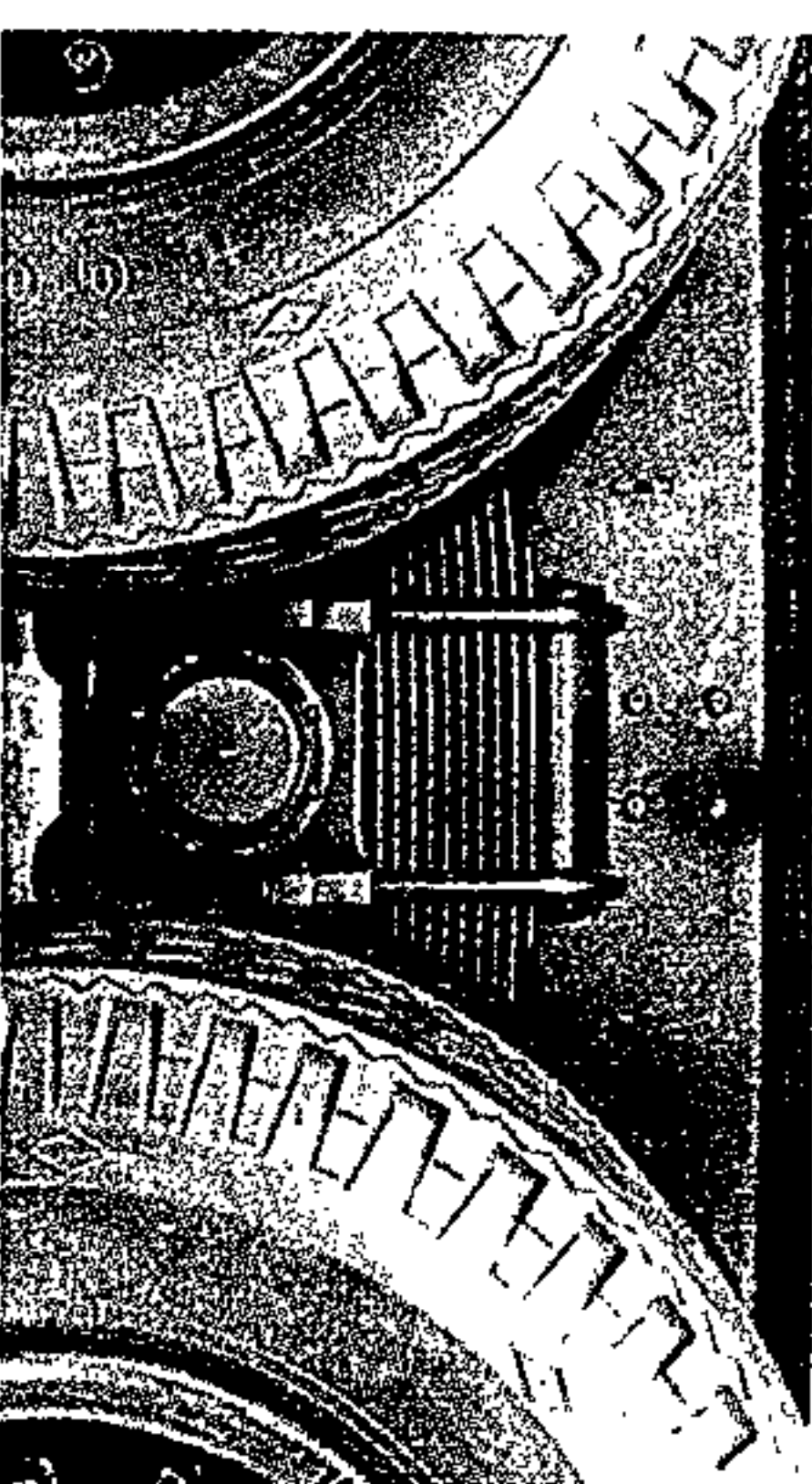
Now do the same run with a load of twenty kilograms on your back. Your heart would have to pump harder, your overworked lungs would leave you gasping. Maybe you wouldn't have the legs to finish.



It's exactly the same with trucks. Overload them and you're in trouble.

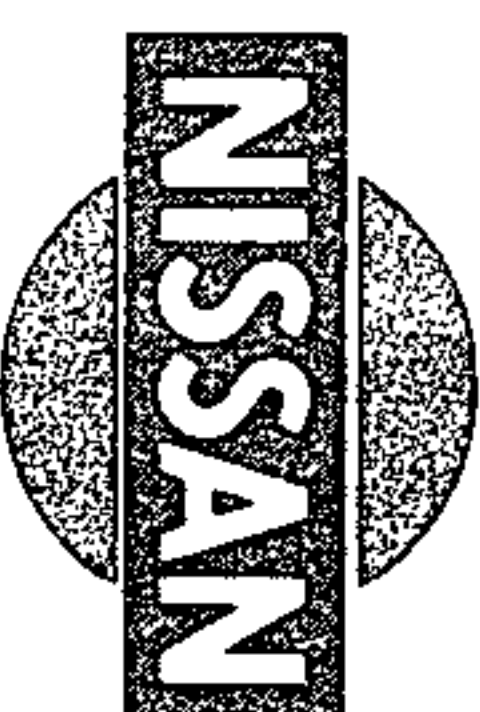
But Nissan trucks are so

Deep cushioned seats, superior ventilation.

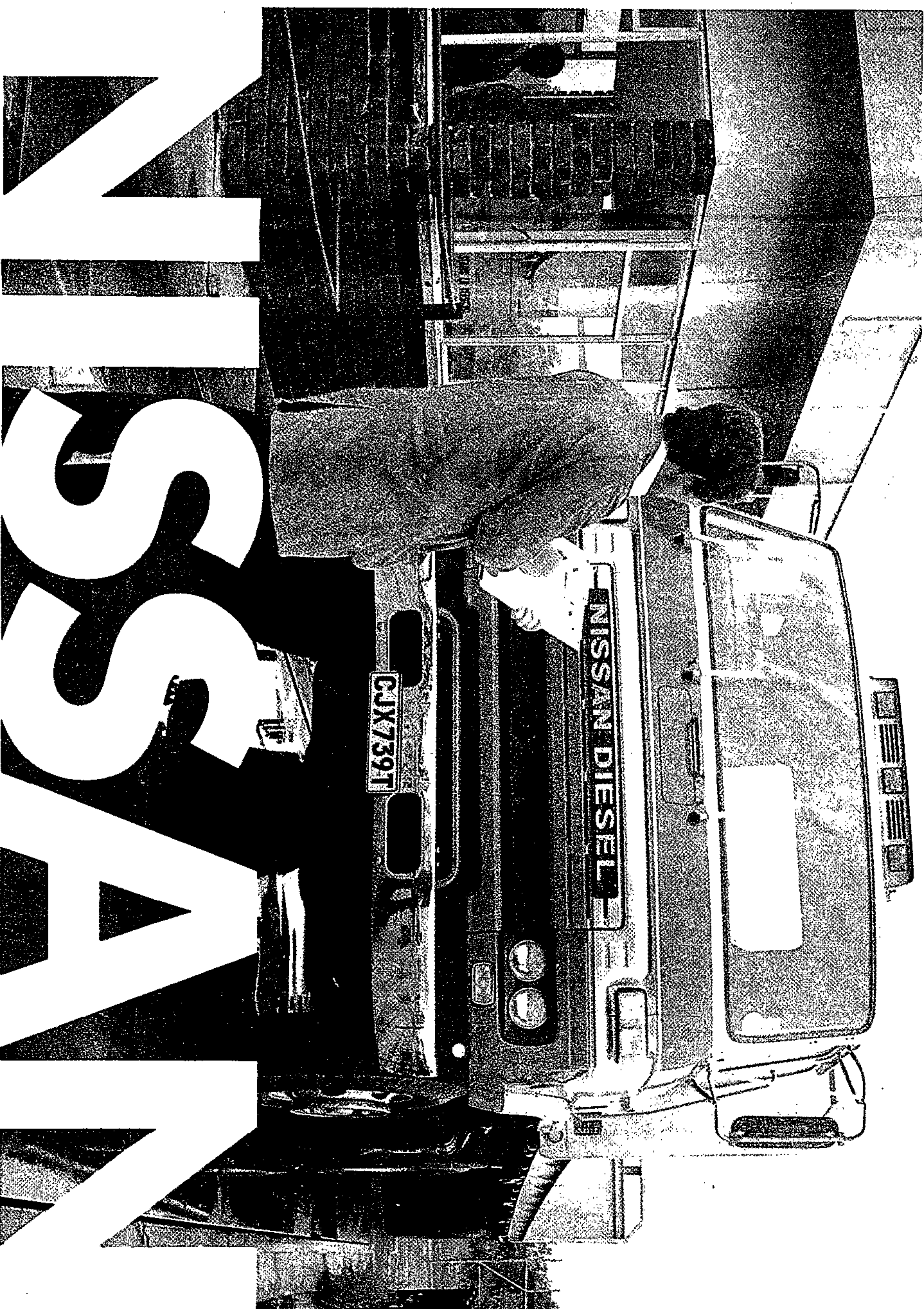


on South Africa's new 1 500 km North-South Highway, runs a fleet of 74 heavy-duty trucks and tippers, 37 of which are Nissans. "And there are lots more to follow," says Mr. Andrew Norman Jr. Their first Nissans

Every Nissan is engineered to take far more punishment than it will ever receive.



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INSIDE!

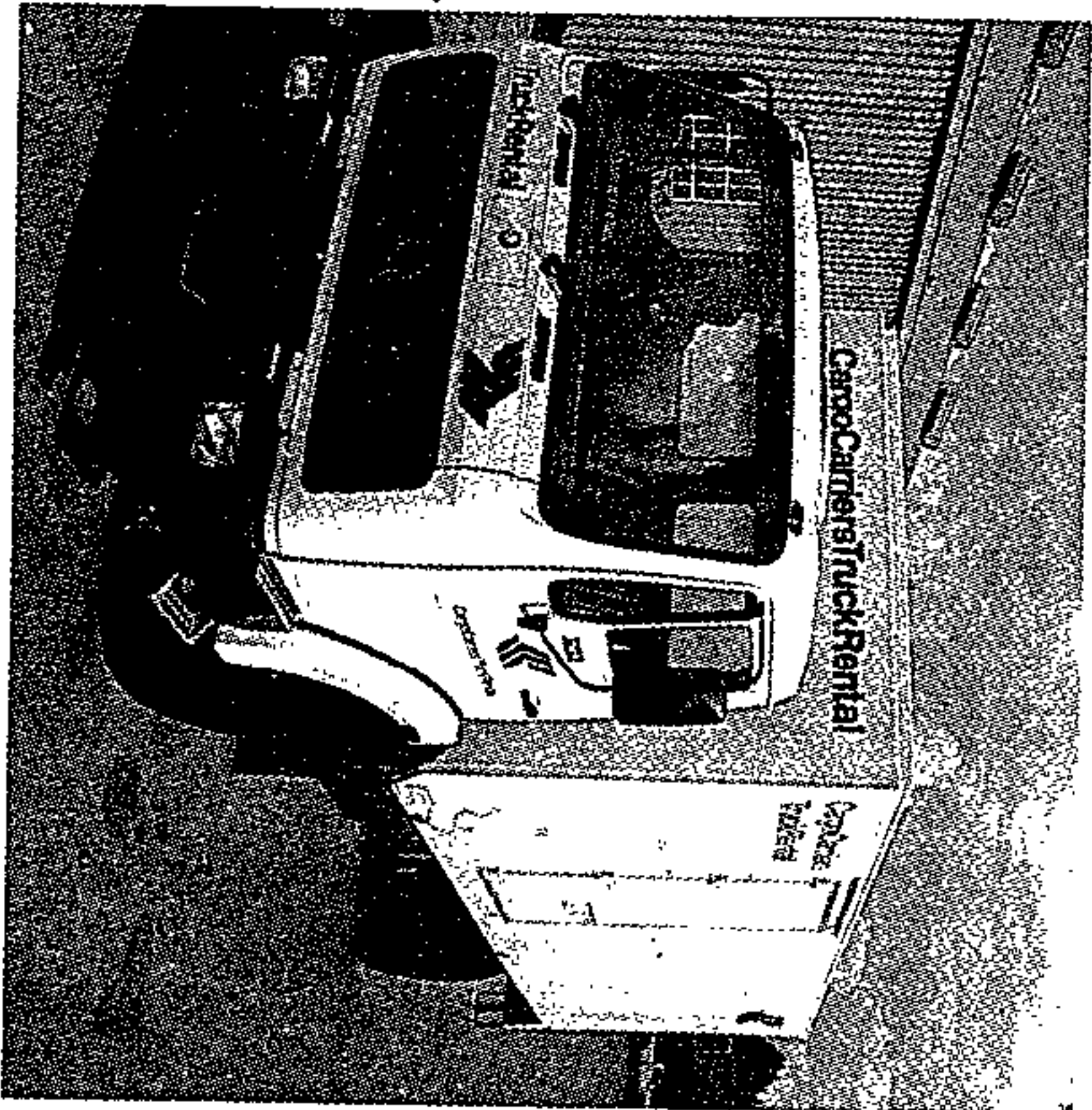
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Atlantis is right on target but . . .

By Johann van Rheede
THE Atlantis diesel engine project is right on target and first engine deliveries will be made early in July.

Critics maintain the entire R300-million project would come to an immediate standstill if sanctions were imposed on South Africa. This prospect, however, seems highly unlikely, says Mr H Beckurts, managing director of ADE.

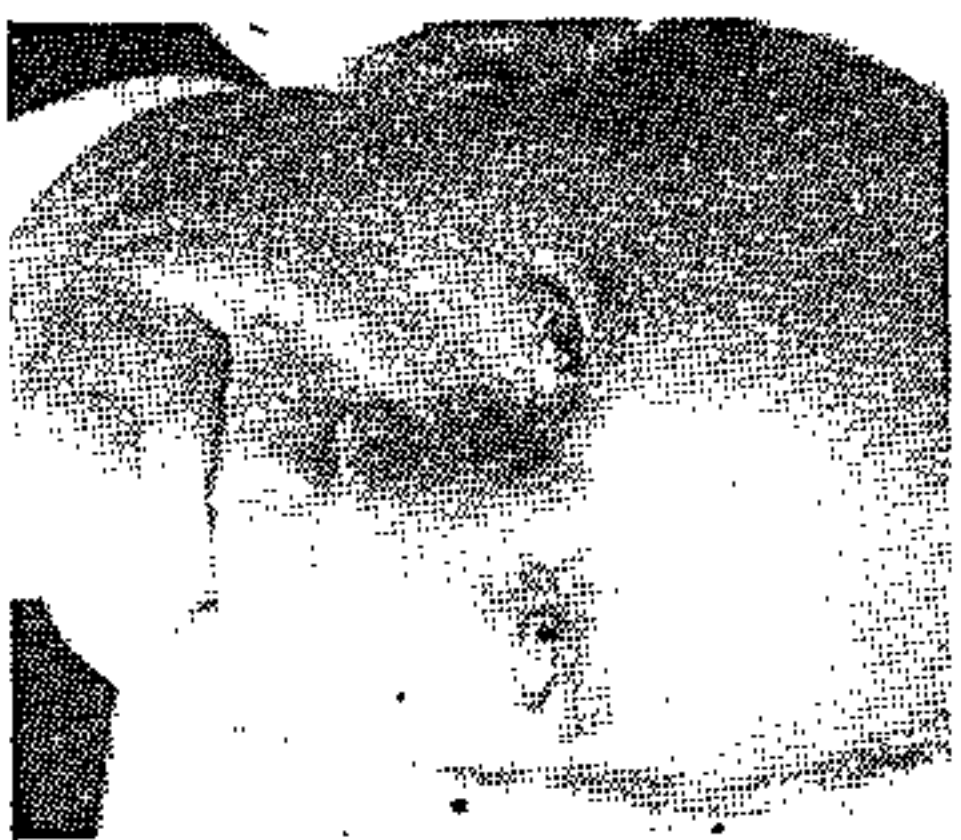
"We will honour all commitments made in line with the protection duties which have been gazetted by the Board of Trade," said Mr H Beckurts reacting to the host of verbal attacks launched against the viability of the ADE project by leading personalities in the truck industry.

These attacks have grown in intensity over the past few weeks and are expected to reach a peak when protection duties will be enforced in October.

Resources

"We have made a number of commitments with truck manufacturers who joined in on the project during its early stages and can assure them that their requirements will be fully met," said Mr Beckurts.

"But problems do exist where it comes to supplying latecomers who have made use of delaying tactics and now are bent on destroying our credibility. We simply can't switch on our resources like an electric light and since CKD deliveries take anything from six to eight months, not even the slightest hope of supplying orders of



Mr H Beckurts

extraordinary quantities exist," he added.

Mr Beckurts said manufacturers who had been dragging their heels would have their cases studied individually and he believed that those with solid arguments would be issued with rebates. But only time would tell.

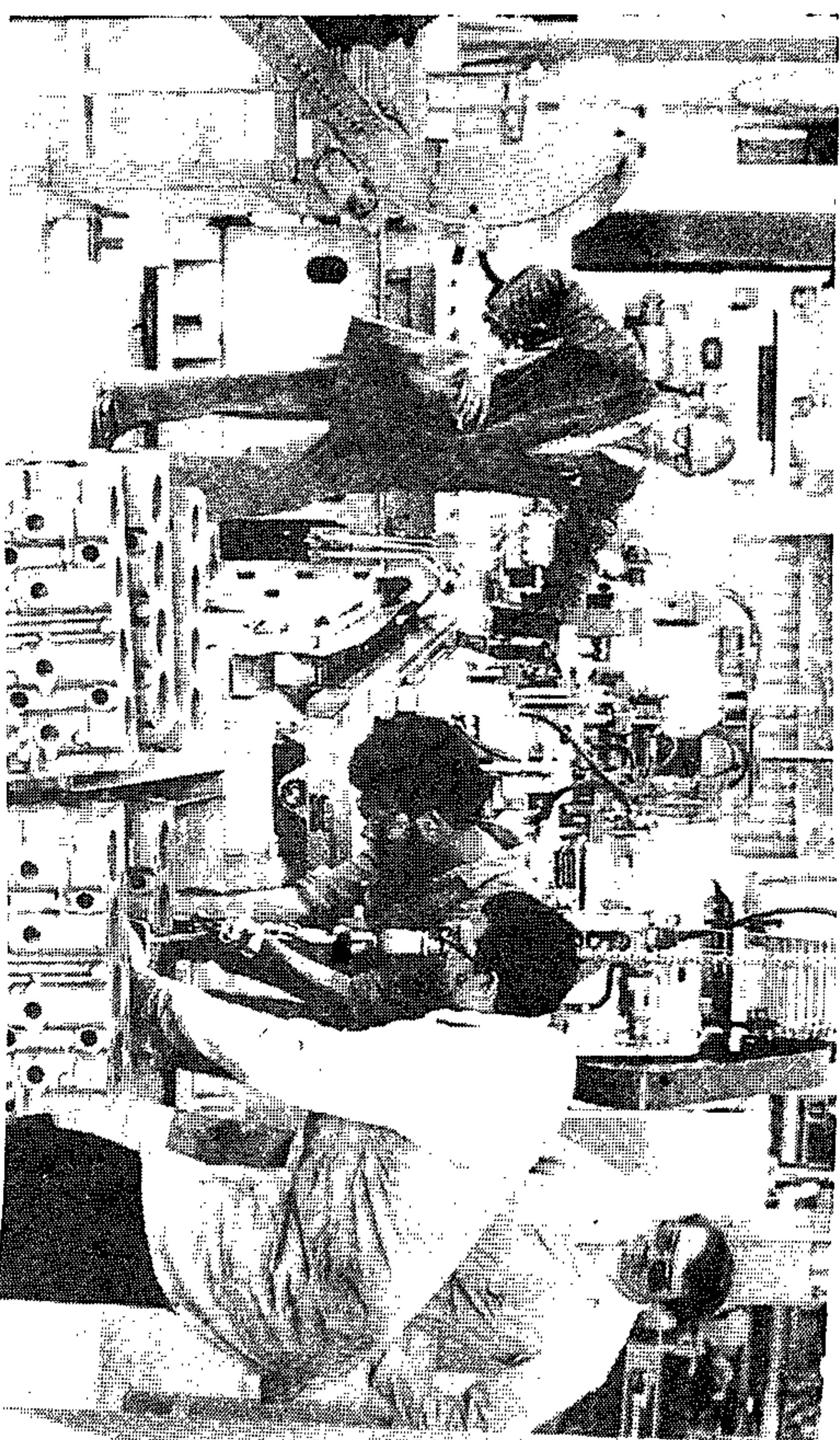
"Certain people have been with us since the word got out while others did not consider it viable to install our engines in their truck ranges and continued to have model changes which resulted in increased problems for adaptation once they started coming to their senses," Mr Beckurts said.

Mr Beckurts admitted that some delays had occurred but stressed that these had been ironed out. "Lack of adequate communication between ADE and the local manufacturers and their parent companies were one of our greatest problems," he said.

He said many changes to design were required by parent companies in the initial stages, and that some changed design specification on a continuous basis since the first installation designs started in mid-1979. "Some made excellent progress . . . others were late and many did not meet the parameters required by ADE."

Problems

ADE were at default by not having been in a production



Engine blocks going on to the ADE production line for machining.

PWV's component manufacturers stay put

CONTINUOUS efforts to persuade component manufacturers to relocate their industries at Atlantis or to establish new facilities in the area have failed — and the prospects of a complete reversal seem highly unlikely.

"Large and medium-sized manufacturers simply will not move from the PWV complex because the largest slice of their market will always be here," says Mr Mike de Lange, director of the National Association of Automotive Components and Allied Manufacturers (NAACAM).

Mr de Lange said small manufacturers may still be attracted by Atlantis in the long term as more hang-on part requirements become available from the ADE project.

His views were confirmed by Mr H Beckurts, managing director of Atlantis Diesel Engines, who said very few industrialists involved in component manufacture had made use of the incentives offered to establish facilities at Atlantis. Mr Beckurts urged them to rethink the situation as it would be in their interest in near future.

Mr de Lange said the distance between ADE and the PWV complex would have little effect on the pricing of parts and components. He welcomed the fact that industries involved in component manufacture would have to expand their facilities considerably to cater for ADE and related projects.



Mike de Lange

ployment opportunities," he said.

The Government decision that the diesel engine and components of the power train for heavy commercial vehicles would be manufactured in SA within the short-est possible time would entail an investment in plant

participate in the programme without any further investment in equipment or people."

Mr de Lange said his association was particularly worried about the possible monopolistic practices which could come about because of the local heavy vehicle development programme.

"In some areas the writing is already on the wall and this is mainly due to the fact that most small engineering companies lack flexibility and have little or no knowledge about the truck industry," he said.

He said one of the positive aspects of the ADE project was that the total of 200 engine types available to South Africa would be reduced to 14 greater productivity.

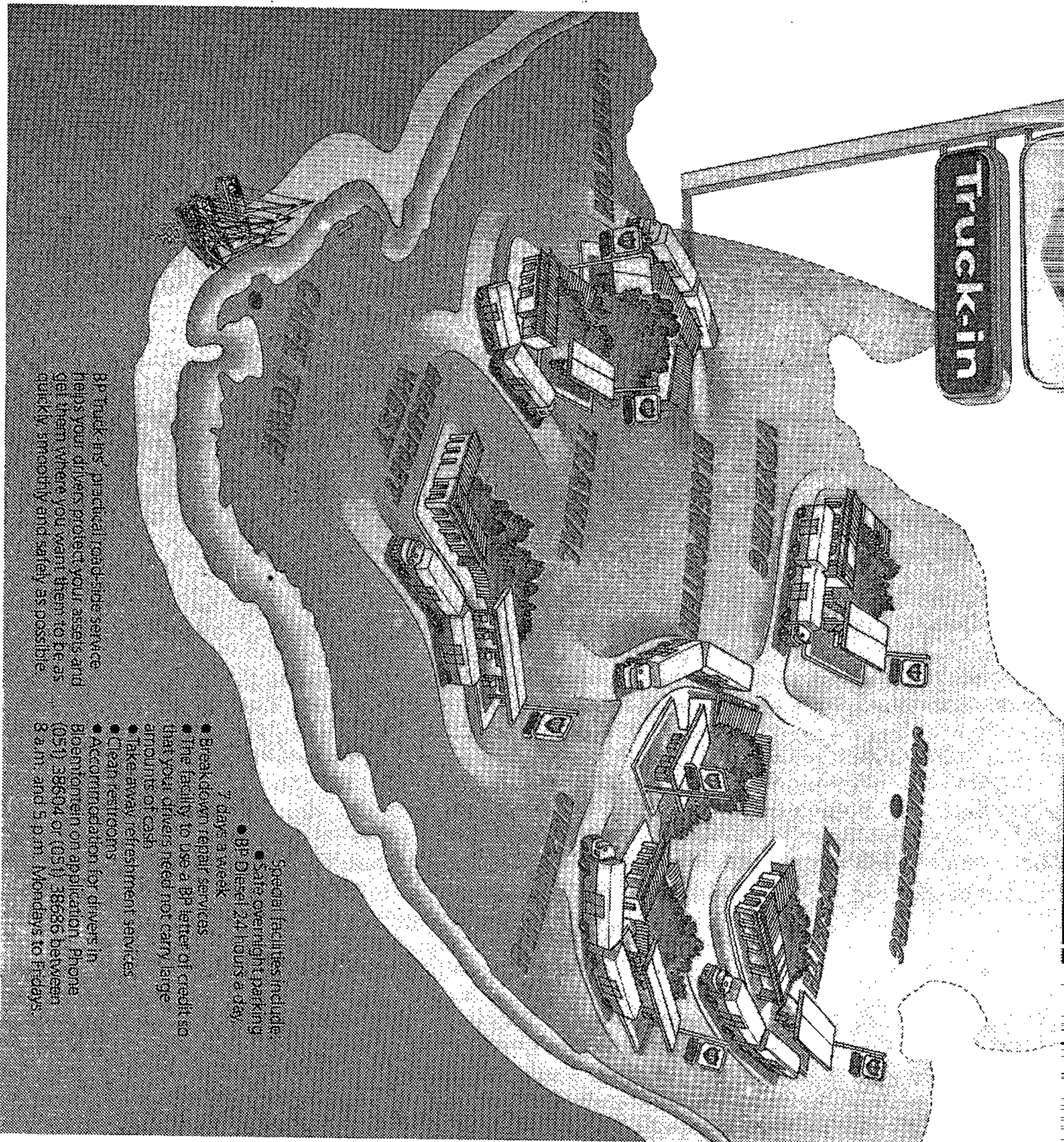
"Some of the local manufacturers are forced to make up to nine too changes during a single shift," he said.

The reduction in engine types would also result in more efficient service, stockholding, less absenteeism and greater throughput for the component manufacturers.

In the long term these developments will result in economies of a scale, which will minimise increases in the

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A host of unique components never before manufactured in South Africa or anywhere else in the world and for this purpose had to depend on South African industry as a source of engineering supply," Mr Beckurts said.

"During the period of start-up alone we had to perform 220 different truck and engineering designs with limited staff.

"We had to go door knocking and ended up with the smaller engineering workshops while the larger ones were cashing in on the economic boom and were not prepared to accept one or two orders. The same applied to foundries where we virtually had to beg people to help us. We committed ourselves on behalf of other people and were let down," he said.

Regarding the question of air versus water cooled engines, he said OEM's would have been done a great disservice if the Government's choice had fallen on air-cooled engines. "Fact is that a very small percentage of air-cooled engines are being built worldwide and that even strategically only few armies of the world rely on these engines."

Self-sufficiency

Statements that ADE would never achieve self-sufficiency was also a misnomer, he said. "Fuel injection pumps will not be manufactured in South Africa in the near future, but this problem could be overcome. This equipment is freely available and we are ready stockpile in the event of sanctions.

"The statement that we will not be able to manufacture a complete engine in the near future is absolutely true, but we can make 90 percent and procure the rest through other channels.

"We are slowly moving towards self-sufficiency and will get close to 90 percent local content in three years. This period will give us adequate time to close the 10 percent gap," he said.

Commenting on steep price increases as foreseen by a number of truck and tractor manufacturers, Mr Beckurts said ADE would be manufacturing engines under licence to Perkins and Daimler Benz and could therefore only compare its cost performance in line with these manufacturers.

"We as engine manufacturers have no influence on the deletion allowance of parent companies but we already know of some companies which will enter the market with prices which will be only five or 10 percent higher. If seen against the background of price increases in the truck industry over the past five years, our estimated increase

to achieve a proper infrastructure.

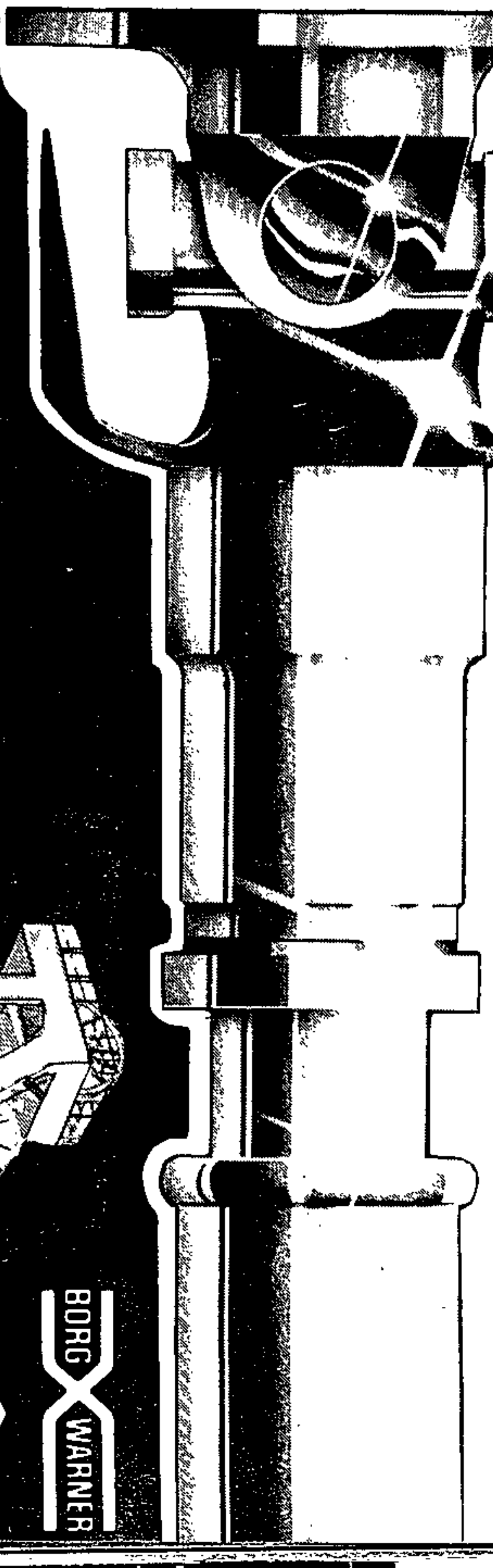
stabilise the industry and at the same time generate employment.

"A number of component suppliers are in a position to

learn from each other because more manufacturers will sell the same parts," he said.

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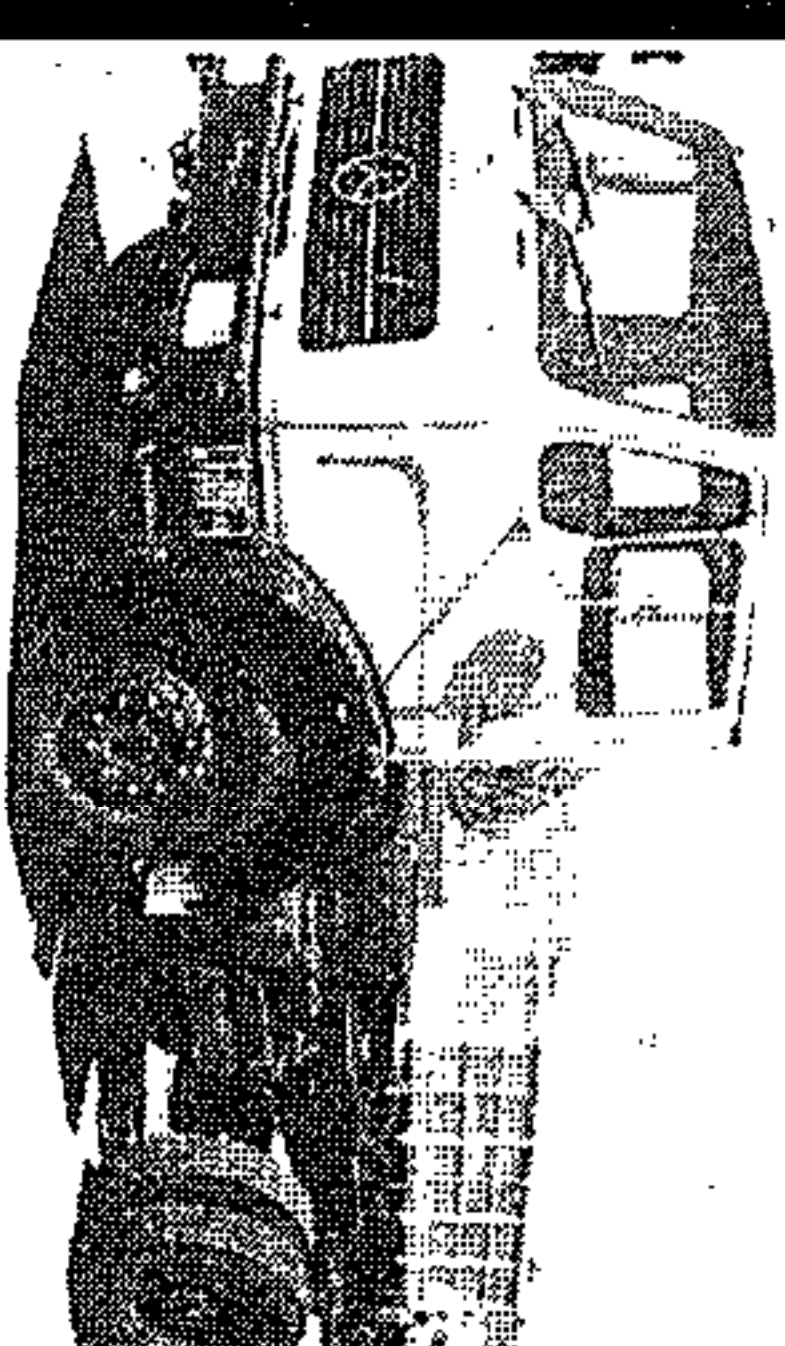
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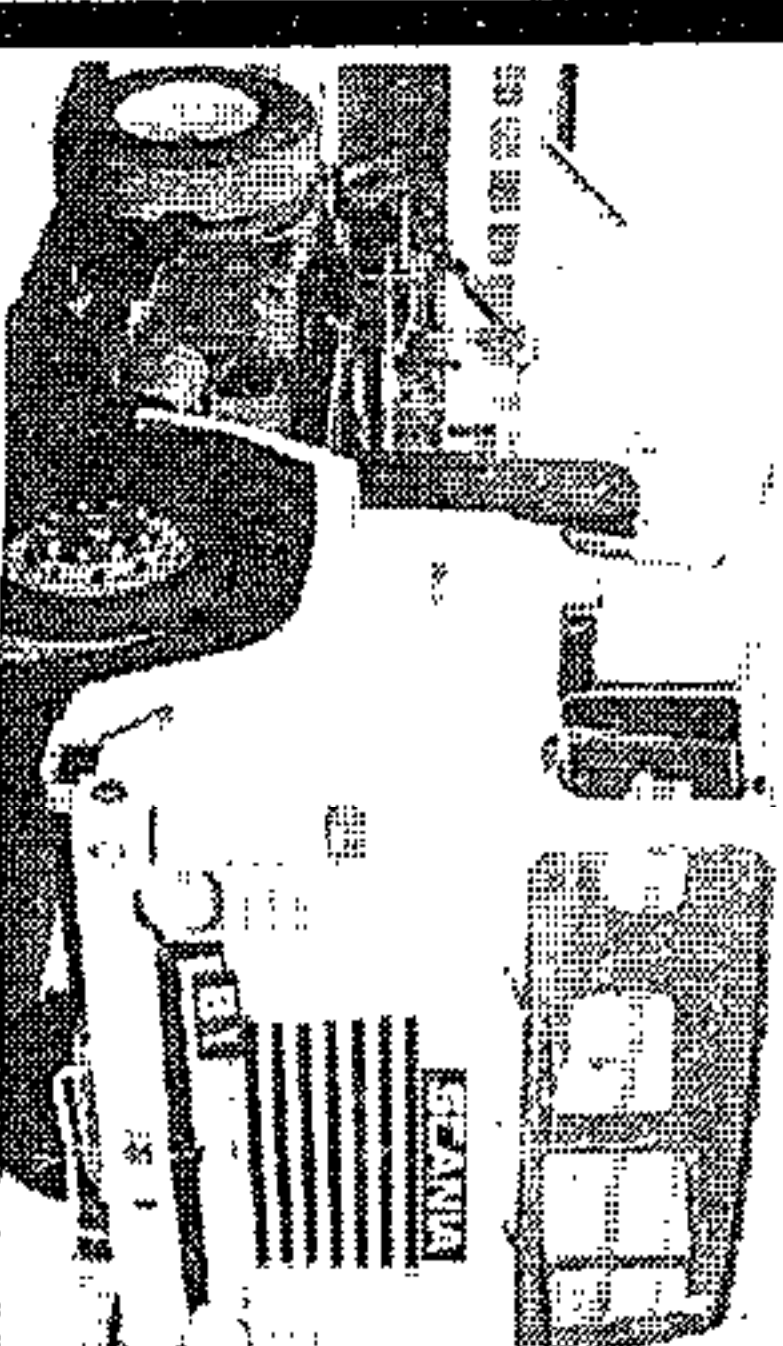
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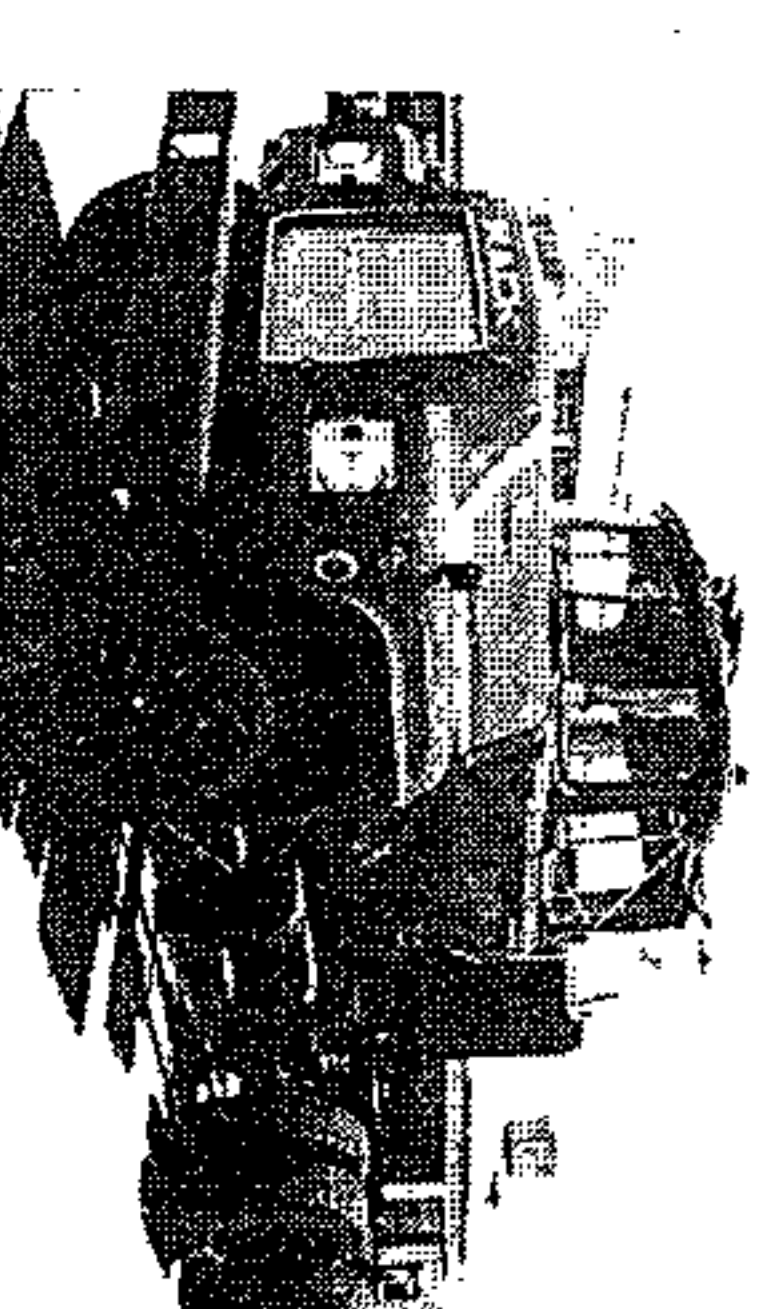
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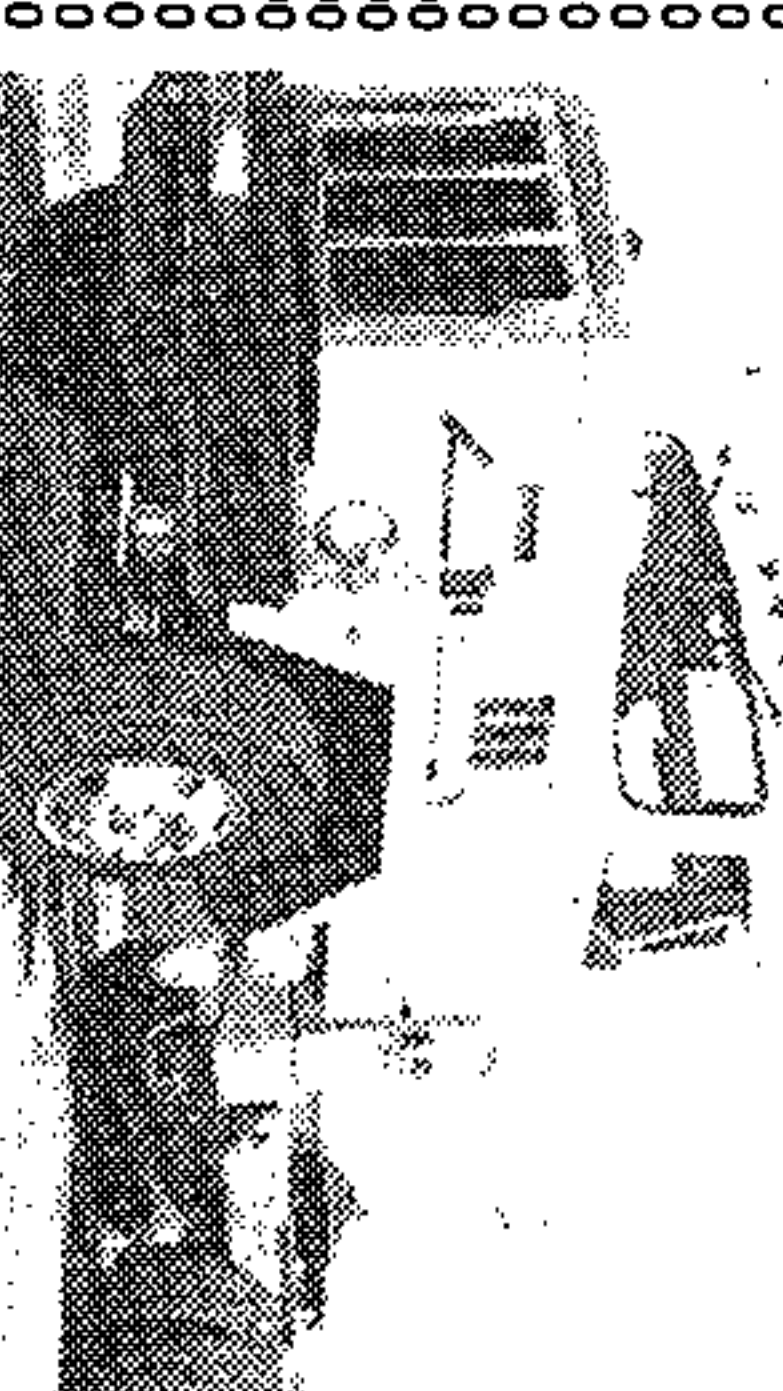
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| SCANIA 61 | R 27 600 |
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| SCANIA 61 S. Aale M. Horse | R 7 800 |
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| HENDRED S112 Upper Trailer | R 13 500 |
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Harvester T-Line assault on heavies market

By Johann van Rheede

INTERNATIONAL Harvester this month accelerated its all-out assault on the heavy duty truck market with the launch of its cab-over-engine T-Line series.

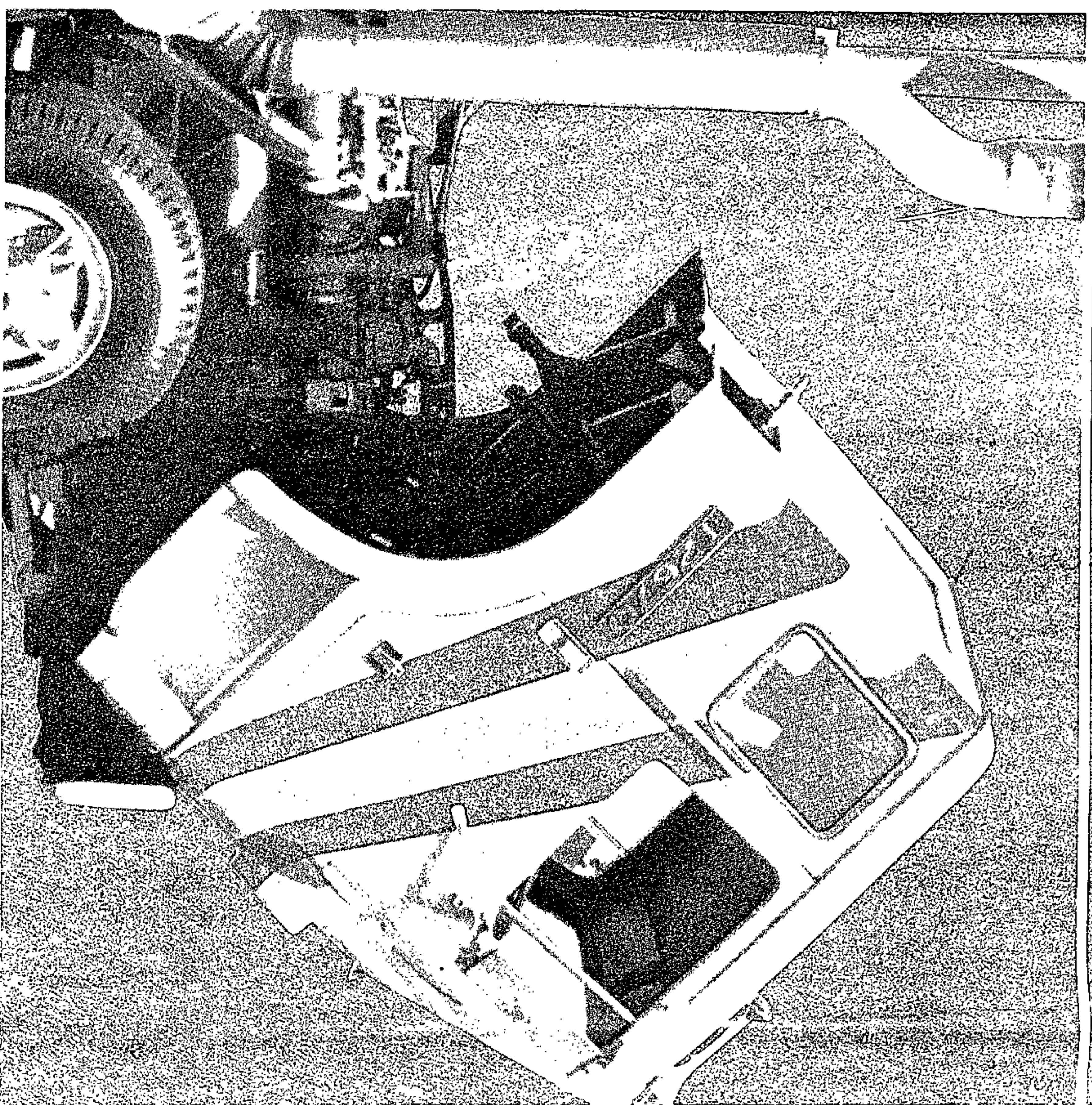
"We are confident that these new models will continue to increase our market share over the levels gained with previous and present-day international models," says Mr Jim Walker, managing director of the company.

T-Line series — five new units — share a 75 percent chassis part commonality with the S-Line series which was launched in August 1980, and offers exactly the same power and carrying capacity range in bonneted or cab-over-engine with a choice of three engines ranging from 148 kW to 245 kW.

Models

The series comprise five versions of four basic models — T2650, TF2650, T2670 and TF2670 with wheelbase variations.

The three power units offered are the International D1466B of 148 kW, Cummins formula 300 of 214 kW, and the Formula Cummins 350 of 245 kW, with Fuller RT Twin countershaft Road



A complete facelift inside the cab and kerbside hydraulic safety

Ranger direct constant mesh transmission units.

All Formula engines are fitted with a modular fan clutch as an aid to fuel economy, protection against engine overheating and keeping noise levels down.

In general appearance, the all-steel cab looks very much like its Acco predecessor from the outside, but a closer look reveals a complete facelift on the inside.

It is clear that driver comfort received top priority in design.

The cab is also approximately 25 cm wider than

the Acco cab, giving it an over-all maximum width of 2.5 m over the fenders.

The bumper to back of cab (BBC) dimension has been increased from 1.75 m to 1.78 m and a straight through tunnel provides improved cooling for the large horsepower engines, allowing full longitudinal members for improved designs throughout the cab structure. The cab has also been strengthened considerably.

The driver is greeted by a wrap-around instrumentation console with all instrument gauges in natural line

of vision.

Air entry for the climate controlled heater-fresh air demisting system is through ducts on the corners of the front panel of the cab and demisting can be achieved with cold air.

The instrument panel is fully servicable from the front, exposing all lights, gauges and instruments by simply removing the front cover.

Cab mounts incorporate adjustable tapered urethane bushes which are claimed to have survived the full International Harvester du-

rability testing without any adjustment.

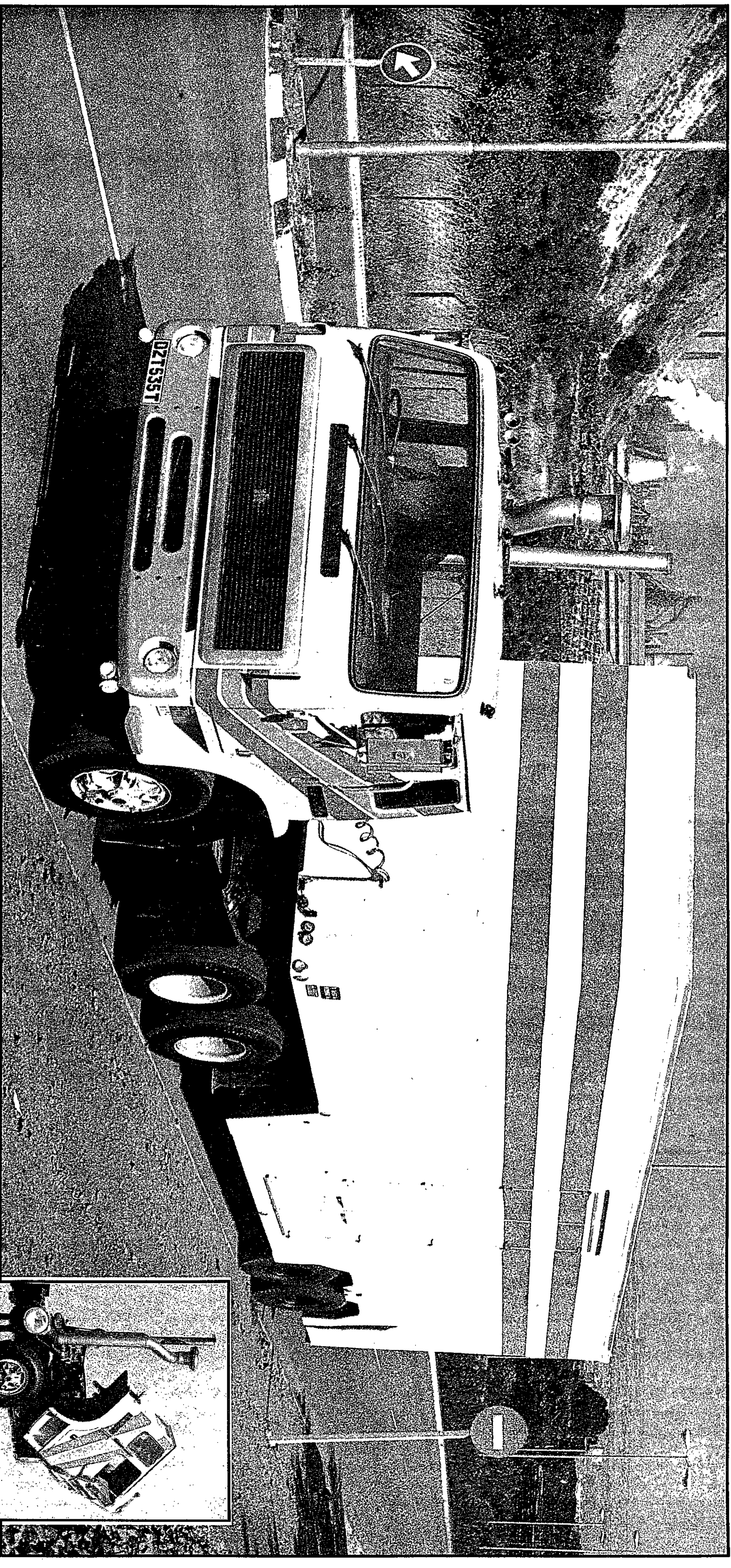
For safety, the cab is tilted hydraulically from the kerbside.

"With S-Line and now

Record refuse body order

FA Poole (Pretoria West) has received a record R292 655 order for 13 E-Z Pack refuse bodies from Wadeville Demolishers. The E-Z Packs are designed in America and manufactured under licence in South Africa. Apart from the hydraulic systems, which are imported, the local content is 80 percent. Wadeville Demolishers recently signed a contract with the Johannesburg Municipality whereby it will clean and service the refuse bodies which will be delivered in two stages, with the first coming off the production line this month.

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THE NEW T-Line

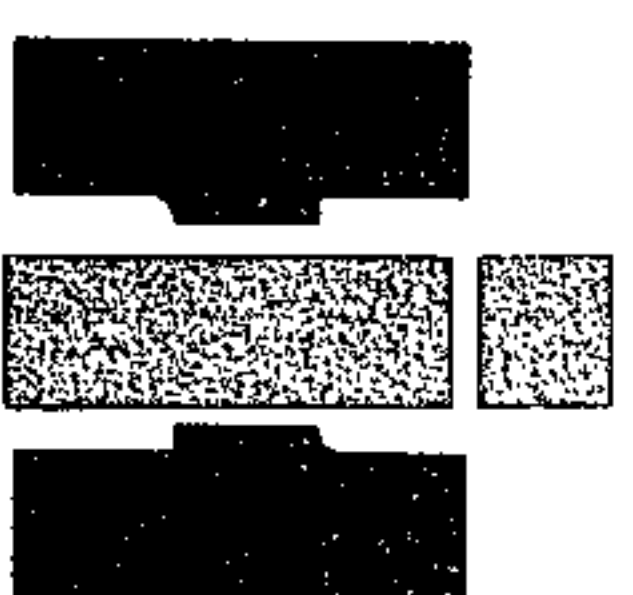
Now there's a truck that meets the demands of today's cost-conscious operator and the ever-changing needs of the road transport industry — the International T-Line.

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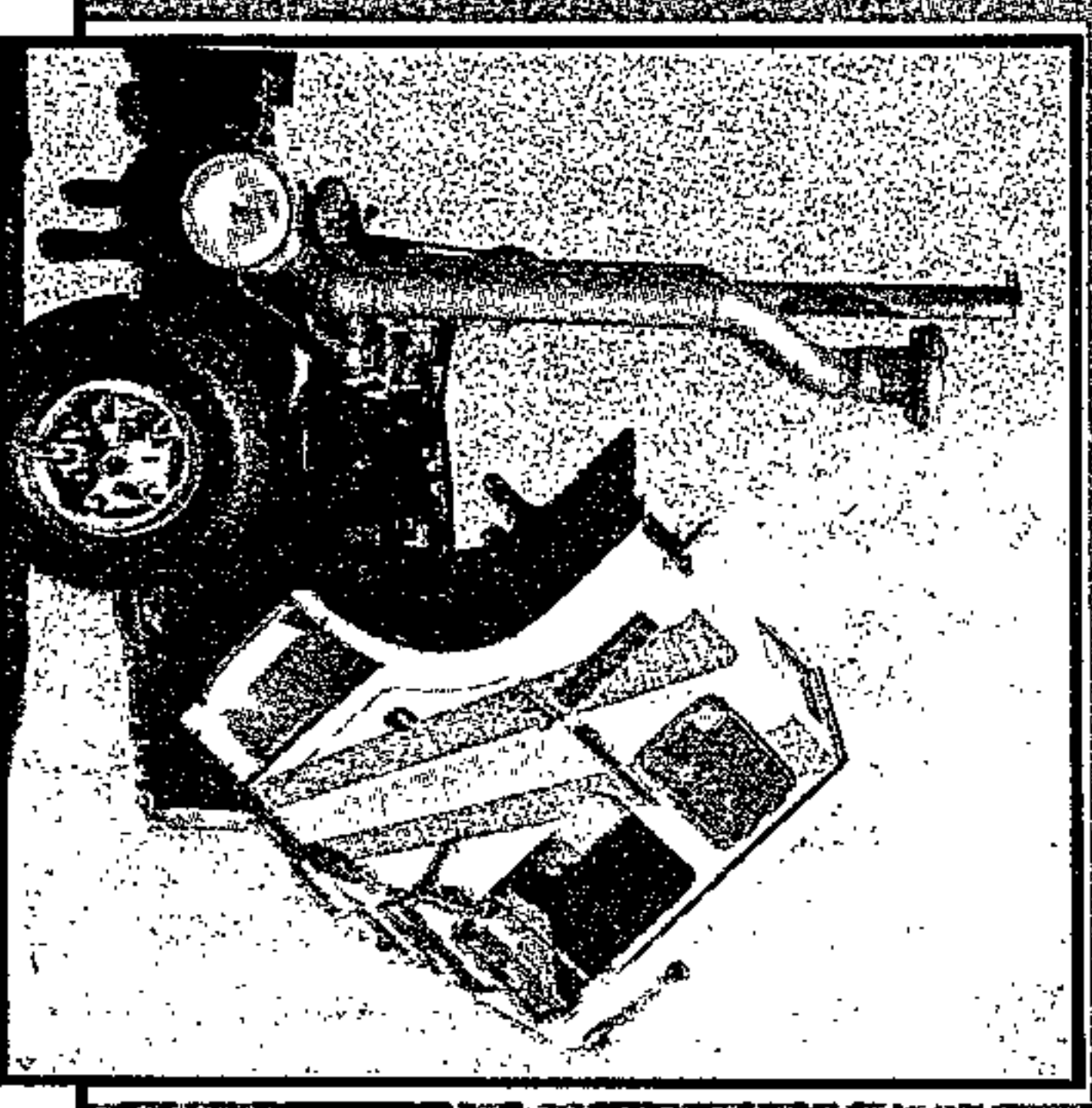
You'll find strength, dependability, fuel economy and versatility. Plus an engine — the T-Line offers a choice of three diesel engines from 148 kW to 245 kW — transmission and axle configuration that can be ideally matched to suit your present type of operation...and comply with any future changes within the industry.

If you're looking for ways of reducing operational costs and increasing productivity, look at the new International T-Line today.

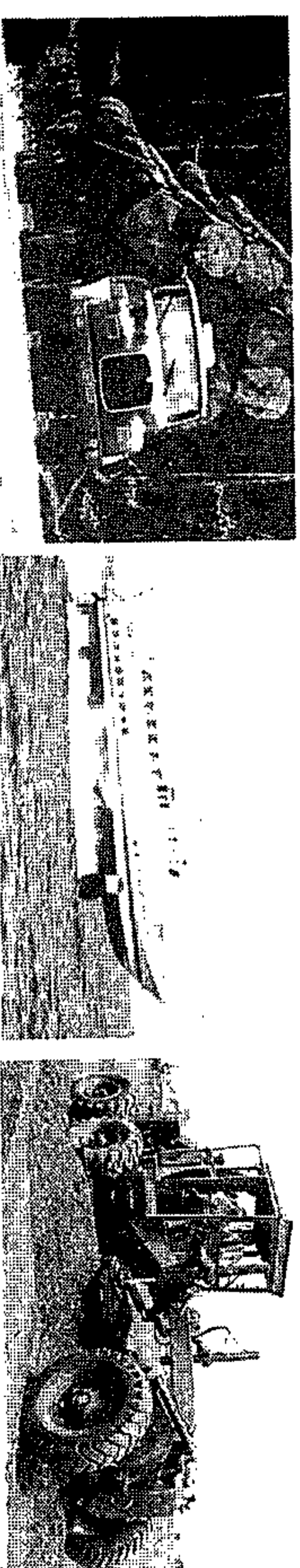
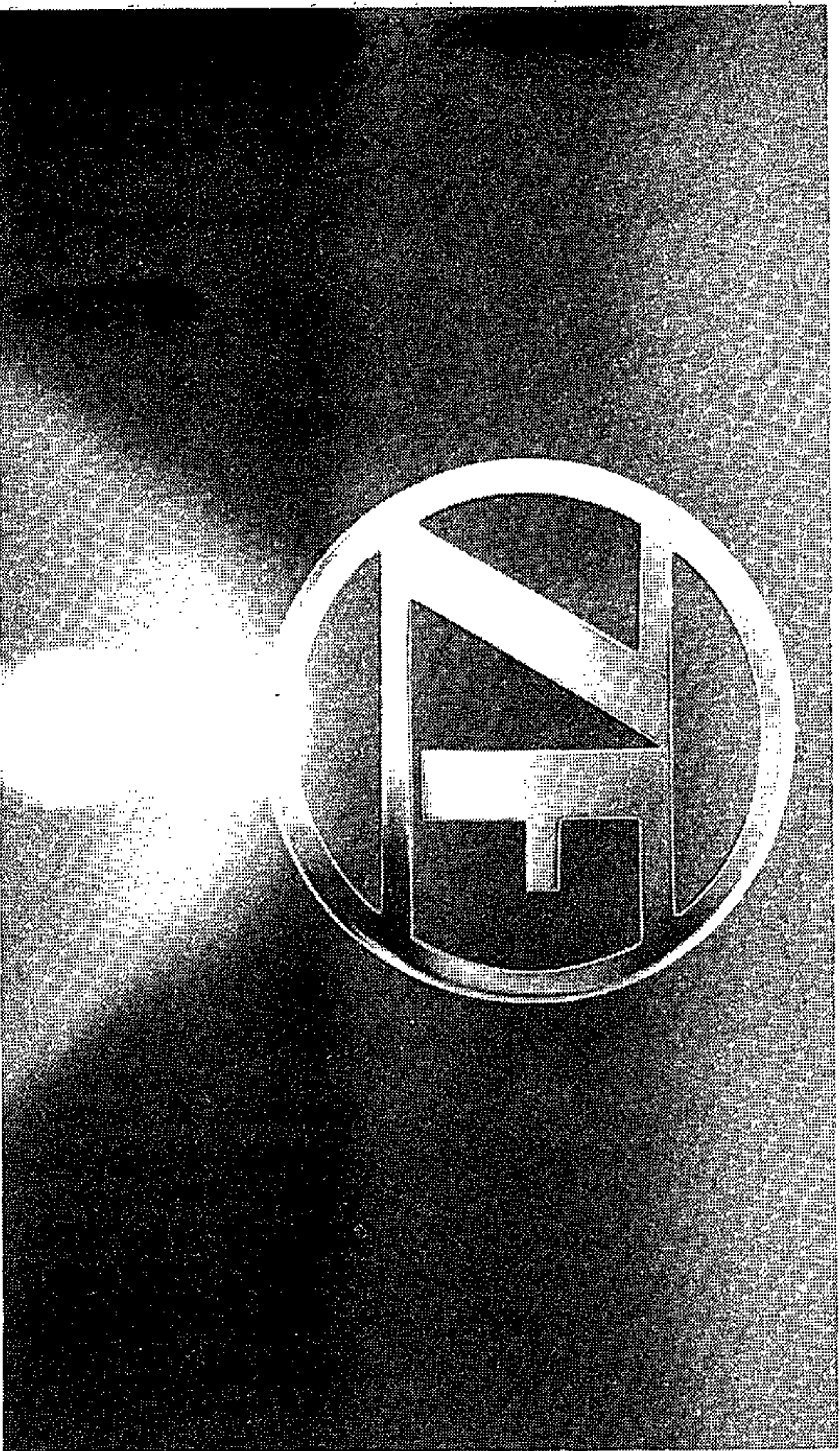


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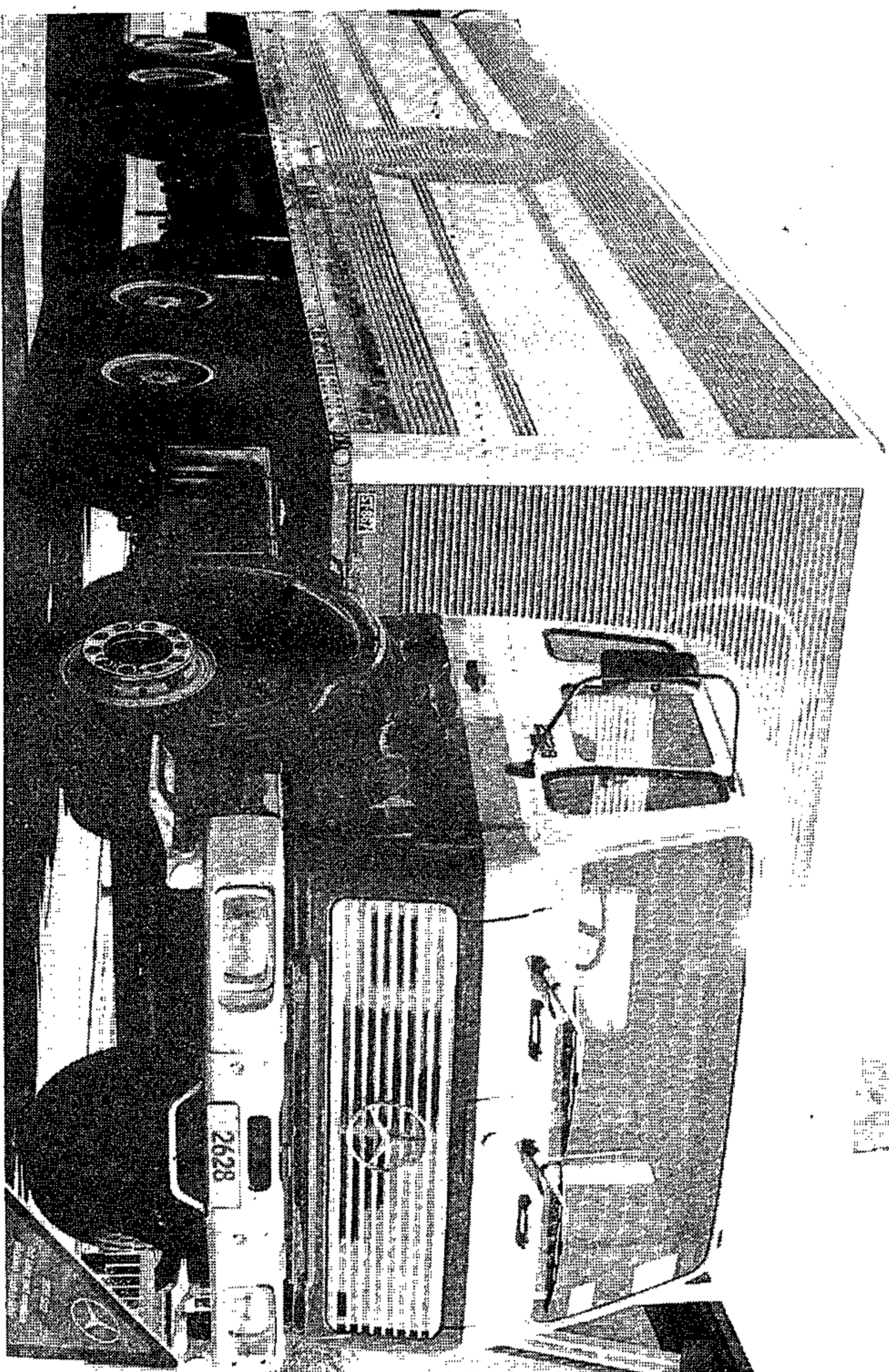
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Merc's two heavies

MERCEDES-BENZ has entered two new commercial heavies into the truck and trucking market.

These are the new generation 2628S (6x4) 50 tone GCM truck tractor and the 1924 K off-road heavy duty tipper, for dumper applications in mining and road construction.

The new generation, full forward control 2628S is equipped with a turbocharged six-cylinder OM407A engine with an output of 206kW at 2 200r/min, developing a maximum torque of 1 078Nm at 1 300r/min.

A nine speed range change constant mesh transmission is standard.

"The full forward control design allows maximum loading area and greater manoeuvrability in restricting spaces," a spokesman said.

The heavy-duty off road tipper model 1924 is in line with future Mercedes-Benz standardisation programmes on full forward control design.

Powered by the six-in-line naturally aspirated Daimler-Benz OM407, it gains output of 177kW at 2 200r/min and maximum torque of 834Nm at 1 500r/min.

The manufacturer's gross vehicle mass is 19 000kg and the outer-planetary heavy duty rear axle model HL7 has a capacity of 13 000kg, with extra heavy duty dumper suspension and differential lock.

Leyland's Landtrains

LEYLAND South Africa will launch a new range of rugged bonneted Landtrain trucks on a trial basis in July, and is expected to follow it up with the introduction of the Roadtrain range early in 1982.

The Landtrain range, which first saw light in January last year, was specifically designed for the Middle East, African, Latin and Far East markets and, if successful under local operating conditions, kits will be assembled at the company's Elsenriver plant near Cape Town.

Landtrain models supersede the Super Hippo and Super Beaver, while supplementing the Marathon.

Scammell LD55 and Scammell Crusader.

It covers eight basic models, with gross weights ranging from 19 to 65 tonnes.

The eight models currently being manufactured at Leyland's Wolverhampton plant include both two and three axle derivatives for rigid, drawbar and articulated vehicle applications.

Internationally, the models are offered with either Leyland or Cummins naturally aspirated or turbocharged engines, with outputs of up to 216kW matched to either Eaton or ZF gearboxes, with the Fuller multi-speed for the higher output engines.



A rugged Landtrain in action.

Spares shortage even hitting dealers

THE acute shortage of a variety of spare parts for trucks in South Africa has resulted in a boom for second-hand spares dealers. Lack of availability and growing demands have resulted in some of the dealers importing complete engines and transmissions from Europe.

"I'VE JUST ORDERED ANOTHER 60 MITSUBISHIS."

"The availability of new spares in certain categories have reached critical proportions, and long delivery times on overseas shipments have forced truck owners to invest in second-hand spares to keep their vehicles on the road," says Mr Morris Getz, managing director of Compares in Johannesburg.

AND DRIVING COMFORT! GIVES YOU GREATER PRODUCTIVITY."

"I don't have to tell you about city traffic. Stop-start driving. Snarl ups. It's bad enough in a car let alone an 8 ton truck. But we've found the manoeuvrability of the Mitsubishis in our fleet actually improves driver productivity.

The drivers react so well to the comfort of the cab, the instrumentation, the power steering and excellent exhaust brakes they don't tire easily. So they work much harder. In fact, they not only get to where they're going quicker they drive better too. They've cut our maintenance costs on things like brake linings and tyres right back.

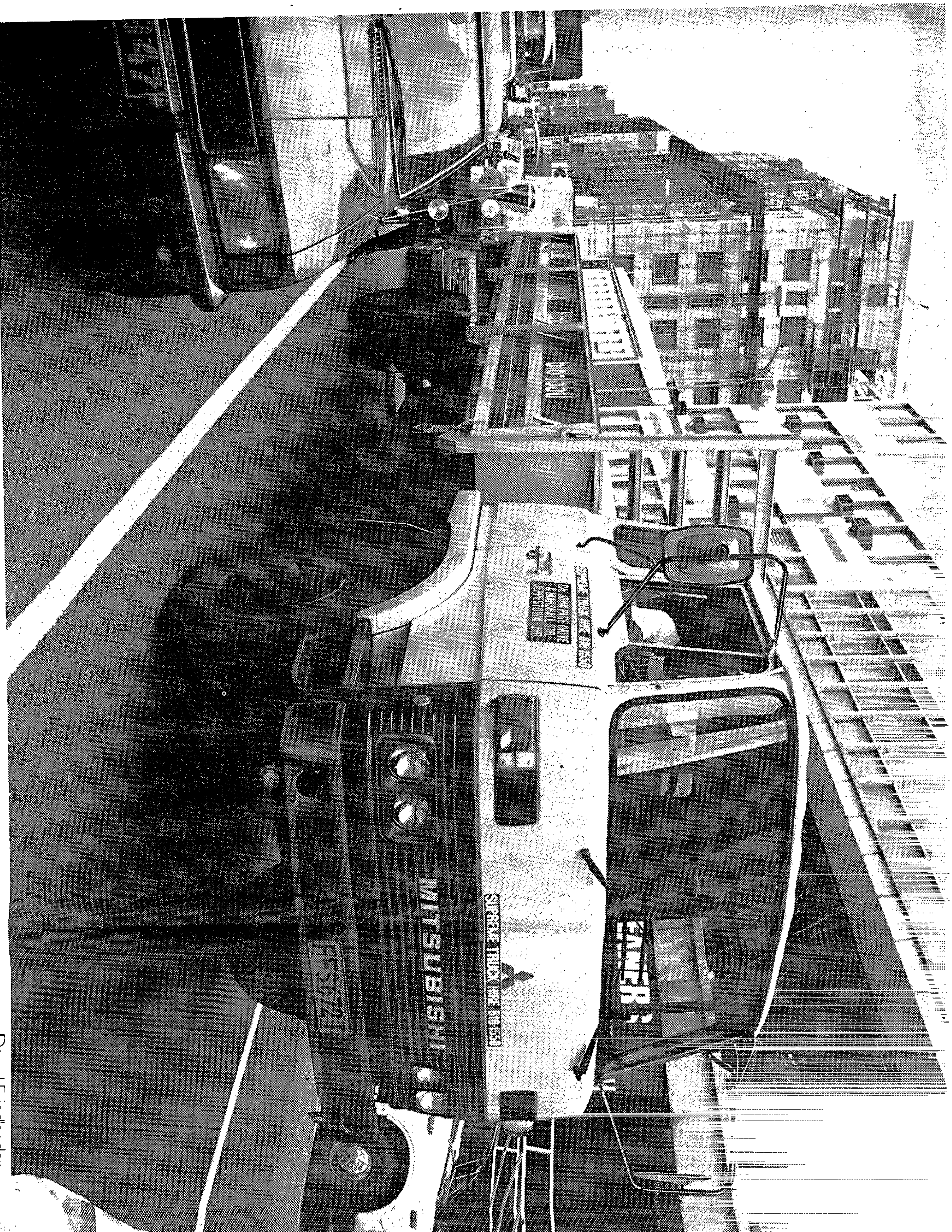
And of course the extra payload capacity because of the engine being placed under the cab, means we can carry more load every trip. Which makes them even more profitable. For my money there's no truck to touch the

Mitsubishis. That's why I've ordered another 60.



Darryl Friedlander,
Operation Director Supreme Truck Hire.

◆ MITSUBISHI



"A number of small operators simply can't afford to buy new spares or complete items, such as engines.

"Their only answer is to invest in second-hand and re-conditioned engines, which not only proves economic in many cases but also ensures that their trucks are running again in the shortest possible time."

But it is not only the small time operator who invests in second hand parts.

A roaring trade is done with municipalities, government concerns and a number of large fleet operators.

Mr Getz also believes that the image of the second-hand truck spare part dealer has changed remarkably over the past few years, but emphasised that the possibility of some unscrupulous dealers still being around cannot be ruled out.

He said the change in public attitude was mainly due to better service and guarantees on most parts changing hands.

"Another favourable factor is that this particular industry has progressed to the stage where it is managed and backed by better qualified people with greater insight into the requirements of their clients," he said.

At Cornspare, all parts coming in are subjected to quality control and testing before being put up for sale.

Engines and transmissions are overhauled by qualified mechanics and tested on dynamometers. The engines sold are run for up to three hours before the prospective buyer arrives.

Mr Getz said the shortage of new parts has imposed a tremendous burden on his organisation, with many critical second-hand parts being snapped up so fast that shortage in this sector has also occurred.

"This has forced us to look at overseas markets of supplies. The main problem, however, was that most overseas dealers sell without any guarantee and did not provide start-ups for prospective buyers.

"We have managed to set up a representative with testing facilities and are now assured that none of the engines or other spares imported are of inferior quality," he said. Mr Getz added that the shortage of scrapped trucks for spares recovery has reached the stage where dealers are paying "blind prices" to ensure availability.

Hino now in top spot

THE Japanese-sourced Toyota Hino's have finally reached the level of acceptability sought after for so many years and is fast emerging as a major force in the local heavy truck industry.

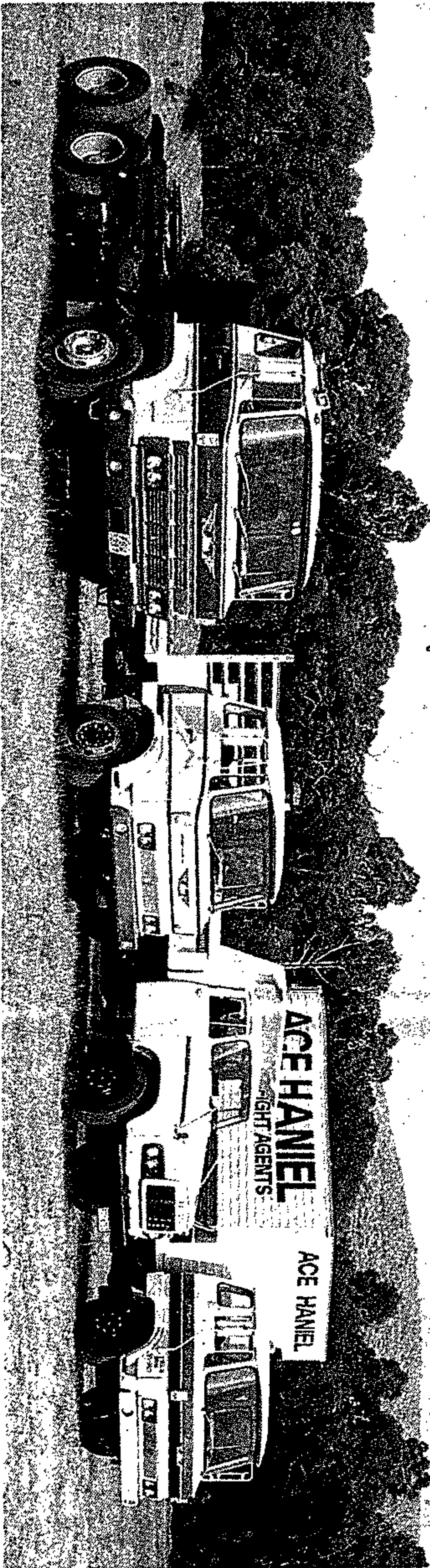
Toyota has slowly but surely increased its market penetration, and is now roller-coastering, projecting a 50 percent sales increase for 1981.

This optimism does not stem from sales figures released in March — when Hino sales outstripped all competitors, moving a Japanese manufacturer into the top spot for the first time in South African history — but is based on a careful assessment of the market, increased sales over the years and the healthy state of the heavy truck industry.

"The fact is that the Hino range has outgrown the teething problems experienced in the early seventies, when a host of technical hitches occurred owing to the fact that these trucks were not tested for operation in local conditions prior to launch.

"This negative situation has changed dramatically since 1976, when all models were re-specified, and has given us tremendous clout in the marketplace," says Des Gush, executive director of the heavy truck division.

Examples of how Toyota Hino has re-specified heavy trucks destined for the South African market include gear-box alterations and updated cooling capacities to make the trucks better suited for local long distance and faster travelling.



The Toyota-Hino range of trucks — from left: the 42-260, the KR 360, the DA 110 and the KL 340.

877 units sold up to March

379 units being sold as opposed to 398 from January to March 1980.

Mr Gush explained that this reduction in sales was mainly because of the upgrading of the Hino KR 320 and KR 360 which, since late last year, started competing in the 12 000kg (GVW) category.

"We are now only competing with the Toyota DA 110 and DA 116," he said.

In the fastest growing segment of the market — 12 500kg (GVW) to 15 000kg (GVW) — 238 Hino KR 360, 41/260 units have been sold, reflecting a seven percent increase over the three month period for 1980.

Sales have also increased in the over 20 000kg (GVW) category, with 53 Hino 280 (6x4) units being sold, compared to 18 units last year.

"We have managed to double total sales of the Hino market between 1979 and 1980 while the overall market reflected a growth of 40 percent," Mr Gush said.

Internationally, Toyota Hino is the world's second largest manufacturer of trucks in excess of 5 000 gross vehicle mass.

Toyota's heavy diesel vehicles in South Africa include models from six-ton payload capacity to 42-ton gross combination mass to cover all applications.

Heavy truck sales have grown from a meagre 42 units, representing 0.31 percent of sales in 1968, to 2201 units (10.6 percent of the total heavy vehicle market) last year.

Penetration

Comparative sales figures released for the first three months of this year indicate a market penetration of 14.5 percent, in contrast with the 11.8 percent recorded last year.

Sales increased by 360 units to total 877 units for the three month period.

In monetary terms, this represents an increase of approximately R7-million, pushing the grand total for January to March 1981 to R22-million.

"In the 7 500kg to 10 000kg gross vehicle mass category (GVW), where we are competing with the Hino KL 340's and KL 360's, we have achieved 24 percent of the total market share for the first three months of the year, selling 197 units.

Tenders

"This represents an increase of 16.2 percent over the same period for 1980.

R3,5-m invested in local axle plant

AUTO Industrial, one of the leading local suppliers of precision machine components to the automotive industry, has embarked on a large-scale project to manufacture axle shafts for the truck industry.

"We have invested close to R3.5-million in establishing new facilities and plant, which will be completed by July, and are geared to start total assembly in the first quarter of 1982," said Dean Fragale, managing director of the company.

But this is not where it will end. Mr Fragale and his team will, in the long-term, apply for Government protection and are looking at establishing total local manufacturing facilities at

an addition cost of close to R3-million.

Auto Industrial will assemble axle shafts in direct competition with Guest-Industries and will initially concentrate on the 1 600, 1 600, 1 700 and 1 800 series, catering for trucks in the three to 30 ton range.

"We estimate that the market will require close to 40 000 axle shafts in these series by 1982 and are looking at capturing at least 50 percent of the market.

"In addition to this, we will also supply spare parts and smaller components to OEM's and spares dealers," he said.

His company recently acquired Automotive Enterprises Propshaft (Pty), of Isthebe, KwaZulu, and is in the process of moving plant and equipment to its Spartan facilities.

Automotive Enterprises Propshafts has been involved in the reconditioning of heavy vehicle propshafts for a number of years and started manufacturing complete propshafts (axle shafts) and propshaft components in 1975.

Auto Industrial's involvement in axle shafts started in 1974, when it began producing propeller shafts for the automotive industry. Production now exceeds 400 units per day.

"We intend producing our first axle shaft samples for approval by the members of the trucking industry, all of whom we have approached, in September," said Mr Fragale.

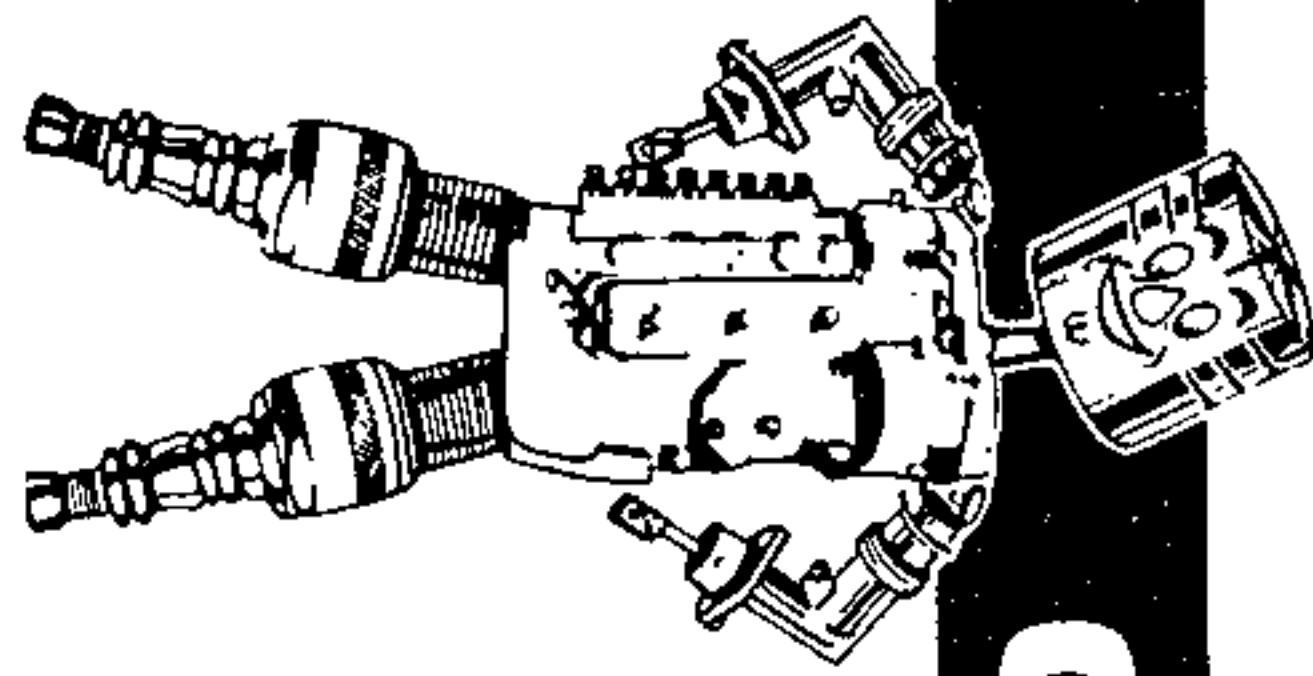
"Their specific requirements will, however, only become pressing when the first locally made gearboxes are available to the market," he said.

Mr Fragale said his company was offering a marriage between locally assembled axle shafts and overseas truck manufacturers in view of the Atlantis diesel engine development.

He stated that the local trucking industry has throughout the years been faced by a lack of adequate supplies, which brought about steep price increases, adding that a price increase of approximately 30 percent above axles supplied in CKD packs would be realistic.

| TRUCKS SALES FROM 1968 TO 1980: | |
|---------------------------------|-------|
| 1968..... | 42 |
| 1969..... | 562 |
| 1970..... | 601 |
| 1971..... | 818 |
| 1972..... | 498 |
| 1973..... | 976 |
| 1974..... | 1 394 |
| 1975..... | 2 131 |
| 1976..... | 1 642 |
| 1977..... | 1 199 |
| 1978..... | 1 448 |
| 1979..... | 1 661 |
| 1980..... | 2 201 |

TOTAL SALES RECORDED OVER THE PAST 13 YEARS: 15 173 UNITS



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ENGINES

MERCEDES OM 314, 352, 346, 355, 360, 401, 402, 403
LEYLAND 698, 401, 402, 410, AV 760
HINO EC 100, EH 100, EB 300
VOLVO TD 100
DATSUN 680 (Petrol & Diesel) E 20, Caball (Petrol & Diesel)
TOYOTA HI-ACE 1600/2000, HI-LUX 1600/2000, DYNA (Petrol & Diesel) LANDCRUISER (6 Cyl. Diesel)
ISUZU K80 2025/40, TLD 23/24/44/45 (all 4 Cyl. Diesel)
MAZDA E 3000 (4 Cyl. Diesel) M.A.N. D 2566M

GEARBOXES

MERCEDES G20, G32, G60, G3/65, ZF S6-80, ZF S6-90, ZF S5-110 GP
ISUZU 4/5 Speed, 4/6/8 Speed SpH, LEYLAND 4/5 Speed, 4/6/8 Speed
SCANIA 4/5 Speed, 4/6/8 Speed
HINO KR-HL, KB
NISSAN CK 20/41

DIFFERENTIALS

MERCEDES 1113, 1313, 1418, 1419, 1513, 1921, 1924, 1926, 2624, 2632
FORD D 0910, D 1210, D 1311
LEYLAND ELAND-MANDATOR
SCANIA
MACK
AND MANY OTHERS

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SOLC, Mr. Tush said.

He said the main reason for the success achieved in this category was due to a number of large tenders won by the company.

Market penetration in the 10 000kg (GVW) to 12 500kg (GVW) category shrunk by a slight 0,5 percent to a 27,2 percent market share, with

Trailers blazing a trail

THE local trailer hiring industry is fast coming into its own, developing into a multi-million rand business.

Recent entrants into the market — Supreme Trailer Hire — have had 100 percent utilisation of all its trailers since it started operating nine months ago.

"We originally started with three trailers and have been adding two per month on a non-stop basis," says Ken Phillips, managing director of the company.

The existing fleet will be doubled by the end of the year to cater for growing demand.

"If we had another 60 trailers they would all be out on the road now," said Mr Phillips.

Supreme Trailer Hire will also open up new facilities in Cape Town and Durban before the end of the year. The company specialises in double axle and semi-trailers, container carriers and semi and double axle pantechtrucks.

R3-m on new trucks

STUTTAFORDS Transport service recently opened a new, 10 000m² warehousing facility at Montagu Gardens, Milnerton, Cape.

The complex will house the household removals and commercial transport division for the Western Cape.

The company has spent R3-million on new trucks this year.



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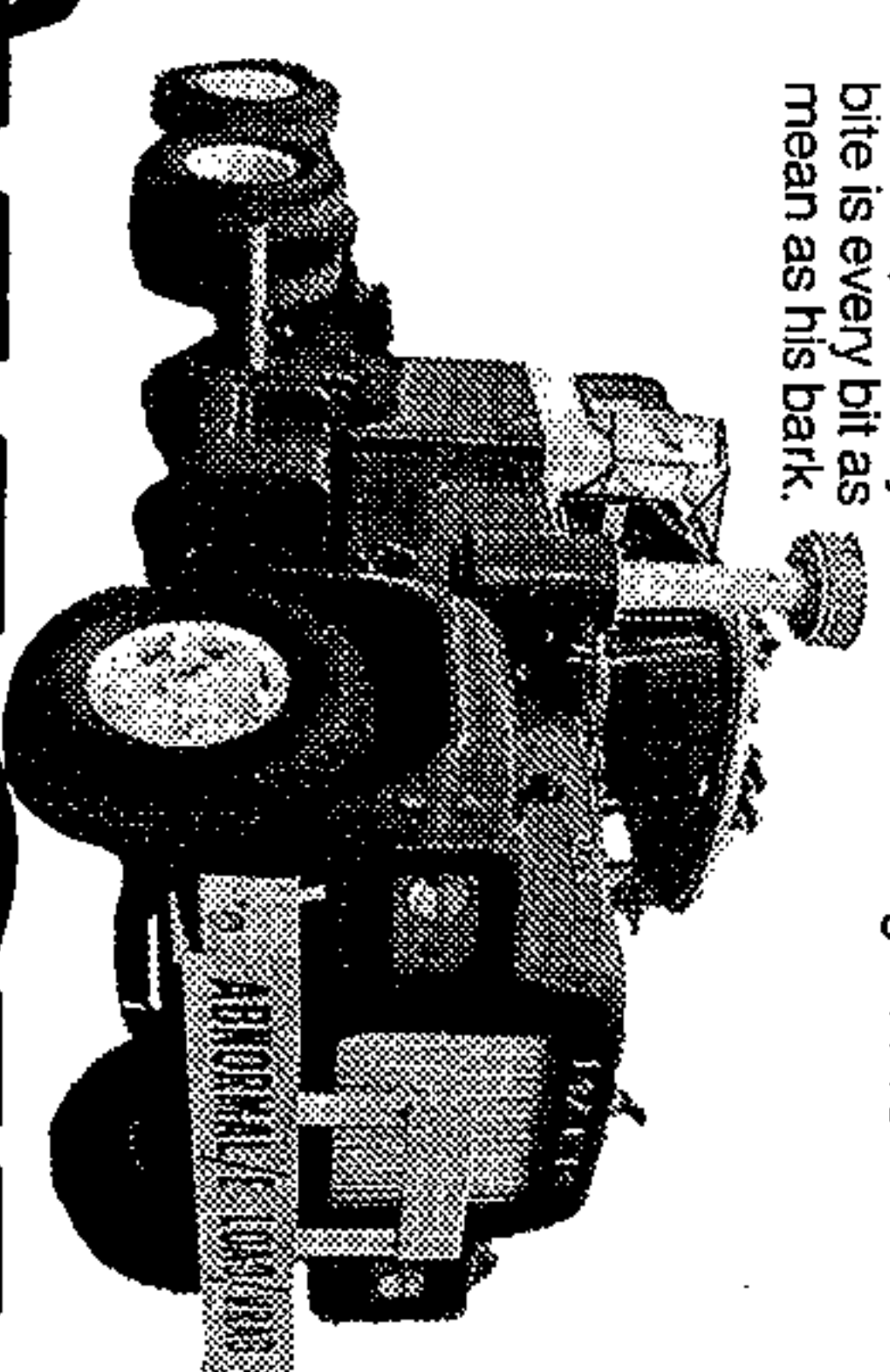
Today, an operator's fuel bills are his biggest single expense. Ask us to show you how to cut these costs to the minimum — we'll gladly arrange a demonstration to show you how Mack's versatility of range can be tailored to your needs.

2 SUPERIOR LOAD CARRYING ABILITY. Mack's stronger, lighter chassis means that you can operate more economically more profitably. Mack will carry your biggest load further for longer with up to 25 000 kilometres or 90 days between oil changes — cuts downtime to the minimum!

3 SUPERIOR QUALITY BUILT IN AT EVERY STAGE. Mack's quality control is second to none and this means we can bring you a truck that features less wear on engine and transmission. You get a longer vehicle life and big savings from reduced servicing costs.

4 SUPERIOR MAXI TORQUE GEARBOX COMBINATION. Mack's high torque fuel injection engine, coupled to the unique torque-biased Intertrax power divider, gives up to 65% fewer gear changes and 25% lower engine revs. There's always power there when it's needed!

5 SUPERIORITY WE'RE PROUD TO DEMONSTRATE. For full details of the Mack range or to arrange a demonstration test run on any of your main routes, contact your local Mack dealer listed below. To prove to yourself that the big Mack's bite is every bit as mean as his bark.



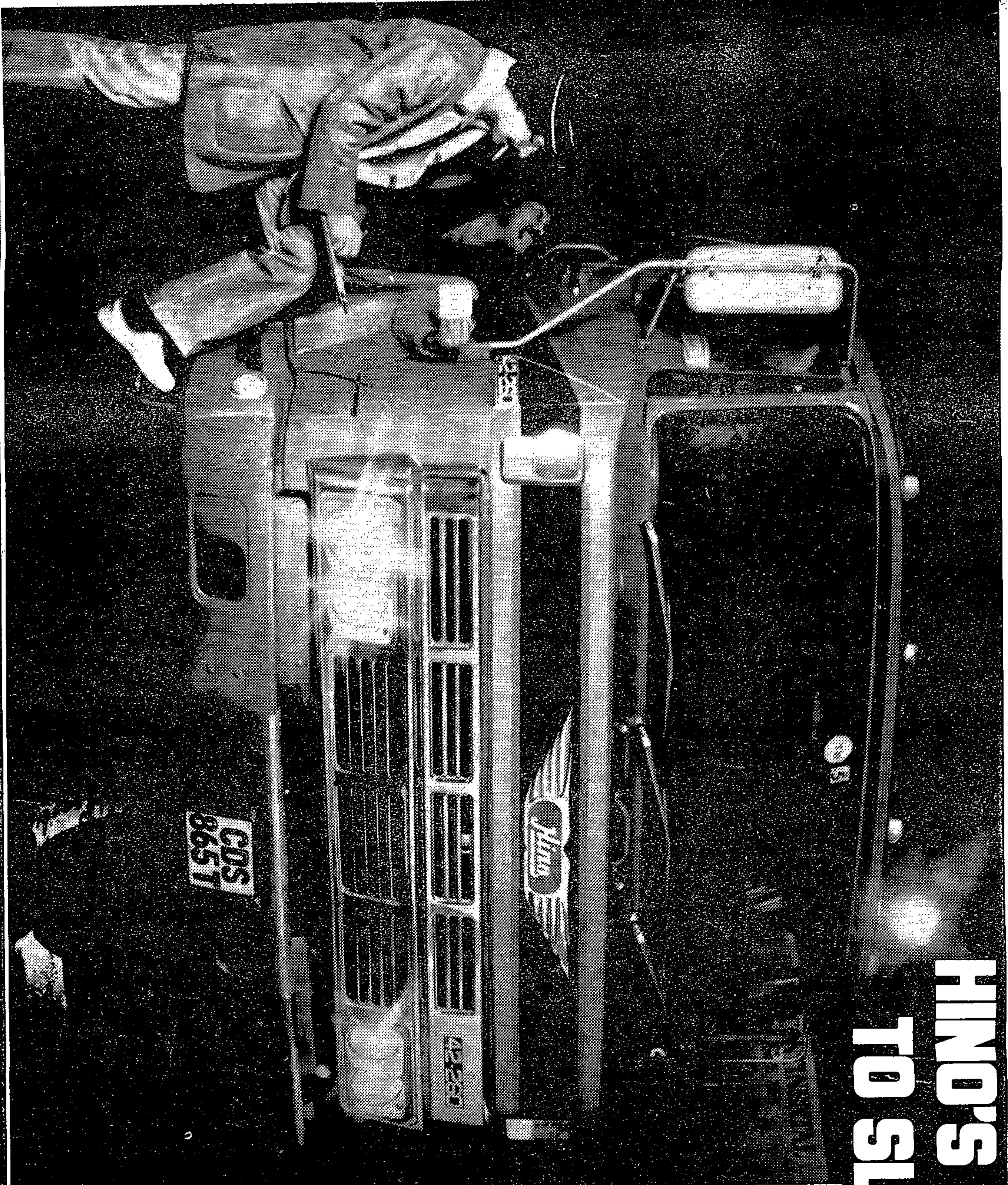
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Series 260, that's Hino's big new number in the battle against escalating operating costs. A whole new range of cost-cutting heavy duty trucks — and not just because of their surprisingly competitive purchase price. It's also all that proven Hino toughness, low operating and maintenance costs, plus long-term Hino dependability. So before you decide on a new truck tractor, freighter, or dump truck, ask us to show you facts and figures on how Hino can keep your profits growing strong.

| 260 SERIES | MODEL | KW @ r/min | FORWARD SPEEDS | MAX BODY LENGTH (mm) | GVM/V (kg) | G.C.M. (kg) |
|---|-----------------|----------------|-------------------|---------------------------|------------------|-------------|
|  | 42-260F (6 x 4) | 188 @ 2 300 | 9 | TRUCK TRACTOR | 26 000 22 400 | 42 000 |
|  | 39-260 (6 x 4) | 188 @ 2 300 | 6 | ±8 m³ | 26 000 22 400 | 39 000 |
|  | 26-260F (6 x 4) | 188 @ 2 300 | 9 | 7 410 | 26 000 22 400 | 42 000 |
|  | 41-260F (4 x 2) | 188 @ 2 300 | 9 | TRACTOR | 15 600 14 200 | 41 000 |
|  | 16-260F (4 x 2) | 188 @ 2 300 | 9 | 7 255 | 15 600 14 200 | 41 000 |
|  | KB SERIES | 342 | 6 | 7 280 | 15 600 14 200 | 25 000 |
| | | 302 | 6 | TRACTOR TRACTOR 5.3 m³ | 15 600 14 200 | 25 000 |
|  | KR SERIES | 360 | 5 | 6 400 | 12 700 12 700 | 17 000 |
| | | 320 | 5 | 5 334 | 12 700 12 700 | 17 000 |
|  | KL SERIES | 360 | 5 | 6 400 | 9 900 9 900 | 15 000 |
| | | 340 | 5 | 5 334 | 9 900 9 900 | 15 000 |
|  | DA SERIES | 116 | 5 | 5 030 | 12 000 12 000 | 18 000 |
| | | 110 | 5 | ±4.6 m³ | 12 000 12 000 | 18 000 |
|  | BY BUS | 340 | 5 | 65 SEATER | 16 000 16 000 | N/A |

CHECK OUT OUR PARTS AND SERVICE BACK-UP
Ask any Hino operator anywhere in the country how we stand up in this vital department. How we guarantee a service parts rate of over 95% at our sixty strategically placed dealers throughout the Republic. How we operate a free, fully equipped training school for fleet-owners' technicians. A free on-the-job driver training service. Fast efficient unit-exchange facilities. And how five of our factory Hino technicians are constantly in the field, visiting both dealerships and fleet-owners. Ask around and discover the truth they have in our vehicles and us.



260 SERIES

The big value-for-money trucks

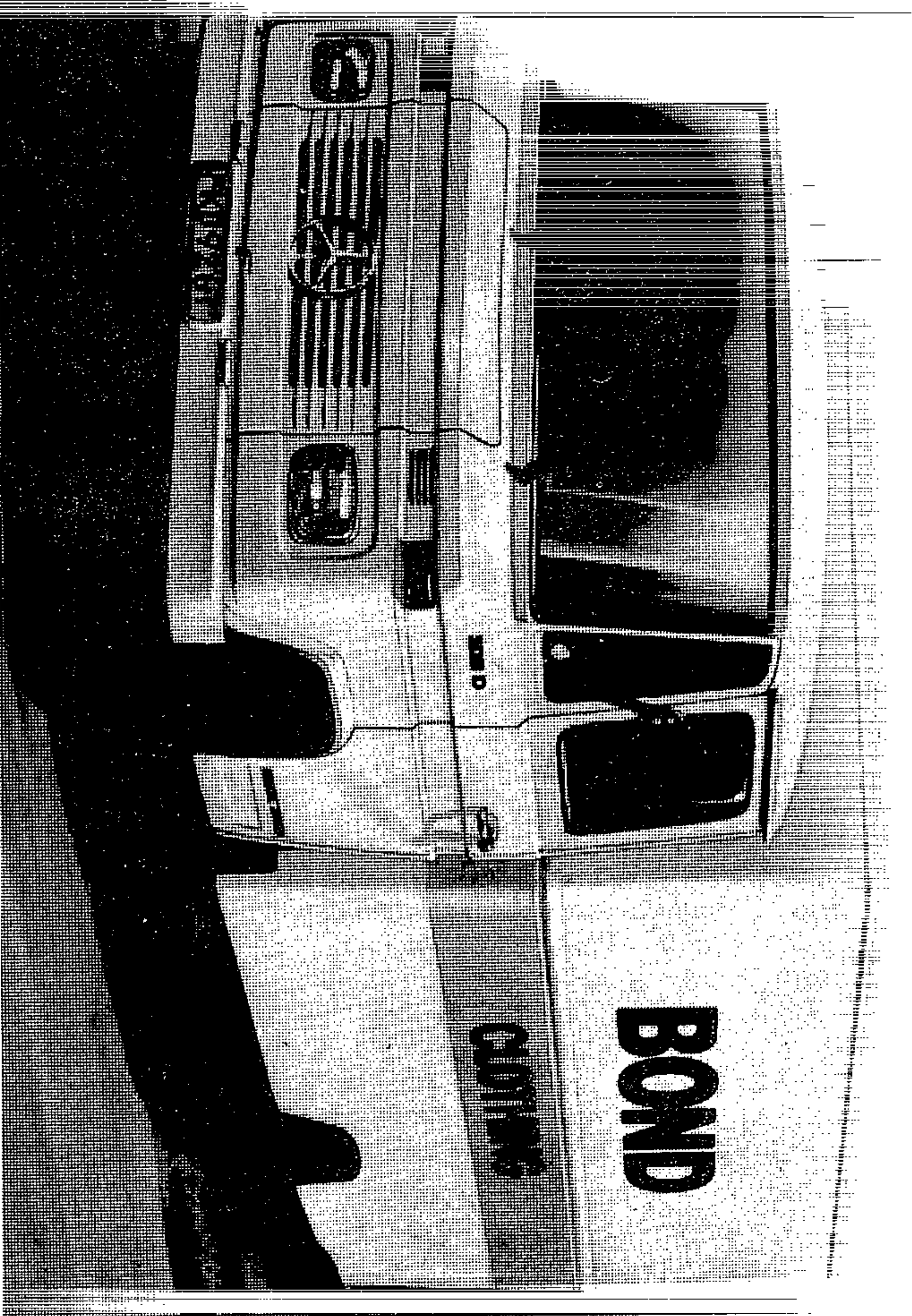


Leyland first to take ADE parts

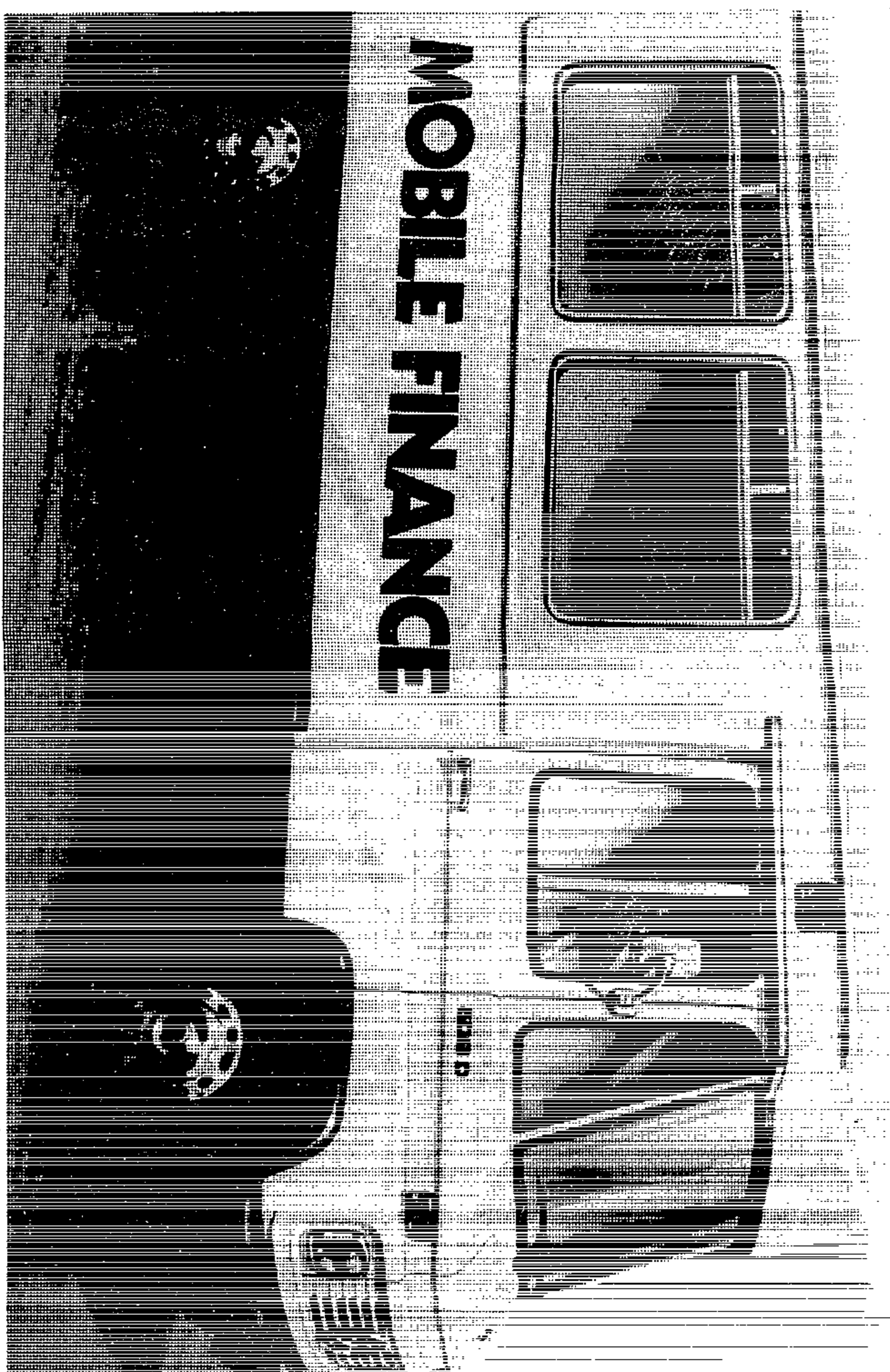
LEYLAND South Africa has become the first truck manufacturer to take delivery of a consignment of engine replacement parts from Atlantis Diesel Engines. The company embarked on a R4-million project to engineer the range of ADE engines into its truck range two years ago, and last year secured a R40-million contract for the manufacture and supply of flywheel and ring gear assemblies. The parts consignment, which is the ADE-recommended initial stock order, involves 180 line items for the ADE 300 series engine. Mr J G du Plessis, parts manager at ADE, recently disclosed that the parts programme will be a R15-million project involving over 10 000 line items. These will be housed in a modern 3 000 m² central parts warehouse attached to the main ADE complex. Equipped with an on-line real time computer system for inventory control and catalogue production, the operation will run 24 hours a day offering an eight-hour vehicle off-order turn around as well as a 95 percent service rate on first-pick basis with the balance over one month. Mr du Plessis anticipates that the engine parts operation will be worth approximately R30-million a year. In line with this development, Leyland will invest more than R2-million in parts facilities to cater for anticipated demand. The full range of ADE engine parts will be provided by more than 20 wholly-owned truck and bus sales service and parts branches, and independent dealers throughout South Africa.

R1,6-m Perkins order

ONE of Turkey's major commercial vehicle manufacturer.



The incredibly versatile Mercedes-Benz 508 D and 608 D.



diesel engines. The 6 354 Perkins six-cylinder engines will be used to power Turkish-built Chrysler Sanayi 12-ton PD 600 trucks. Chrysler Sanayi manufactures and assembles basic cabs and chassis units at its plant in Gebze, 48 km from Istanbul. Bodies are fitted to customer specifications for general haulage work throughout Turkey. Many of the new trucks will be used for off-highway tipping duties.

Protea gets go-ahead

SA Axles and the Board of Trade and Industries have agreed that Protea Axles can manufacture drive axles for vehicles fitted with engines from 3 700 cm³ to 9 000 cm³. Application for protection of this industry was gazetted on February 13, 1981. Protea Axles will include steering axles, trailer axles and brakes in its manufacturing programme.

R250 000 tractors for Coke

THE Coca-Cola Bottling Company of Johannesburg, one of the largest ancillary fleet users of Mercedes-Benz vehicles, has taken delivery of three long-distance truck tractors worth R250 000.

The three 2632 S/32 truck tractors were supplied by Cargo Motor Corporation and brings the total number of Mercedes-Benz trucks in the 260-vehicle fleet to 242 units.

The 2632 models have been in operation in South Africa since 1973 and were the first to be introduced with the 400 series engine. They were also among the first to have full-forward control.

The OM403 V10 engine develops 235 kW at 2 500 r/min and has a maximum torque of 1 080 Nm, at 1 500 r/min. Other specifications include a nine-speed range synchromesh gearbox and tandem-drive axles with planetary hub reduction which makes it an extremely strong design.

The Coca-Cola Bottling Company distributes close to two-million cases of cold drinks a month. Up to 120 000 cases can be delivered daily making it one of the most intensive distribution operations of its kind in the Transvaal.

FROM RAGS TO RICHES

Some businesses can get by with a delivery vehicle off the peg. Other businesses, of which the rag trade and the money bag trade are but two, have specific needs.

Hence the Mercedes-Benz 508 D and 608 D. These units can be adapted to ferry pumpkins or people, flowers or fridges. They can come with tailboards, refrigerated bodies, box-type superstructures or removable tanks.

They are also especially suitable where large volume loading is required. And with their three wheelbase versions and many body variations you can be sure there's one right up your street.

What will also appeal to you about the 508 D and 608 D is their economy.

Unlike most delivery vehicles they don't use

petrol. They use diesel, which could result in a fuel saving of up to 50%, depending on the operation.

In every sense a diesel engine is an economical piece of machinery. It has no plugs, carburettor or distributor. So servicing is less complicated, less frequent and less costly.

It is also inherently durable with a life expectancy that is often double the life of a petrol engine.

The proven Mercedes-Benz OM314 diesel engine in the 508 D and 608 D is light, compact and perfectly suited to the vehicle.

It is neither an over-powered guzzler nor an under-powered sluggard. Which is important, because the right power to mass ratio saves you money.

A GCM of 8 000 kg on the 508 D, and 10 500 kg on the 608 D provides for excellent trailer application.

From a driving point of view these vehicles are typically Mercedes-Benz: safe, comfortable and easy to handle.

Panoramic windows let you see in all directions.

And the steering and gear change are so smooth, they are almost as easy to manoeuvre as a car.

Other features in a well-appointed cab include:

Hydraulically activated clutch. Twin-circuit vacuum-assisted brakes. A highly efficient heating and ventilation system. A driver's seat that is adjustable forwards, backwards, for height and for rake. Plus a double co-drivers seat.

Above all else, consider the economics. The high resale value added to the fuel savings, reduced operating costs and excellent back-up services mean a 508 D or 608 D actually cost you less in the long term.

If you would like more information on these vehicles, we suggest you contact your Mercedes-Benz dealer and arrange for a demonstration.

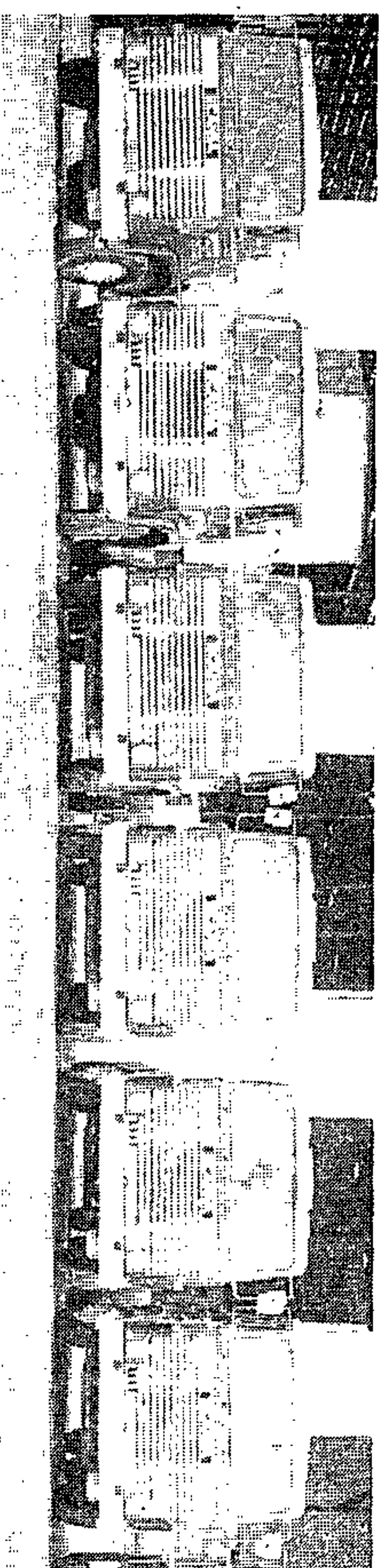


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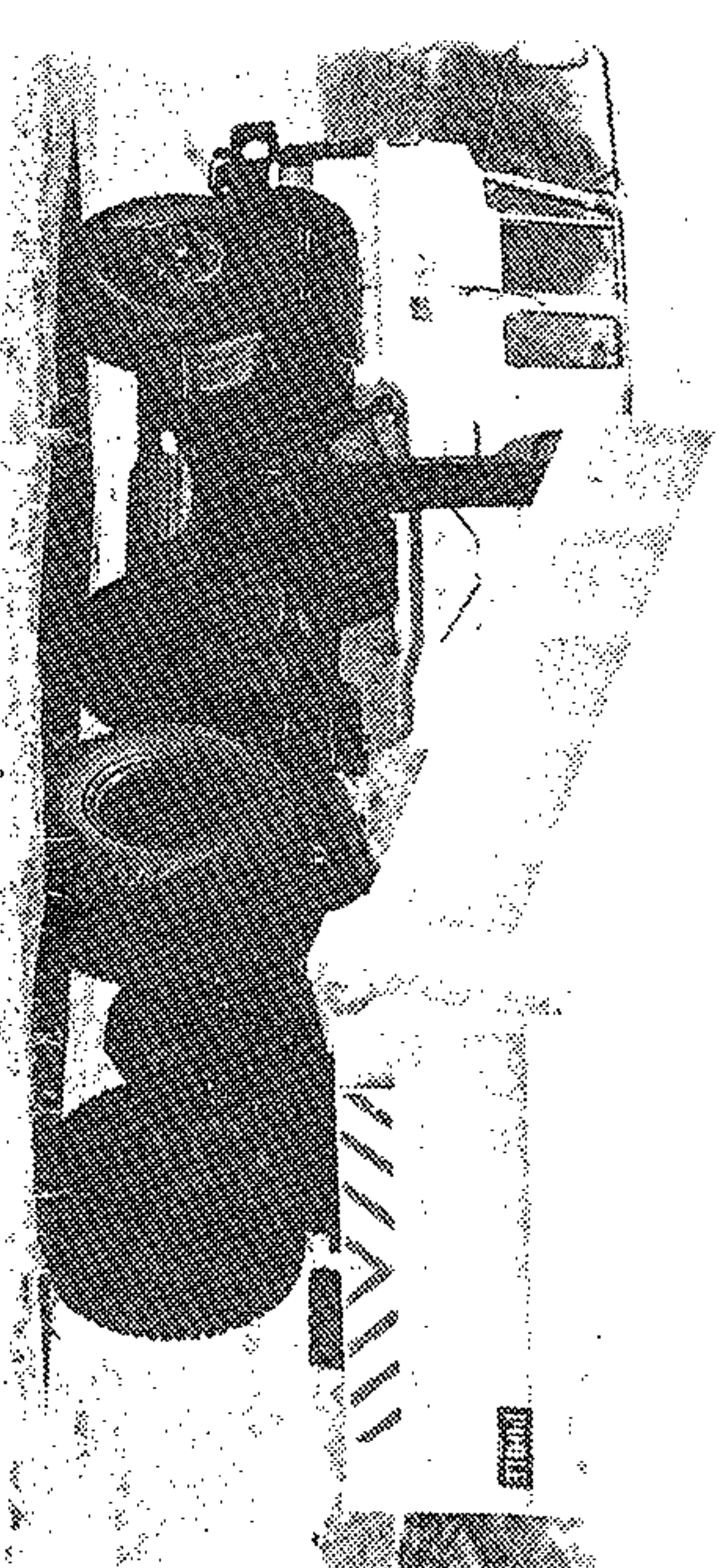
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Petfords for Scania

THE Petfords fleet has enjoyed a steady growth rate of 20 percent over the past few years and is fast becoming one of the largest Scania fleet owners. The company's relationship with Scania dates back to 1978 when test runs were undertaken on a selection of vehicles — including the Scania LB 111 — for the replacement of older vehicles. Petfords initially invested in four LB 111s and added another eight Scania's to the fleet by the end of 1978. As part of its expansion programme it has invested in yet eight more trucks bringing the total Scania fleet to 20 — some of which are seen left.

Save with steel belts



New service to assist truckers

MERCEDES-BENZ recently introduced a new service designed to assist truck and bus fleet operators on a consultancy basis.

The consultancy service provides systems and expertise for cost recording and accounting and correct vehicle selection and operation — all offered under the banner of "more economy in the fleet."

A spokesman said the consultancy is free and not restricted to Mercedes-Benz customers only. The service is provided through a field consultant backed up by a newly formed specialist unit at UCDD.

UCDD's Transport Consultancy Department has started research, selecting computer

hardware and are developing computer programmes to assist transport managers.

Specific information applying to a particular transport operation is fed into the computer and the results provide a range of answers assisting the manager in decision making.

Basic information required to a particular transport operation is fed into the computer and the results provide a range of answers assisting the manager in decision making.

The consultancy at this stage is employing two major programmes: economy calculations and optimum replacement point calculation.

Heavy hoists

FA Poole, of Rosslyn, are now fitting heavy duty hoists to their standard tipper bodies.

The 5.3m³ tipper body (above) is the most successful manufactured in South Africa to date and the decision to fit a heavy duty hoist has been taken in order to rationalise and standardise on their cylinder manufacturing programme, a spokesman said.

According to FA Poole, customers will now have an increased payload of 1.5 tonne at no extra cost. The inventory and stock control will be streamlined and spares for all new tipper will be standardised while spares for existing products will be readily available.

Radials make inroads on

cross-ply

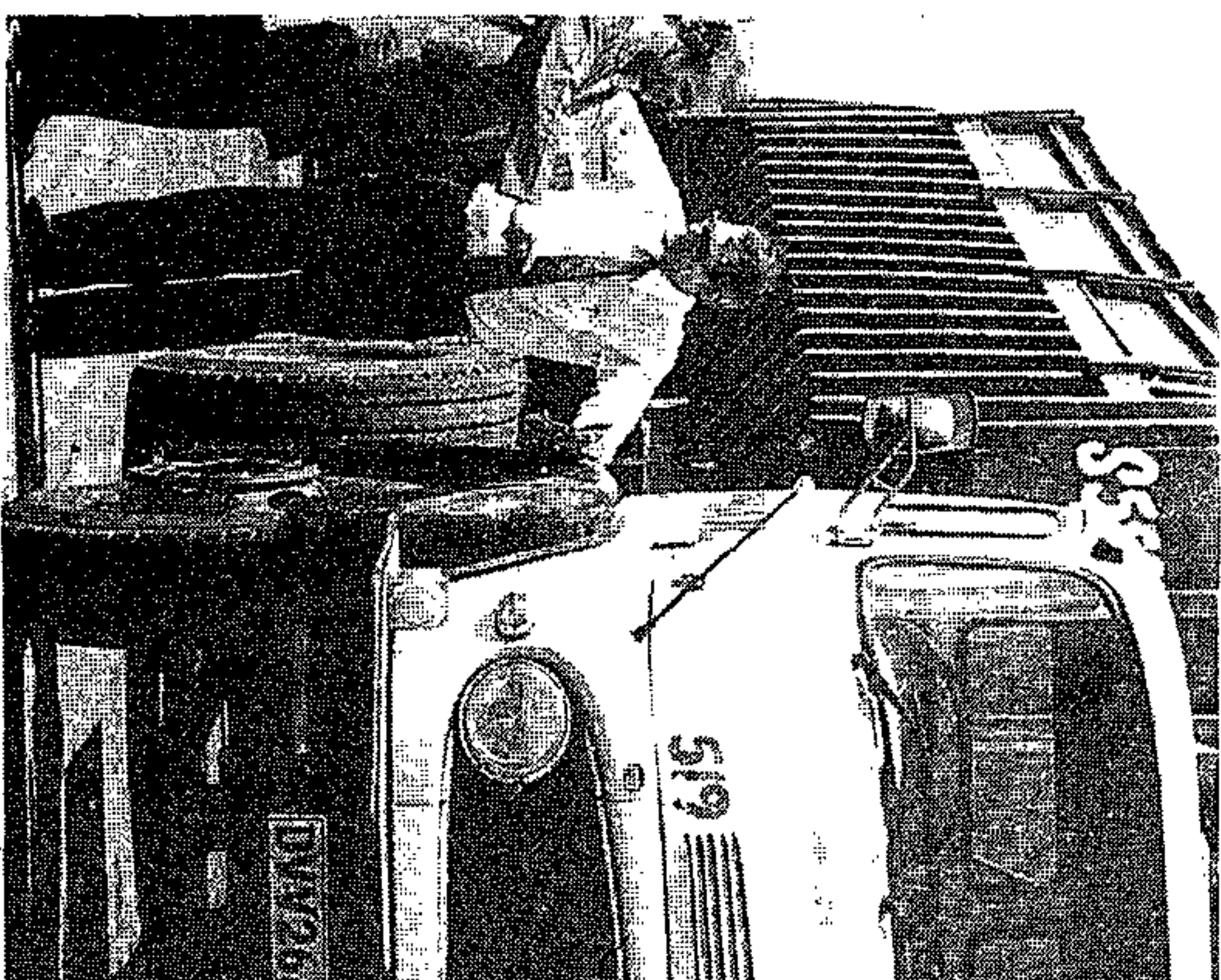
STEEL-belted radial tyres fitted to trucks of all capacities can save as much as 15 percent of the total fuel bill, while correct tyre management offers further savings.

Mr Alex Hawes, managing director of Quality Tyres, has pioneered a complete tyre management package for truck fleet operators.

"One big transport operator is spending R1.4-million a year on fuel using conventional cross-ply tyres, which for years have held a major slice of the tyre market.

"Indications now are that his switch to steel-belted radial tyres will mean a saving in fuel costs alone of more than R200 000 while downtime through tyre failure will decrease by between 10 and 15 percent," he said.

This amounts to major savings in prime cost centres of transport business. "Since tyres are a specialised field, we have put one of our highly experienced tyre



Mr Frank Berman, deputy general manager (distribution), for Coal Cartage, and Mr Alex Hawes discuss steel-belted radial tyres fitted to this truck.

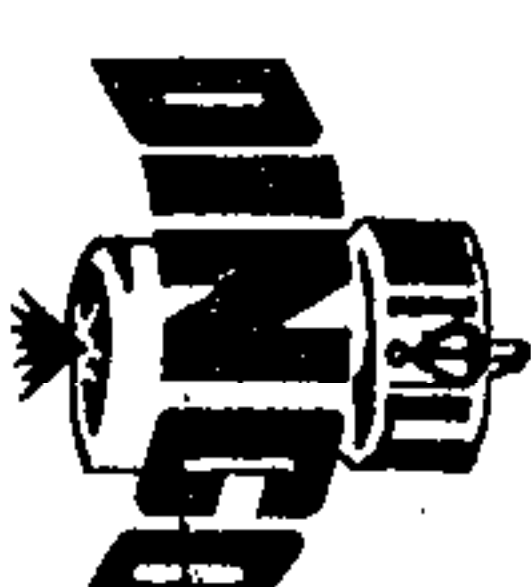
men on site at one big transport operator's yard and he is solely concerned with ensuring that tyres are kept in good condition," Mr Hawes said.

The on-site man ensures that new tyres are purchased only when necessary, tyres with casings that are still usable are retreaded and returned to the fleet, while castings that are no longer usable are discarded.

This means that the fleet not only benefits from the

fitting and supplying of the right tyre for the right application, but also cuts tyre wastage, increases fleet safety and reduces costs.

"A R70 000 rig depends on 10 patches of rubber in contact with the road. It is crazy to run this investment with tyres that are not in tip-top condition," he said, adding that advanced technology behind steel-belted radials means that conventional cross-ply tyres are rapidly being overtaken.



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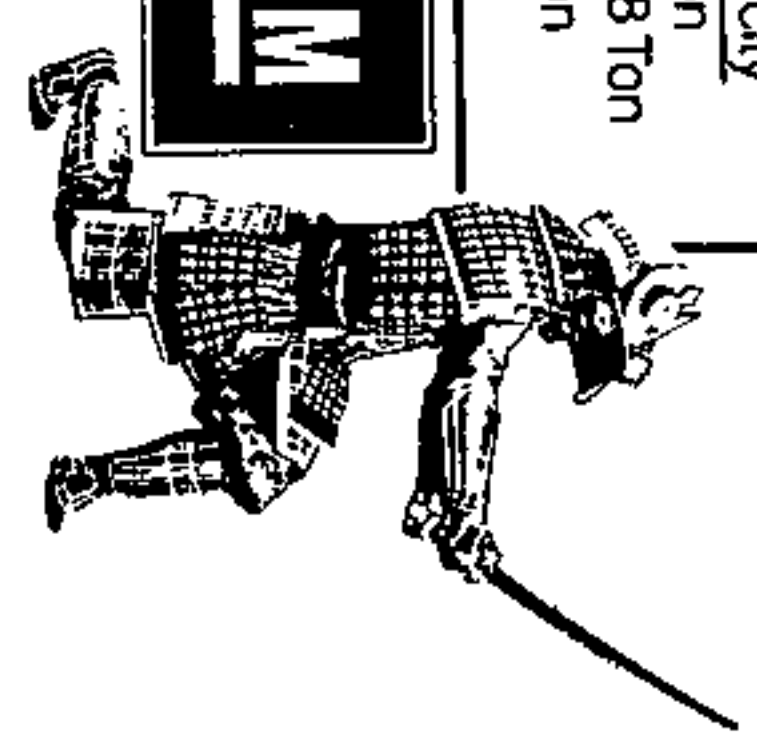
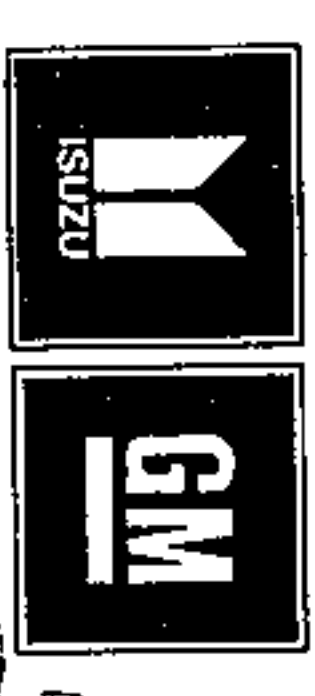
**VPZ 441S 38 TON GCM TRACTOR.
TURBOCHARGED PROFITPOWER.**

Good news for the beefy end of the truck market. Isuzu has brought in their biggest competitor yet. Isuzu VPZ 441S. A turbocharged 6 x 4 tractor that hauls up to 38 tons, no sweat. And because it's turbocharged, it minimises power loss at high altitudes, making the VPZ totally suited to long hauls. As further evidence of its Big Rig qualities, just look at VPZ's cab, handsomely equipped with controls and instruments and with more than adequate sleeper space. The suspension seat is easily adjusted for height and rake for optimum comfort and minimum driver fatigue. Brakes are full air dual circuit service brake with auxiliary exhaust brake. The parking brake is spring-operated on all four rear wheels. Obviously in a truck this big and this modern you're going to have tons of questions no advertisement will be able to answer. However, your General Motors dealer is waiting with the information you need. Give him a call and let yourself in on Isuzu turbocharged profitpower.

ISUZU HAS A TRUCK FOR EVERY APPLICATION.

The Isuzu range is wider than ever before, so contact your Isuzu truck specialist at the nearest General Motors dealer and get him to help you choose the one that'll save you the most money.

| FREIGHTERS | Payload | TIPPERS/TANKERS | Payload |
|-----------------|---------------|-------------------|------------------------|
| TLD 24 | 2 Ton | TLD 44 | 2 Ton |
| TLD 44 | 2 1/2 Ton | *TXD 45 | 7 1/2 Ton |
| TLD 54 | 2 1/2 - 3 Ton | *TXD 55 | 7 1/2 ton |
| SRB 422 | 5 Ton | JCR 360 | 7 Ton |
| SRB 422B | 6 1/2 Ton | SPZ 451 | 12 Ton |
| *TXD 45 | 7 1/2 Ton | MECHANICAL HORSES | Drawing Train Capacity |
| *TXD 55 | 7 1/2 Ton | JCR 360 | 21 Ton |
| JCR 500 | 8 Ton | SPR 361 / 361S | 32 / 38 Ton |
| SPZ 581 / 581S | 14 Ton | VPZ 441S | 38 Ton |
| *Normal Control | | | |



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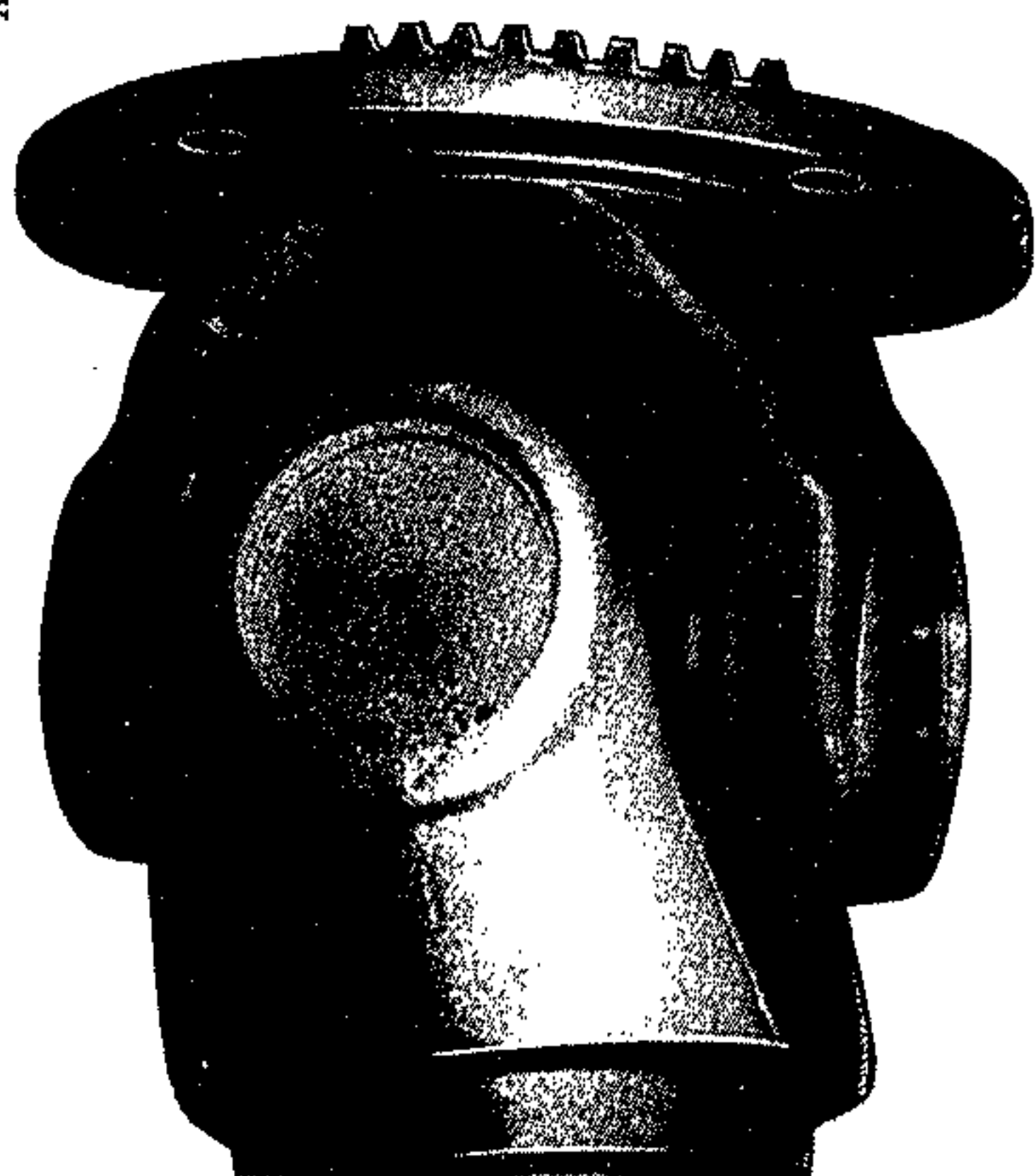
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Slow start for ADE component contracts

By JOHANN VAN RHEEDE

GEARING up to achieve a projected R180-million total in contracts to be awarded to local component manufacturers by 1983, ADE has so far announced only four contracts — valued at approximately R20-million — per year.

Current component commitments to local industries apply to seven items, while proposals are under consideration for 29 more. An announcement regarding these outstanding contracts will have to be made soon if ADE wishes to achieve its 80,25 percent local content target by 1982.

Requirements in terms of large forgings for crankshafts, camshafts and connecting rods have been put to enquiry and are currently being evaluated by major local industries, who have been asked to submit feasibility studies.

"Regarding crankshaft forgings, we expect to be able to make an announcement later this month," a spokesman said.

"Our requirements for camshafts and connecting rods will be viewed in the overall context of a contract for crankshaft forgings after proposals have been evaluated."

Current components committed to local industries consist of flywheels, starter ring gears and motors, alternators, pistons, piston pins and cylinder liners.

Presentation

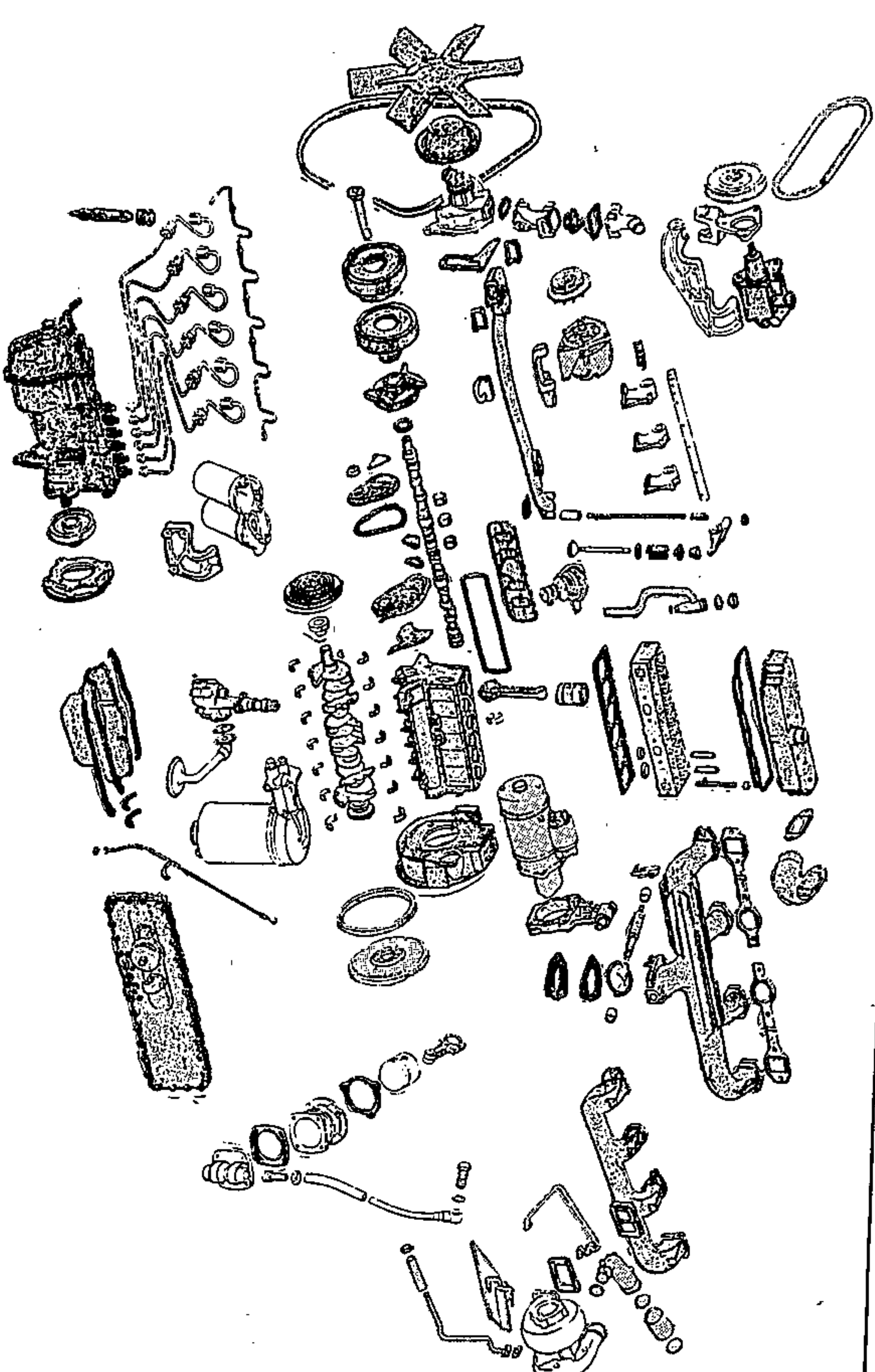
Components for which proposals are under consideration, with June-July as ADE's deadline, include water and oil pumps, air compressors, rocker arms and shafts, valves and valve springs, bearings, fuel injection pipes, oil and fuel filters and turbochargers.

In a recent presentation given to the National Association of Automotive Component and Allied Manufacturers, ADE representatives said preliminary studies by ADE and its licensors have revealed shortcomings in respect of manufacturing capacity and technology for the

manufacture of at least 17 important components, while the manufacture of injector nozzles and pumps falls outside its local content programme.

These components range from piston rings, timing gears and large aluminium sand castings to precision machining of flywheel, timing gear and adaptor housings through to gaskets, balance discs fans and power steering pumps.

The estimated annual requirement sourced from local industry calls for the manufacture of well over a 100 different components in volumes of approximately 1 684-million units, excluding aluminium sand castings estimated to be at least 500 tonnes a year. It is ADE policy to prepare for the in-plant machining of all its requirements by 1983.



TYPICAL ADE 352 ENGINE
EXPLODED VIEW

Bought out raw components required for ADE's machining operation are shown in the exploded drawing marked in blue. On the drawing, which shows the typical components for the ADE 352 engine, current component commitments to local industries are marked in green while components for which proposals are under consideration are marked in yellow. Shortcomings in respect of manufacturing capacities and technology for a number of important components are marked in red. The drawing was presented to representatives of the National Association of Automotive Component and Allied Manufacturers by ADE personnel.

Operators go on a buying spree

THE forthcoming implementation of local engine transmissions and axle programmes has sparked off a buying spree among operators intent on ensuring that they obtain vehicle specification of their choice.

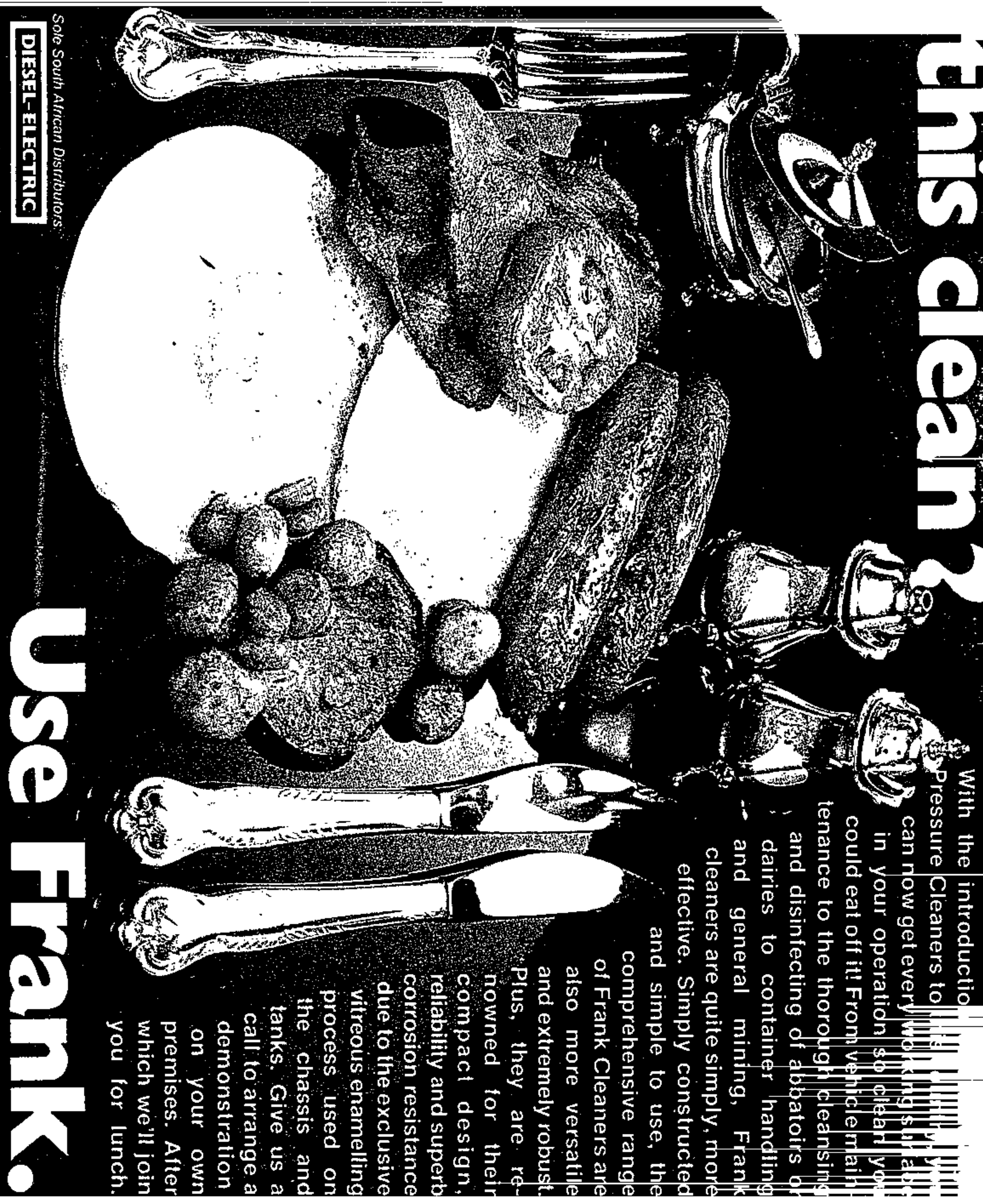
This is the view of Jim Knight, director of Sigma Power's truck and bus division, whose company recently had to increase assembly facilities in order to keep pace with the unprecedented demand.

Mr Knight said sales of Mitsubishi trucks have shown remarkable growth during the first quarter of this year, with a total percentage increase of 89,5 percent over the same period last year.

Figures released by the distributors of Mack and Mitsubishi trucks indicate that Mitsubishi's sales in the 12,5 tonne to 15 tonne freight carrier market have increased by 106,6 percent.







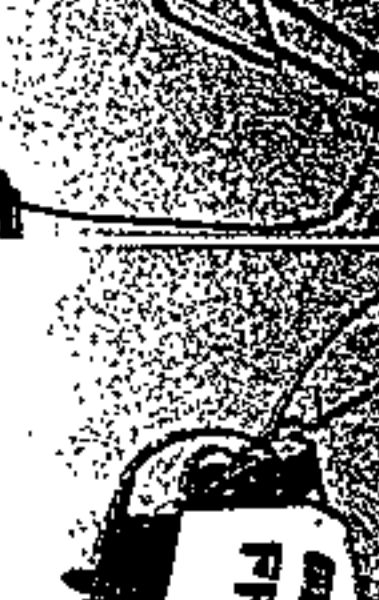
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"This is an indication of the impact that this relatively recently introduced new range of Mitsubishi trucks has had on the highly competitive trucking industry," he said.

He said competition in the South African truck industry was now so fierce that all dealers would have to sharpen their pencils to win the business.

Sigma Power recently introduced a unique parts exchange service, enabling the immediate replacement of all its products and major components, such as the engine, transmission, gearboxes or differentials, with units which have been rebuilt to factory specifications by its technicians.

Competitive

"All components are flat-rated at reasonable prices and each assembly is purchased directly from us by our customers.

"Once the used core is returned, the customer is credited with its value. This means that we have a continuous parts exchange system in operation and ensures highly competitive prices," Mr Knight said.

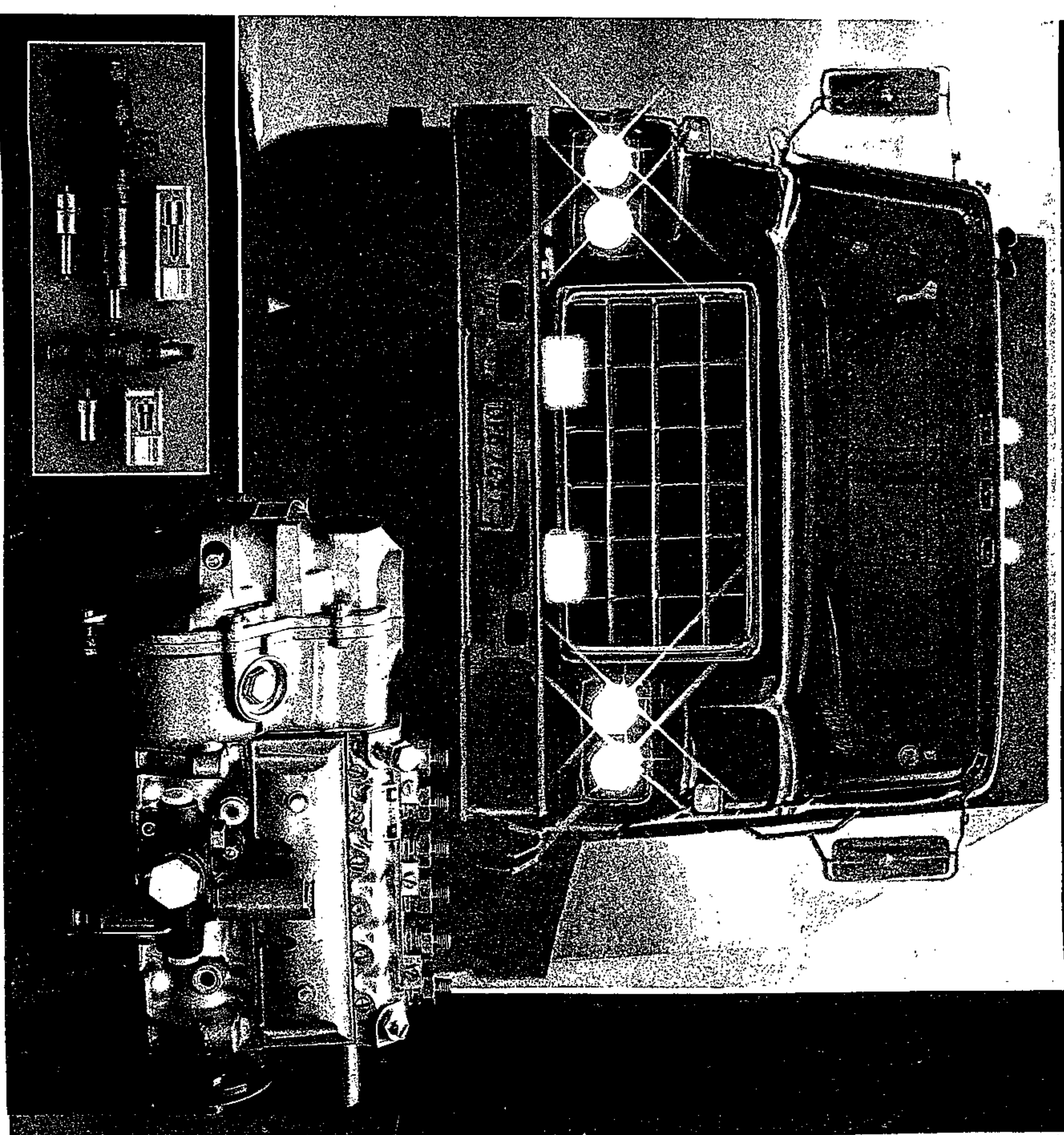
He said the company's dealer network was expanding at such a rate that the 80 currently operating throughout South Africa will be boosted to almost 120 dealers by the end of this year.

Commenting on possible price increases due to the local content programme, he said it will bring with it substantial increases which will undoubtedly have an impact on the end users.



JIM KNIGHT

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AUTOMOTIVE

Truck research centre to open by end of year

By JOHANN VAN RHEEDE

THE response to original proposals to establish a Truck Research Centre at the University of the Witwatersrand has been so encouraging that building operations on the R560 000 complex will start within weeks.

"As a result of the response by the transport industry, a number of changes in the formation of the centre have come about and it has been decided to change the name of the research centre to Road Research Division of the Material Hand-

ling Research Group," says Martin Bailey, senior research officer at Wits.

He explained that the structure of the centre will be made up of pneumatic conveying, hydraulic conveying, mechanical handling, road transport and warehousing and distribution divisions.

Building operations will start in April and it is hoped that the centre will begin full-scale operations towards the end of the year.

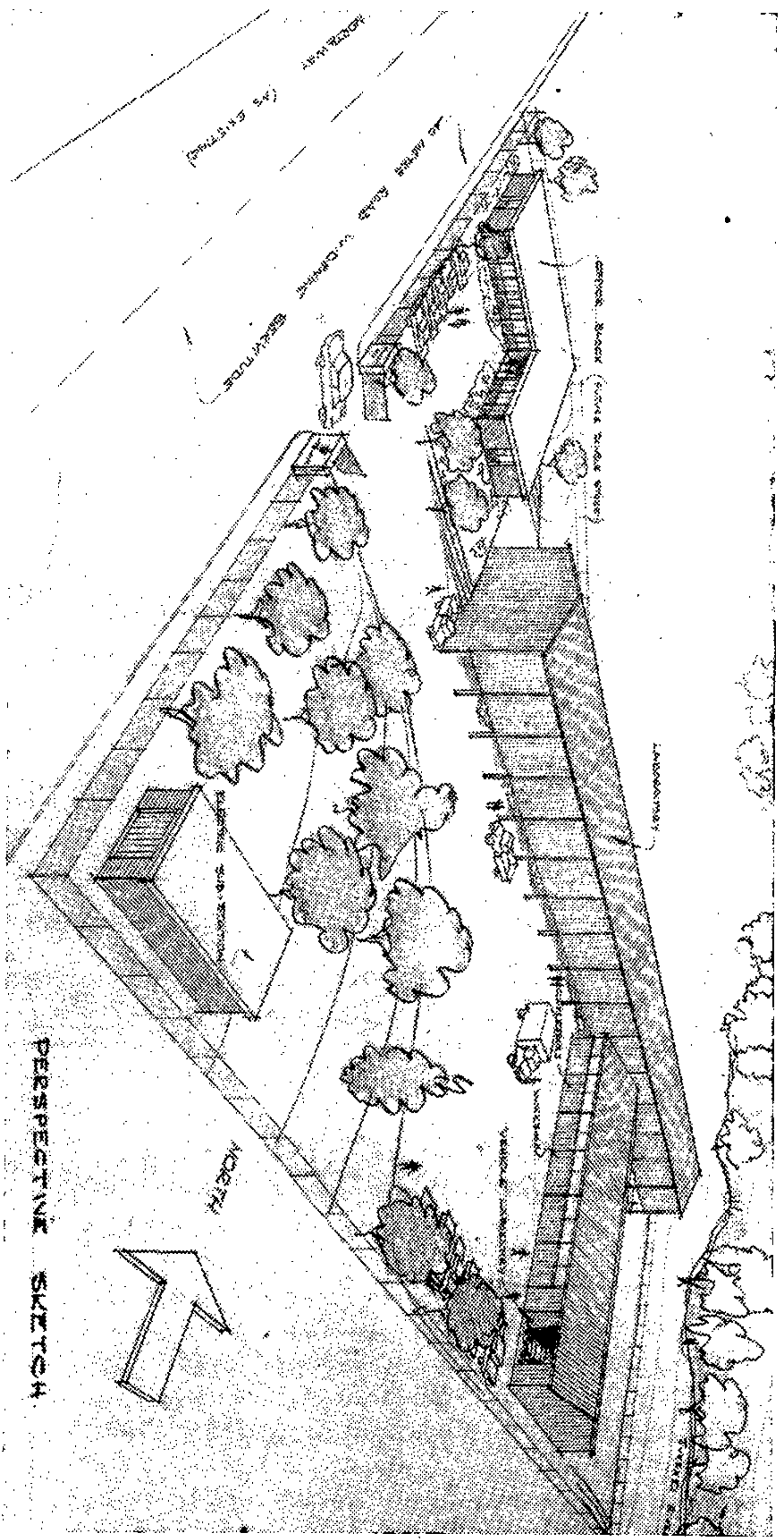
Martin Bailey said a South African Truck Research Centre is of strategic importance for a number of reasons.

During the past 10 years alone, in excess of a million trucks, with a combined value of approximately R15 000-million, have been sold, while estimates put the total number of vehicle operators at well over 200 000 or organisations, ranging from large fleets to one man operations.

"These vehicles provide South Africa with the strategic and flexible links for efficient transport of materials and people to almost any area in the country."

"Besides the sheer number

"While South African engine and gearbox manufacturing centres will go some way to alleviating political pressure, it is certainly necessary to have the complementary research and education facilities to help maintain total independence on outside supply"



Perspective sketch of the new centre

Research sadly lacks in truck design, selection, energy usage, model splits and a host of other physical aspects.

The main reason for this shortcoming is that all truck designs and developments have in the past been done by the overseas principals of the supplier of trucks in South Africa.

"Our unique conditions point to the need for far more design and development. Among the conditions that have emerged recently are the introduction of ADG engines and ASTAS gearboxes, while the problems concerning the fact that all major commercial centres are high above sea level, the need for political independence and strategic military requirements cannot be overstressed."

Yet another contributing factor is that the trucking industry faces large-scale problems in recruiting suitably qualified personnel for truck research which, in itself, has become a highly specialised field.

"Extensive analysis and test facilities are urgently required for truck users to analyse vehicle choice, fuel saving methods and devices, the effect of the South African environment and evaluation of new designs"

operators and manufacturers. The centre will be built on a 10ha site at the Frakenwald campus, north of Johannesburg.

Testing and research facilities will be housed in a 6 000m² building, while exist-

ing office and library facilities will be expanded significantly.

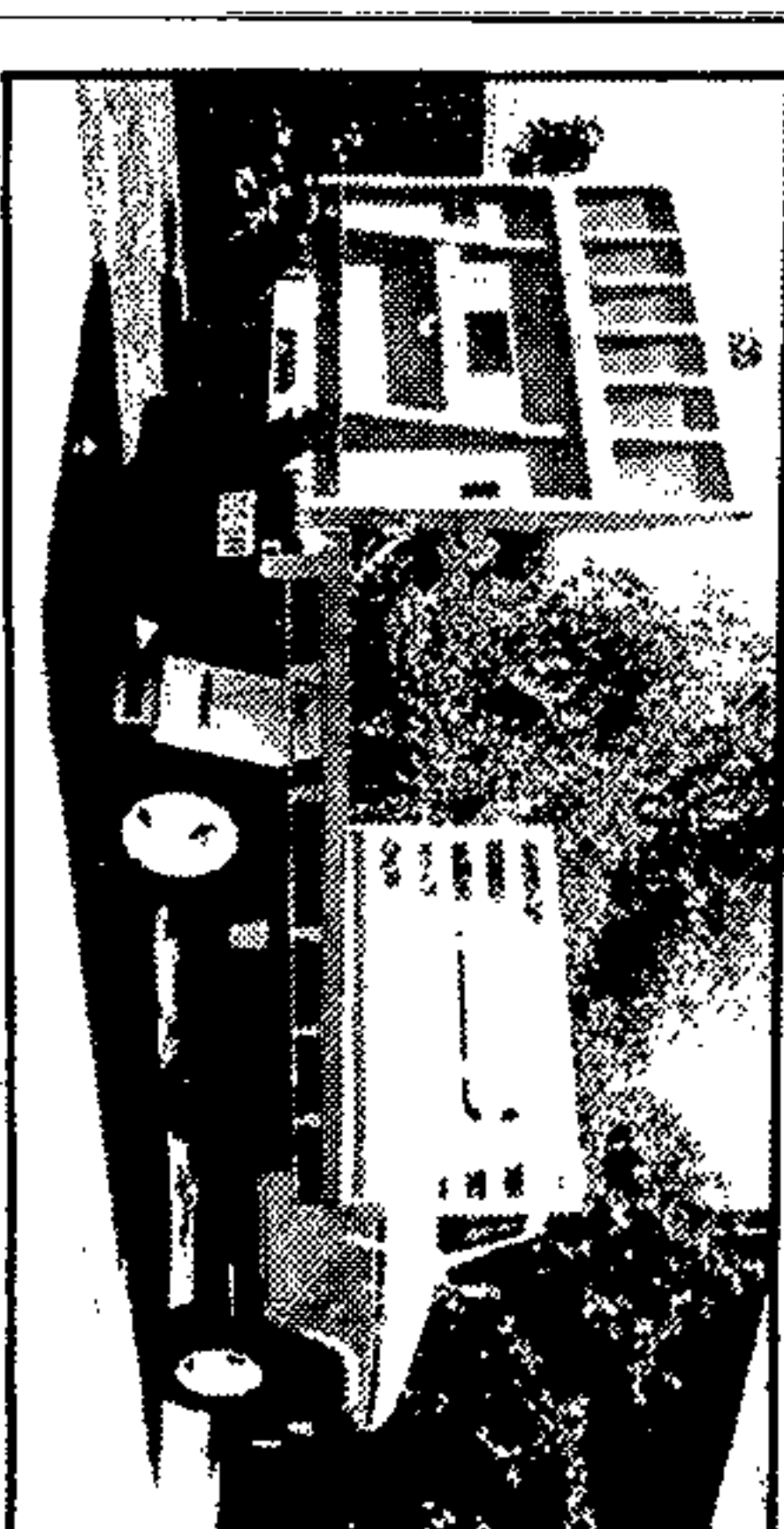
The following testing equipment will be installed:

- Three to five standard diesel engines.
- One variable diesel engine.
- Dynamometers for all engines, including a truck dynamometer.
- One chassis and one brake testing dynamometer.
- Fuel meters and tyre testing machines.
- On vehicle road testing equipment and a weight-bridge.

The rest of the equipment will be made up of computer facilities for any programming, simulation, design and other requirements.

Materials testing equipment will also be installed, while fulltime test trucks will be available at all times.

"Once established, we hope to attract companies involved in trucking, transporting, off road transport, hauliers, distributors, vehicle manufacturers, body builders and a host of others," he said.



MAXON HYDRAULIC TAILGATES AND LOADERS

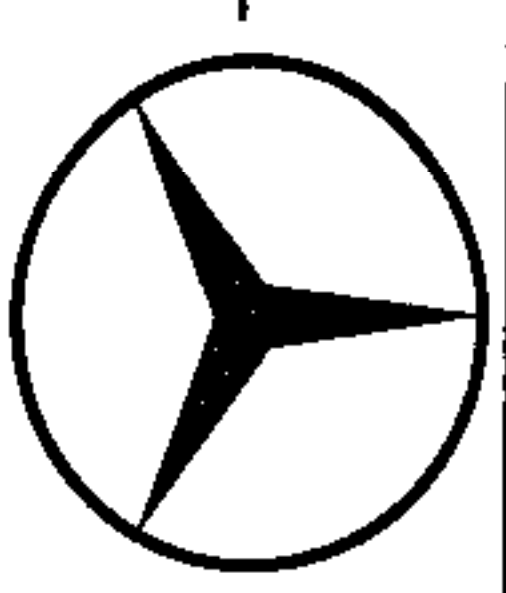
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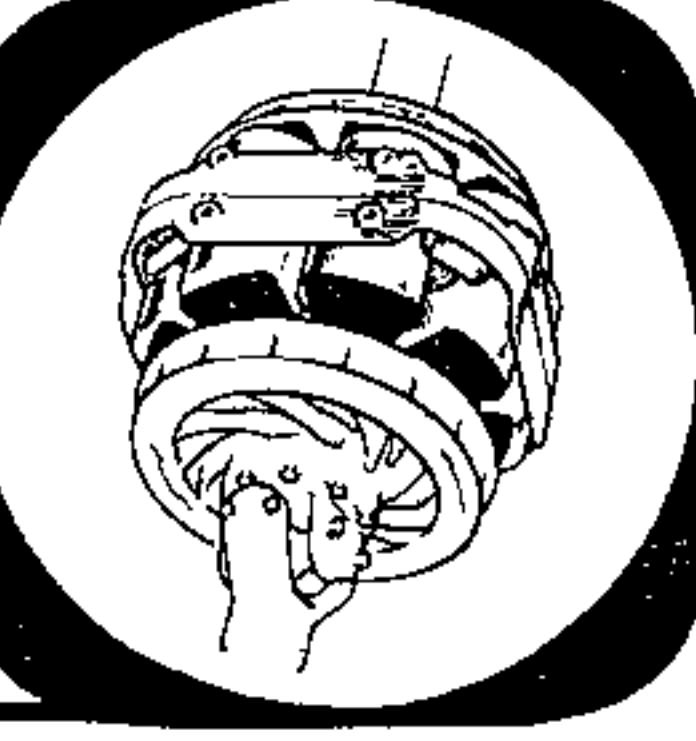
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| M/BENZ L1313/51 Truck..... | R12 500 |
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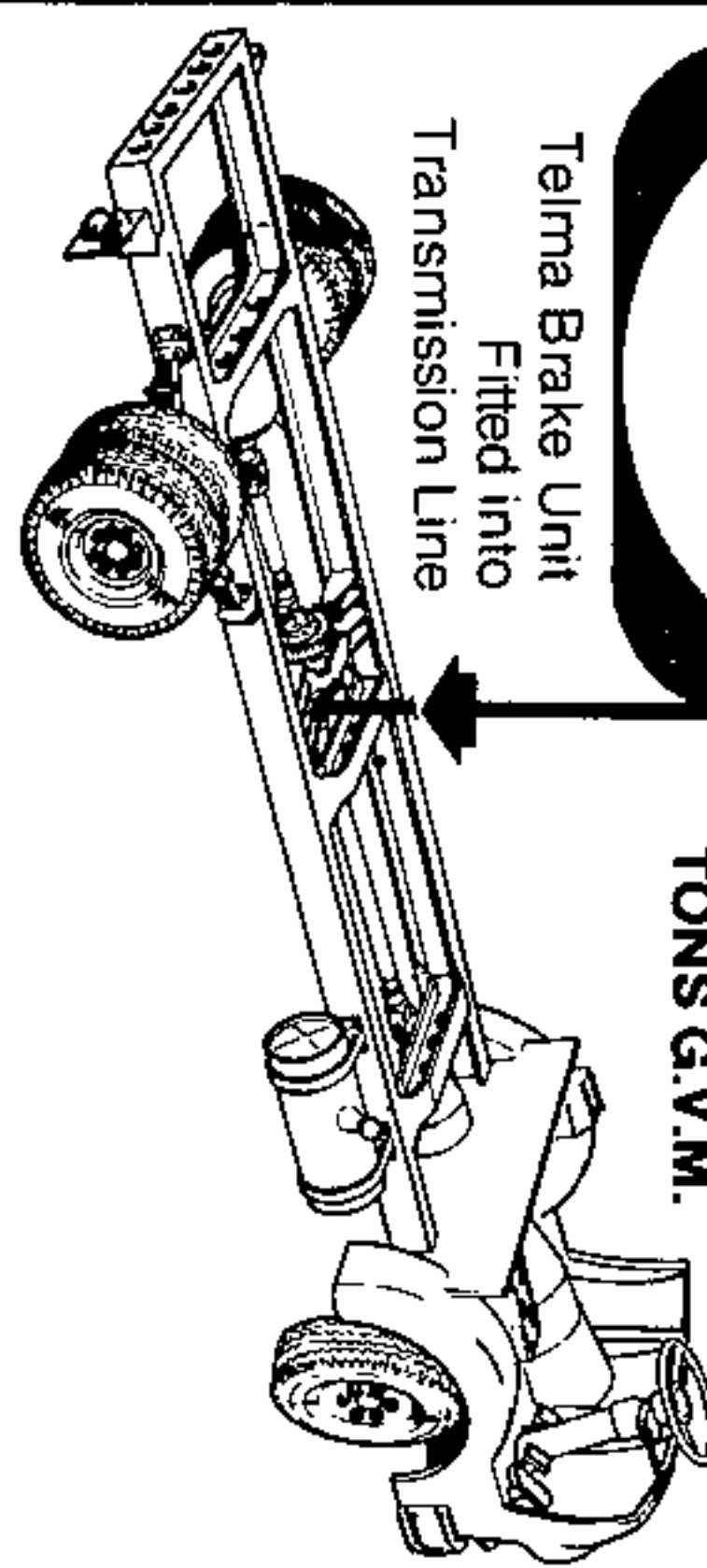
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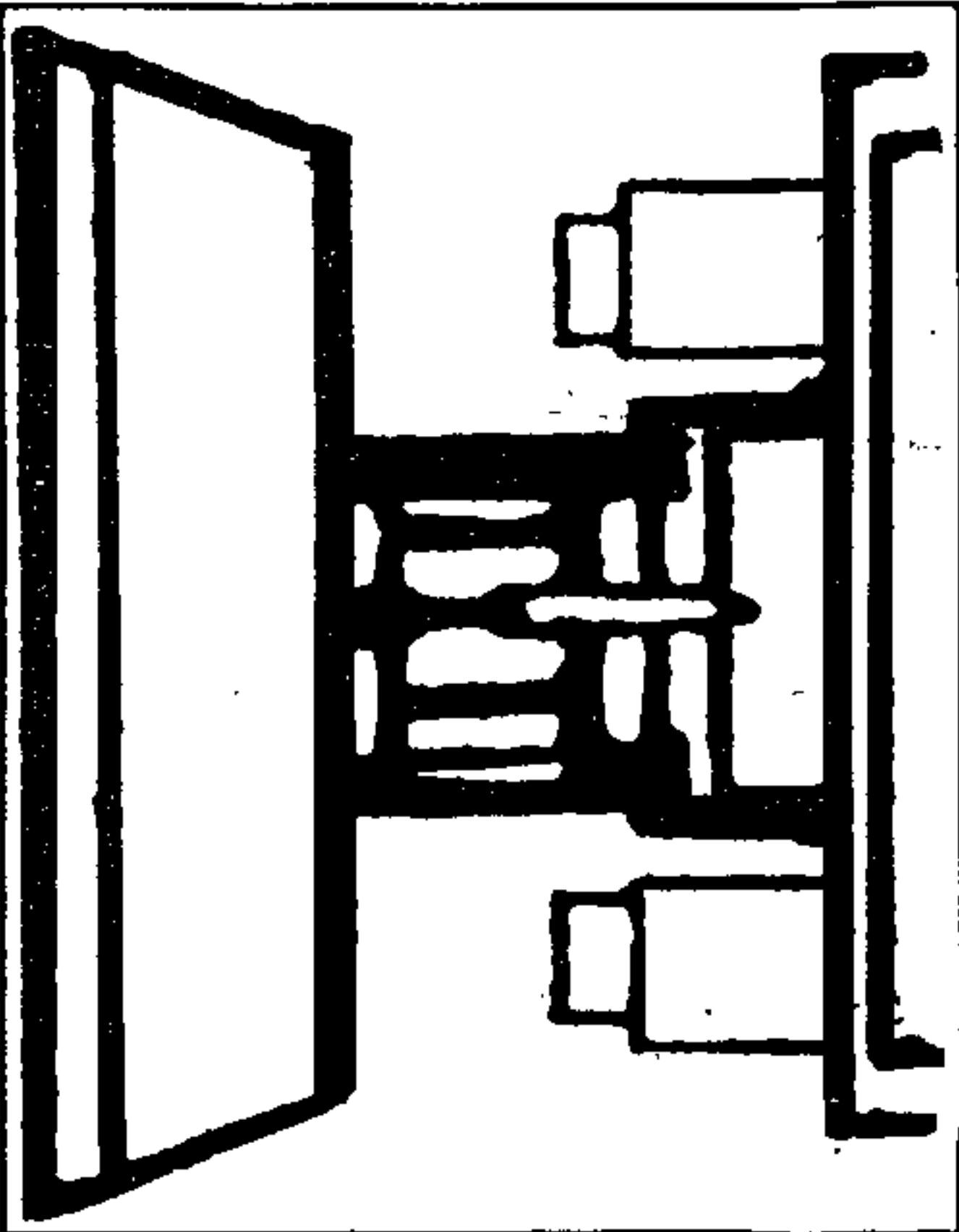
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the Defence Force, civil service and SAR," he said. It is therefore surprising that very little research and education has been done in this area, despite the significance of trucking in South Africa.

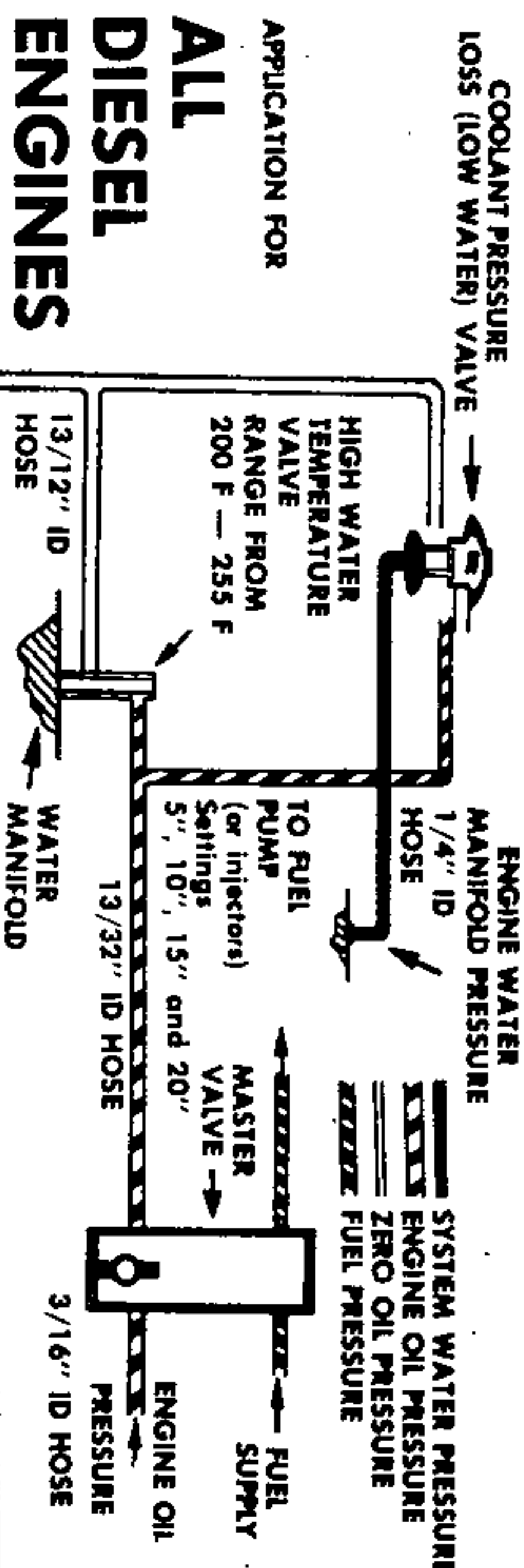


THEO VERMAAK... "optimistic"

CARGO Carriers' Truck Leasing and Rental division will move into a new R300 000 facility adjoining headquarters in Elandsfontein, near Germiston, in the near future. This new division, which was started in March, is making headway in obtaining numerous hiring and leasing contracts, the latest a three-year leasing contract with the Johannesburg City Council.

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Bridge RND09

"We are extremely optimistic," says general manager of the new division. "Our leasing contract with the city council calls for 25, 5 500kg trucks presented as total packages, with Cargo supplying drivers, diesel and maintenance throughout the life of the contract," he said. This contract alone has led to an investment of R500 000 in new vehicles, which will be supplied by Toyota.

Investment

The total fleet for rental and leasing application, which includes double axle truck tractors, will be expanded to well over a 100 before the end of the year.

Mr Vermaak said South Africa is fast adapting to the USA, where the ratio of 30 percent of all trucks for haulage being either rented or leased has switched to 80 percent in a relatively short time.

He attributed this switch to the costs involved in maintaining and running large fleets, and believes that it will become more prominent once fleet owners realise the benefits of having skilled people looking after their interests and requirements while not having to make large investments themselves.

Utilisation

"We started our operation aiming at a 15 percent utilisation in the rental business and were astonished by the large demand which, at one stage, forced us to obtain trucks from other companies.

"In the very first month of operation, 51 percent utilisation was achieved; while on some days it was as high as 92 percent. Utilisation is expected to reach the 60 percent target this month," he said.

Mr Vermaak said the greatest demand was for double axle heavy duty trucks. The company had to invest in five additional trucks in the second month of operation to cater for requirements in this sector.

"Over the next few months we will invest in 40 new trucks, of which 25 percent will fall in the extra heavy category," he said.



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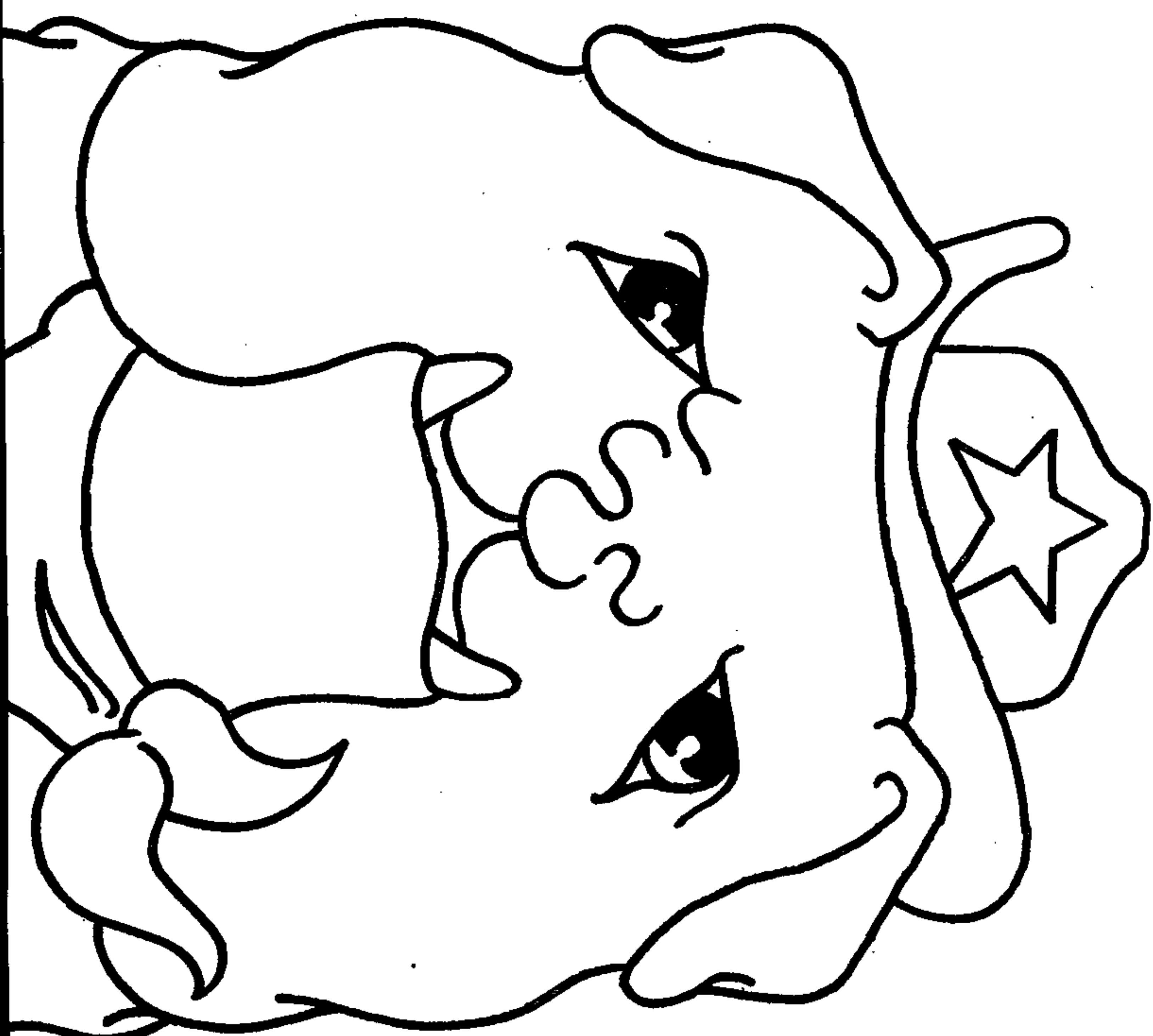
For more information, phone 839-1743 JHB or write to Box 26, Crown Mines 2025.

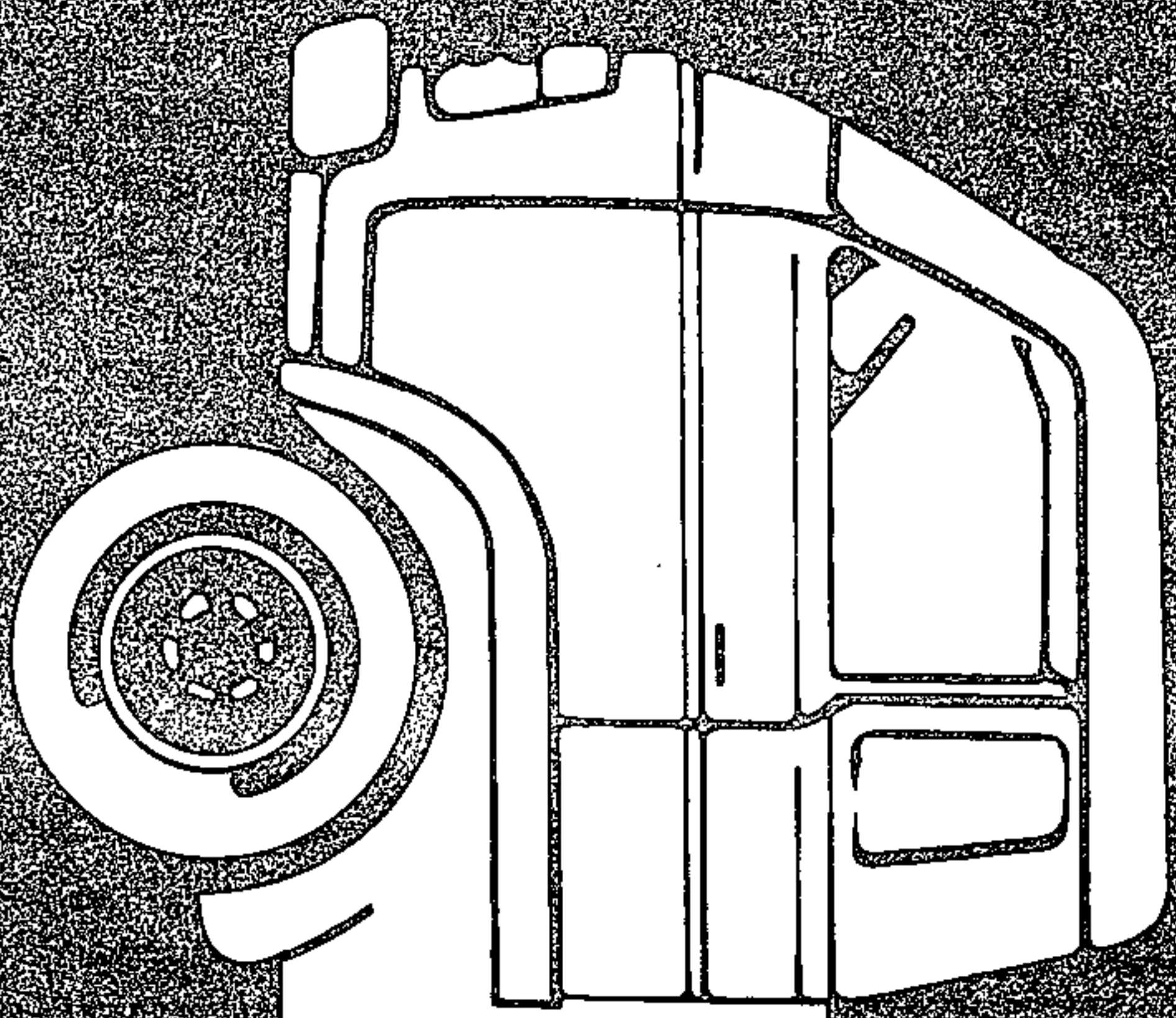
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So, next time you need to rent a truck, call Super-Rent. We'll have what you need, at a price you'll be happy to pay. Always.

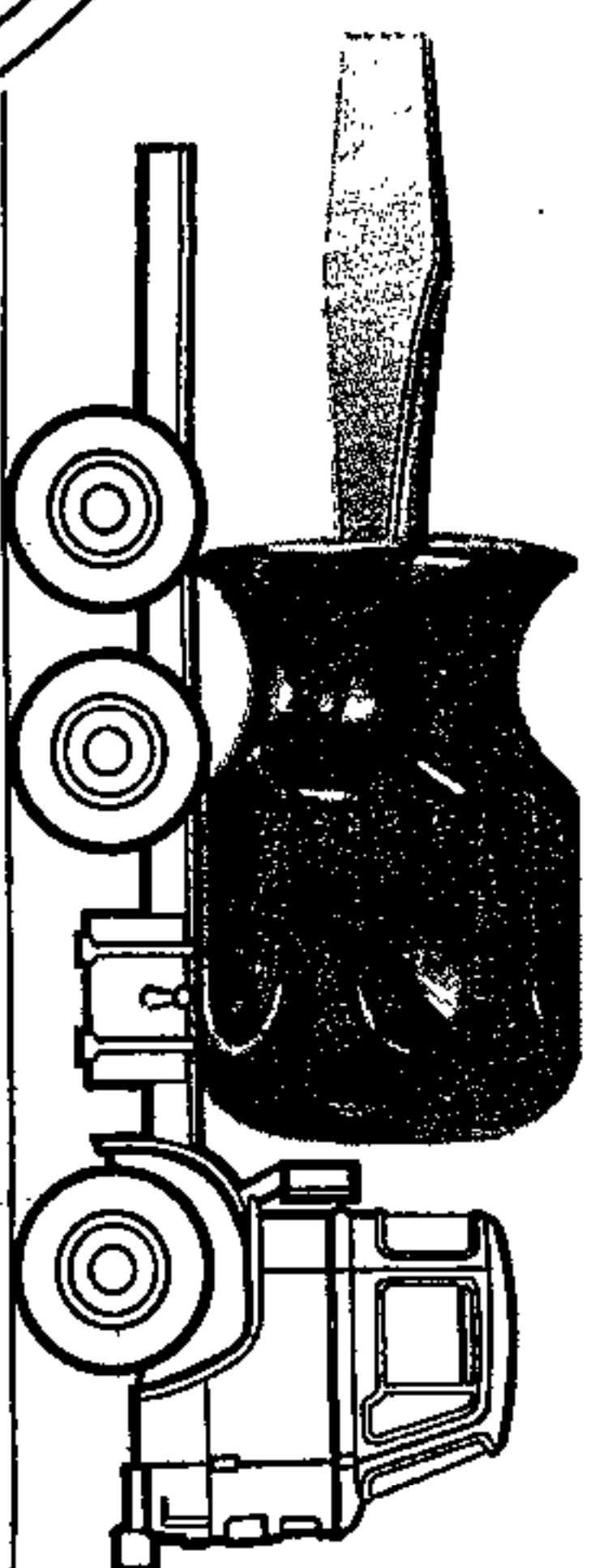
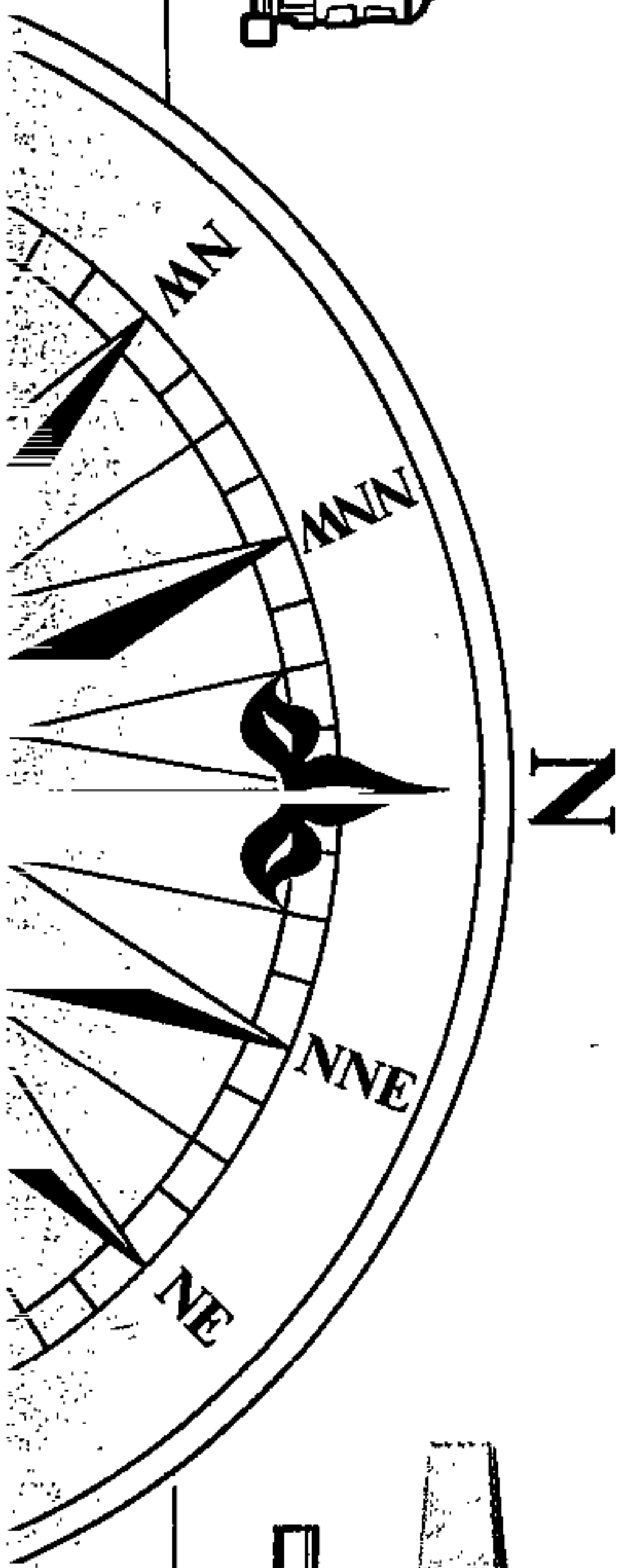
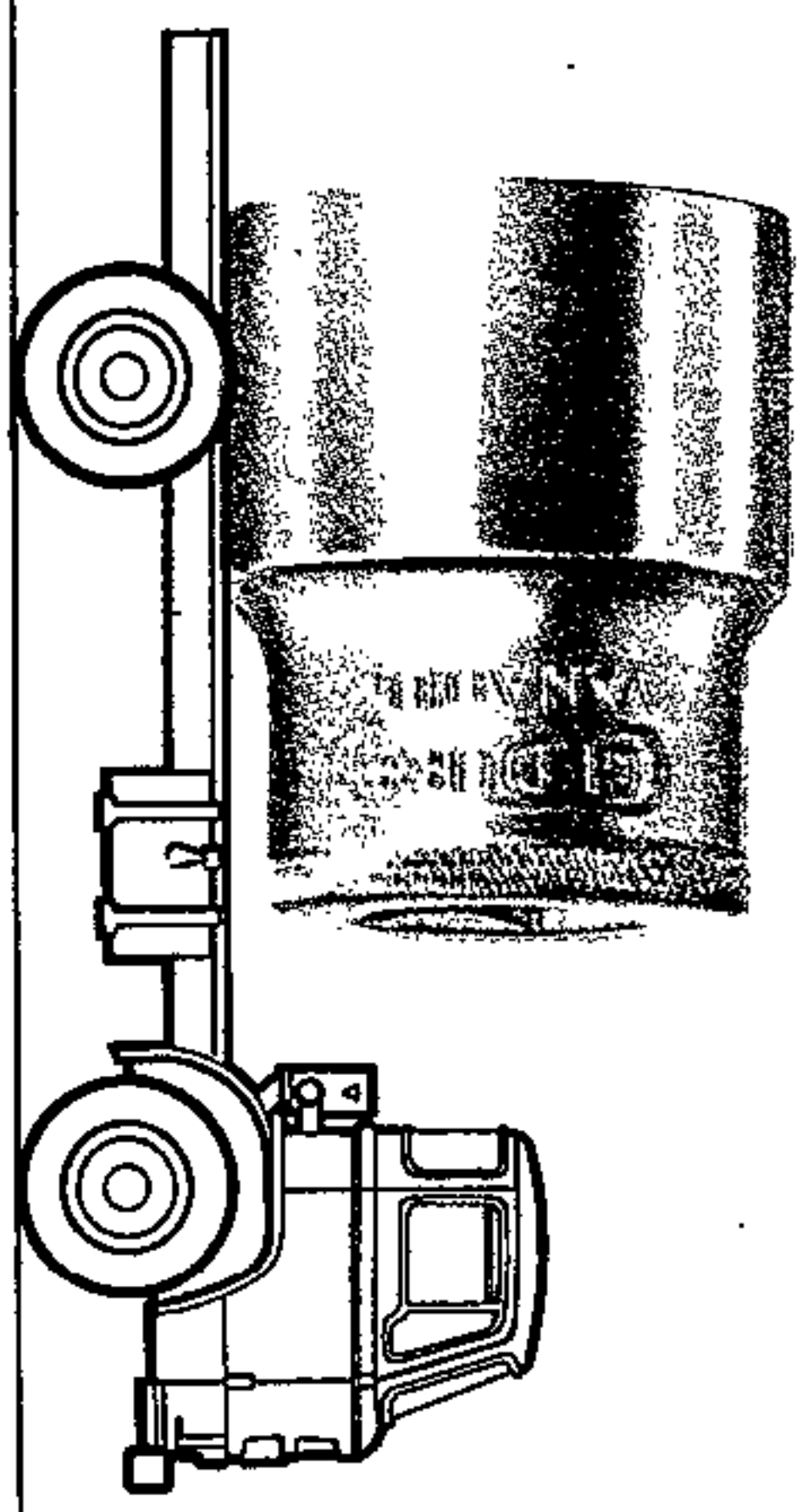
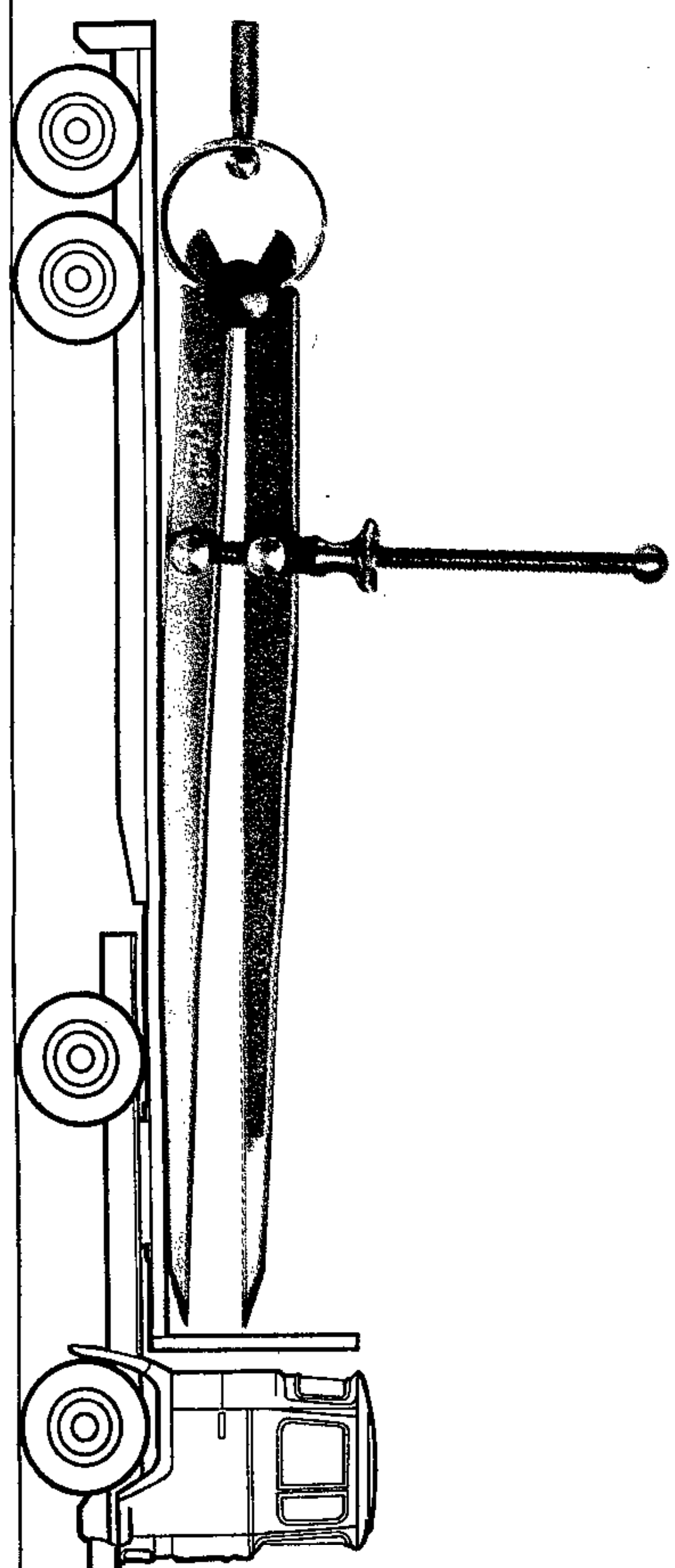
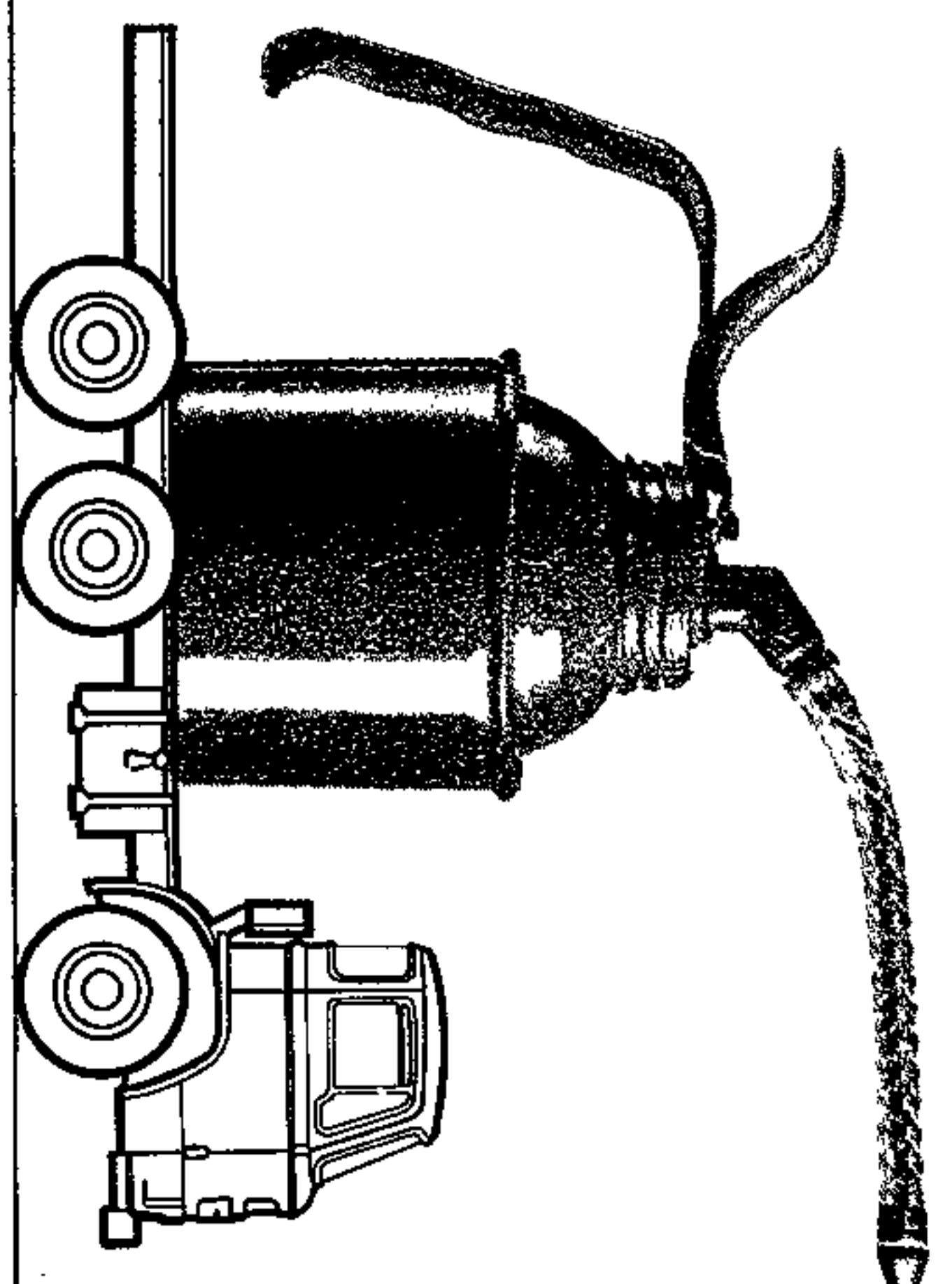
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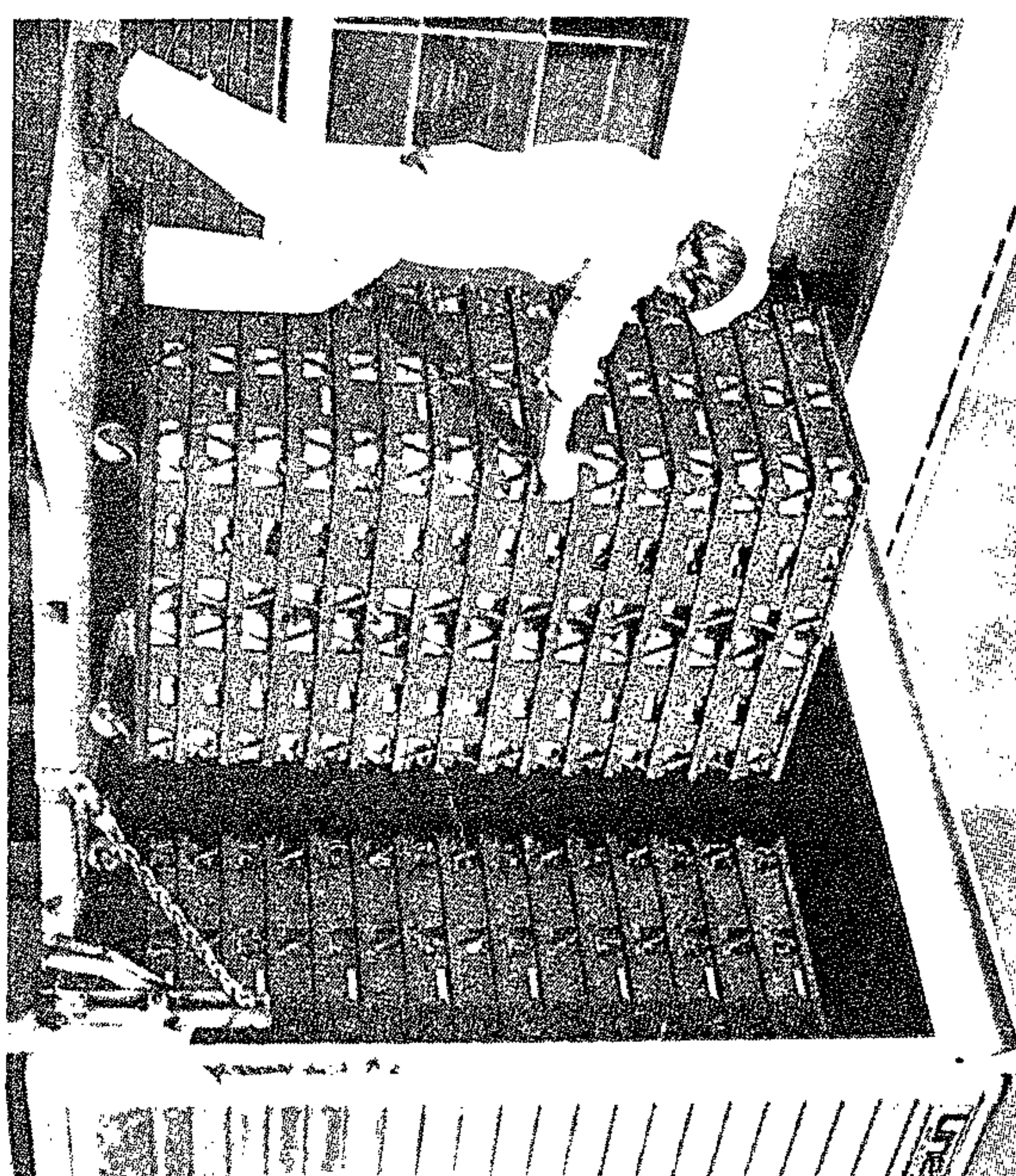
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CSR 11306



The Tryers



Local manufacture on tailgates will start by the end of the year

**New concept in delivery
and loading for SA**



MR EDGAR HOGG

TRYTRUCK Equipment (Pty) Limited, a subsidiary of the Blue Giant Group, has introduced a new range of tailgates and roll-up doors to the South African transport industry and plans to establish its own manufacturing facilities before the end of the year.

"In Europe approximately 75 percent of the distribution-type trucks are fitted with tailgates and in North America the figure is even higher, while in South Africa it is virtually nil. We see this as an area of enormous potential and for this reason have introduced the Whiting and Maxon range of tailgates and roll-up doors," said Mr Edgar Hogg, general manager of the company.

Mr Hogg said manufacturing facilities of R300 000 would be established close to existing sales and installation facilities in Denver and that local assembly would commence before the end of the year.

"The company, which has been operating for two

cars and containers providing a lower ride for difficult loads such as gas bottles or machinery.

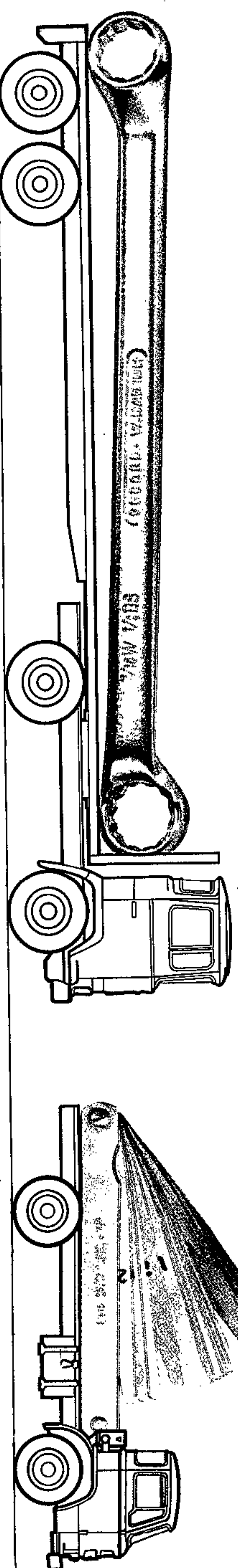
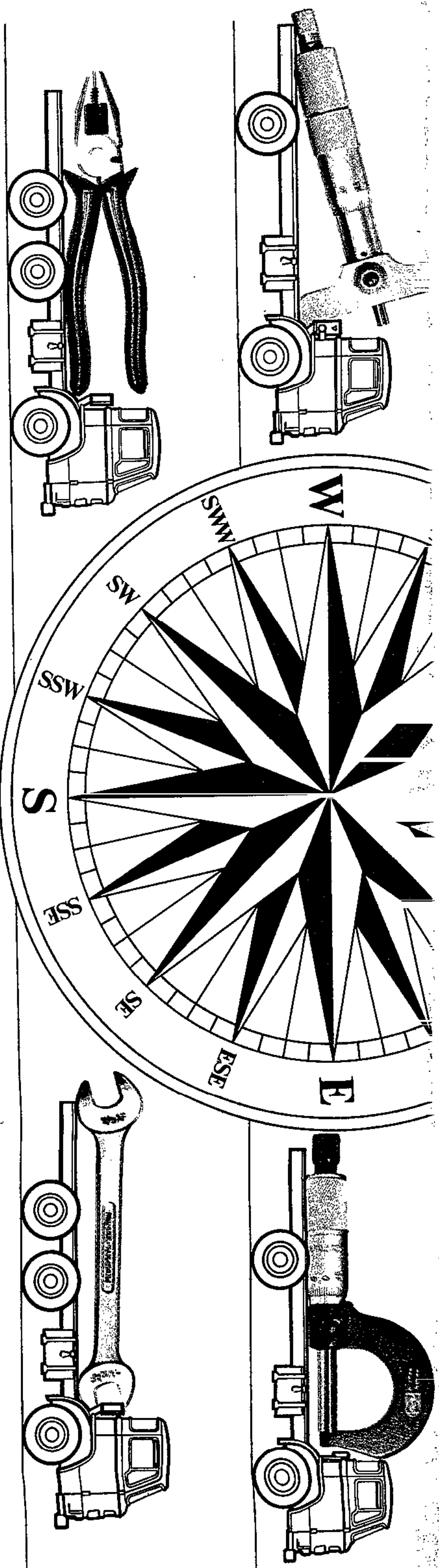
A conveniently mounted control station allows the operator to ride up with the load if required. Lifting capacities in this category range up to three tonnes with platform sizes of 1 828 x 2 134 mm.

"We believe our tuckaway Low Profile series LPT-3 will be very popular in South Africa. This unit has a lifting capacity of 1 500 kilograms and a platform area of 127 cm x 213 cm.

Trytruck will manufacture and market three types of roll up doors in South Africa. These are the Temp-Saver, Dry-Freight and Cold-Saver doors from the Whiting range.

The doors actually slide into the truck body at roof level giving maximum width and height clearances.

"Among the major advantages offered by these roll up doors over conventional swing/inged doors are security, downtime labour saving and greater availability of space. It is not necessary for the driver to open rear doors



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Which means that your Leyland fleet stays on the road, earning profits, with downtime cut to the absolute minimum. And that's what we mean by service.



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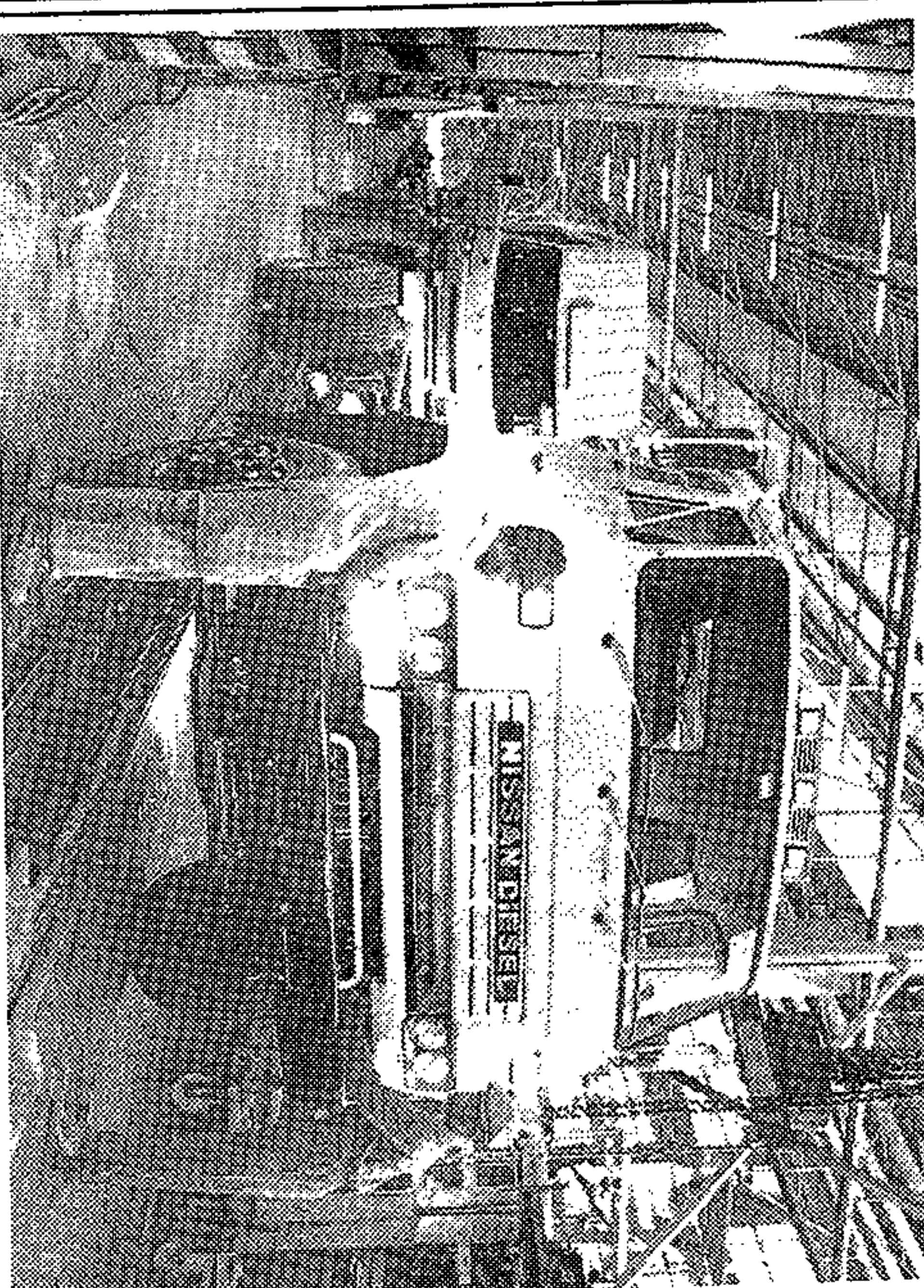
TRANSVAAL Ermelo Tel: 01341 2345 Greylingstad Tel: 01392 128 Johannesburg Tel: 011 362-2711 Klerksdorp Tel: 018 8-1041 Krugersdorp Tel: 011 762-1283 Louis Trichardt Tel: 01551 2651 Nelspruit Tel: 01311 2-4195 Pietersburg Tel: 01521 7-4821 Pretoria Tel: 012 55-3811 Tzaneen Tel: 01523 2-1045 Witbank Tel: 01351 2336 CAPE PROVINCE Cape Town Tel: 021 53-3101 George Tel: 0441 3644 Jansenville Tel: 04932 157 Paarl Tel: 0251 2-2076 Plettenberg Bay Tel: 04472 309 Port Elizabeth Tel: 041 41-2141 Richmond Tel: 05752 30 Robertson Tel: 02351 3532 Springbok Tel: 02732 392 Three Sisters Tel: 0020 8121 Uprington Tel: 0541 2811/2 Vryburg Tel: 01451 2391 Wellington Tel: 0251 3-3821/2 Worcester Tel: 0231-5677 OFS AND NORTHERN CAPE Beethlehem Tel: 01431 3881 Bloemfontein Tel: 051 7-7201 Kimberley Tel: 0531 2-4281/4 Senekal Tel: 014352 295 Welkom Tel: 0172 8278 EASTERN REGION Dundee Tel: 0341 2-1916 Durban Tel: 031 42-2181 Empangeni Tel: 0351 2-6811 Estcourt Tel: 03631 4021/2180 Newcastle Tel: 0345 2-9530 Pietermaritzburg Tel: 0331 4-1921 Pongola Tel: 03842 41 Port Shepstone Tel: 0391 2-1136/7 Queenstown Tel: 0451 3552 BOTSWANA Francistown Tel: 602 Muan Tel: 320 LESOTHO Maseru Tel: 2-2136 SWAZILAND Manzini Tel: 0194 5-2371/2 TRANSKEI Umtata Tel: 0471 3365/6/7 SOUTH WEST AFRICA — NAMIBIA Windhoek Tel: 061 3-5116/7/8

and will be supplied by the fire Woolworths and Checkers fleets with dock levelers. "In South Africa the second leg of distribution is now be-

direct from the models in the range include the conventional Low Profile series which, according to Mr Hogg, are ideal for wheeled

In addition, no modifications to accommodate hydraulic tailgates are required," Mr Hogg said.

The producers



Final assembled Nissan trucks coming off the line at the new Rosslyn facility

SINCE moving into its new assembly facilities at Rosslyn three months ago, Datsun-Nissan has increased its production capacity 100 percent and is now producing 400 heavy Nissans a month.

More than R5-million has been injected into modernising the facility — which was acquired from Fiat — into one of the most sophisticated assembly plants of its type in South Africa.

"Our sales of heavy vehicles increased significantly during 1980 and we expect sales to increase even further this year. By the end of 1981

we will be very close to the market leaders," said Mr Brian Wegner, marketing director of the company.

"Our increase in sales is only partly due to the overall growth of the heavy vehicle market as we have improved our penetration of that market in those segments where we are represented," he said.

Nissan diesels are now firmly entrenched in third position overall among manufacturers of heavy trucks. The company is only involved in the 10 000 to 12 500 kg, 12 500 to 15 000 and over 20 000 kg categories.

In the 10 000 to 12 500 gross vehicle mass category 278 heavy vehicles were finding increasing acceptance among operators and big fleet owners and the company was optimistic about its anticipated growth in 1981.

First Atlantis trucks in use

ERF South Africa claims to have beaten competition to the post by being the first heavy truck manufacturer to show an Atlantis-powered production model to the public.

Its new range of Atlantis-powered tractors were exhibited to operators attending the recent official opening of ERF's new Durban premises.

The two new models unveiled to the public were 4 x 2 and 6 x 4 truck tractors powered by the Atlantis 407T turbocharged engine. The company presently utilises Cummins Gardner and Rolls Royce engines and has rapidly progressed in fitting the new range of engines into its vehicles.



SABOA's rap just a year

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IN its first year of operation, the Southern African Bus Operators' Association has recruited a membership representing 80% of all employees and 70% of all buses running under public permit.

This excludes school buses and those operated by companies for their own personnel.

Saboa has, therefore, in the space of one year grown to the point where it covers the entire spectrum of bus operation ranging from Government, black, white, public and private companies.

Individual members operate anything between 2 300 buses and two buses, the smaller

ones enjoying a disproportionate amount of benefits resulting from the expertise made available to them through Saboa by the larger companies.

"Only the smaller companies are left now. These number around 1 000 bus operators and we shall be addressing ourselves to them in order to enlist their help and support in shaping the passenger transport industry for the future," said Dr Gerrie Prinsloo, executive director.

"These smaller companies are crucial to the overall passenger transport infrastructure and we really do need to have them as members in order to formulate and advance

the reforms we have in mind.

"There is a further thought that should be borne in mind. When Saboa was first formed, qualifications for membership were more relaxed than they are now. This is explained by the simple fact that we have progressed so far in the past year that our members have become more competent to tackle what lies ahead.

"By the same argument, by the end of next year we shall be even further down the road and the qualifications for membership will be even more advanced.

"We want to carry the smaller operator with us now. We will always have an open membership but there must come a time when an inexperienced, and unqualified operator will not be allowed to enter the industry.

"The Government has already intimated that this could well happen on the freight side where the Department of Transport subsidises a Certificate of Competence, obtainable from a course run at the Rand Afrikaans University.

"Saboa forms the biggest contributing party to this course where its members provide six people dealing with six out of the 15 subjects being offered. The top two students last year are also Saboa members.

"Significantly, this course also covers bus management and operational procedures. Small companies should take a hard look at what is happening and consider the wisdom of contributing to future developments by participating in the decision-making processes within Saboa."

(Details of membership are available from Saboa, PO Box 31947, Braamfontein 2017. Tel: Johannesburg (011) 726 6205/6).

Public transport services need a helping hand

ONLY one out of a total of about 15 municipal passenger transport services is believed to be showing a profit in the whole of South Africa.

Municipalities have been operating at a loss for years now, but they are still in the market, even if they are a lessening force.

Three are at the moment negotiating the sale of their passenger transport undertakings to private enterprise.

This suggests that industry income should be looked at as a matter of urgency, especially subsidies and fares increase procedures.

Co-operation

Dr Gerrie Prinsloo, executive director of the Southern Africa Bus Operators' Association, said of the situation:

"The important thing at the moment is that the South African Railways and private operators, both members of Saboa, are talking together instead of fighting each other as has been the case in the past.

"There are those who say that co-ordination and co-

operation should be forced on the industry to ensure that it is done quickly and along predetermined lines.

"I disagree with this view. Operators from all levels must be allowed to work together in their joint interests, and Saboa is enabling this to happen.

"Each member is to a large extent still doing his own thing but there are areas where they can clearly co-operate with benefit to each other.

"If private enterprise and Government companies join the same organisation this must be an indication of the possibilities to co-operate, with each one still running its own affairs," said Dr Prinsloo.

d growth — in



Dr Gerrie Prinsloo, executive director of SABOA.

will be possible to establish with reasonable accuracy what effect the local engines, gear boxes and axles will have on the cost of transport operations in SA. In

the meantime care should be taken not to listen to rumours and unfounded predictions which could cause immediate panic buying of vehicles. All statements should

be checked for accuracy, and no major decisions taken until the situation has been fully investigated and a report made public.

Putting the brakes on

The SABS specification on brake performance and design will raise the braking standard of all new trucks and trailers

The motor manufacturing industry, consumer and user associations, and various government departments have, over the years, been co-operating in preparing safety standards for motor vehicles.

One of the results of this research has been a decision, laid down in SABS Motor Vehicle Standards SV 1051, to implement a compulsory specification for brake performance and design in heavy vehicles and trailers.

Added to this, there are the less costly, and technically less difficult, specification demands on lighting and rearview mirror layout.

These minor modifications have been laid down in the SABS specifications SV 1046 and SV 1050 respectively.

The need for a standard specification on braking was first brought to the fore 10 years ago. At that stage, the National Road Safety Council noted that the only specification that was laid down was in the conditions of the Certificate of Roadworthiness (COR).

But this standard was purely a check on the upkeep and maintenance of a vehicle's brake system. No specification was imposed on new vehicles, which could have totally inadequate braking performance.

A technical committee was drawn from industry and users to prepare the specification, after the RSC asked the SABS to produce a suitable spec covering new vehicle design.

Consultation between private industry and government departments led to the committee examining standards in the rest of the world, and defining the South African requirements.

The reason for the final acceptance of the ECE standard as a basis for the SABS specification was primarily due to the large volume of European trucks on the SA market, and the actual depth of study and quality of the ECE standard.

Once the situation had been fully examined, the original equipment manufacturers (OEMs) and the end users were drawn into an overall industry representation group, and the SABS was asked to put the specification into draft form based on ECE Regulation 13.

There were areas where SA differed

from European standards and certain parts of the specification had to be modified accordingly.

SA trailer manufacturers were much more advanced in the use of spring-brakes, whereas European manufacturers still had a preference for the ratchet handbrake and brake chambers on their trailers.

The specification was finalised in 1978, and the OEMs were then asked to prepare their vehicles to conform.

The European manufacturers had the advantage of having partially conformed due to their adherence to the ECE specification, and therefore faced no major cost of modification.

The Americans had to modify to a fairly large extent, but their vehicles are now able to meet the standard.

Trailer manufacturers were also faced with a modification and test programme but are now well up to specification standard. In fact, Henred Fruehauf, who pro-

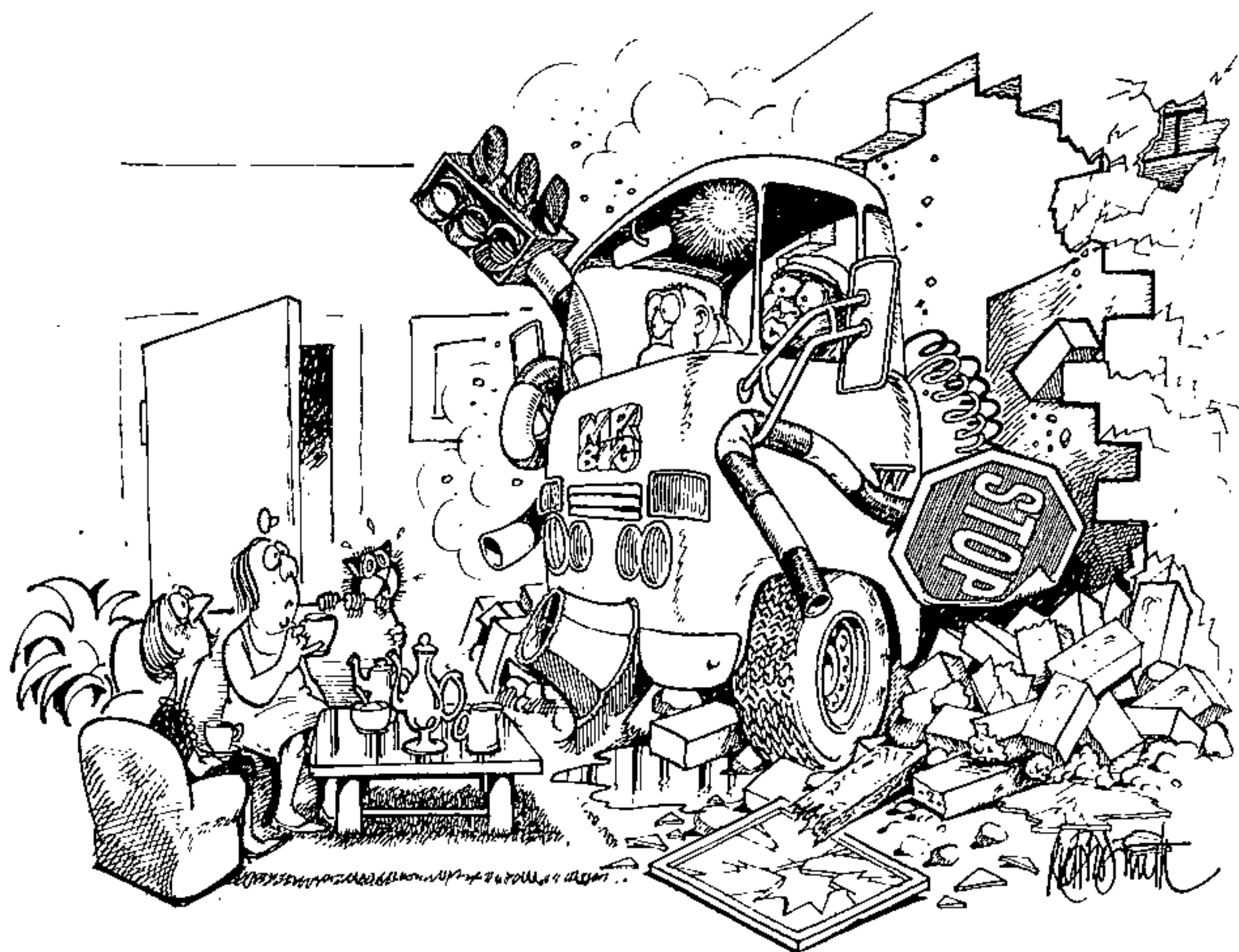
duce 60% of SA's trailers, claim to be fully up to scratch.

The only trucks which are still a little behind requirements are the Japanese models. These manufacturers had difficulties in obtaining appropriate parts from their source plants, but industry sources have said that they are now well advanced in conforming.

The timing of the legislation covering the three specs has been postponed due to difficulties in reaching the demands of the standard. But a fair number of vehicle models have already gone through the SABS tests on timing, airtank sizes, brake system inspection, road tests and the like.

From the outset, standards will apply only to new vehicles. There will be no retrospective legislation on trucks already on the road. This would be impossible to control as the specification is too complex to be tested under the COR.

The standard demands deceleration of 4.4 m/s^2 for a normal heavy truck using



SLOW BRAKING

The implementation of the SABS heavy vehicle specs, scheduled for July 1980, has been delayed.

| Vehicle class | Applicable SABS specification | Original date | New date |
|---------------|-------------------------------|---------------|------------|
| M2 and M3 | SV 1046 lighting | Jan 1 1982 | Mar 1 1985 |
| M2 and M3 | SV 1050 rear view | Jan 1 1982 | Apr 1 1983 |
| M2 and M3 | SV 1051 braking | Jan 1 1982 | Apr 1 1983 |
| N2 and N3 | SV 1046 lighting | Jan 1 1982 | Mar 1 1985 |
| N2 and N3 | SV 1050 rear view | Jan 1 1982 | Apr 1 1983 |
| N2 and N3 | SV 1051 braking | Jan 1 1982 | Apr 1 1983 |
| O1,O2,O3,O4 | SV 1046 lighting | Jan 1 1982 | Jan 1 1983 |
| O1,O2,O3,O4 | SV 1051 braking | Jan 1 1982 | Jul 1 1982 |

Key to vehicle categories.

M1 — Vehicles used for the carriage of passengers and containing not more than eight seats in addition to the driver's seat.

M2 — Vehicles used for the carriage of passengers and containing more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 t.

M3 — Vehicles used for the carriage of passengers and containing more than 8 seats in addition to the driver's seat, and having a maximum mass exceeding 5 t.

N1 — Vehicles used for the carriage of goods and having a maximum mass not exceeding 3,5 t.

N2 — Vehicles used for the carriage of goods and having a maximum mass of more than 3,5 t and not more than 12 t.

N3 — Vehicles used for the carriage of goods and having a maximum mass exceeding 12 t.

O1 — Trailers, other than semi-trailers, having a single axle and a maximum mass not exceeding 750 kg.

O2 — Trailers having a maximum mass of more than 750 kg and not more than 3,5 t.

O3 — Trailers having a maximum mass of more than 3,5 t and not more than 10 t.

O4 — Trailers having a maximum mass exceeding 10 t.

service brakes. And the secondary system (emergency) must show 2,2 m/s².

The specification also demands a dual circuit system (as opposed to the popular UK system of triple brake lines) and each circuit must be capable of at least 1,3 m/s² deceleration on its own.

In addition, the system must be designed so that it is capable of at least nine effective applications of the brakes after total failure of the air compressor. In the case of the secondary emergency system, there must be at least four applications possible after the air loss alarm has sounded.

A most important facet of the proposed legislation is in the compatibility of tractor and semi-trailer. There is a strict set

of requirements which covers the distribution of braking effort amongst the axles of both truck and trailer.

This effect is calculated via a computer programme from the basic performance of the foundation braking system. The calculation allows for front to rear axle brake balance. This ensures compatibility between the drawing vehicle and the trailer by prescribing certain limits of designed deceleration for each unit according to the air-line pressure at the coupling between the units.

The end result is that the balance or compatibility reduces the incidence of jack-knifing and trailer sway under heavy braking.

The calculation is extended to assess

braking effect on roads which are not dry and have a coefficient of friction of less than 0,8. All present tests internationally are done on dry roads with a coefficient above 0,8, and the standard is set to give effective braking under these conditions. Physical tests under wet conditions cannot yet be done accurately enough for the purpose of legislation. But the extrapolation, albeit complex, gives, according to SABS experts, an effective indication of the wet road result.

But there is still some debate on the subject. The standard sets out that the system must produce a specific deceleration without wheel lock under both laden and unladen conditions on a dry road. But, while this may adequately cover dry road conditions, there is a fair possibility of wheel lock occurring on wet or dust surfaces if the driver is "heavy footed".

This debate also applies to the inclusion of axle sensors, as opposed to electronic anti-skid devices which were once legislated for in the US, and recently dropped. The brake sensor system is mounted on each of the suspension springs and relates the brake pressure to the mass on each axle. A valve is opened and closed in relation to the mass on the sensor and varies the brake pressure in respect of the load mass indicated. This means that in the case of load transfer under braking, the brake pressure at the axle which carries the load sensor is diminished and should prevent wheel lock. And, if the vehicle is unladen, the brake pressure will be half that of the vehicle being laden.

The problem is that the sensor system doesn't take the coefficient of adhesion into account, and wheels can still lock on a wet or dust road.

However, the experts agree that the sensor covers about 80% of SA conditions, which, tied in with the lower cost and maintenance factor, makes it the more viable alternative.

REQUIRED STOPPING DISTANCE IN TYPE O TEST (Engine disconnected)

| Category of vehicle | How laden | Initial speed, V, km/h | Brakes applied | Stopping distance, S, metres, max* | Mean deceleration, m/s ² | Force applied, N | Hand control | Foot control |
|---------------------|------------------------------|------------------------|-----------------------------|------------------------------------|-------------------------------------|------------------|--------------|--------------|
| M2 | First laden and then unladen | 60 | Service brake | 36,7 | 5,0 | — | — | 700 |
| M2 | First laden and then unladen | 60 | Secondary brake (emergency) | 64,4 | — | 600 | — | 700 |
| M3 | First laden and then unladen | 60 | Service brake | 36,7 | 5,0 | — | — | 700 |
| M3 | First laden and then unladen | 60 | Secondary brake (emergency) | 64,4 | — | 600 | — | 700 |
| N2 | First laden and then unladen | 50 | Service brake | 29,2 | 4,4 | — | — | 700 |
| N2 | First laden and then unladen | 50 | Secondary brake (emergency) | 51 | — | 600 | — | 700 |
| N3 | First laden and then unladen | 40 | Service brake | 19,9 | 4,4 | — | — | 700 |
| N3 | First laden and then unladen | 40 | Secondary brake (emergency) | 33,8 | — | 600 | — | 700 |

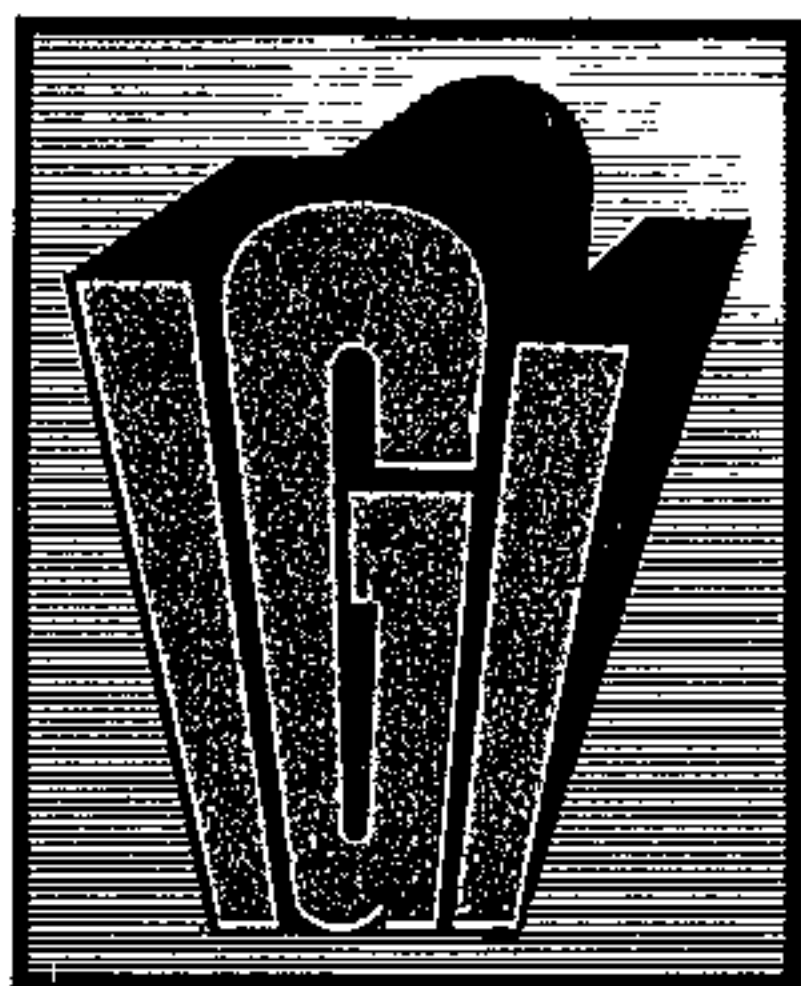
Note that the above stopping distance must be achieved without wheel lock and with the vehicle either laden or unladen. When laden it must be at manufacturer's rated capacity.

"When your trucks and heavy duty vehicles are up to their axles in crocodiles, it's hard to remember that the initial idea was to find an insurance company that could get them out of the swamp."

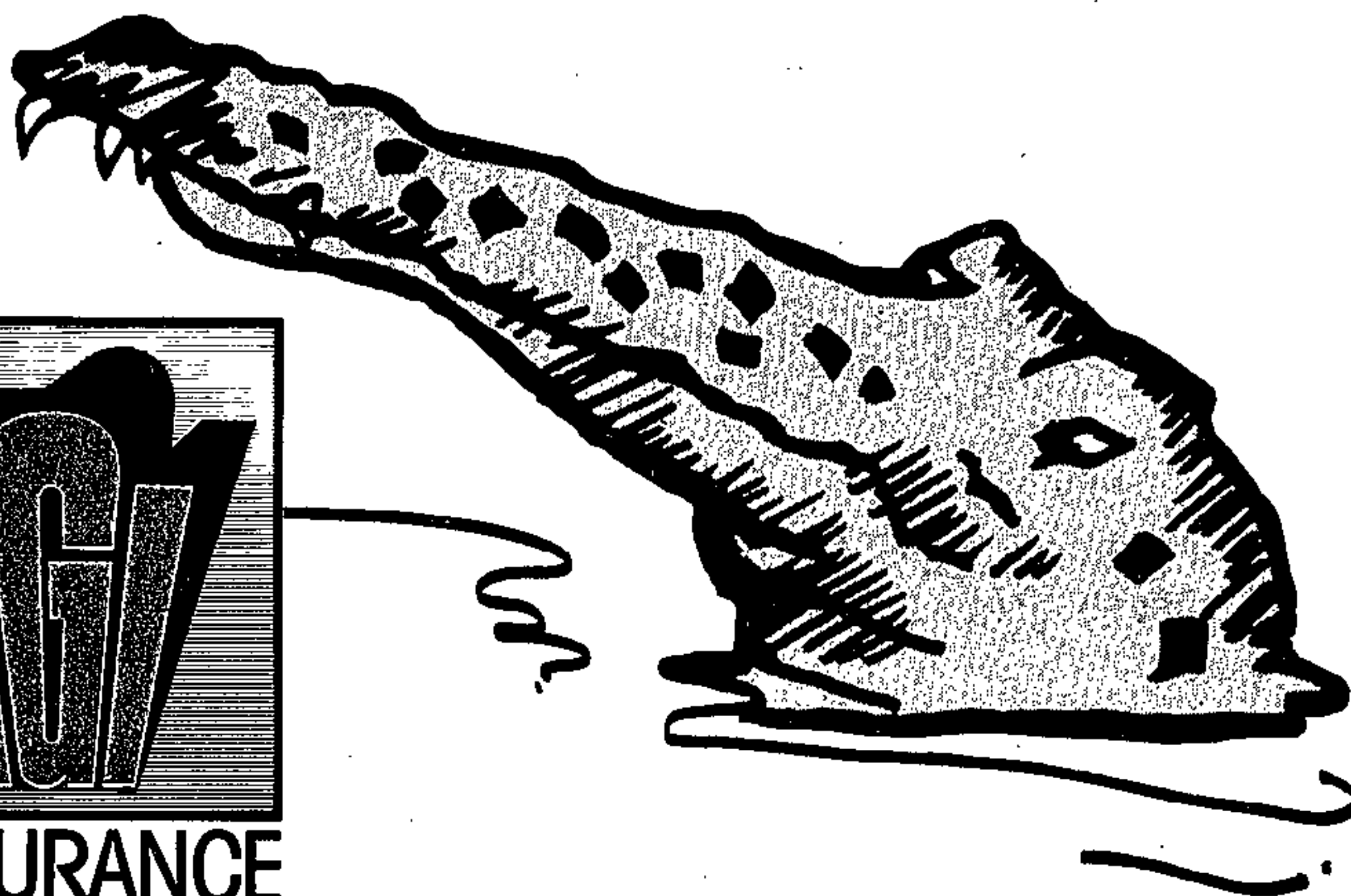
If you've been having problems with insuring your trucks and heavy duty vehicles, isn't it time you contacted IGI?

For 25 years, we have been South Africa's leading specialists in this field; long enough to know every pitfall and swamp in the business.

To find out more about what we can offer, consult your broker or ring IGI at Johannesburg 37-1175.



INSURANCE

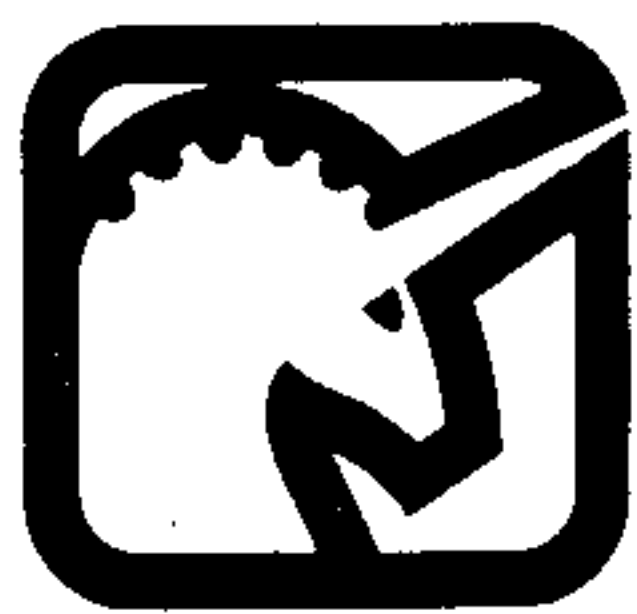


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Nothing you send by road is too much trouble for us. The care we take will get it there. At Grindrod Transport our fleet of trucks is just as important as the team operating them. People who know about trucks and know about cargoes. For 40 years we've been building on this reputation. To and from the quayside, or anywhere within the Republic, day and night, our experience on the road counts.



Grindrod
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We take special care.

Hazard ahoy

The transportation of dangerous chemicals will be safer with the introduction of "Hazchem" legislation

Disastrous tanker explosions in Mexico and Spain in 1978, and a near disaster in Durban in the same year, have brought the dangers of chemical transportation very much to the public notice.

But proposed legislation to govern product handling, due to be gazetted soon, should diminish the risks which man and his environment face in the road transportation of dangerous chemicals and petroleum products.

The Department of Health has prepared draft regulations under the Hazardous Substances Act (Act 15 of 1973) to set up a system of control.

An advisory committee was formed representing a wide spectrum of public and private concerns. These include chemical manufacturers, shippers, hauliers, fire services, government departments, the SABS and the SAR. The committee was intended to test the potential legislation in operative conditions and to assess the reaction to it of private industries.

As a result, Jeff Hillman of the Vehicle Safety Group of the National Institute for Transport and Road Research (NITRR), has been preparing recommendations on control and procedures of road transportation of hazardous materials for the last two years. The proposed legislation resulting from this investigation will reduce the

likelihood of a major disaster.

In common with most of the Western world, the SA authorities are concerned about the possibility of a serious accident, due to the increasing road transportation of dangerous products.

The growth of SA industry has resulted in a growing demand for chemical and petroleum products for use as raw materials or processing agents. And international developments in the chemical and processing industries mean the introduction of some 200 new chemicals every year,

The transport operation of AECI hauls around 90% of SA's chemical output. The group has recently introduced a new system of safety measures.

AECI tankers transport dangerous materials, such as liquid chlorine, liquefied anhydrous ammonia, liquefied hydrofluoric acid (which the SAR&H declines to transport by rail), liquefied sulphur dioxide, cyanide solution and 88% ammonium nitrate solution.

In the event of an accident, the vehicles' contents are marked on the Hazchem labels to warn the emergency services of the potential threat. But

many of them toxic, corrosive, flammable or highly reactive. Some possess more than one of these dangerous properties and are gradually being imported or produced in SA.

The present regulations controlling the transportation of these substances are minimal and those that exist are not often enforced. The research by the NITRR has been designed to find ways of improving this lack of control, and the Institute now has a series of recommendations on labelling, routing, reporting and driver health examinations, which will soon be incorporated in the revised Hazardous Substances Act.

In addition, there are a number of other cogent factors which are still being explored for future legislation. But the initial legislation should considerably reduce

AECI has now added to this warning flag a Transport Emergency Card, which is carried in all vehicles. This card gives a full breakdown of the contents, the dangers, how to treat the vehicle, and so on.

The group has also accepted that it is responsible for clearing up after a dangerous chemical accident, as it acknowledges that only it, or other producers of similar materials, have the necessary technical expertise.

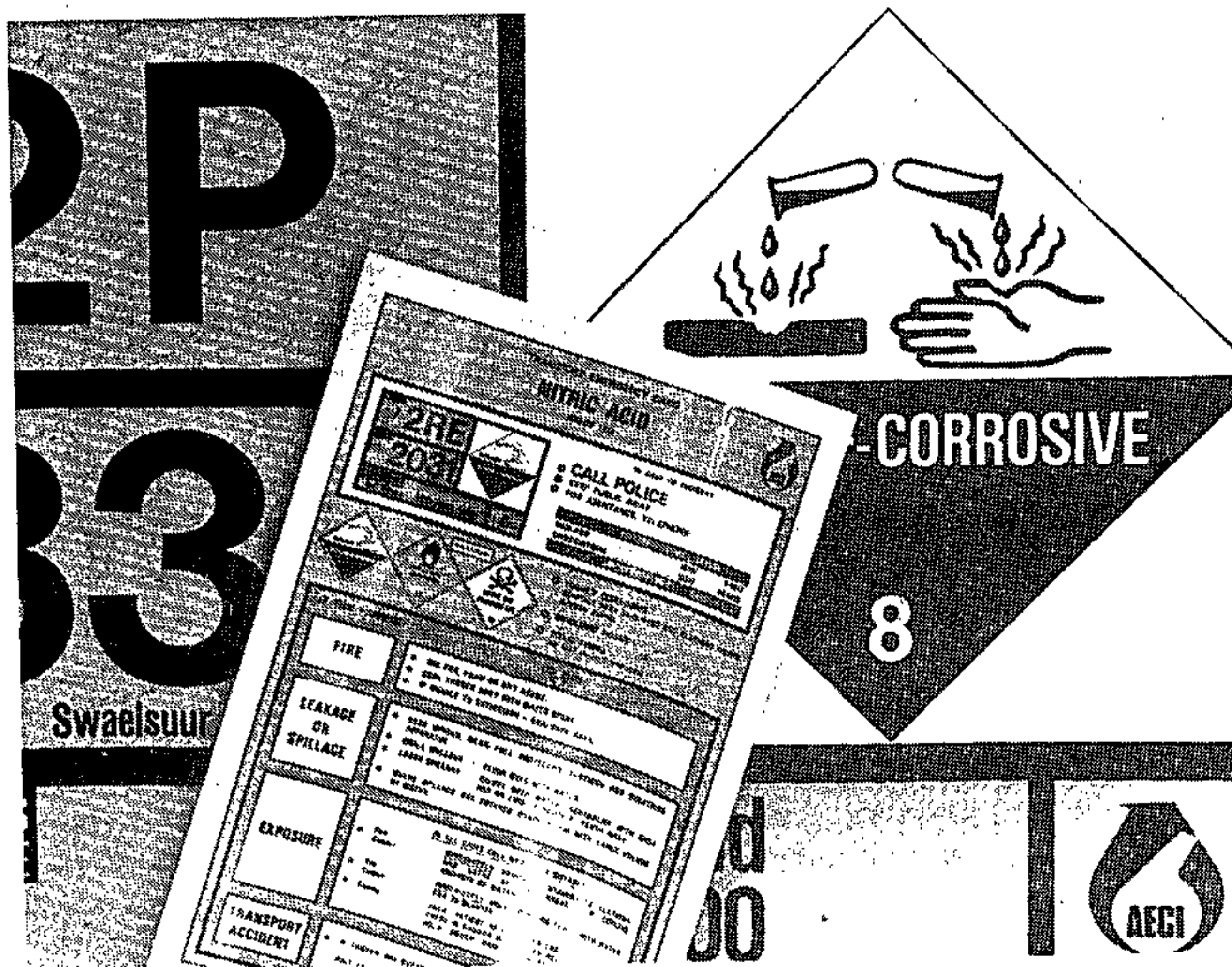
Each of the group's five factories have been fitted out with emergency Hazchem vehicles and trailers. These 4-w-d outfits are loaded with all the chemical combatants that would be needed to treat an accident vehicle.

The initial objective is to get to the scene of the accident as quickly as possible and to contain and make safe. The second phase of the operation is the recovery phase, which might require transfer of the damaged vehicle's load.

Once these two phases are completed, the rigging or removal phase is started. And, finally, AECI has undertaken to generally recondition the accident area, which it terms the "gardening phase."

In each transport yard there will be a Hazchem centre which will act as a storage point for all the safety equipment, neutralising chemicals and rigging material.

The operation should be welcome news for people who are close to dangerous chemical transport routes, and the fact that the five factories and safety centres are spread nationwide is good news for all South Africans.



the likelihood of a potential threat.

Distribution of industrial chemicals — in liquid, powder or pelletised solid form — involves a variety of vehicles ranging from road and rail bulk-tankers to ships and aircraft.

Present legislation in this field tends to deal with the problem only by inference. To remedy the indecision, the authorities have been faced with the time-consuming effort of introducing a new act or ordinance.

The Road Transportation Act (No 74 of

1977) provided some possibilities. But Section 21(2)(a) was vetoed by the Department of Transport because of the inadequacy of the transportation boards to handle a matter of such complexity.

The suitability of regional by-laws was also assessed as a possible means of control. But these by-laws vary considerably with regard to the transportation of flammable liquids and there was no indication that the SABS code of practice would be accepted by all municipalities as a standard requirement. They were there-

fore rejected as unsuitable under the proposed control scheme.

While the Hazardous Substances Act was originally intended to protect the public against the dangers of hazardous substances sold on the small consumer market (such as pool chemicals, bleaches, methylated spirits and poisons), it can be altered in content at the discretion of the Minister of Health.

Once a substance is defined as hazardous, the Minister can introduce regulations to cover transportation, handling and

Cargo Carriers and Iconotrain have formed Iconotrain in Transport (Pty), to upgrade heavy duty truck driving skills with a video based training programme.

According to Bill Factor, technical director of Cargo Carriers, one of the main reasons for the set-up is the serious shortage of qualified driver trainers in SA.

"We have found in the past that we often lost trainers soon after they had set up their course syllabi. This situation is not only confined to our training school. All the other large operators suffer from the same difficulty.

"It means that the pool of drivers in SA is not getting the amount of driving skill training it needs."

Les Cowie, the Iconotrain in Transport MD, quotes figures from the Department of Statistics to back this up.

"The total commercial road transport population of 337 750 vehicles hauled nearly 79 Mt of goods over more than 269m revenue earning kilometres during the first five months of 1980. This produced earnings of R305,093m.

"But the statistics also show that 346 781 commercial vehicles, including 18 123 heavy duty vehicles and 9 030 buses, were involved in 203 174 accidents during the first eight months of last year. In these, 4 892 people were killed, and 15 152 seriously injured.

"Reduced to money terms, road accidents in SA now cost the country about R840m a year, according to Transport Minister Hendrik Schoeman.

"Closer analysis of the statistics shows that each commercial vehicle was involved in an average of 0,59 accidents between January and August.

"This appalling accident rate can be dramatically cut by improving the quality of driver training. This has immeasurably suffered through the acute shortage of skilled instructors."

To overcome this problem Iconotrain assembled a video package which incorporated all the necessary learning units such as the vehicle check, defensive driving and mechanical

appreciation.

The major benefit of this type of programme is that it can be controlled by any of the driving staff, without the need for a driver training qualification.

"The video programme says it all for him, in the correct sequence every time", says Cowie.

This overcomes the snag of high training staff turnover. If the training officer resigns, he does not take his know-how with him, and a new course controller can replace him after a few hours of instruction.

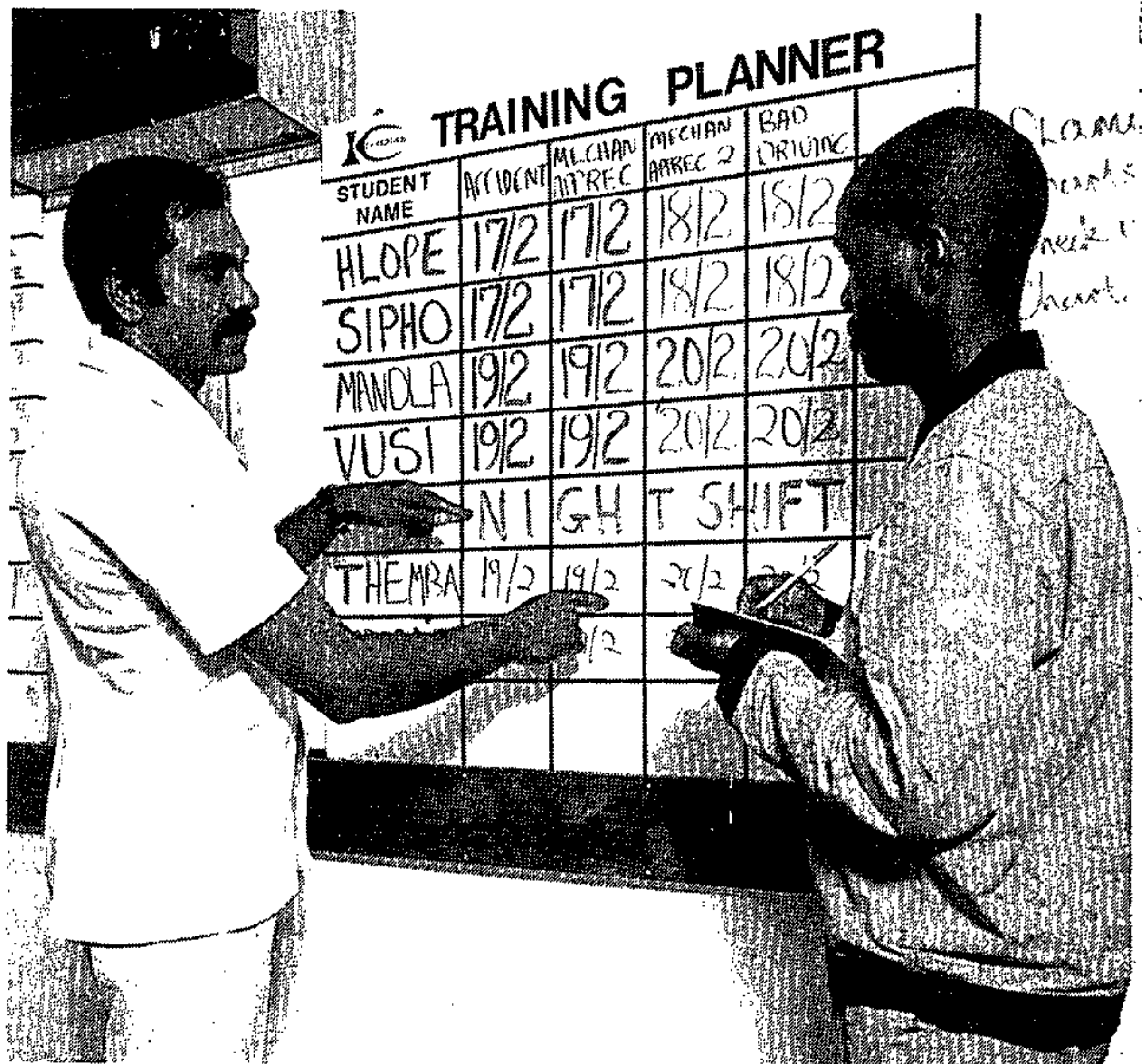
The basic Iconotrain in Transport programme contains 12 learning units, each consisting of a colour video module with pre-printed criterion tests, student handouts and a course controller's

guide.

Every module has two sound tracks carrying a different language. The language can be selected at the throw of a switch. These modules are currently available in English, Afrikaans, Tswana, Zulu, Xhosa and Sotho, but other languages can be provided under a special arrangement with Iconotrain.

The system has been field tested for three years by several leading transport operators. The general opinion among the operators talked to was that the video programme was an extremely useful tool.

And, as training courses among the major operators cost anything around R500 000 a year, this type of training format could prove to be a cost saver.



Remember your training dates and become a better driver

labelling of that product.

The first section of the proposed legislation covers the reporting of any accident or spillage involving a hazardous material. At present, there is no requirement to inform the authorities of such incidents, unless they involve loss of life or serious injury.

The proposed regulations will require a special form to be sent to the Department of Health within 14 days of any incident occurring.

Analysis of these reports will highlight any consistent problems, such as the possibility of gasket failure being a prime cause of major spillage. This will allow regulation of the type of construction of these components, based on recorded data of performance under defined conditions.

The second requirement will be the mapping of a set route network which will restrict vehicles transporting hazardous materials to areas least susceptible to major loss of life or property damage in the event of an accident.

Hillman stresses: "It is obvious that a spillage of liquid chlorine on a rural freeway will have a far less damaging effect than if it happened in the middle of a city or next to a water reservoir."

This ruling will apply stringently to medium- and long-range direct haulage. But petrol and liquid petroleum gas (LPG) tankers, which make a number of delivery stops at various points in an area,

will be exempted.

The third requirement will be the UK Hazchem labelling system for tankers. This system allows the public and emergency services to know the dangers of the cargo, how it must be handled and the source of expert information on the substance. All vehicles carrying the hazardous load will have labels on both sides and the rear, so that one should always be visible in any post-accident configuration.

Each label will contain four items of information:

- The international warning diamond containing a pictogram of the hazard involved.

- An alphanumeric action code for the emergency services. This specifies the necessary fire-fighting agents, use of protective clothing, disposal instructions and any evacuation requirement. These codes will be deciphered by using a key card which will be carried by all emergency service personnel.

- The United Nations (UN) number of the substance. This identifies the cargo specifically and prevents mistakes occurring in transmitting the information. This coding is essential in a multilingual society like SA, and where commonly carried substances are known by a number of alternative names. One prime example is sulphuric acid, which is also known as battery acid, oleum, killed spirits and hydrogen sulphate amongst others.

- A telephone number from which expert advice and assistance can be obtained as necessary.

The last part of the proposed legislation is the introduction of an annual driver health examination certificate, which should ensure that drivers of hazardous loads are assessed for eyesight (often impaired by a high occurrence of sugar diabetes in SA), as well as cleared of impedimentary diseases such as epilepsy.

Future measures are still being discussed by the advisory committee with a view to their introduction into a comprehensive, but simple to operate, safety system.

The areas still being looked at include driver training in product properties and safety measures; possible marking of non-hazardous bulk-loads which might cause problems (a load of dry cement should be contained, not washed down the sewers) in black on white instead of black on orange; vehicle labelling of the volume or mass of the hazardous substance; definition of container specification and vehicle handling characteristics for hazardous loads; the possible setting up of central emergency centres to advise on post-accident clean-up and spillage handling as in the UK and the US; and the possibility of the SAR & H introducing the labelling system on railway tank trucks and seaborne ISO containers alongside the present IMCO markings.

Electrifying the bus service

The results of Johannesburg's experiment with trolley buses are keenly awaited by other major operators, but the idea has already been rejected by some

The rising cost of diesel fuel has forced the Johannesburg City Council to re-assess the use of electrically powered transport.

All seven new trolley buses chosen for the project should be in operation by the end of this year and the experiment should produce a result, indicating the viability, or otherwise, of the scheme, by mid-1982.

Main motivation for the project was the rise in the cost of diesel fuel in the last two years to a level above that of electrical traction. The 1978 figures were 17,86 c/km for electrical traction compared with 5,44 c/km for diesel. The cost of diesel has now jumped to 17 c/km and, says Ed Curtis, the Johannesburg Transport Department's technical manager, "the cost of electric traction could be reduced to below 13 c/km."

But recent cost comparisons from foreign cities, given by the Minister of Trans-

port to the Federated Chamber of Industries, indicate different cost ratios. Guadalajara in Mexico reported that trolley buses cost, in SA money, 33,25 c/km, while diesel cost 18,22 c/km. In Seattle the cost was 37,50 c/km for trolley buses and 19,60 c/km for diesel. Helsinki in Finland stated that its trolley bus operation cost 12% more than diesel.

These costs are related to the prevailing cost of electricity, but Johannesburg, now on a non-subsidised industrial electricity tariff (the subsidised tariff was dropped by the Johannesburg Electricity Department in 1960), faces similar rates.

The trolley buses in use are very old, the latest of which was a 1957 purchase and the oldest a 1948 model. This persuaded the City Council to purchase a selection of modern prototype models for a demonstration project. R2,5m was made avail-

able for the project, 60% of which came from the the National Transport Commission. The original amount set aside for the prototypes was R1,23m but the end cost, including escalation, has pushed that to R1,53m.

The specification that was drawn up was deliberately broad in context. This allowed manufacturers to tender with a wide range of designs.

Basic features stipulated were that the buses should:

- Be double-deck or articulated single-deck (experience having proved that these were the most suitable for passenger conditions in Johannesburg);

- Have manoeuvring capability by means of an auxiliary engine; and

- Be equipped with full thyristor (chopper) armature control, although alternative forms of control would be considered.

Although full "chopper" equipment was specified, a number of manufacturers made out a strong case for "resistance" control equipment, which costs less. The project steering committee agreed that a number of buses with this type of equipment should also be included in the test.

The first of the prototypes is due on the road this month, running a return route

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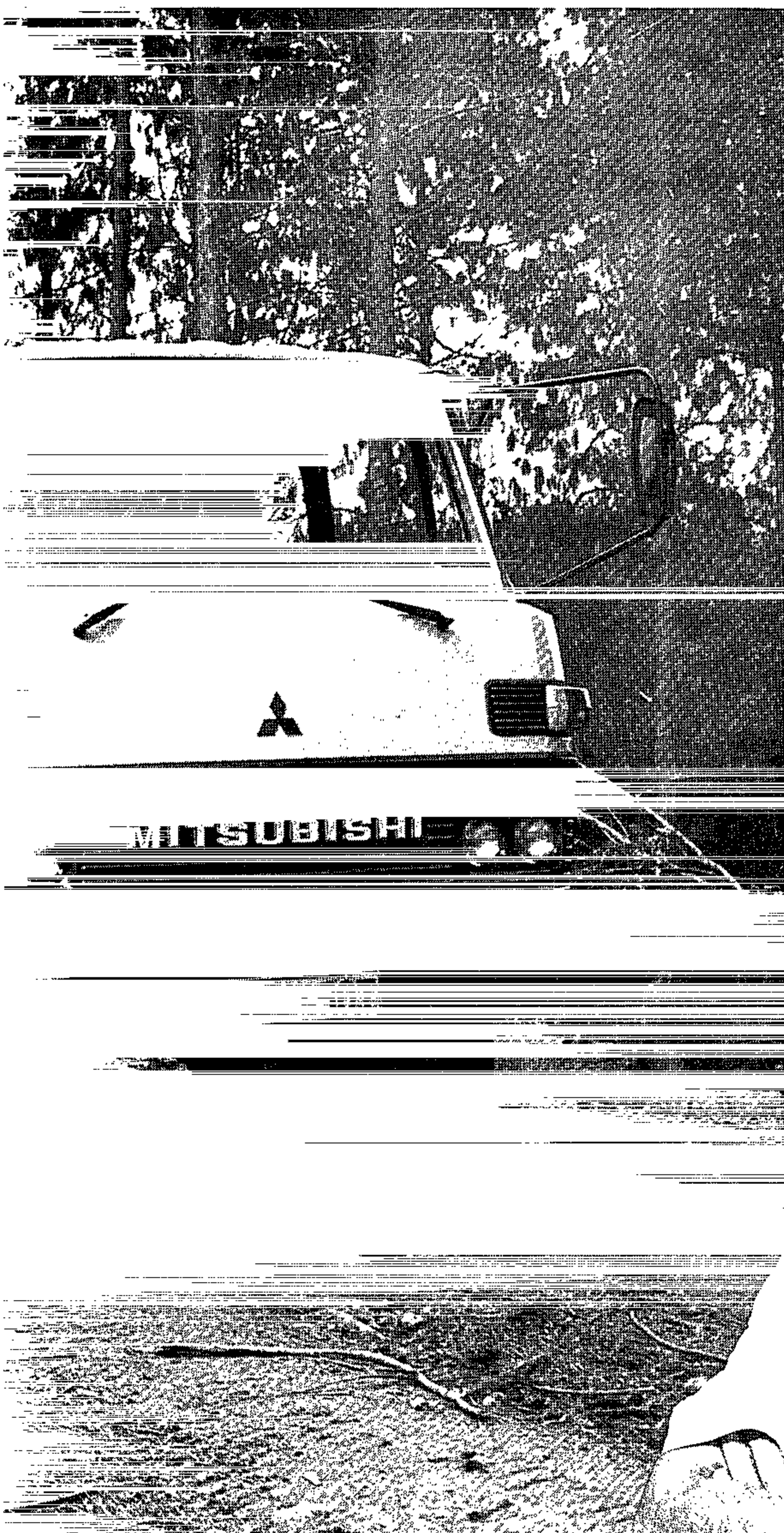
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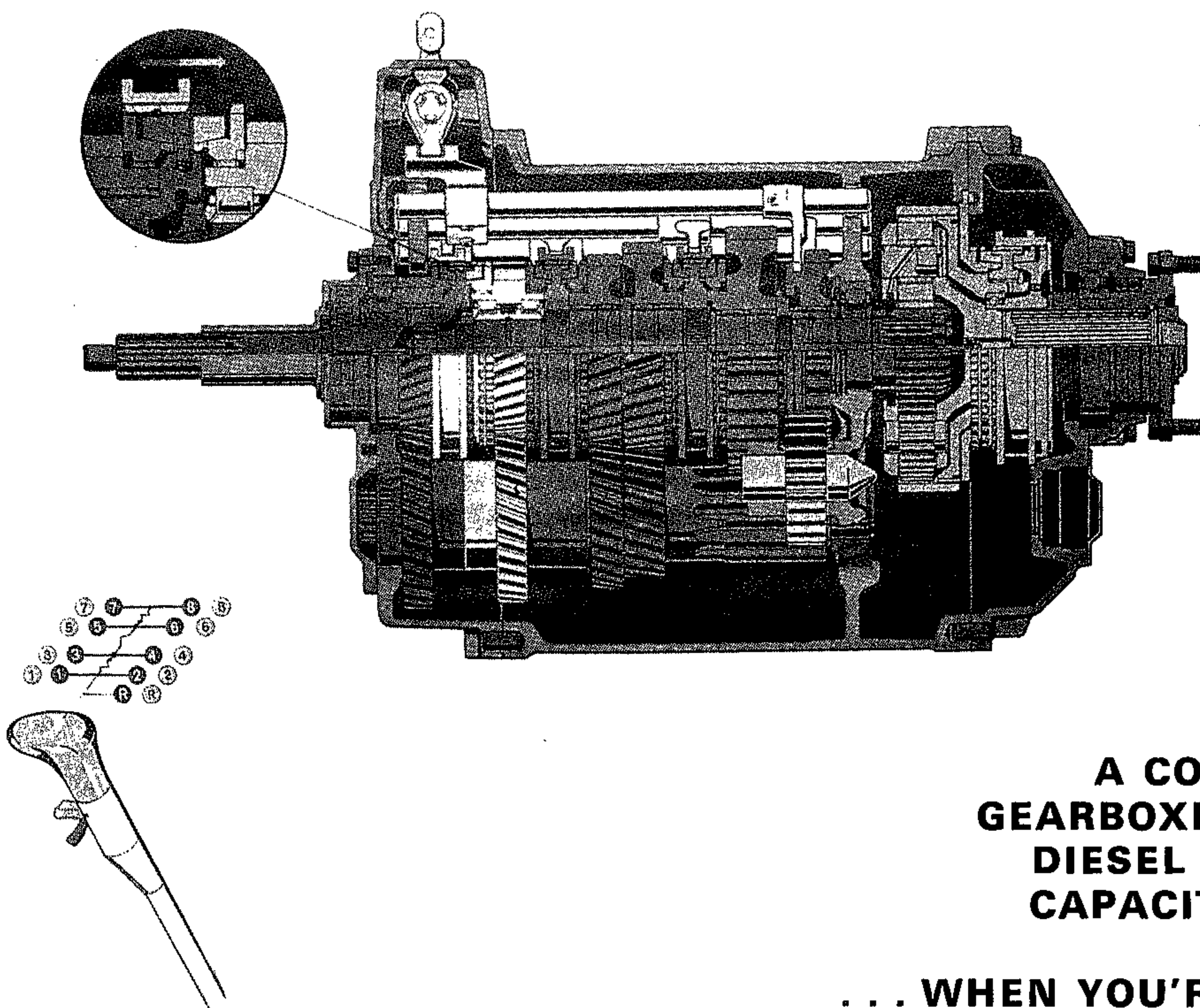


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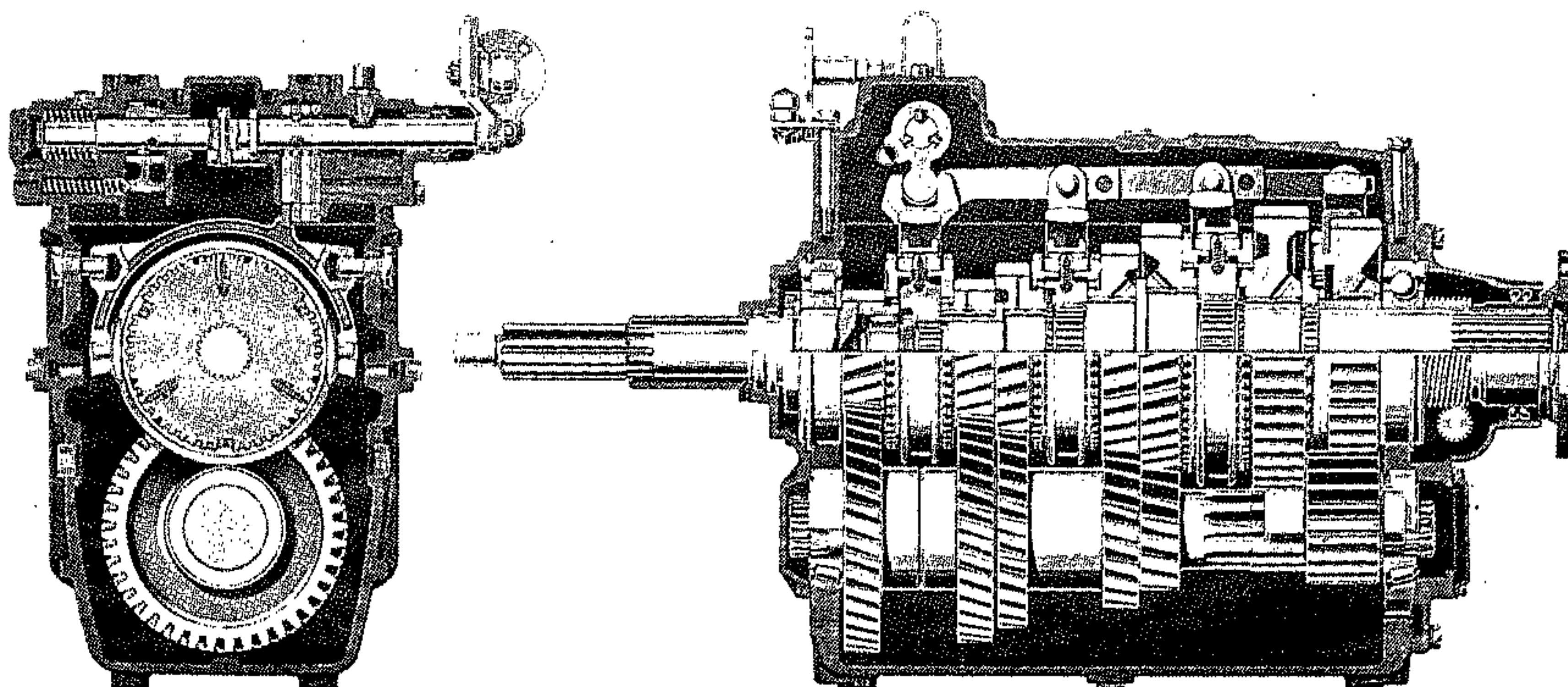
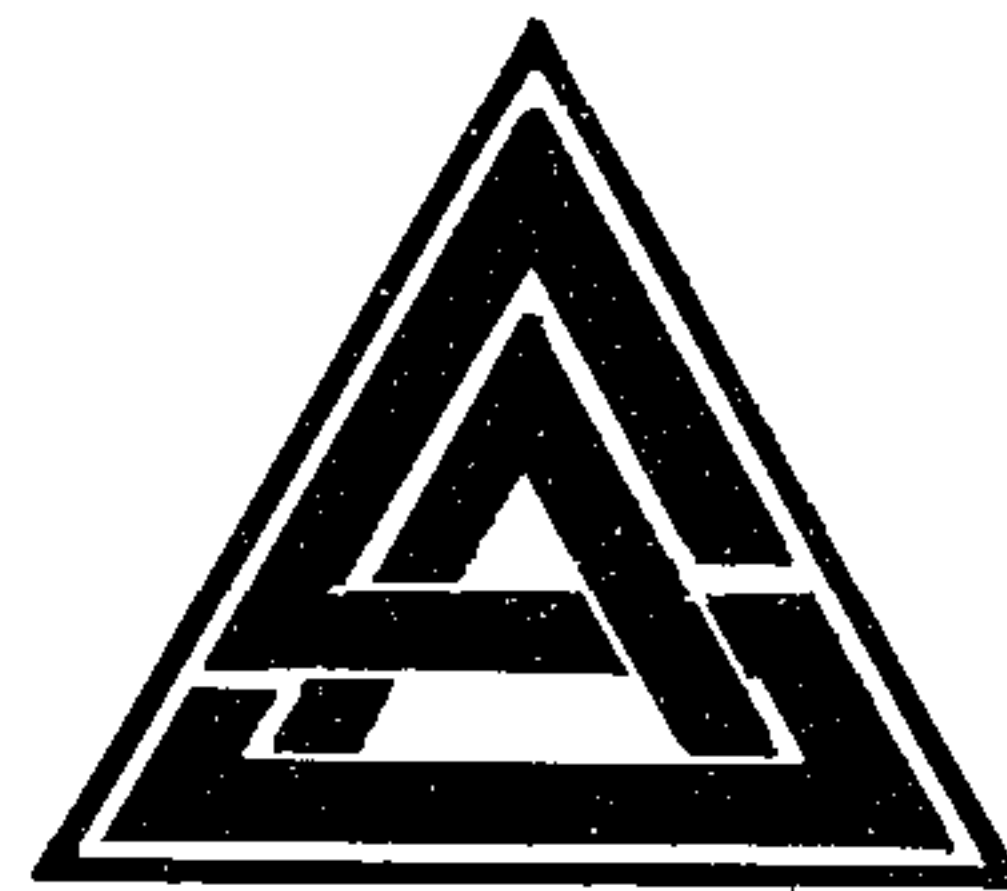
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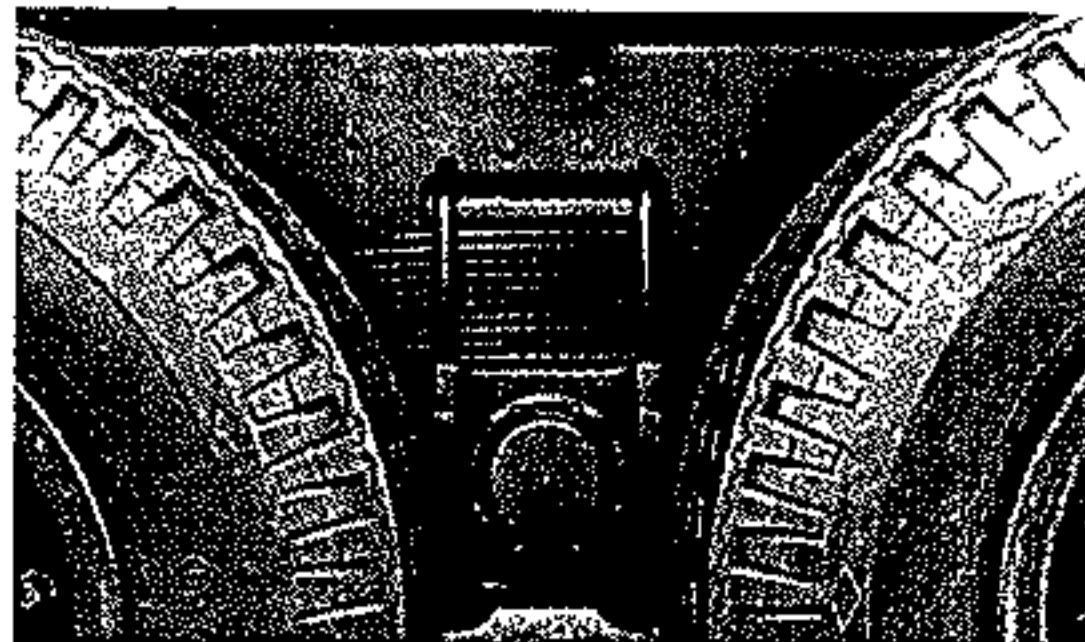
superbly-engineered that they can carry considerably more load than South African law prescribes.

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ran for about five years, each doing more than 700 000 trouble-free kilometres. As Mr. Norman sums it all up: "There's no doubt in my mind that the 780 Nissan has the best engine in the world."

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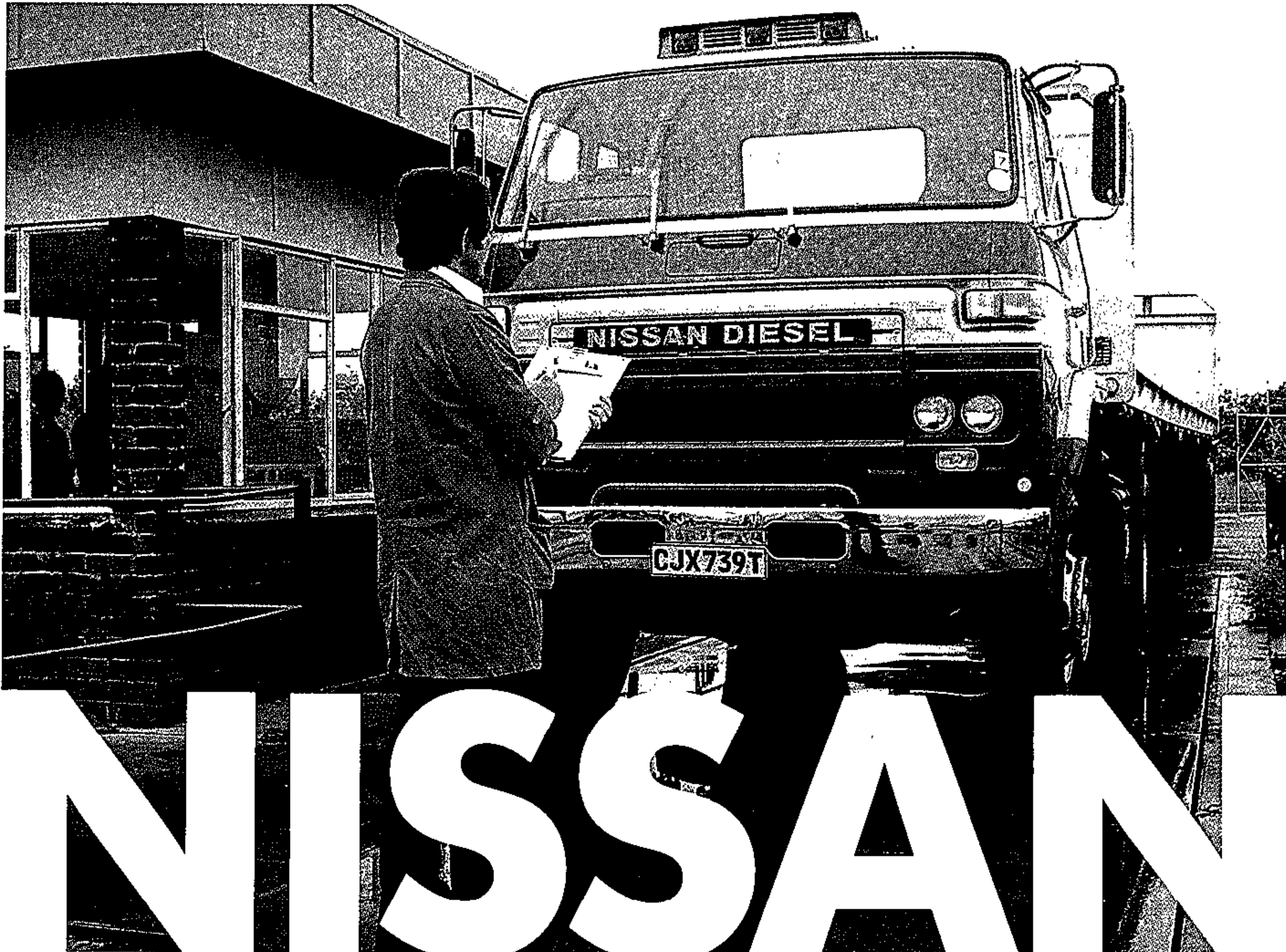
93% of all Nissan breakdowns are back on the road within 24 hours. No matter where you breakdown we'll have parts and qualified technicians on the spot within 24 hours. Often in less time. 76% of all Nissan truck and bus parts are available immediately off our dealers' shelves throughout the country.

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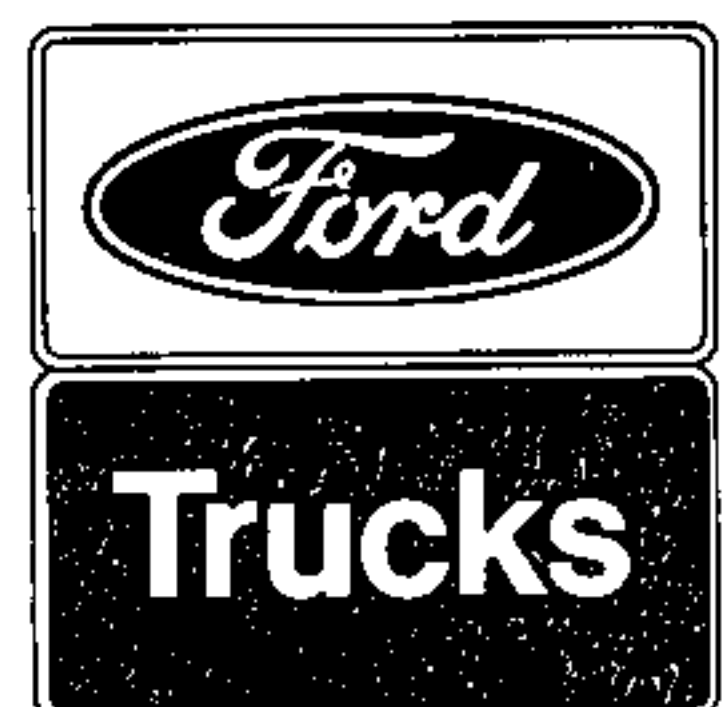
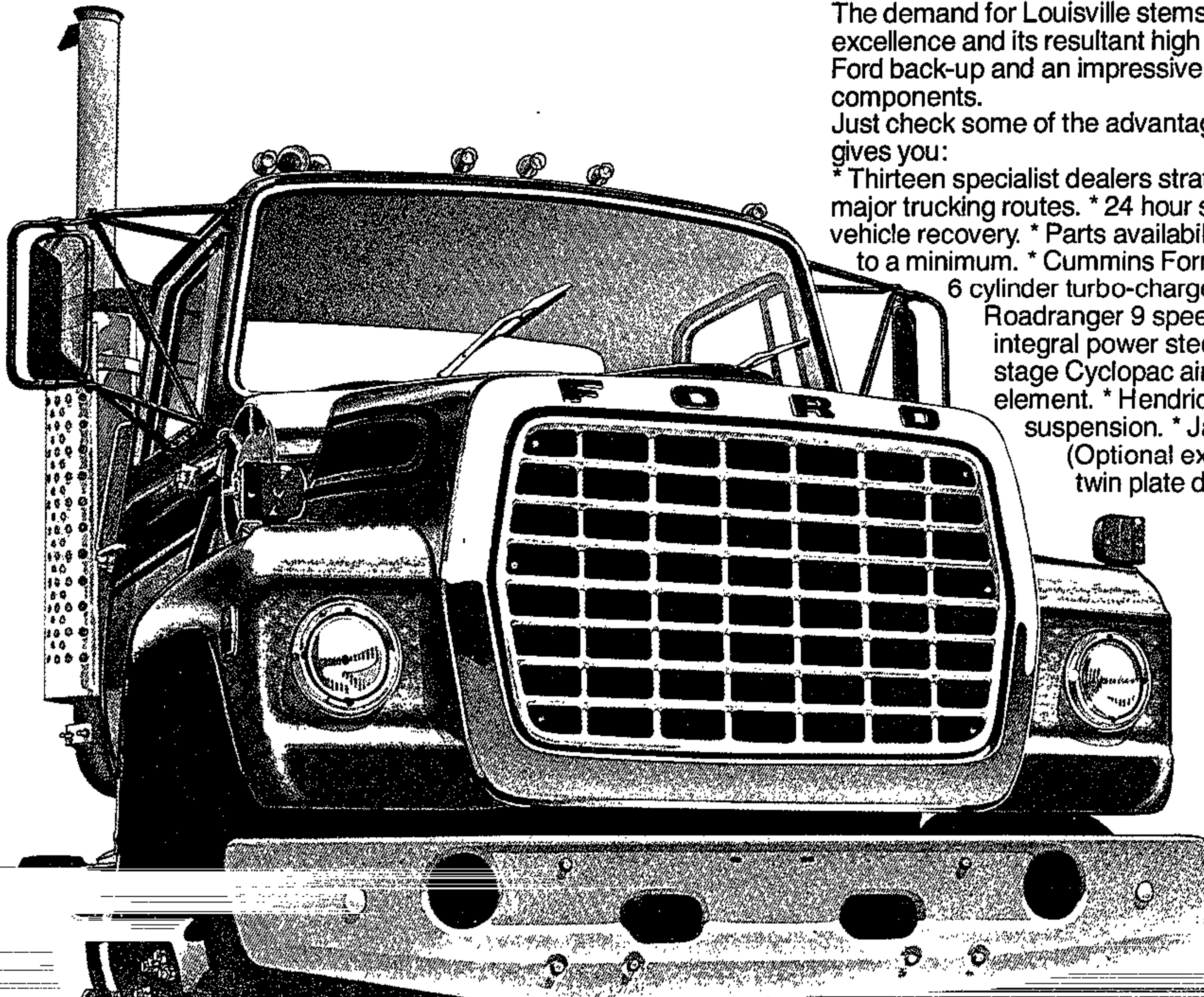
Louisville has cracked the big league. In 1976, we put eight demonstrators on the road. In 1977, Ford Louisville dealers sold 108 units. For 1979, the number was 198, and last year, it rocketed to 288.

What's the reason for Louisville's success? There and back without a problem, day in, day out. That's the simple secret which is winning Louisville new friends every year.

The demand for Louisville stems from its engineering excellence and its resultant high productivity, from Ford back-up and an impressive list of premium components.

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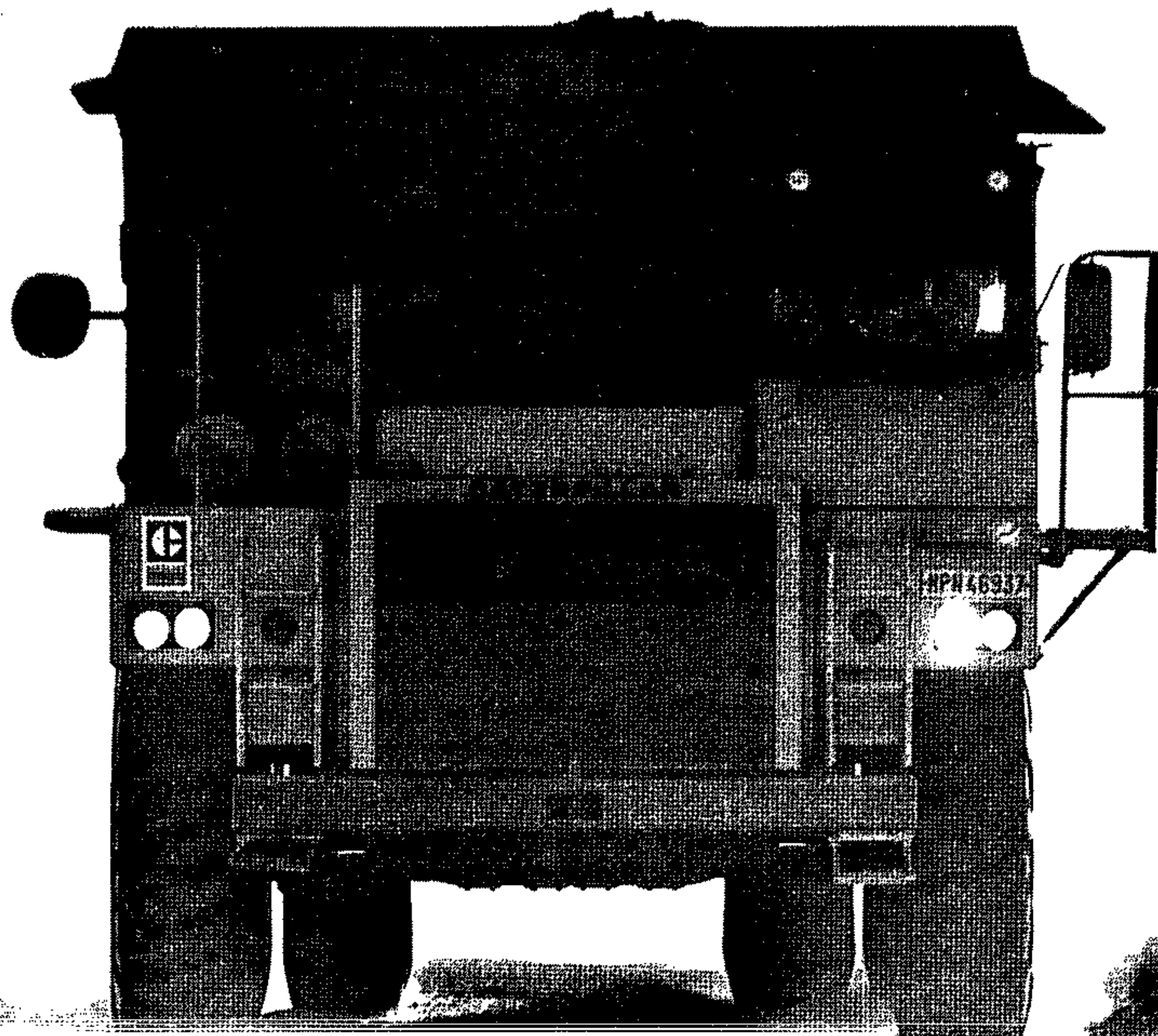
FORD LOUISVILLE LINE



Trucking and Bussing Survey: Supplement to Financial Mail February 27 1981

McINSTRY SCHÖNFELDT & PARTNERS 7582/01

XV



WHERE THERE'S INDUSTRY, THERE'S TOTAL.

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from the Hillbrow terminus to the Forest Hill terminus in the south of the city. This route has been chosen because it offers most of the operating conditions found in Johannesburg.

The experiment is designed to give a full technical, operative and cost analysis of electric power as opposed to diesel. The cost of this data-collection programme is R86 000 for the equipment alone and will be conducted by both the Transport Department and a division of the CSIR.

The programme incorporates passenger reactions, drivers' comments, details of faults and breakdowns, maintenance costs and energy consumption. The commissioning tests of braking, and performance tests under full load conditions, will be carried out before the buses go into service.

While the Transport Department is non-committal about the viability of trolley buses until the experiment is completed, there has already been a negative response in some quarters.

Cape Tramways, for example, has already assessed in depth the viability of the electrical trolley bus for its metropolitan operations, but has come up with a definite NO.

It has put forward a comprehensive list of disadvantages and, although the Johan-



The old trolley-buses may be replaced with the new

TROLLEY BUS MENU

| Name | Type of electrical equipment | Chopper or resistance control | Articulated or double-deck |
|--|------------------------------|-------------------------------|----------------------------|
| Springfield Diesel (Pty) Ltd..... | GEC | Chopper | Articulated |
| Springfield Diesel (Pty) Ltd..... | Siemens | Resistance | Articulated |
| Springfield Diesel (Pty) Ltd..... | Ansaldo | Resistance | Double-deck |
| Springfield Diesel (Pty) Ltd..... | Toshiba | Chopper | Double-deck |
| Springfield Diesel (Pty) Ltd..... | AEG | Chopper | Double-deck |
| Cargo Motor Corporation Ltd | Secheron | Chopper | Double-deck |
| Sigma Power Corporation (Pty) Ltd..... | TCO | Resistance | Double-deck |

nesburg Transport Department agree with some, it feels it may have the solutions to others.

The trolley bus suffers from a lack of flexibility because it is tied to an overhead power network. But Curtis believes the problems encountered with power failure, dewirements and possibly sabotage are, to some extent, overcome by the auxiliary power unit.

He said: "These auxiliaries are capable of moving the vehicle, albeit at a slow speed, in the event of power disruption. And the modern concept of power supply with short feeder sections means the bus only has to move a short distance during a sectional power failure."

But, in the event of roadworks, accidents or other road blockages, the trolley bus cannot be re-routed as easily and efficiently as the diesel vehicle.

It is difficult for trolley buses to overtake each other when necessary and this poses the problem of buses running in convoy. But this should be solved by a computerised monitoring and control system, which is being planned for the Johannesburg operation, if the tests prove the viability of the electrical service.

There is a major aesthetic disadvantage to a trolley bus operation — thanks to the unsightly overhead lines. This will remain, despite the proposed introduction of modern materials for both the feeder poles and the lines.

The cost of trolley buses is about 60% more than an equivalent capacity diesel. The cheapest of the prototypes is more than R140 000 and the equivalent diesel double decker would, according to City Tramways, cost no more than R80 000. But the longer life of the trolley bus (conservatively estimated at 20 years compared with 12 years for a diesel) would spread the capital cost and offset the disadvantage to some extent.

Cape Tramways also points out that Hamburg withdrew its last tram in 1978 (Copenhagen did so in 1974). This was due to the R500 000 that each vehicle cost and the high cost of installing and maintaining the "street furniture" (the lines and power supply systems).

Chicago, London, Florence and Cape Town have also discarded trolley buses for similar reasons.

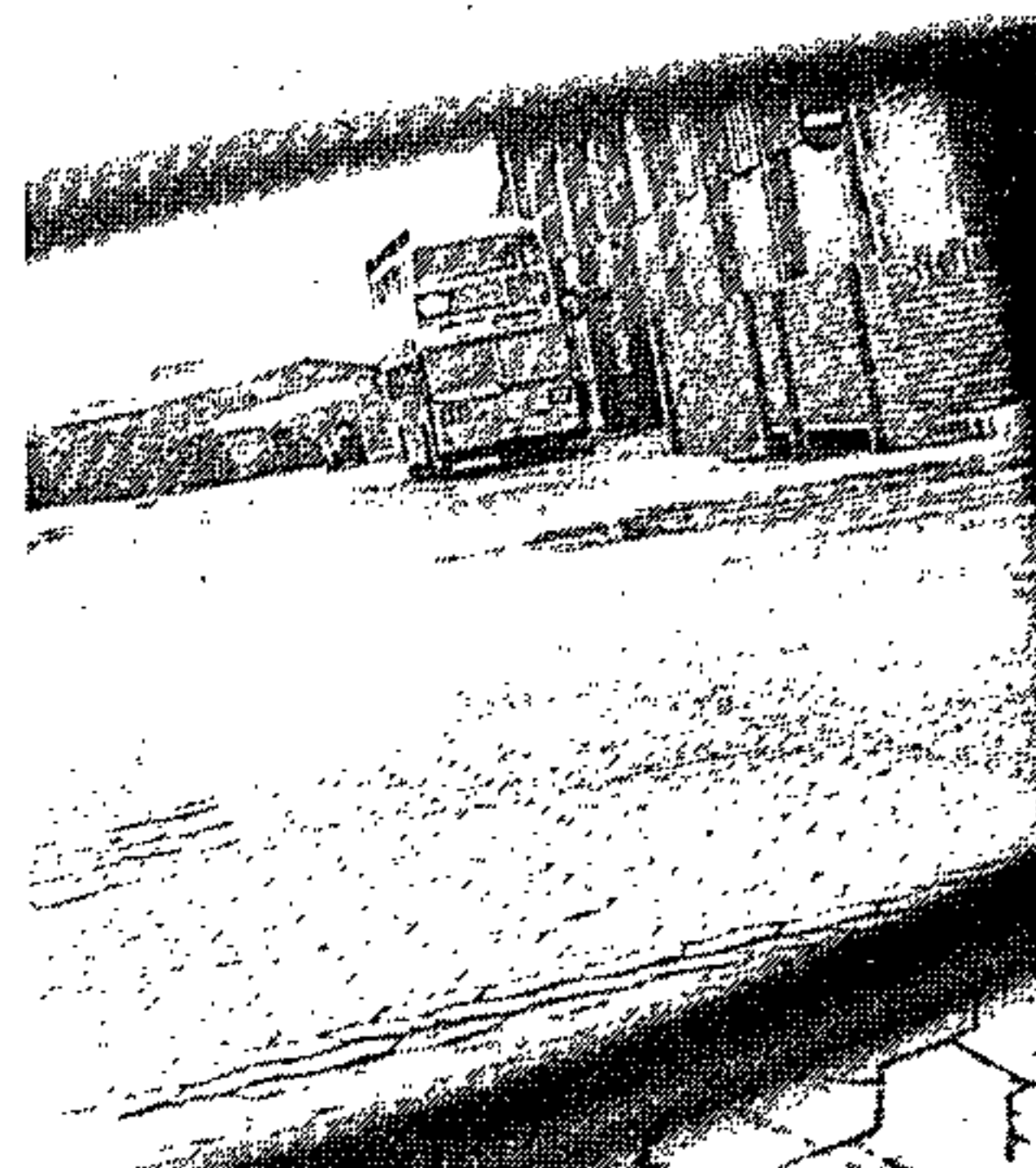
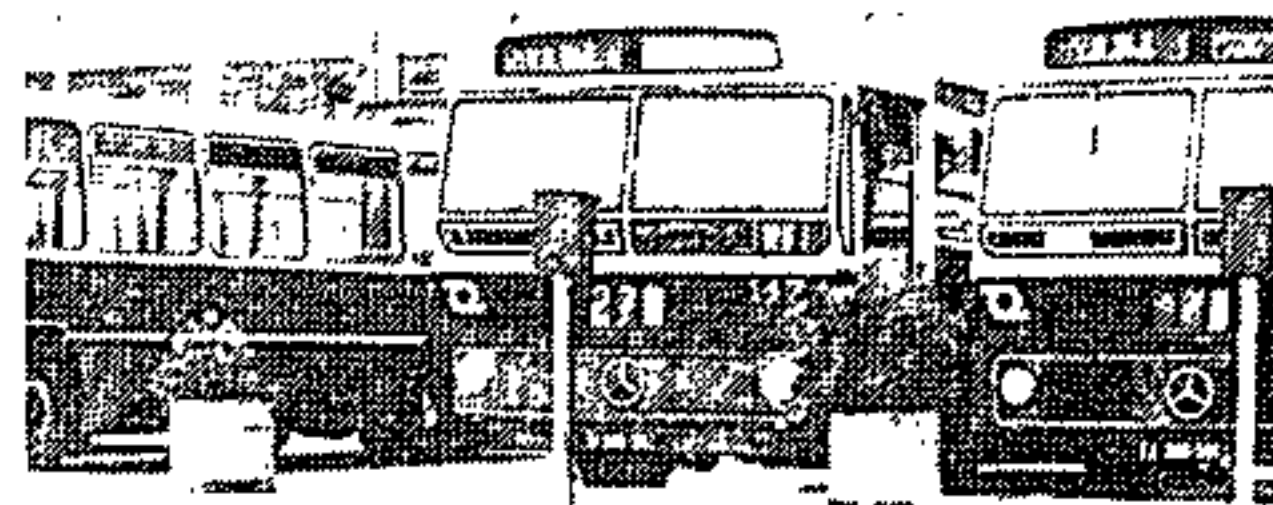
While Johannesburg has investigated the case for trolley buses in Switzerland,

France and Mexico, Cape Tramways' overseas findings tend to refute viability for a private operator. Its investigations showed that there is no viable, privately-owned trolley bus system anywhere in the world. And wherever there is a trolley bus system, massive state or ratepayer contributions are needed to make up operating losses.

A recent report from Basle, Switzerland, indicates that the overhead cables alone (excluding junctions, sub-stations and the like) works out at around R150 000/km.

All the bigger cities in this country require a fleet of at least 600 buses to serve passenger routes. This, plus the high cost of back-up equipment like overhead trackwork, support poles and transmission lines, confronts the private operator or the taxpayer with a massive installation cost and gives the operator a very long-term return at best, and an unprofitable service at the worst.

Cape Tramways supports this view and



Are we seeing the last of diesel buses?

backs up its outlook with a statement by the Department of Transport's director of Urban Transport that "it would be foolish for any operator to invest in a new trolley bus system without very careful consider-

ation of the immense capital outlay involved."

The Johannesburg experiment may prove the viability of a trolley bus operation, but other major private operators

warn that the system may only prove applicable on a small scale, and on existing routes, where present "street furniture" could be modified at a lower cost than that of installing a new system.

Testing for fatigue

SA will be the first country to produce realistic, scientifically tested figures on driver fatigue

The CSIR is using one of the three largest heavy-vehicle simulators in the world to find a way of psychologically testing drivers to give a definite "fatigue schedule."

Designed to establish how long the average driver can spend behind the wheel before he becomes dangerously tired, the test will produce a clearly defined driver-action period which should, to some extent, reduce the hazard of accidents caused by a driver who is not in a state to drive effectively.

The first experiments in "time scale" were produced by the late Dr Gordon Denton. He started his research in the UK, but moved to the CSIR's Observatory unit in 1977.

Dr Denton introduced the simulator to test the effect of "velocity adaptation" — that is, to test a driver to see how accurate his speed sensing was.

We've all heard the story: "I was driving off the freeway and suddenly I saw this car right in front of me. Then there was a crunch!"

The main reasoning for this occurrence is the inability of most normal people to adjust quickly to a reduction of speed and to adjust their perceptive response so that they "see" the correct speed.

Dr Denton found that there was a misperception of vehicle speed and he discovered the initial method of measuring this problem.

It led to the CSIR team moving from this starting point to investigate the overall effect of driver fatigue in an attempt to supply transport operators with set times which a driver can spend behind the wheel before a rest. It should also provide instructors with a means of teaching drivers how to recognise the onset of fatigue, and when they should take a break to recover.

It was apparent that previous international testing had been conducted on too small a sample. Age, race, sex and experience were all important factors. But the tests conducted were too few and not deep enough in analysis to assess the accurate effect of fatigue on any person.

The short-term effects of perceptual fatigue had not been measured. And, while most people are aware of the effects, the number of accidents caused by fatigue had

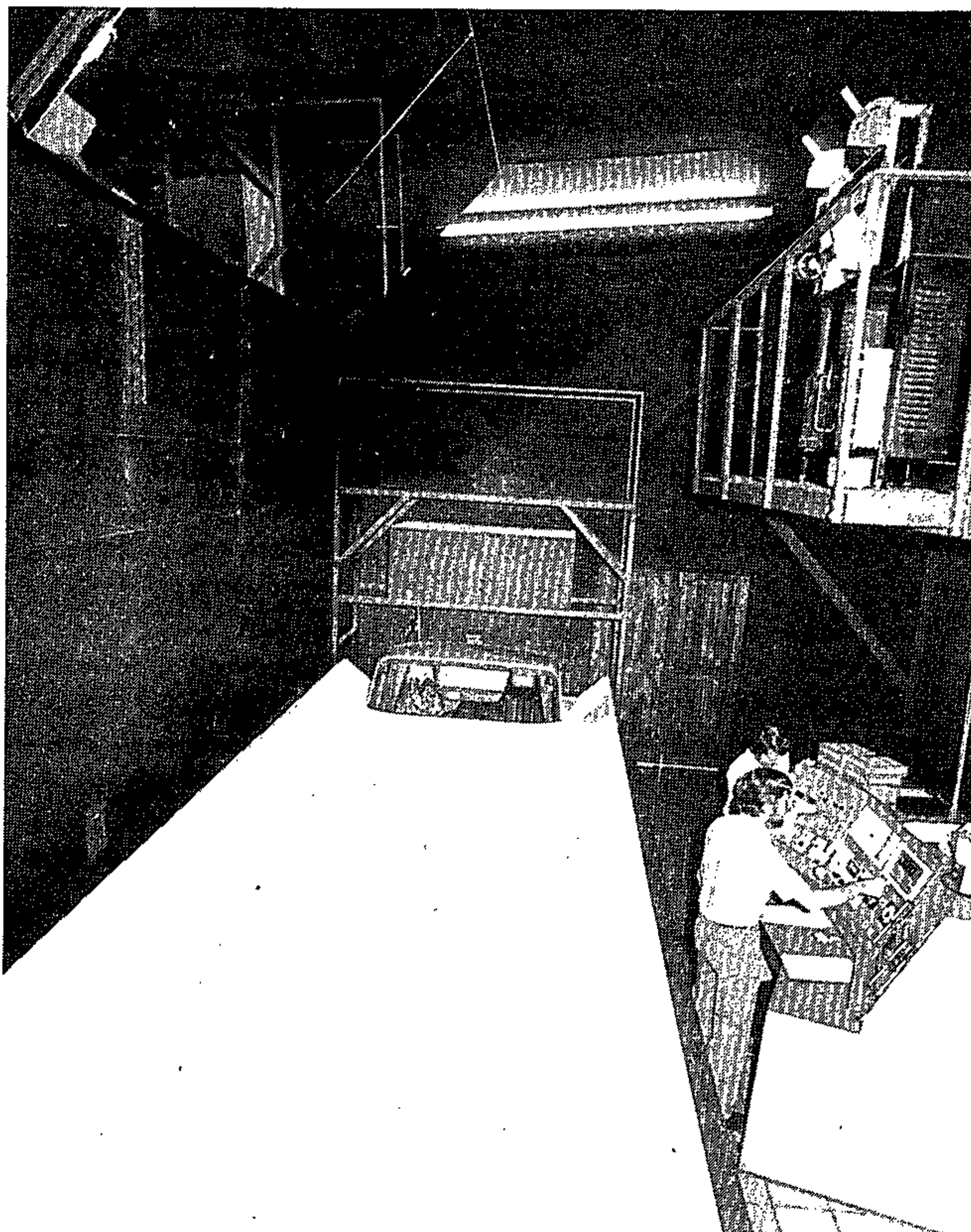
never been defined.

In the case of long-distance lorry driving, a number of psychological phenomena displayed the effects of fatigue. But they were ignored. They were described as "strange." These were the hallucinatory effect of seeing things on the road which didn't actually exist. This effect was de-

scribed by 22% of the sample of 300 drivers who answered the initial questionnaire. And it indicated early on that a very large number of long distance drivers were overstepping the safe level of driving time before a rest.

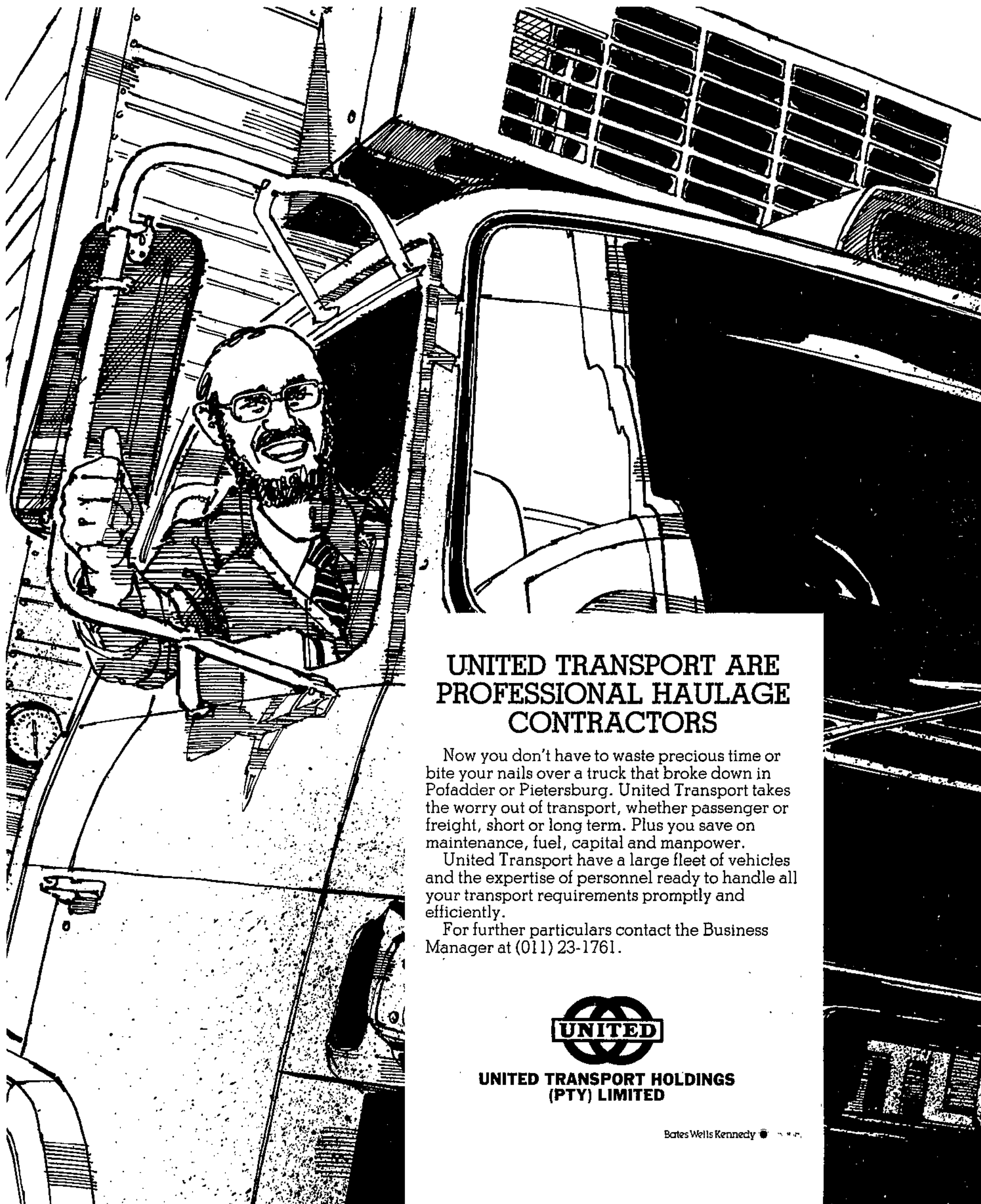
Most of the transport operators lay down a set period of driving before the driver must pull in for a rest. But like the UK's seven-hour limit, these times are not based on any test result.

The final outcome of the CSIR test of 150 SAR&H drivers on the simulator should answer this question.



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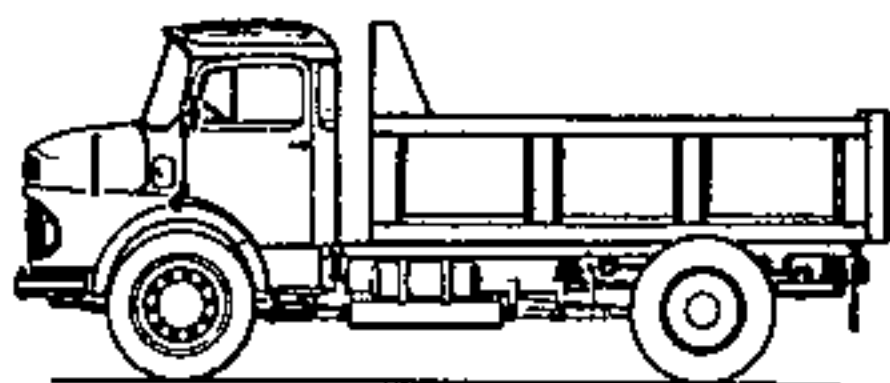
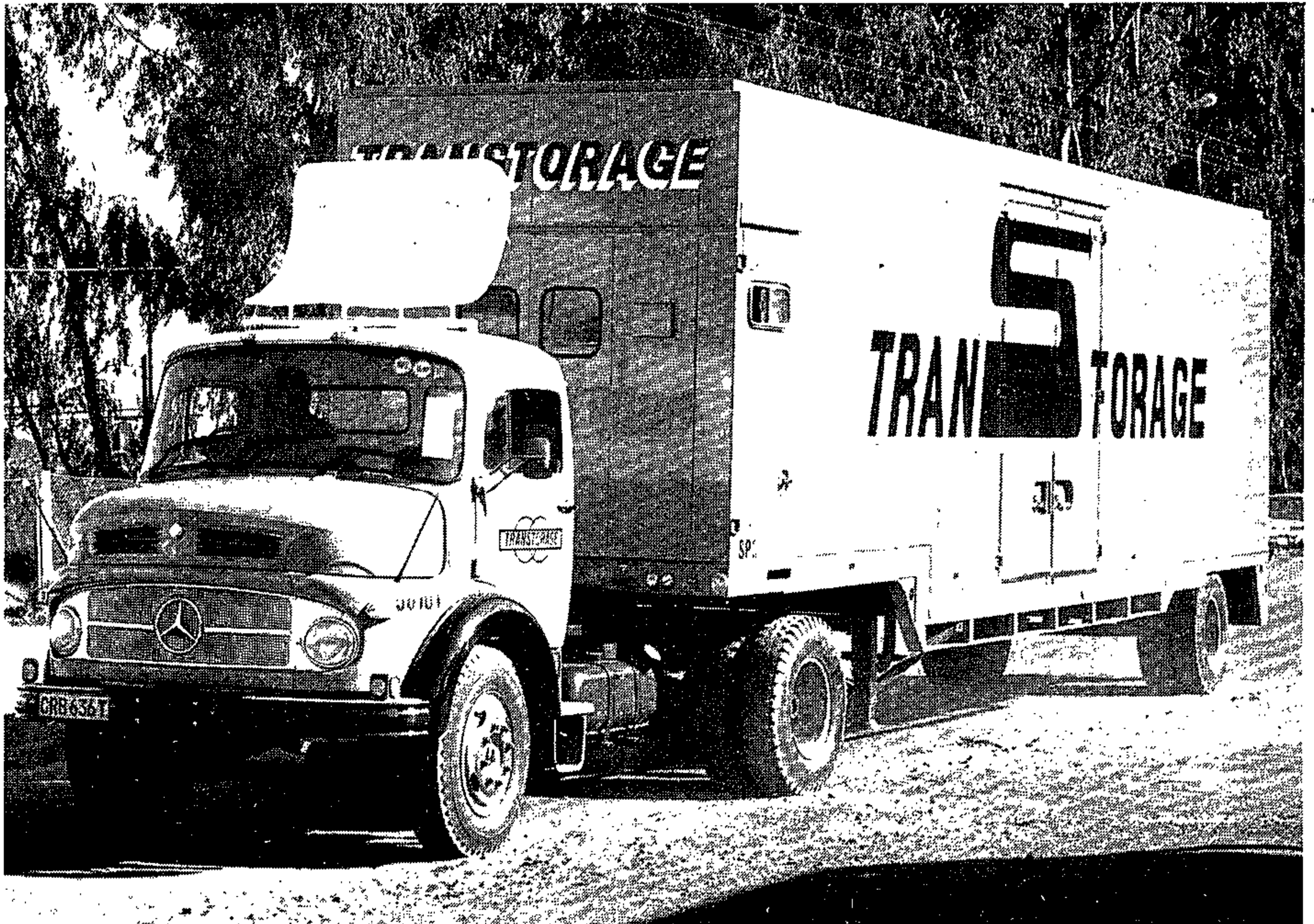
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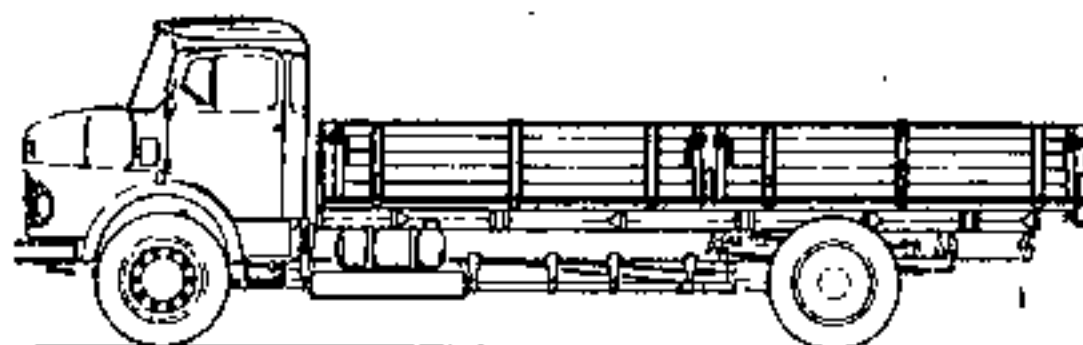
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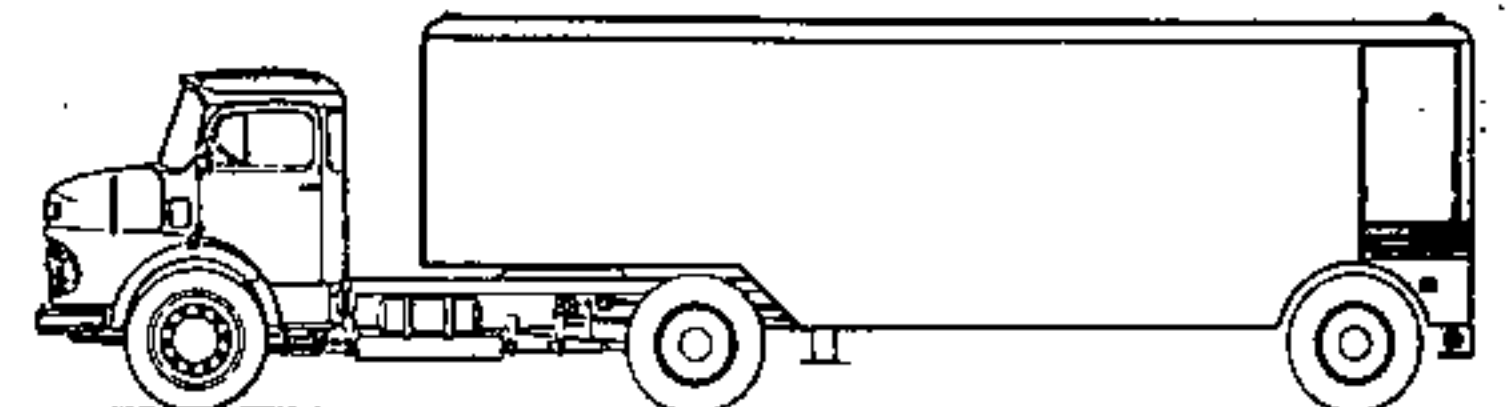
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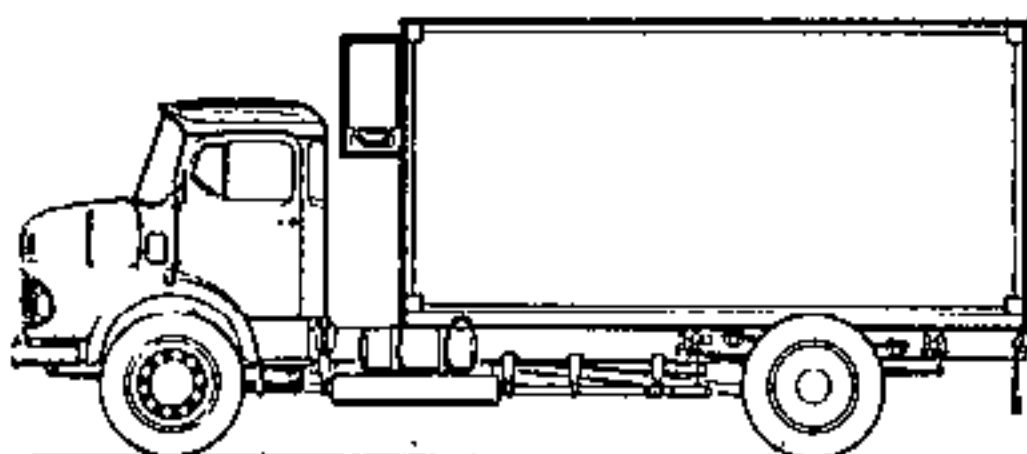
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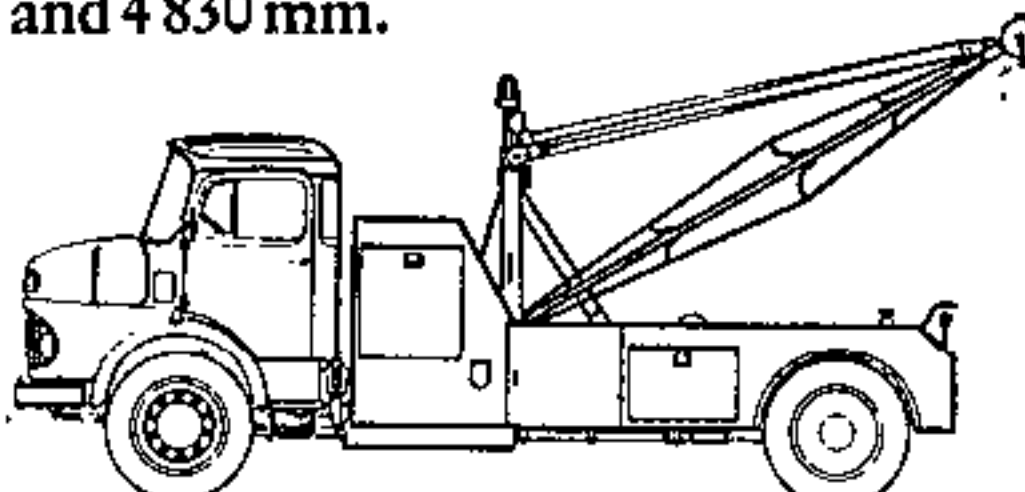
MB1113 Freight Carrier:
GVM/V 11 300 kg.
GCM/D/T 21 600 kg.
Wheelbase versions 4 200 mm
and 4 830 mm.



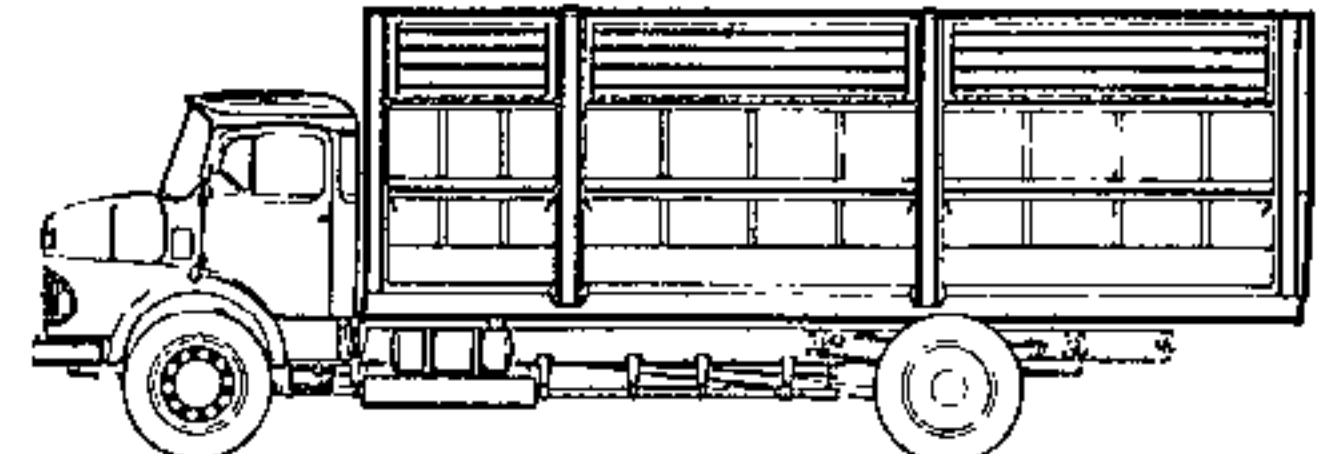
MB1113 Mechanical Horse:
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GCM/D/T 21 600 kg.
Wheelbase 3 600 mm.



L1113 Refrigerated Unit
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GCM/D/T 21 600 kg.
Wheelbase 4 200 mm.



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South African Transport, March.

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Components—growing business

The Atlantis diesel engine plant may lead to interesting new prospects for the components industry

Component manufacturers are uncertain how firmly they will be able to contract to Atlantis Diesel Engines and the Genmin/MAN/ZF combine producing transmissions. Some have already signed to supply parts, including Leyland, which has a R40m contract for flywheels and ring-gears. But others in the industry have also assessed the prospects of being suppliers of local components to conform with the heavy vehicle local content programme.

The National Association of Automotive Components and Allied Manufacturers (Naacam) conducted a survey for the *FM* to show the initial results of the manufacturers' investigations.

The figures supplied in this interview with Naacam national secretary Bill Hayward were compiled from the 75 questionnaires which were returned.

FM: What sales and involvement is expected for manufacturers supplying components which can be incorporated in the locally made engines and transmissions?

Hayward: We estimate the value of engines, components and allied products for heavy commercial vehicles (HCVs) to total some R580m a year by 1985. This project will provide employment opportunities for about 3 700 people, earning in the order of R17,75m a year.

How much will this require in additional plant investment?

It will entail an investment in plant and equipment in the order of R500m — again by 1985.

A number of component suppliers are in a position to participate in the programme without further investment in equipment or increase in staff complement.

The survey does not include tyres, fan-belts, springs, wheels, batteries, metals, adhesives, sealants, paints, soft trim and so on, which are already supplied from local sources for vehicles marketed in the Republic. In some cases, the spring manufacturers for example, there is spare capacity.

This seems to be a moderate expansion, both in investment and return. What do you see that can expand the size of the local component industry's contribution in the future?

Naacam is endeavouring to obtain further clarity on the HCV programme, to establish to what extent local manufacturers, many of whom have international technical and engineering resources on a wide range of products, could materially

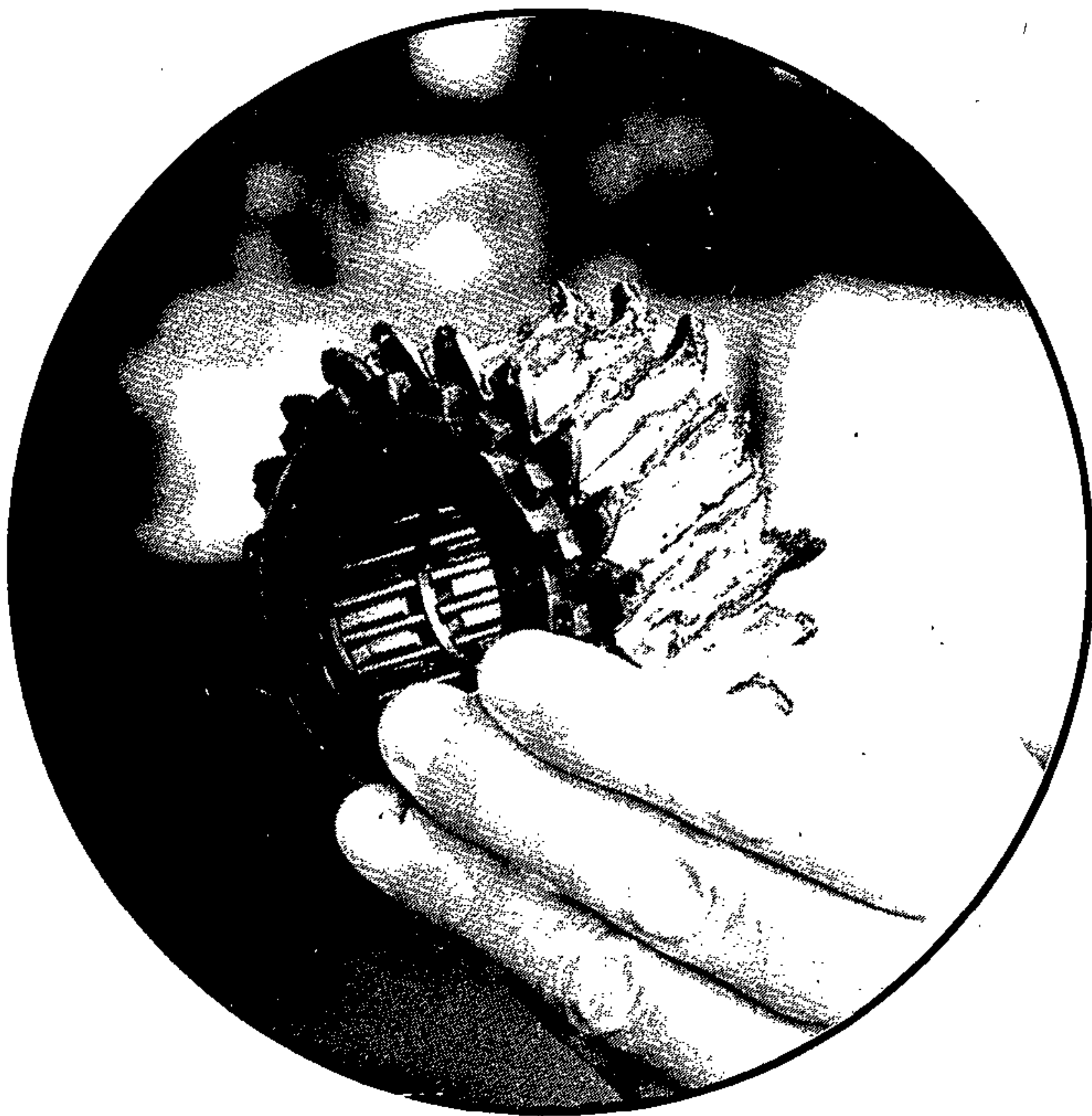
assist the HCV local-content programme. But it must be remembered that, although the expansion in money terms may seem moderate, in real terms the benefit to the Republic is significant. Most obviously in the balance of payments, employment opportunities, replacement parts, spares and the like.

Furthermore, the rationalisation in the

parts.

A major criticism from individual component manufacturers has been the indecision they face in setting up local manufacturing facilities. What can be done to remedy this?

The two main operations, ADE and the Genmin combine, are in the process of awarding long-term contracts to component suppliers. This will enable them to justify large investments in plant and equipment. With the extra business coming from the HCV programme, the present passenger and light commercial vehicle programme will also benefit by a larger sales capacity.



If local manufacturers can make products which don't fail, there is going to be business in SA

number of engines from some 200 to 11 (Perkins and Daimler only) will result in more efficient service, stock-holding, less obsolescence and greater through-put for component manufacturers.

The longer runs should bring about economies of scale, and minimise some of the increases in the price of HCVs.

There will also be keener retail competition, because more will sell the same

There have been a number of estimates from manufacturers and end users that the cost of vehicles in the heavy commercial range will rise considerably. Recently released Naamsa figures indicate that the average wholesale price increase for trucks will be between 30,1% and 45,9% — over and above inflation — depending on the mass category. What does Naacam feel about this?

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Kensington - 6181350
Alrode - 8644510

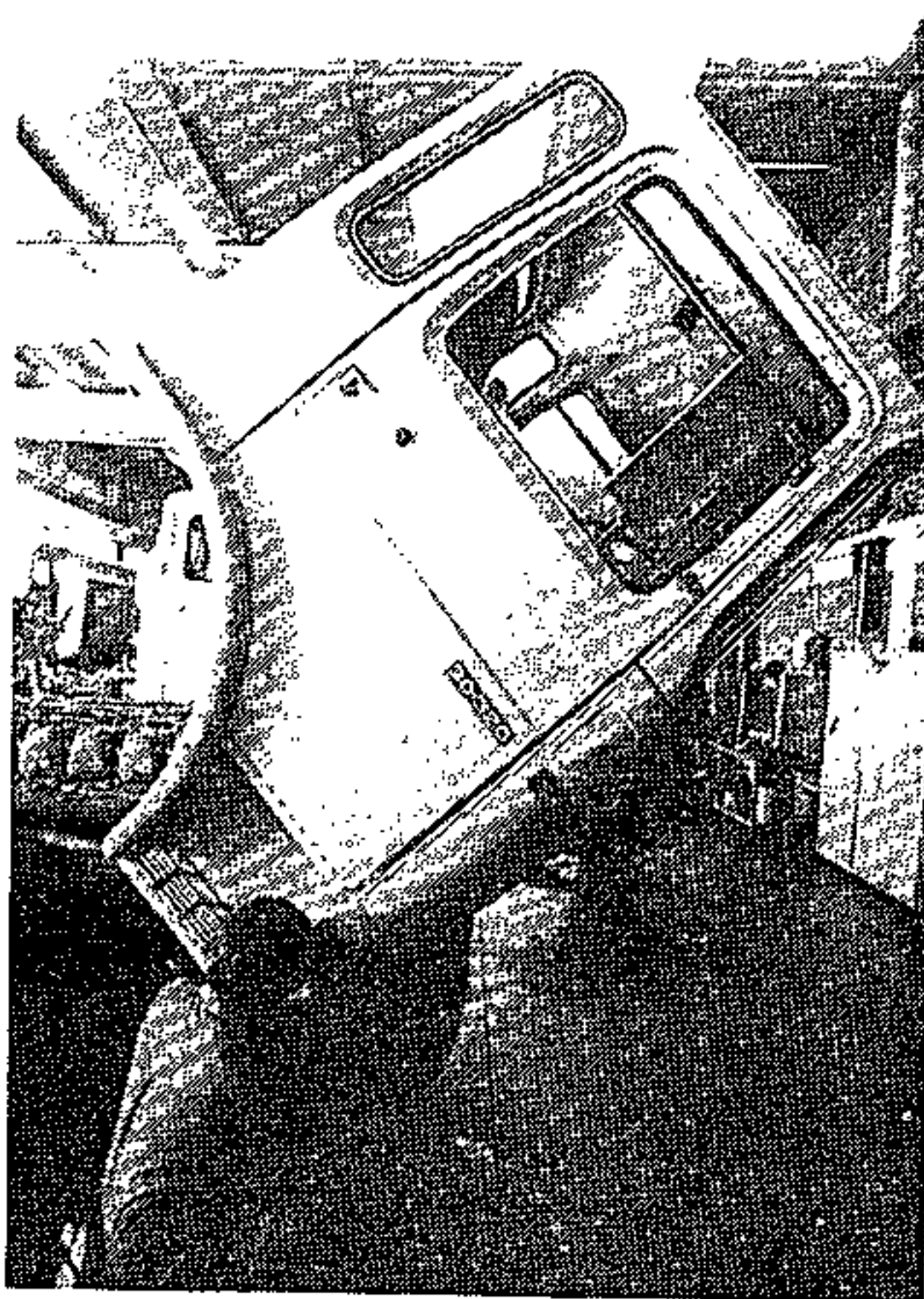


It would be informative to know on what basis the stated percentage increases were determined.

The recent disclosure that the increase in the price of a grader, fitted with an Atlantis engine, only increased by 2%, does not support the alleged percentage increases in the price of HCV's.

We are convinced that the long term effects of a rationalised programme will have considerable advantages and cost savings. And it will also highlight the replacement part situation related to availability, price, and primarily the investment in replacement parts for a large range of models compared to the more standardised range of the local content programme. It will also reduce the variety of skills necessary in the maintenance personnel.

We also do not know the deletion allowances the source companies will allow local assemblers. This factor will influence end price.



The available information does not substantiate the projected increase. On the contrary, the value of the engine constituting 25% to 30% of the vehicle value points to a price decrease.

Many statements have been made about a lack of communication between individual manufacturers and the diesel engine and transmission monopolies. How do the component manufacturers find this relationship?

Much has been said about the implications of the heavy vehicle content programme. It is, however, the experience of a number of members of Naacam, who will be supplying components to either ADE or directly to the transmission or truck manufacturers, that the co-operation between manufacturers is good.

It is one of Naacam's major objectives to promote this co-operation on an industry-wide basis in order to optimise on timing, technical resources and quality standard of the products.

Henred Fruehauf, which meets about 60% of SA's demand for trailers, is trying to boost exports on the African continent, in South America, the Middle East, the Far East and Portugal.

The company hopes to turn over about R2m in exports for 1981.

What with political ups and downs in southern Africa, the company's previously stable export market has shown marked fluctuations in quantities over the last 6-7 years.

Seven years ago, the company was turning over exports of R1.5m, selling trailers and components to Mozambique, Angola and Rhodesia. The changes of government in Angola and Mozambique led to a major cut-back in sales, although Zimbabwe is still a reasonable market for components.

With the loss of this export market, Henred has had to look elsewhere in recent years to maintain its export programme.

The company has entered Mauritius "with moderate success", and the demand from Zaire and Malawi has also shown a promising upturn, with Malawi now taking between 20% and 25% of the company's exports.

The Zambian market, which was valued at some R0.75m/year five years ago, dropped to zero when the country cut back on economic ties with SA. But the very sophisticated trailers which were then imported from the Western world have proved to be unsuited to the tougher conditions in Zambia, and there is growing interest in re-instituting the SA link.

The political and economic rumblings in Mauritius have caused that

market to begin to teeter, and Henred is now setting its sights further afield.

Some exports have already been sent to South America, and Henred hopes to expand the market in Chile and Peru. The disadvantages in servicing this market are the high cost of freightage, and the strong competition from Brazilian and Argentinian manufacturers. But Henred is trying hard to be competitive in price.

Other areas currently being assessed by the export marketing team are the Middle East and Sri Lanka.

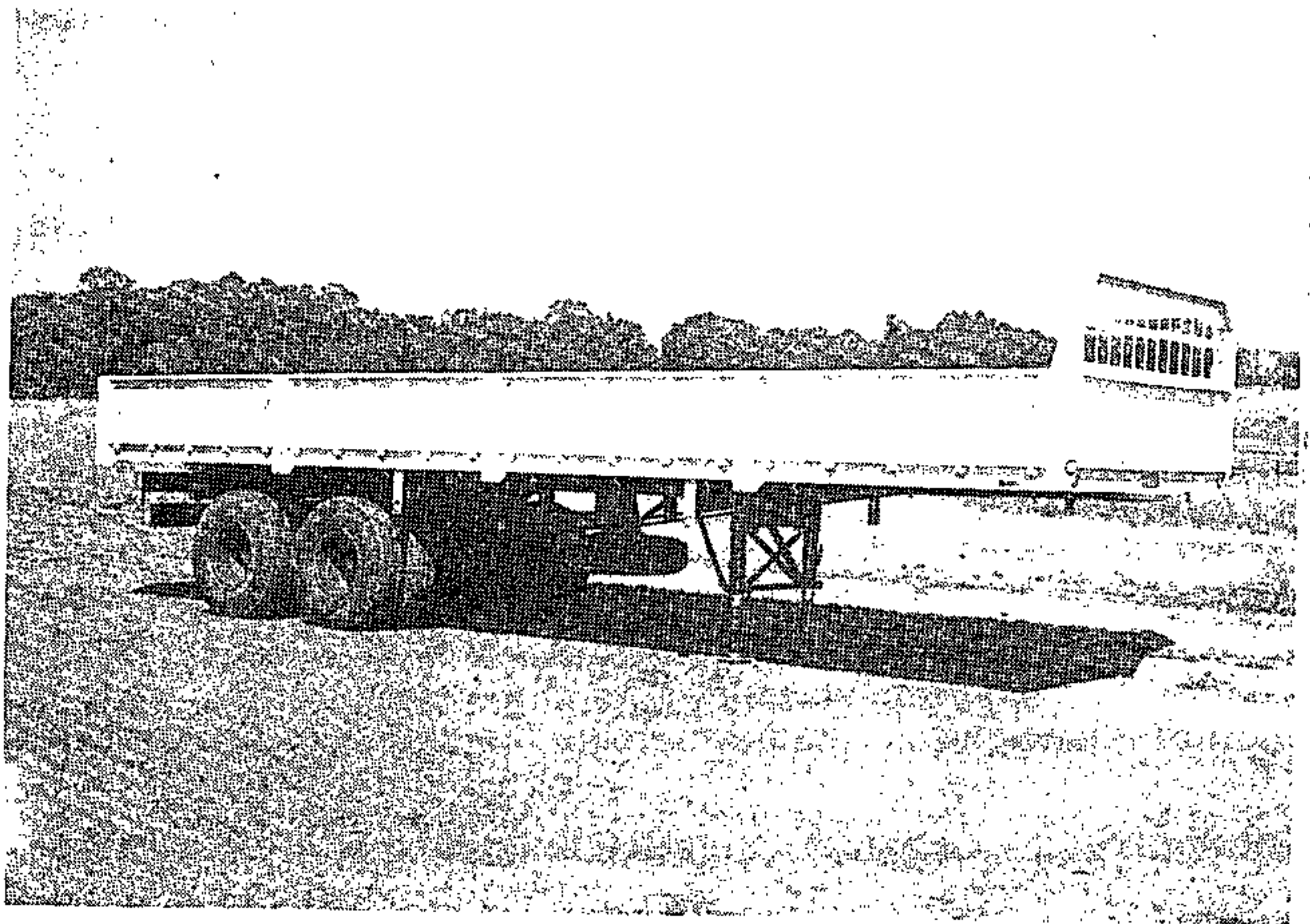
Henred has also been approached from Portugal as a possible future supplier of components, and the com-

pany is working out the feasibility of competing with European suppliers.

The current thriving local market effectively hinders the export programme. With high local demand, delivery times are becoming more extended and the speed of delivery to export markets has slowed down, with some countries cutting down orders because of this.

The other major problem facing Henred, particularly in African markets, is the poor balance of payments of a number of countries.

But the company is reasonably confident that the export programme should improve in the next few years.



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| Monthly Expense Summary |
| Maintenance Schedule |
| Replacement Schedule |
| Summarized Cost Control Report |
| Summarized Repairs Maintenance & Overhaul Report |
| Unit Repair Report |
| Unit Maintenance Report |
| Unit Overhaul Report |
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| FINANCIAL |
| Credit Card |
| Sales Vouchers |
| Statement |
| Statement Schedule |
| Authorities Exceeded Report |

Stannic Fleet Management System
Vlootbestuur Stelsel

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EXCEPTION REPORT

| VEH NO | CODE | ALLOWABLE | ACTUAL |
|---------|------|-----------|----------|
| 00001-8 | 05-2 | 80.00 | 7.000.00 |
| 00001-8 | 08-2 | 3.500.00 | 2.500.00 |
| 00001-8 | 12-2 | | |

COSEY CONTRACTORS LTD
MONTHLY EXPENSE SUMMARY

| CURRENT MONTH | CENTS/KM |
|---------------|----------|
| 308463 | 0 |
| 308463 | 4.47 |

COSEY CONTRACTORS LTD
VEHICLE STATUS REPORT

001 TRANSVAAL

VEHICLE NO 00009 6
VEH ID BZN965T
GENERAL INFORMATION
DATE OF PURCHASE 15/06/78
DATE ONTO STANNIC 01/01/80
OUT OF SERVICE 22
MONTHS IN SERVICE 115000
INITIAL ODO READING 125000
FINAL ODO READING 10000
KILOMETERS REPORTED STA 36
FINANCED BY 34
PERIOD OF LEASE 34
TAKE-ON COST 00
SELLING PRICE 00
SELLING EXPENSE 00
RECONDITIONING EXP. 00
NET RESALE AMOUNT 00
CVDD VALUE 00
CVDD PERCENTAGE 00
DEPRECIATION 00
PURCHASE PRICE 00
NET RESALE AMOUNT 00
ACTUAL NET DEPR. 00
DEPR. COST PER MONTH 00
PROVISION FOR DEPR. 00
DEPRECIATION ADJ. 00
PROJECTED DEPR. RATE 00
ACTUAL DEPR. RATE 00

EXPENSE INFORMATION
78 MERCEDES B
DEPREC. - RENTAL
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LICENCE
WAGES
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OVERHEADS
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XVII



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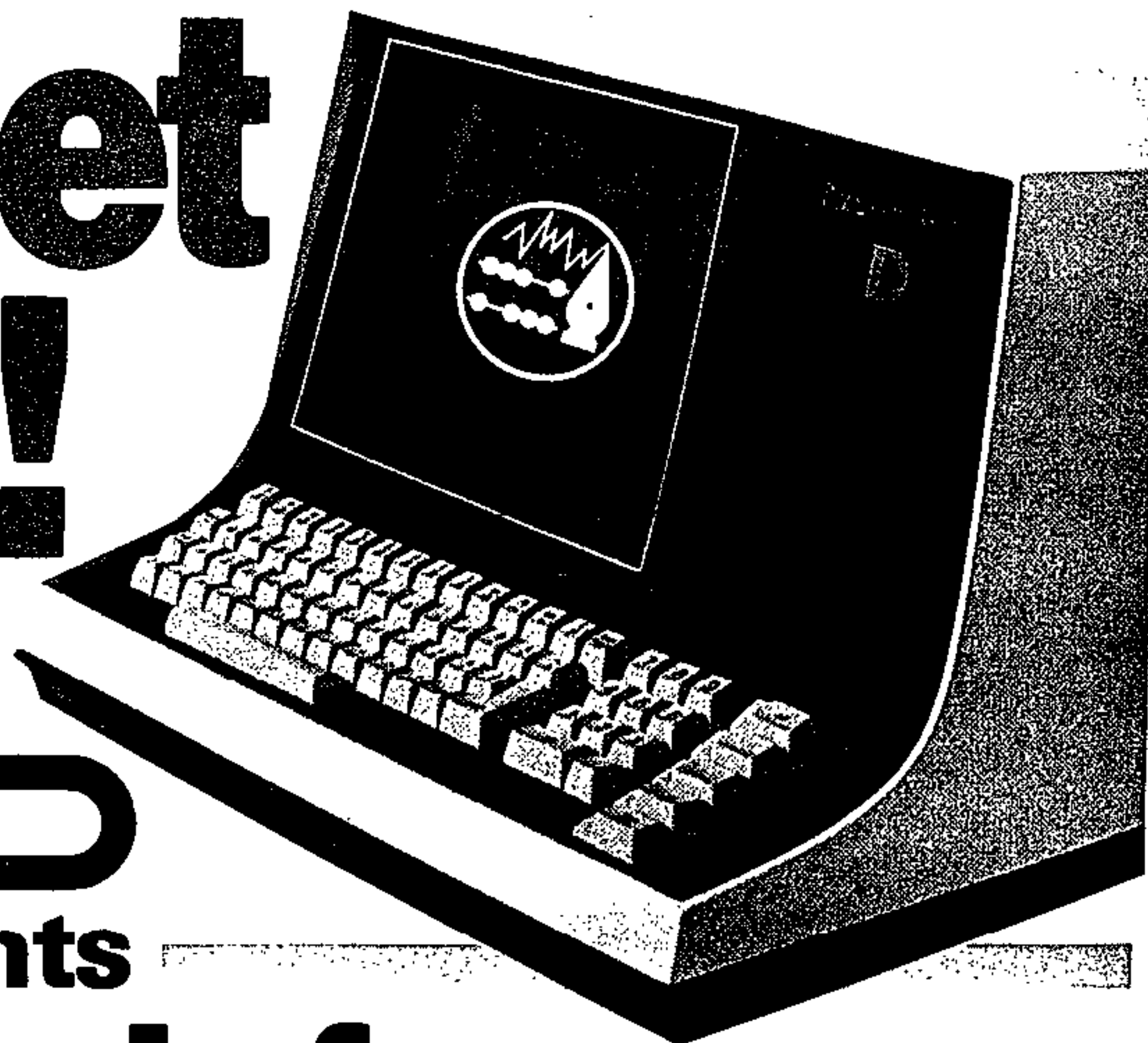
FIVE: Warranty of a year or 100 000 km on engines and transmissions and a year or 50 000 km on the chassis.

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Rental explosion

Following the economic boom, the truck rental and leasing business is booming

Last year revenue in the truck rental market grew by more than 50% over 1979.

One of the main reasons for this — the economic boom — should taper off this year and growth is expected to slow in 1981 compared to 1980.

The highest growth rate, of around 40%, is expected for the full maintenance contract (FMC) area. The average figure (calculated from the estimates of four major rental groups) for transient, FMC and leasing business is estimated at about 30%.

Another factor in the high growth pattern was the lengthy delivery delay on most truck models. Sales demand was up by 40% on 1979 and delivery lead time ranged between three weeks and three months. Just over a year ago truck delivery was ex-stock to three weeks maximum.

Meanwhile, the number of rental companies expanded rapidly.

The top companies remained the same and, in fact, their revenue market share increased. No objective figures are available, but three, Rent-A-Bakkie, Imperial Truck Hire and Avis, have produced their own estimates.

Rent-a-Bakkie still sits at the top with a claimed market share of more than 30% (an increase from its previous estimate of 20%), Imperial Truck Hire, with 18%, and Avis with 12,5%.

It is difficult to produce exact figures on the growth, or the breakdown, of the industry. Few of the companies release audited figures of their operations. But the SA Vehicle Renting Association, with figures prepared by the Bureau of Financial Analysis of the University of Pretoria, has estimated the industry's performance.

The figures are relevant to about September 1980, as there is a lead time of more than three months on each quarter of the year.

The returns for 1980 are estimated at R23m for transient rental (the daily commercial, weekend furniture and garden refuse type of renter); including leasing and contract hire, more than R40m, not including bank leasing.

The number of vehicles available for transient rental was quoted as 2 500; including leasing and contract hire, 4 500 to 5 000.

Vehicle utilisation for transients was an estimated industry average of 64,8%. And, with the climax of the Christmas rush, the figure could reach 67%.

The number of transactions for tran-

sients was estimated at 225 000, and the average cost of each R65,81, although this could show a rise to around R68. The growth has been heaviest in the under 1,5t range.

And the market growth figure of 53,4% over the 1979 total is likely to end up at around 68%.

One of the main factors in achieving a satisfactory return on the vehicle fleets is the utilisation percentage. While the industry average is between 64% and 67%, there is a wide variation in the performance of the majors.

Top of the tree is Nationwide, whose MD, Ross Goldring, rates his 400-vehicle fleet utilisation as 85%.

This outstrips the more than 1 100 vehicle Rent-a-Bakkie fleet. MD Derek Corin is looking at 75% to 80% utilisation and he expects the 1981 percentage to level off to between 68% and 70%.

Avis truck rental general manager Andrew Joubert rates his fleet utilisation for the more than 250 vehicles in the Witwatersrand "to average in excess of 70%".

The major Natal operation, McCarthy's, is also showing a 75% utilisation, according to manager Mary Drake.

While most of the operators are seeing a slowdown this year, there is still no lack of confidence in the future.

Avis MD Glen van Heerden is confident that leasing and FMC will continue to grow. He and Rent-a-Bakkie's Derek Corin are sure that the rising cost of

trucks, because of the local content programme, will give truck leasing and FMC a substantial boost.

Even allowing for normal cost inflation, Corin expects SA to follow the US experience. There truck ownership by individual companies is sitting at only 30% of the vehicles on the road, and the truck rental organisations account for the other 70%. The present SA figure is estimated at 80% owned to 20% rented. But Corin feels that the latest figures might be approaching the 70% owned to 30% rented level. He also points out that in the US, manufacturers and commercial operations are moving away from owning their own transport fleets because of the high cost and limited return on these. United Parcel Services, for example, carries so many industrial and commercial packages for non-fleet owners that it now beats the number handled by the US Post Office — quite an achievement.

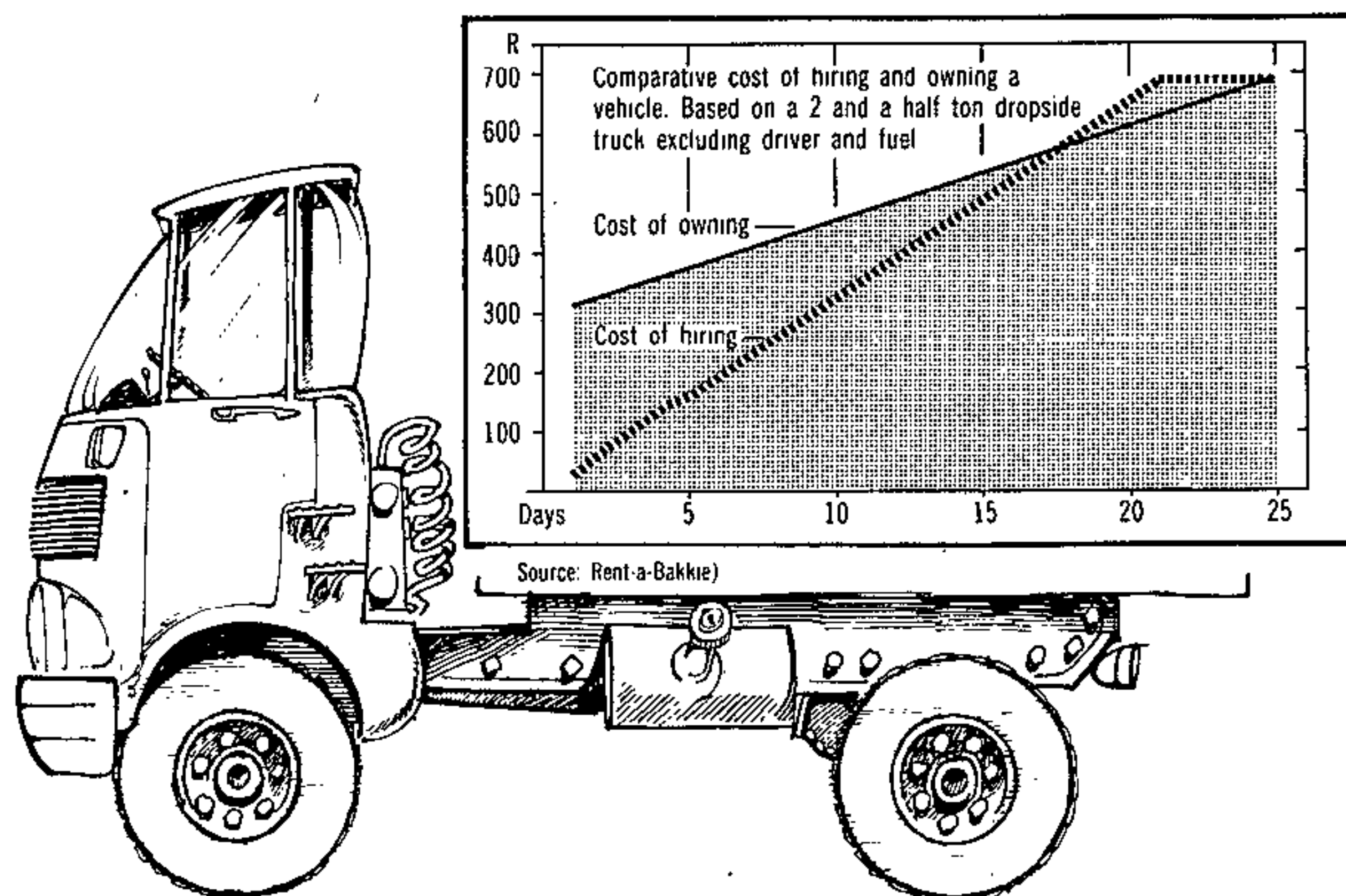
And the heavy vehicle range of trucks (up to 45 t tractor and trailer gross combination mass), is also showing signs of growth.

This area was first started off as a rental proposition by Imperial Truck Hire two years ago. It has now been followed by Rent-a-Bakkie.

But the popularity of rental in this weight category is burgeoning, according to Imperial executive director Stuart Reeves.

"Although it is high capital investment," he said, "it also has a high return revenue."

"In our operation this rental area provides between 15% and 20% of the company's income."



A 70 per cent utilisation of a small truck is needed to justify the ownership. Based on a utilisation of a minimum of 100 km/day for a 25 working day month, a truck must be utilised for 17 days to justify its cost.

All the same

The SABS is producing a set of motor vehicle standards which should make driving and spare part replacement easier

The SABS now has a steering committee on motor vehicle standards which could soon standardise all "driving" controls.

This is not related to the aesthetic design of controls, nor to the operation of accessories — for example, a vehicle could have its air-conditioning control in the boot.

But, in terms of the proposed standards, the important controls — for windscreen wipers, lights and indicators — as well as electrical connections and brake layout will all have standard positions and layout.

There is no firm date for final legislation, but the SABS specifications for brakes, lights and mirrors have already been laid down for gazetting.

Heavy vehicle operators are enthusiastic about the standardisation of controls.

The Professional Hauliers Association (PHA) has pointed out that standardisation is a major cost and time saving benefit. It stressed the problems transport operators face in being able to get immediate replacements, such as the number of types of landing-leg layouts.

"If only the placing of the bolt holes was standardised, any replacement, anywhere, would be easier," said PHA executive director, Jack Webster. "There would no longer be the struggle to find one manufacturer's product."

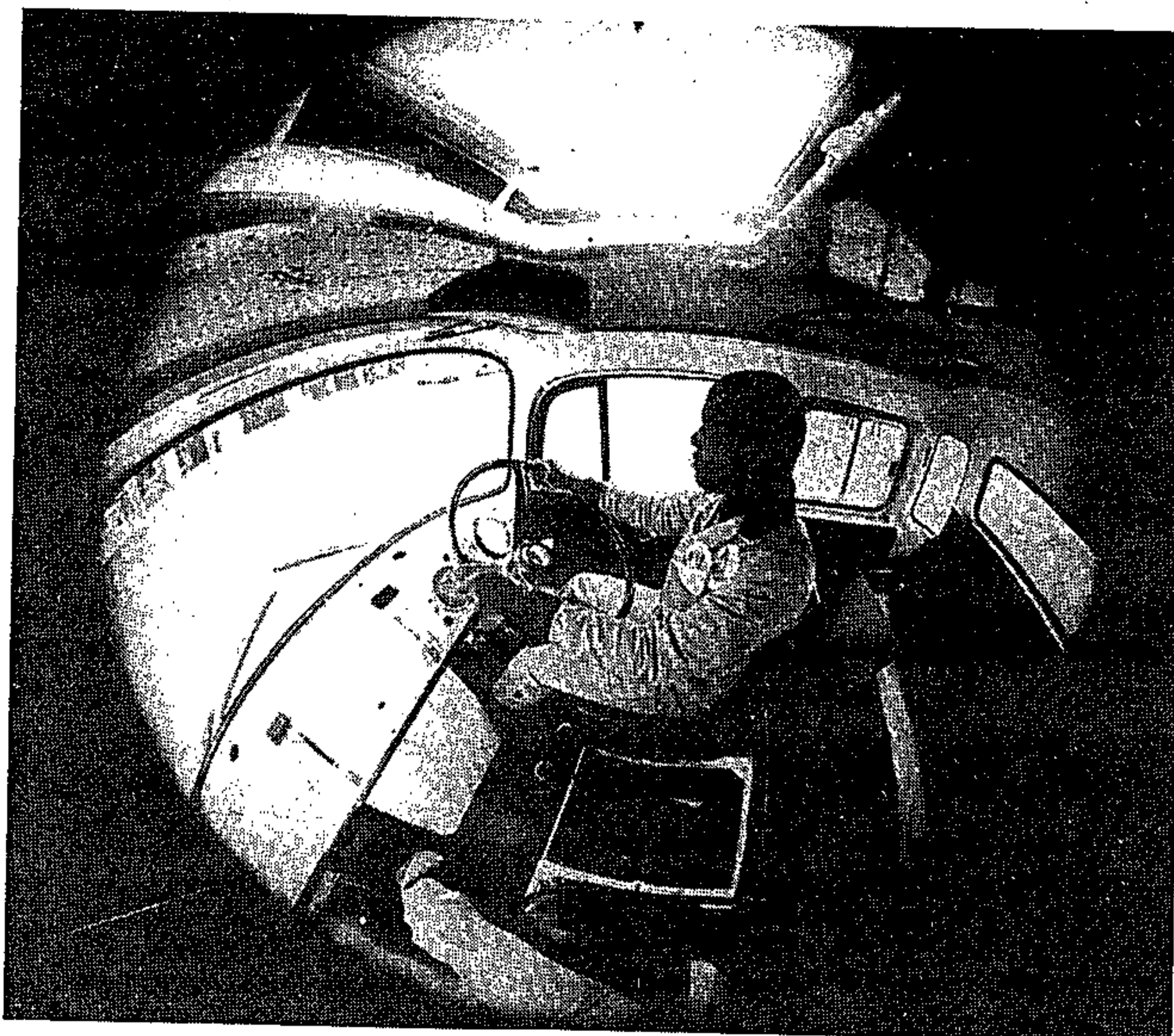
Although the specifications are relatively limited at present, the number is growing and is liable to be increased rapidly with the local content programme.

A number of operators have pointed out that the heavy vehicles in this country may soon be standardised South African-bred hybrids.

Even small parts would be influenced by the combination of locally produced engines, transmission and an SABS standard specification.

At present, wheel nuts and studs vary in layout depending on their source of manufacture. There are US, UK, German and Japanese versions of various models on the SA market. But with the production of the SA axle range, there will be a standardisation of even this simple fitting.

This is not unusual, as each country has its own form of standardisation. In the US and Britain, a number of specifications have been laid down by the Society of Automotive Engineers (SAE) and the Society of Motor Vehicle Manufacturers and Traders (SMMT) respectively. In Germany and Japan the equivalents of the



SABS are DIN and the JIS respectively.

The specifications already drafted by the SABS relate to:

- ☐ Power rating for engines;
- ☐ Automotive glass;
- ☐ Diesel fuel;
- ☐ Braking;
- ☐ Sound levels;

- ☐ Safety belts;
- ☐ Mirrors;
- ☐ Electrical connections;
- ☐ Radiator systems;
- ☐ Exhaust systems;
- ☐ Determination of net power; and
- ☐ A test format to determine fuel consumption.

No-one is bigger

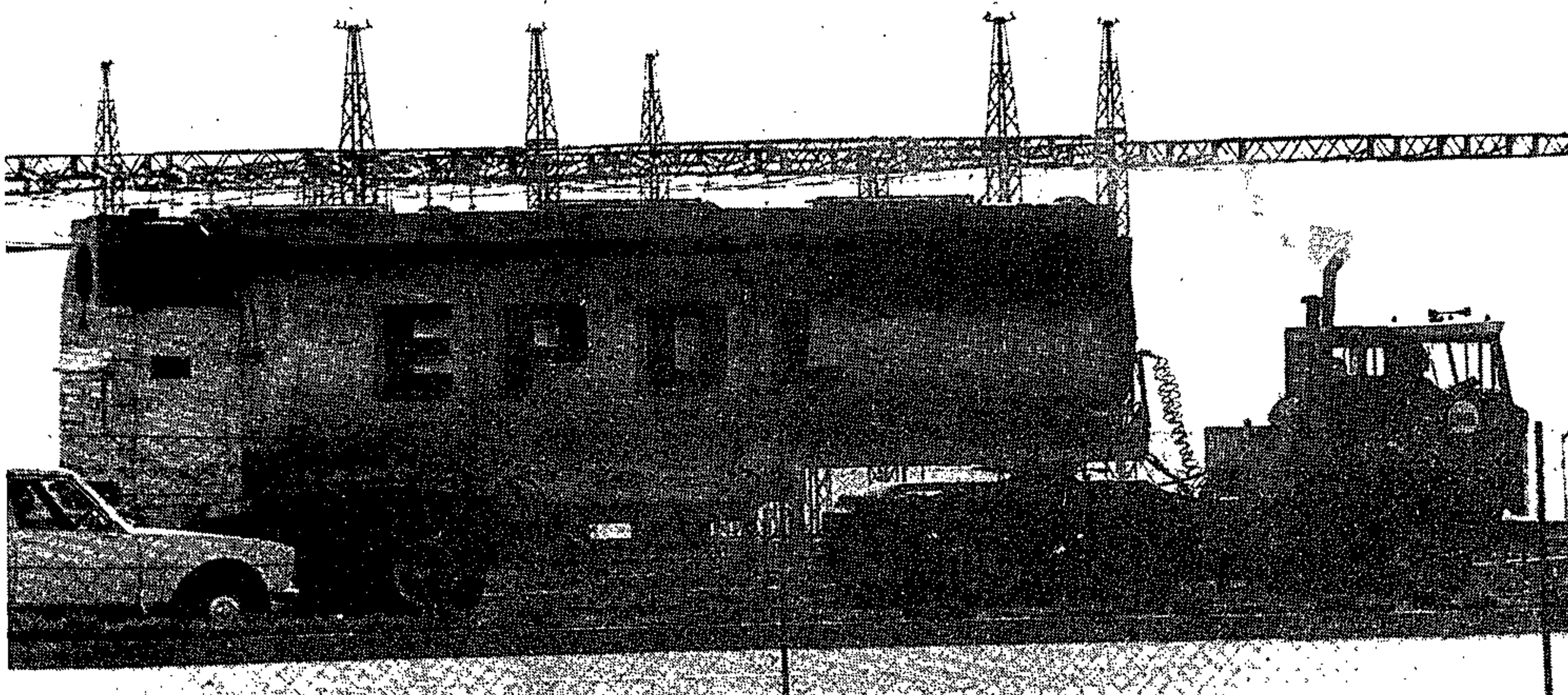
Premier Milling is the operator of the largest private truck fleet in South Africa

Since the amalgamation of the various Premier Milling transport fleets under a central group transport manager just over a year ago, the group has taken its place as the largest single private transport operator in the country.

The move has centralised the previously autonomous operations of 200 separate companies nationwide, under one umbrella.

With 2 500 prime movers, the fleet is about twice the size of the next in line in private transport, and also beats the public sector's SAR&H Road Transport Services (the revenue earning vehicles not directly linked to the railways) by 1 300.

Add to Premier's commercial fleet their 500 small cars and trucks and the 500 non-revenue vehicles (tractors, fork-lifts and the like) and a full picture of the size



Carrying animal feeds is a heavyweight task

of the fleet emerges.

Tom Turnbull, group transport manager, stresses that annual running costs are now proving to be a major cost factor in the operation of this agricultural processing group.

And, with running costs in 1978-79 of

R28m (excluding purchases of new vehicles), Premier's fleet cost substantially exceeds that of most commercial revenue operators.

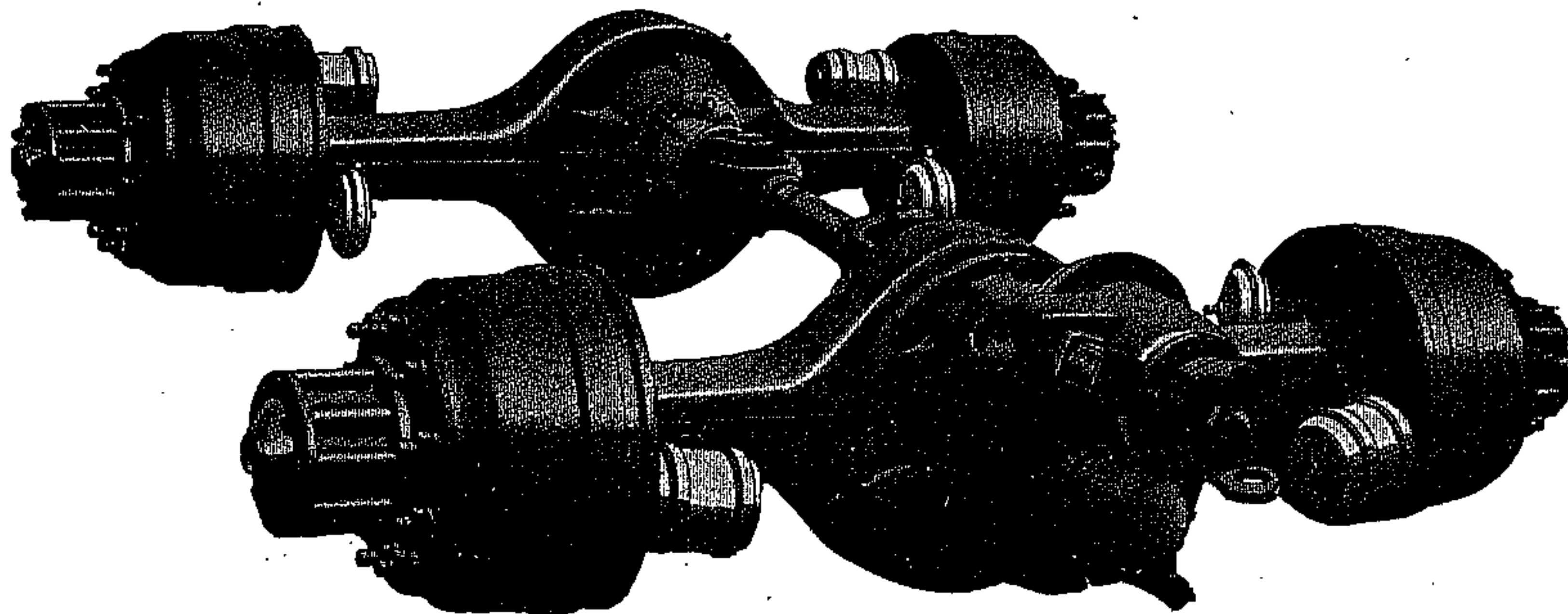
The fleet is extremely varied in both operation and size. The largest sector is the bakery delivery fleet, a division which

has 950 trucks on the road each day.

These are the standard 3-5 t enclosed trucks which are designed for the "bread and rolls shop delivery" routes.

In the other divisions are 400 of 18-24 t payload, 600 12-18 t, 300 5-8 t and 200 5 t trucks (other than the bakery vans).

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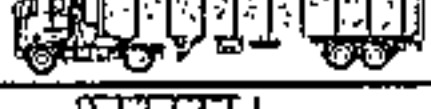
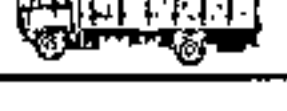

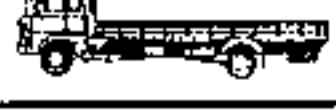
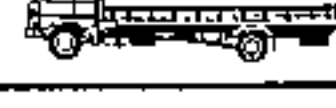

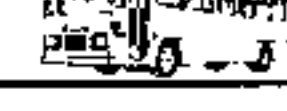
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|---|-----------------|----------------|-------------------|-------------------------------------|------------------|-------------|
|  | 42-260F (6 x 4) | 188 @ 2 300 | 9 | TRUCK TRACTOR | 26 000 22 400 | 42 000 |
|  | 39-260 (6 x 4) | 188 @ 2 300 | 6 | ±8 m ³ | 26 000 22 400 | 39 000 |
|  | 26-260F (6 x 4) | 188 @ 2 300 | 9 | 7 410 | 26 000 22 400 | 42 000 |
|  | 41-260F (4 x 2) | 188 @ 2 300 | 9 | TRUCK TRACTOR | 15 600 14 200 | 41 000 |
|  | 16-260F (4 x 2) | 188 @ 2 300 | 9 | 7 255 | 15 600 14 200 | 41 000 |
|  | KB SERIES 342 | 134 @ 2 350 | 6 | 7 280 | 15 600 14 200 | 25 000 |
| | 302 | 134 @ 2 350 | 6 | TRUCK TRACTOR 5,3 m ³ | 15 600 14 200 | 25 000 |
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| | 110 | 108 @ 2 800 | 5 | ±4,6 m ³ | 12 000 12 000 | 18 000 |
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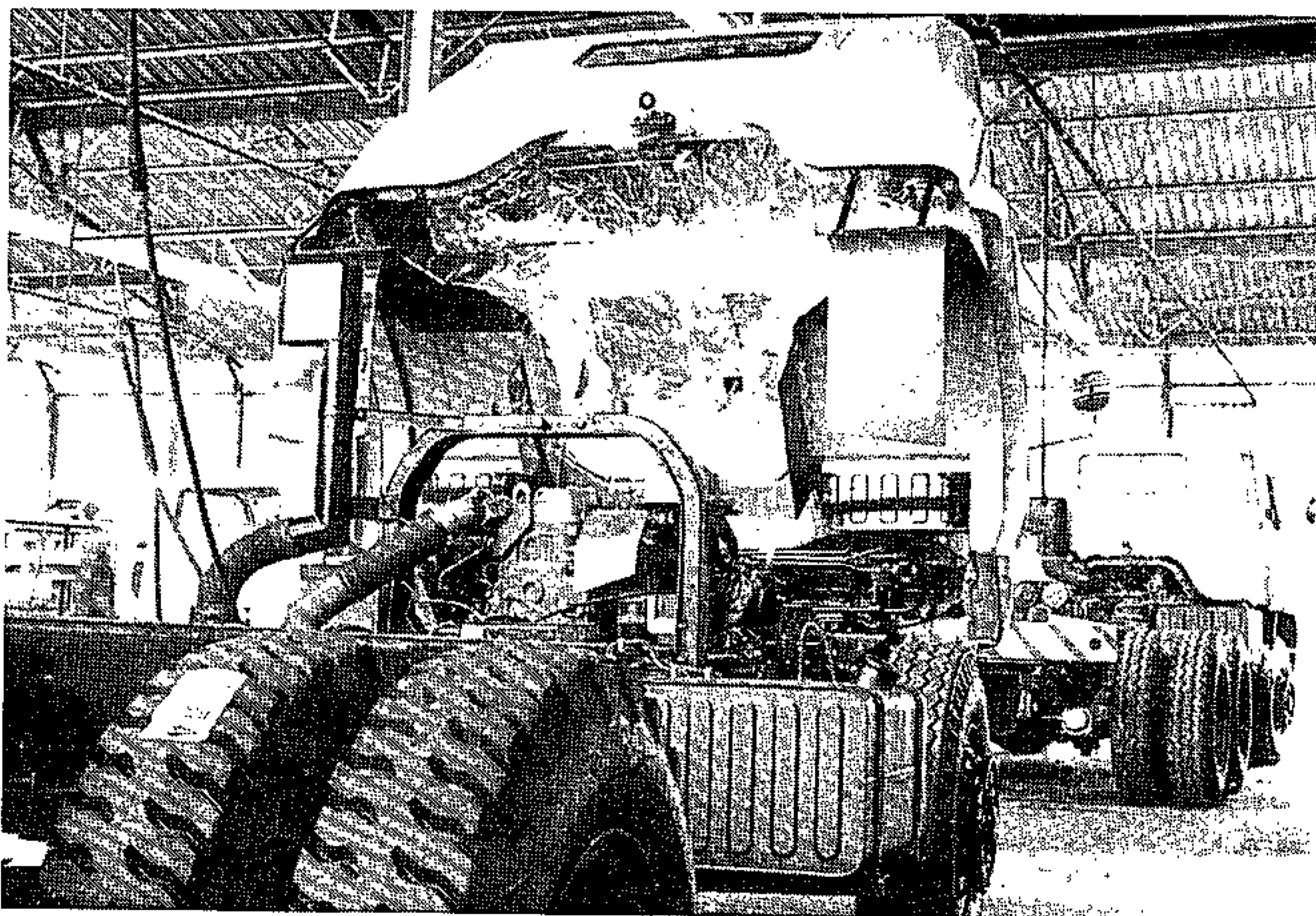
Ask any Hino operator anywhere in the country how we stand up in this vital department. How we guarantee a service parts rate of over 95% at our sixty strategically placed dealers throughout the Republic. How we operate a free, fully equipped training school for fleet-owners' technicians. A free on-the-job driver training service. Fast efficient unit exchange facilities. And how five of our factory Hino technicians are constantly in the field, visiting both dealerships and fleet-owners. Ask around and discover the faith they have in our vehicles and us.

260 SERIES



The big value-for-money trucks





Turnbull's cost breakdown is: Bakery — R11,4m; feeds transport — R5,5m; the entire milling division — R3,063m and poultry — R3,6m.

The main advantages of centralisation, according to Turnbull, are a standardisation of model types, cutting down on the variety of vehicle spares needing to be stored, and the cash saving in bulk purchase. The entire Natal bakery division,

for example, is now standardised on two models.

"There are," says Turnbull, "different considerations for different areas, but the overall plan is to limit the number of different makes of truck the group needs."

While the management division sets the overall policy — on maintenance procedure for example — the individual oper-

ations are structured to give them day-to-day running independence.

This is designed to allow for the variety of products carried by the group's vehicles and for the different areas covered.

The group operates very few long-distance hauls due to the 80 km radius permit restriction. But the poultry division has a special permit which allows it to operate nationally. And the feeds division is exempted for farm deliveries where there are no railway alternatives.

The other divisions work in the separate areas of manufacture and distribution.

Turnbull's management team has set up a capital expenditure programme which he describes as "buying and operating for continuity."

One example of this stress on continuity is the group's policy of only purchasing continuing models of truck. This has led to a replacement scheme looking only at vehicles which are able to incorporate the Atlantis diesel engines stipulated by the heavy vehicle local content programme.

The problems of running such a large national transport group have caused Premier to institute a full-blown computer control set-up.

The programme has been designed to analyse the groups' business in four clearly defined areas.

Under group technical manager Colin Grant falls control of the Premier-owned body-building company, Aero Body Con-

Adriaan Eksteen, the director general of the Department of Transport, has stated that the recently introduced Certificate of Competence in road transportation will be the basis for discussions on the introduction of the road transport operator's licence.

This certificate is recognised by the Department and it is therefore highly likely that legislation will be introduced before the end of this year.

There have been objections on the grounds of bureaucratic interference in free enterprise. And it has been pointed out that there are many successful transport operators who have no academic training or higher education in their field.

But the increasing complexity of the road transport industry has persuaded many that more training and control of operators is urgently needed.

Hendrik Schoeman, the present Minister of Transport, and his predecessor, Chris Heunis, have both publicly stated their support for more training in the industry and the need for some form of registration of operators.

Similar thoughts were expressed by the Van Breda Commission, which investigated the road transport industry

some years ago. And the then Secretary of Transport, Johan Driessen, expressed the same views in his report as chairman of the Driessen Commission, which investigated urban transport, and made recommendations which ultimately resulted in the promulgation of the Urban Transport Act.

Eksteen has repeatedly stated publicly his desire to see a road transport operator's licence introduced, as well as the need for a certificate of competence.

The licence system prevails in most Western nations, particularly in Britain, and the idea is in keeping with the present legislation for the mining and engineering industries. In these industries, those responsible for operating the mines and factories must be in possession of a government certificate of competence.

But it was only at the beginning of 1980 that a suitable training course was introduced for the road transport sector.

The Federation of Road Transport Associations (FRTA), consisting of the Professional Hauliers' Association (PHA), the SA Furniture Removers' and Warehousemen's Association and

the National Association of Private Transport Operators (Napto) collaborated with the Rand Afrikaans University and the Department of Transport to formulate a suitable course.

The first course in SA road transportation was sponsored by the department and the FRTA, and run by the Department of Transport Economics at RAU.

The initial enrolment figure topped 300 and more than 230 students completed the one-year course. Over 220 finally passed the year-end examinations and were issued with a certificate in road transportation by the Department of Transport.

The course will be repeated this year and a second-year or advanced course has also been introduced. Students who complete the advanced course, and pass the 1981 examination, will receive a certificate of competence in road transportation.

The requirement to pass a set university course is not retrospective. Exemption from the course will be available to any "responsible person" already experienced in road transport, whose credentials of competence are approved by the department.

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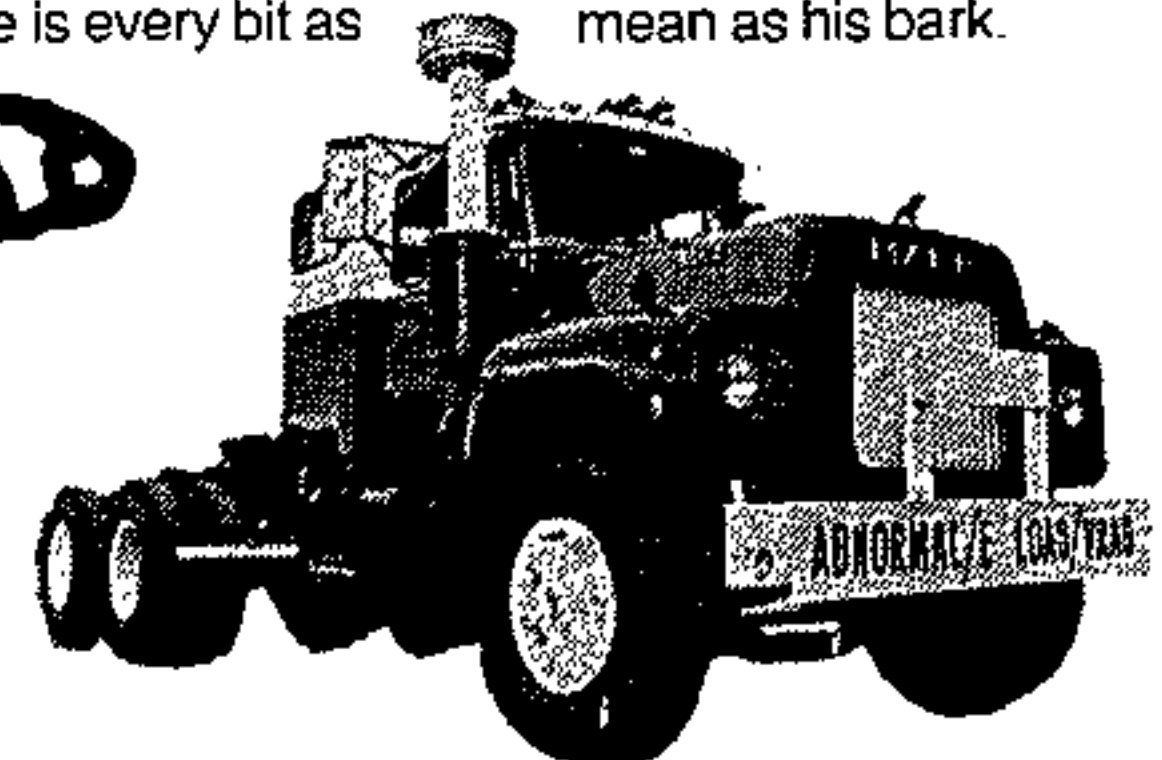
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struction, the group scrap yards, maintenance procedures and workshops.

Pip Soller, the group transport purchasing manager, runs the Promosa division. This covers the buying of all new transport, drawing contracts for tyres and batteries, and the oil supply for both transport and the groups' furnaces.

Administrative secretary Stan Feinstein has a computer programme to cover the

accountancy procedure for Aero, the scrap division and the Promosa section. The programme also incorporates a separate section specifically written for the fleet called the Premier Reports on Vehicle Expenses (PROVE).

Under the group transport training manager, Joe Addelson, Premier is building a new driver training school near Johannesburg. Approved by the Department of

Education and Training, the school will be a valuable asset for the group in a country which is badly in need of driver training centres.

Built on an 8 000 m² asphalt site, the school will be able to supply a full two week, live-in course for 20 drivers each session, run by five instructors.

This is all designed "to make the entire operation more efficient," says Turnbull.

Railways on the road

The SAR Road Transport Service has the difficult task of competing with its railway arm as well as private operators

The SAR Road Transport Service (RTS) moves many classes of goods, livestock and passengers — in competition with its railway section. But Road Transport Manager Hennie Hamersma describes the operation as "an extension of rail services".

And Dr Anton Moolman, Assistant General Manager (Passenger Services and Road Transport) views the operation as "a road motor service and cartage operation providing a feeder service to the Railways. Even today most services are designed to complete the links in the transport chain so that delivery from customer to customer can be effected via both road and rail".

Private hauliers believe the service, despite its efficiency, has unfair advantages. They point out, for example, that the SAR does not have to pay any excise or purchase tax on fuel.

While the SAR concedes this, it points out that it is obliged to carry goods for state departments at rates anything from 15% to 20% below regular tariffs.

The RTS must also comply with the Road Transportation Act (Act 74 of 1977) and does not, says Hamersma, "receive any preferential treatment as far as acquisition of public permits, payment of fees, identification of vehicles and the like are concerned."

Despite the oft held public view that the RTS is the largest vehicle operator in SA, it is, in fact not as big as some other large private goods and passenger concerns. In the past two decades the fleet size has dropped, and there are now fewer vehicles than in 1960.

The breakdown of the cartage section is 185 standard heavy-duty trucks, 871 tractors and 116 duals — designed to carry first and third-class passengers, and with a separate goods compartment — a total of 1 172 goods haulage vehicles.

The purely passenger-carrying vehicles are 82 luxury coaches, 522 buses and another 321 buses with passenger-carrying

semi-trailers.

The RTS provides scheduled services over 51 298 km of roads and operates in nine decentralised areas to achieve optimum management of its fleet.

Each area is controlled by a system manager, as is the railway section, and each system has a technical engineer and a commercial officer to control operations and finance.

In the 1979-80 financial year 86m km were covered. The bus fleet carried 16,28m passengers nationwide and on the freight side 3,1 Mt of goods, including 127 752 head of livestock and 1,5m ℓ of cream were transported.

The figure for freight tonnage is down by 0,1 Mt, but the passenger service has shown a 10% increase in numbers over the previous year.

With a need for flexibility, the RTS has a wide range of vehicles to meet customer requirements. A seemingly uneconomical vehicle is a three-axle truck-tractor with a passenger semi-trailer. The logic is that the passenger side of the operation is, in

many cases, weekends only. This releases the truck-tractor during the week to link up with a 22 t payload semi-trailer for goods haulage.

The RTS' three-axle passenger bus is also an unusual combination. This long-distance vehicle has a maximum seating capacity that requires the use of the vehicle's full 12,5 m length. With the full passenger load and the payload of the luggage trailer, the bus would exceed the maximum axle load of 8 200 kg per axle in its standard two-axle form. The third axle, with single tyres, had to be added to comply with legislation.

The RTS management is pleased with last year's performance of the abnormal load section, which has vehicle capacities ranging from 20 t to 350 t. Heavy involvement in the Sasol 2 and 3 projects, the country's largest heavy-lift contracts to date, boosted this section's revenue.

Last year also saw the introduction of a new luxury passenger service for blacks — a weekend first-class service between Johannesburg and Umtata, and between Port Elizabeth and Umtata. This was designed for Transkei residents travelling home for weekends.

There is also a growing fleet of third-class coaches to provide the same weekend service between industrial areas and other homelands.

Rags to riches

Cargo Carriers has grown from an initial two trucks in 1956 to a fleet of 1 570 vehicles

Cargo Carriers last year carried more than 12 Mt over 32m km, and used 22,5m ℓ of fuel in the process.

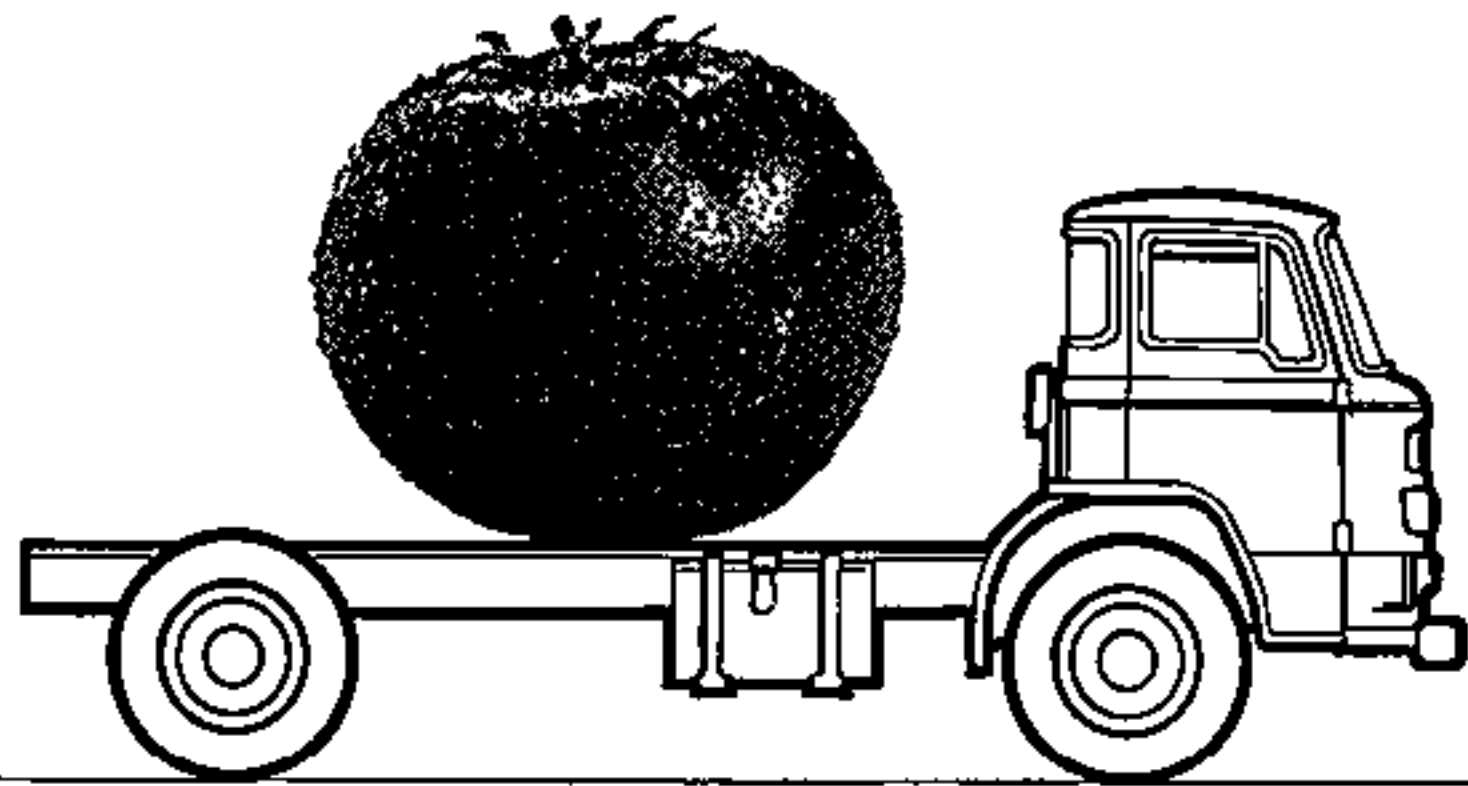
This is a massive up-turn from 1956, when Desmond Bolton started operating with two Mercedes trucks. The first of these, Cargo Carriers No 1, ran up 1,6m km and is now in a glass enclosure in front of the group's head office.

Today Cargo Carriers operates out of 19 branches in the Transvaal, Natal and Swa-

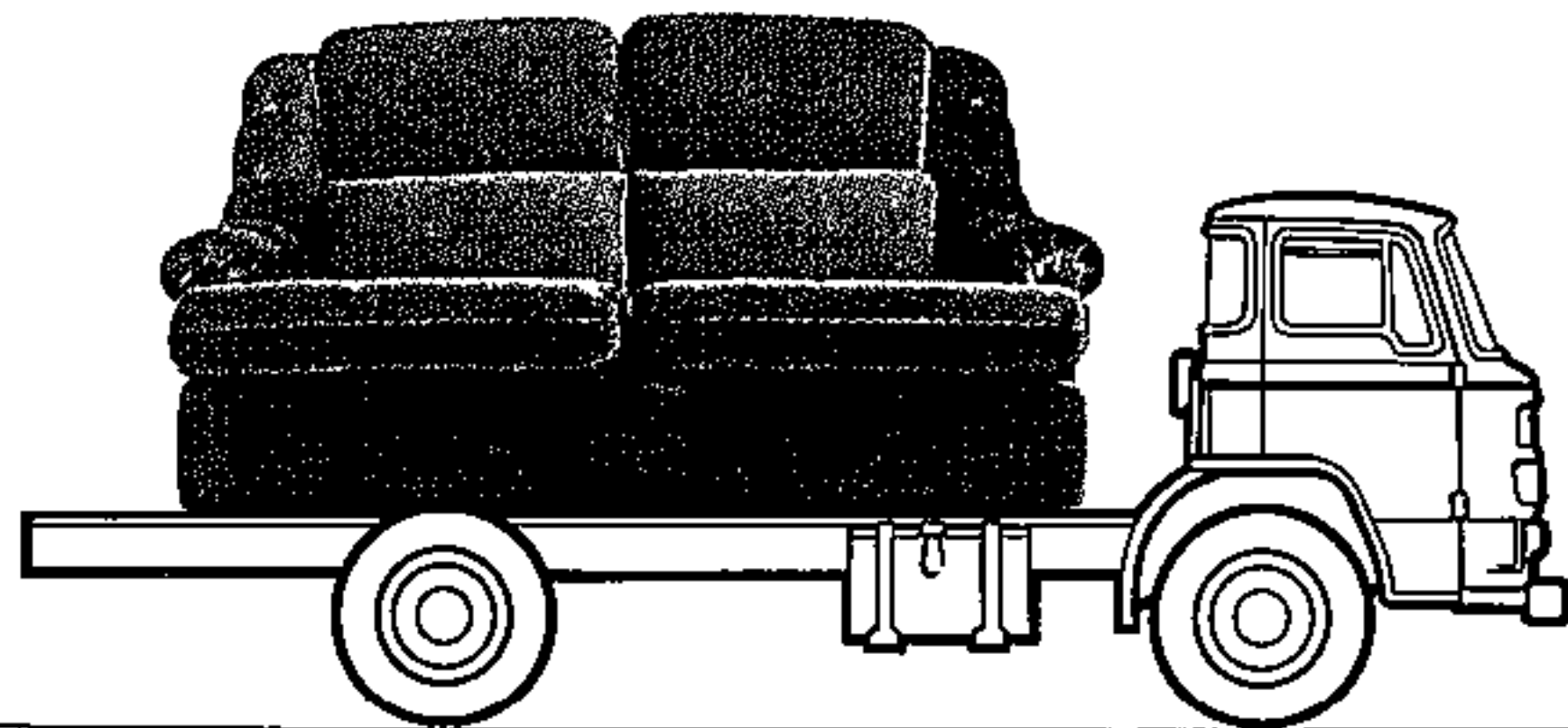
ziland. The latest of these is a branch opened in May 1980 at Simunye in Swaziland and one under construction in Maritzburg.

The Simunye branch was opened to handle a contract for the Royal Swaziland Sugar Company. Twenty-two specially designed container vehicles have been built to ship the company's cane to the Simunye sugar mill and the quantity moved this season should run to around 700 000 t.

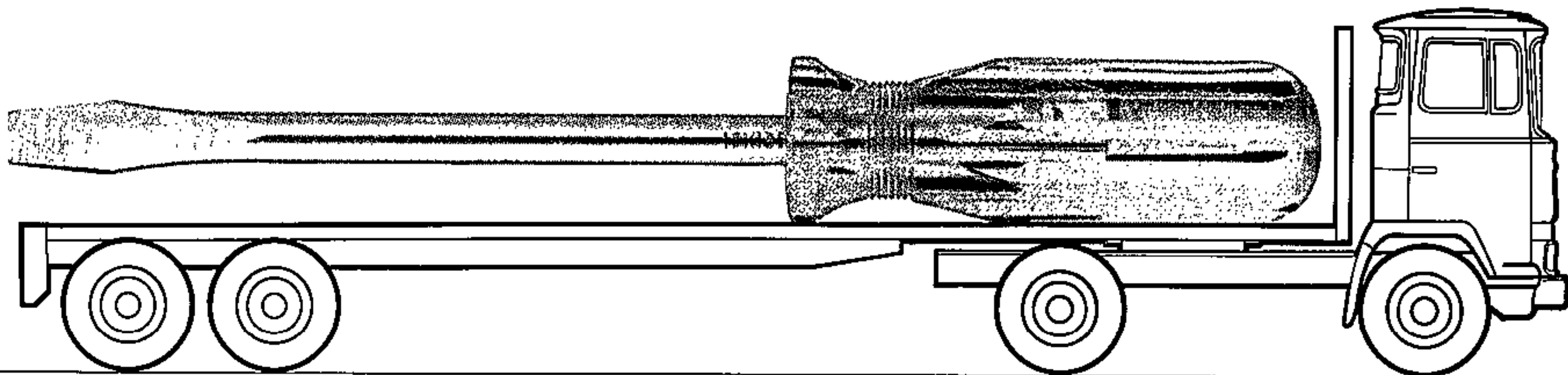
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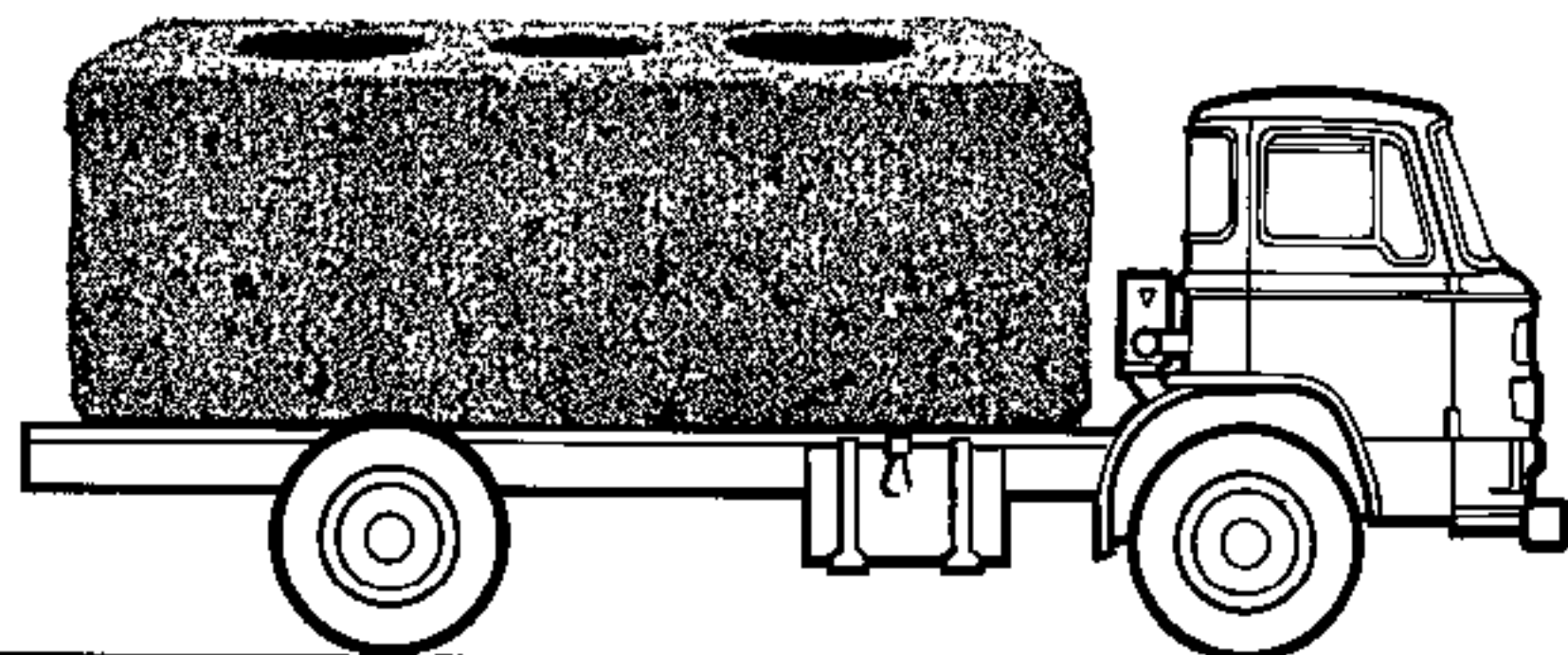
Leyland Terrier 4x2 freight carrier, Leyland 6-98.2 DV engine, V rating 7500 kg, D/T rating 9150 kg.



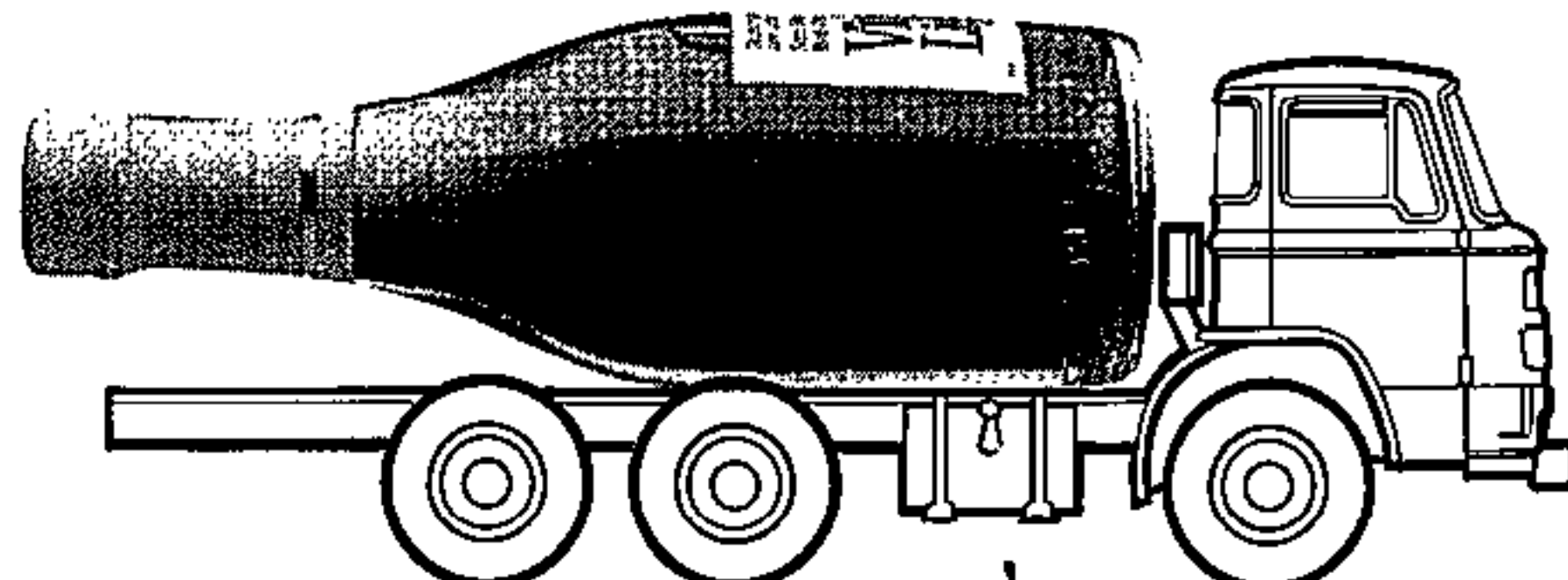
Leyland Boxer 1000 4x2 freight carrier, Leyland 6-98.2 NV engine, V rating 10600 kg, D/T rating 11180 kg.



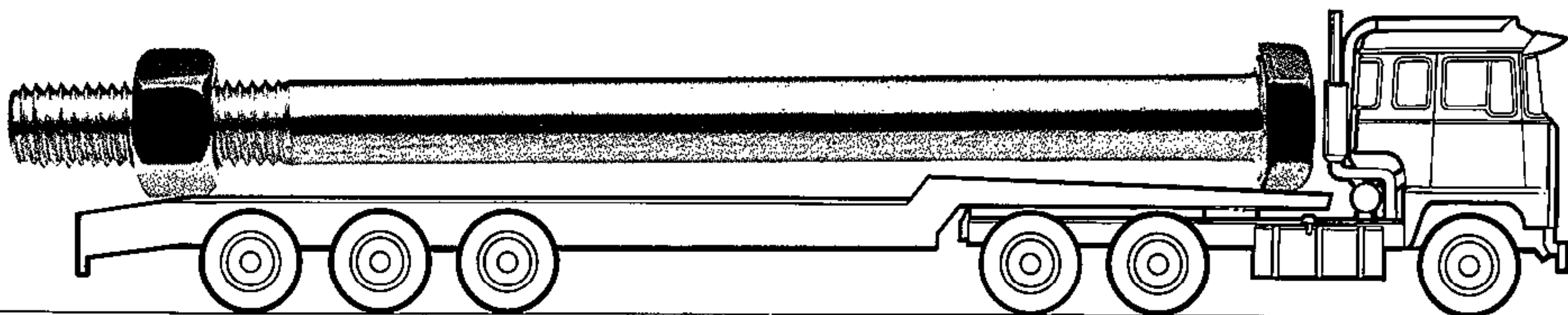
Leyland Marathon 4x2 truck tractor, Leyland TL 12 turbo engine, V rating 14272 kg, D/T rating 41000 kg.



Leyland Eland 4x2 freight carrier/tipper/truck tractor, Leyland 410 turbo engine, V rating 14272 kg, D/T rating 22680 kg.



Leyland Super Eland 6x4 freight carrier/tipper, Leyland 410 turbo engine, V rating 22472 kg, D/T rating 22680 kg.



Leyland Crusader 6x4 truck tractor, GM 8V 71N engine, V rating 22472 kg, D/T rating 50000 kg.

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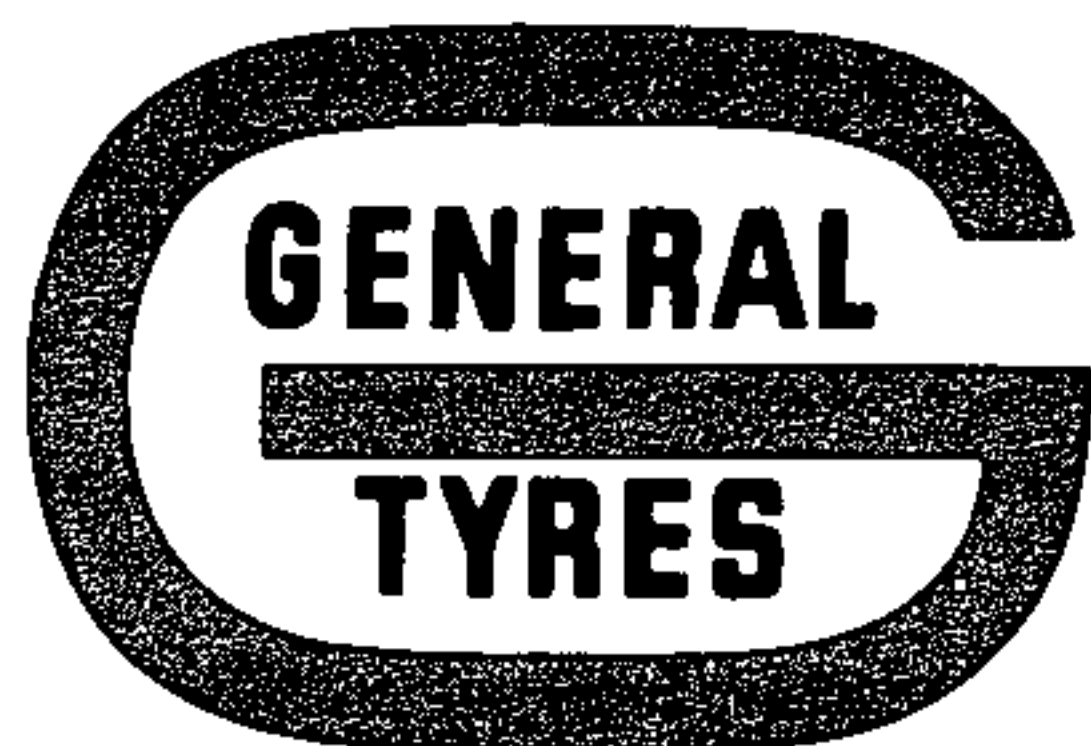
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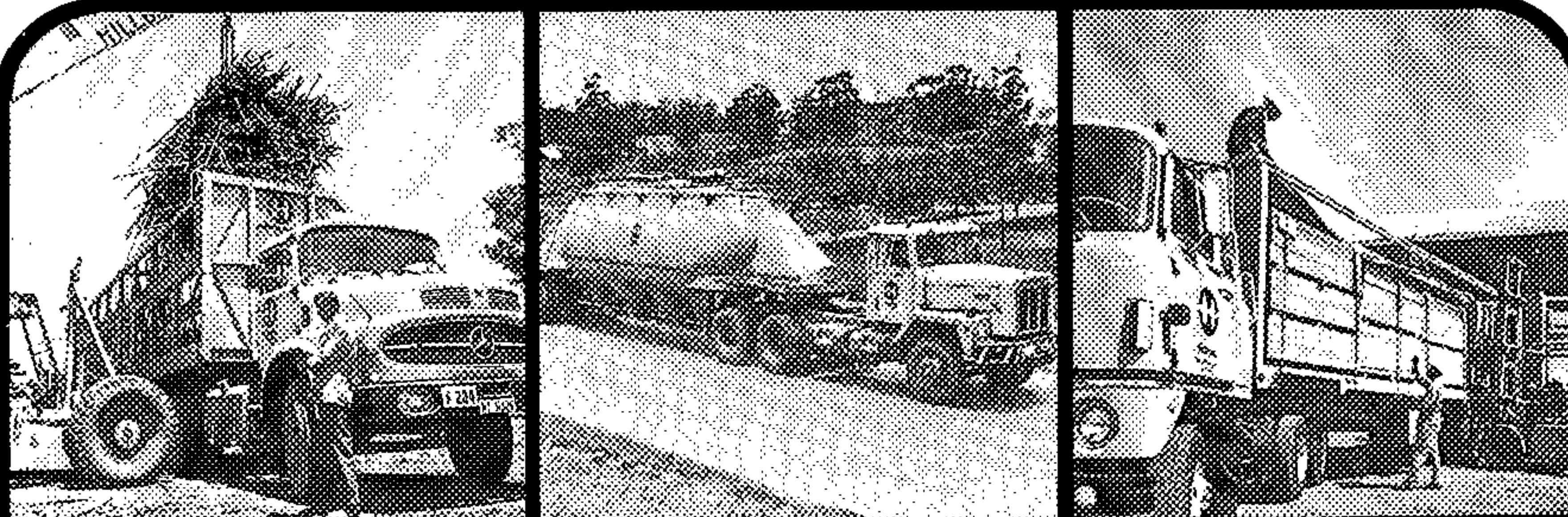
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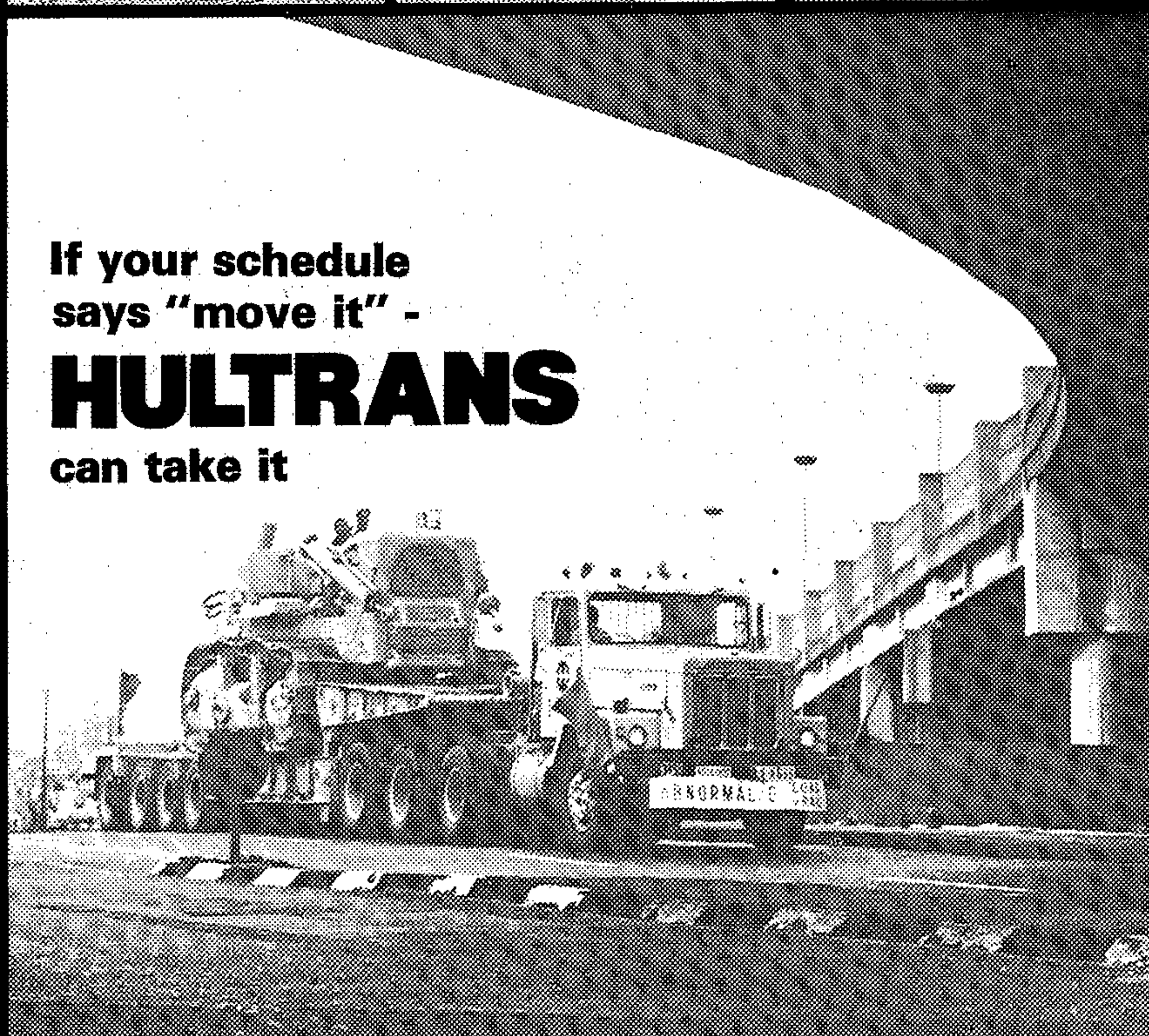
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The Maritzburg depot is being built to expand the group's facilities in the rapidly burgeoning Natal area. In the last five years the fleet in the region has grown from 25 to the present 106 vehicles — an impressive 250% increase. The Durban section has now become the largest single section in the group's general operation.

The Natal operation was launched in Durban in 1975 to handle a bagged cement contract. It now handles the national haulage of mobile homes and caravans for Caravans International; the transportation of fuel for Shell; maize pellets for Epic Oil Mills; imported rice from Durban to be processed in Maritzburg, and bagged sugar from Sezela to C G Smith in Durban. The rest of the haulage is general transport by tankers and standard trucks.

With the latest contract in Swaziland, the sugar share of the group's contracts there has run to 1,5 Mt a year. The other major hauls are the 20 year-old Mhlume Mill contract and the one for Big Bend Ubombo Ranches, which has been running for 11 years. Fuel is also transported for Shell, Mobil and Sonap.

Because of the high initial cost of special vehicles and the frequent need to convert basic vehicles for special operating conditions, Cargo Carriers works on long-term contracts as opposed to piecemeal work. These include contracts to move Iscor steel from the Vanderbijlpark and Pretoria works to the end-users and its Swaziland sugar operations.

The group's fleet hauls cargoes for the Eastern Transvaal mines, the GFSa mines at Kloof, East Drie and Deelkraal, has contracts with Eikeboom Colliery and Wolwekrans Collieries, Middelburg Steel



& Alloys in the Witbank area and does work for Wispeco and Safripol.

There is also a cane transport run from farms to the Malelane sugar mill in the Eastern Transvaal. This contract last year totalled 1 000 069 t.

A recent development at the Elandsfontein head office has been the construction and equipping of an up-to-date heavy vehicle diagnostic centre. This R300 000 plant is equipped with a full range of sophisticated equipment, and helps to confirm an outsider's opinion that this is "the slickest and most professional haulage contractor in the land".

The centre has an in-motion weigh-

bridge, a 375 kW chassis dynamometer, a brake roller tester, a front-end alignment tester, an engine tune-up analyser and smoke test meters. Added to that, technical director Bill Factor has had an air brake system training aid built in to assist in the group's mechanic training school.

The repair plant is now capable of all maintenance — apart from reboring blocks and regrinding crankshafts — the rebuilding of damaged or older trucks and the construction of special trucks for certain jobs.

Added to this is a hot and cold tyre-retreading plant which last year processed 9 000 tyres.

There are eight driver training depots which have the most sophisticated training aids and full-time staff. And, in January, the group and Iconotrain, a Durban video training company, launched an efficient video driver training package. A number of major operators are already enthusiastic about this programme, especially because of the difficulty in getting efficient driver trainers and the time taken for newly appointed training school heads to set up a training syllabus.

The group's fleet has remained predominantly Mercedes (about 90%), but it also runs a number of Ford, Oshkosh and Mack trucks.

Since February the group has been controlled by an executive committee of directors, although it is very much a Bolton family affair headed by chairman and managing director Desmond Bolton. The other committee members are Jim Sagar, operations director, Bill Factor, technical director, Roger Naisby, financial director and Ron Schultze, marketing director.

Transport on the brew

One of the country's most popular transport fleets is SAB's

The SAB fleet of 364 delivery wagons, although a medium-sized fleet in relation to the really big operators in SA, is one of the best known, most appreciated transport operations in the country — at least to shareholders of the company and beer aficionados.

All the inter-depot and distribution vehicles have been specially designed for easy transportation and handling of cargo. Truck-tractor and trailer models vary, but the operational design is standardised.

The trailers are designed to accept a specific number of pallets, suiting the operation, and all the trucks have a low-load trailer which allows fork-lifts to load and off-load.

In the case of the distribution fleet, capacity varies from two to 24 pallets.

The inter-depot range comprises either 22- or 24-pallet capacity trailers, with pan-technicon bodies on a 17 m rig with a 6x4 truck tractor and a warehouse dock leveler to match the height of the warehouse floor. For the beer fans, that means that the largest of the truck combinations carries 14 040 l of beer in 1 560 cases of 12 750 ml bottles. The payload of the latest 24-pallet combinations is 26,64 t of the foaming brew.

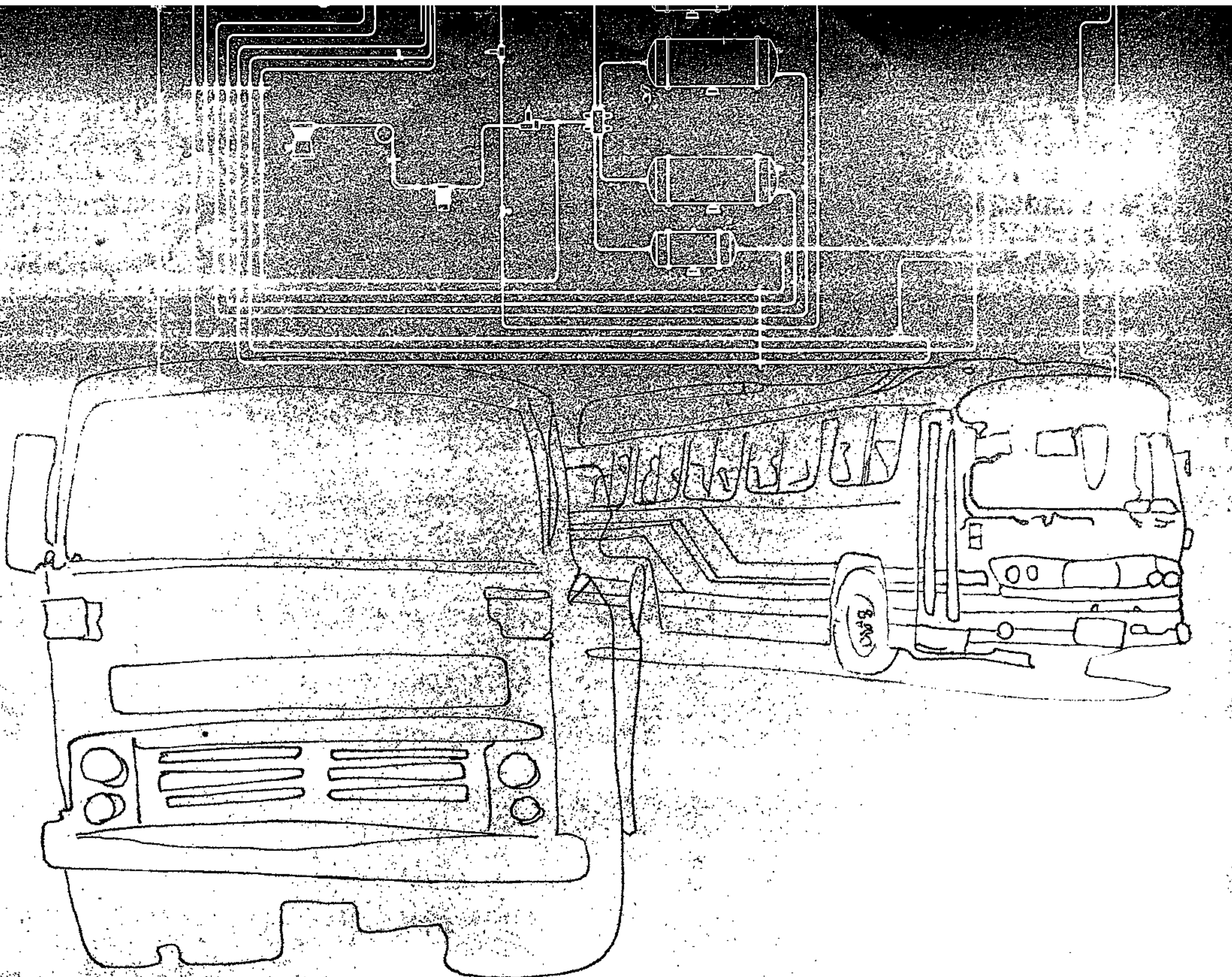
The tractors are primarily Mercedes, with MAN and Oshkosh backing up. This is a model split, says southern Transvaal operations manager Bruce Formby, "to save putting all our eggs in one basket."

The latest range of Oshkosh trucks, with special trailer combinations built by Henred Fruehauf of Wadeville and Afrit of

Heriotdale, were designed to increase the payload from the previous pallet maximum of 22 to 24, giving, says Formby, "a better optimisation of our fleet usage in terms of time, productivity and costs, especially at the high points of our delivery season and particularly during the Christmas season."

The optimisation of the fleet is related to the cost per kilometre of moving a hectolitre of beer and, because of the complexity of the inter-depot concept, a computer programme has now been instituted to rationalise the movement of beer to each depot, tied in with the production rate at each brewery. This has been introduced to the southern Transvaal's six depots for road transport and to the north-east Transvaal and OFS rail transport. The size of the operation (72% of the national SAB transport field) justifies this, according to Formby.

While the fleet operation only has an order processing system at the moment,



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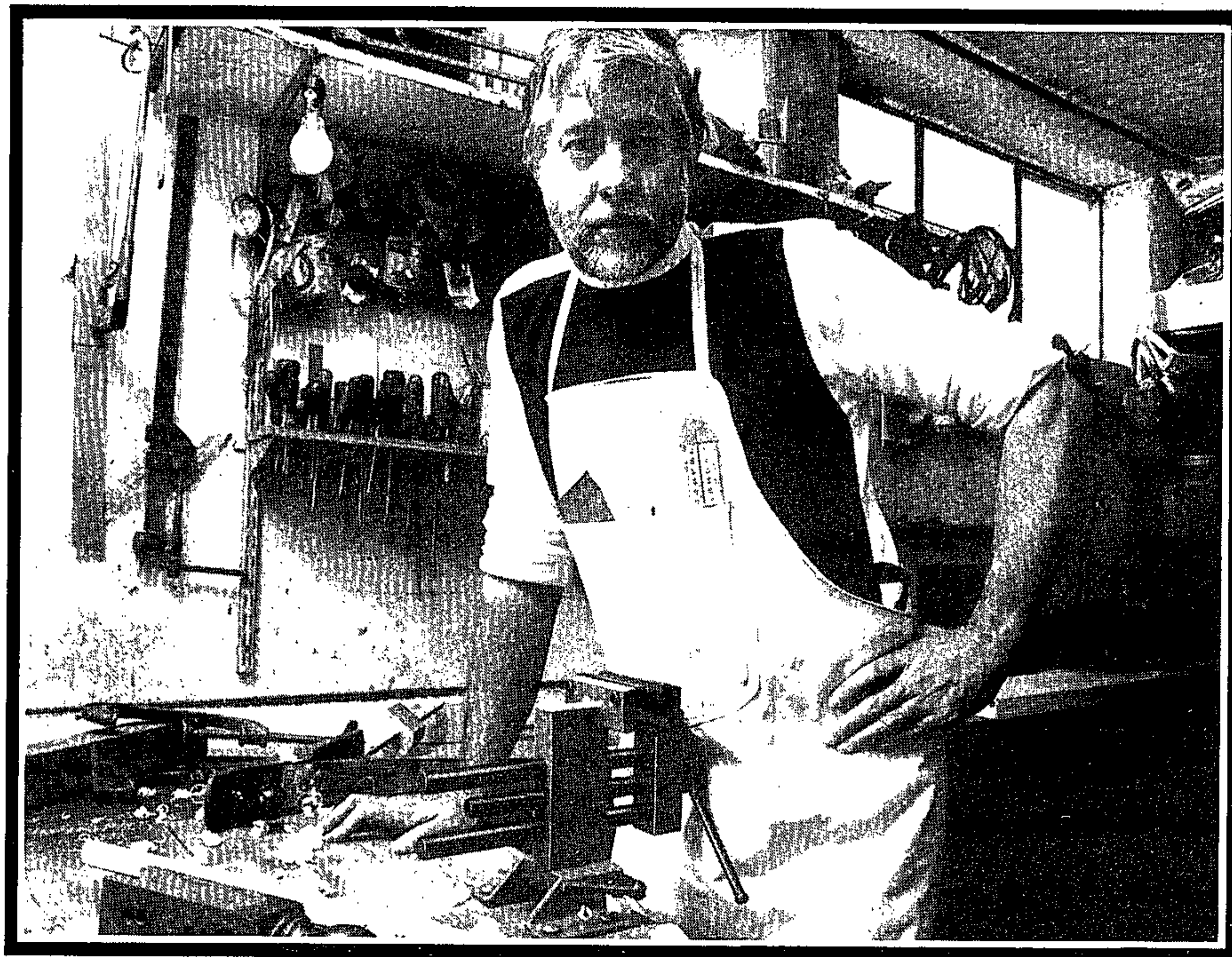
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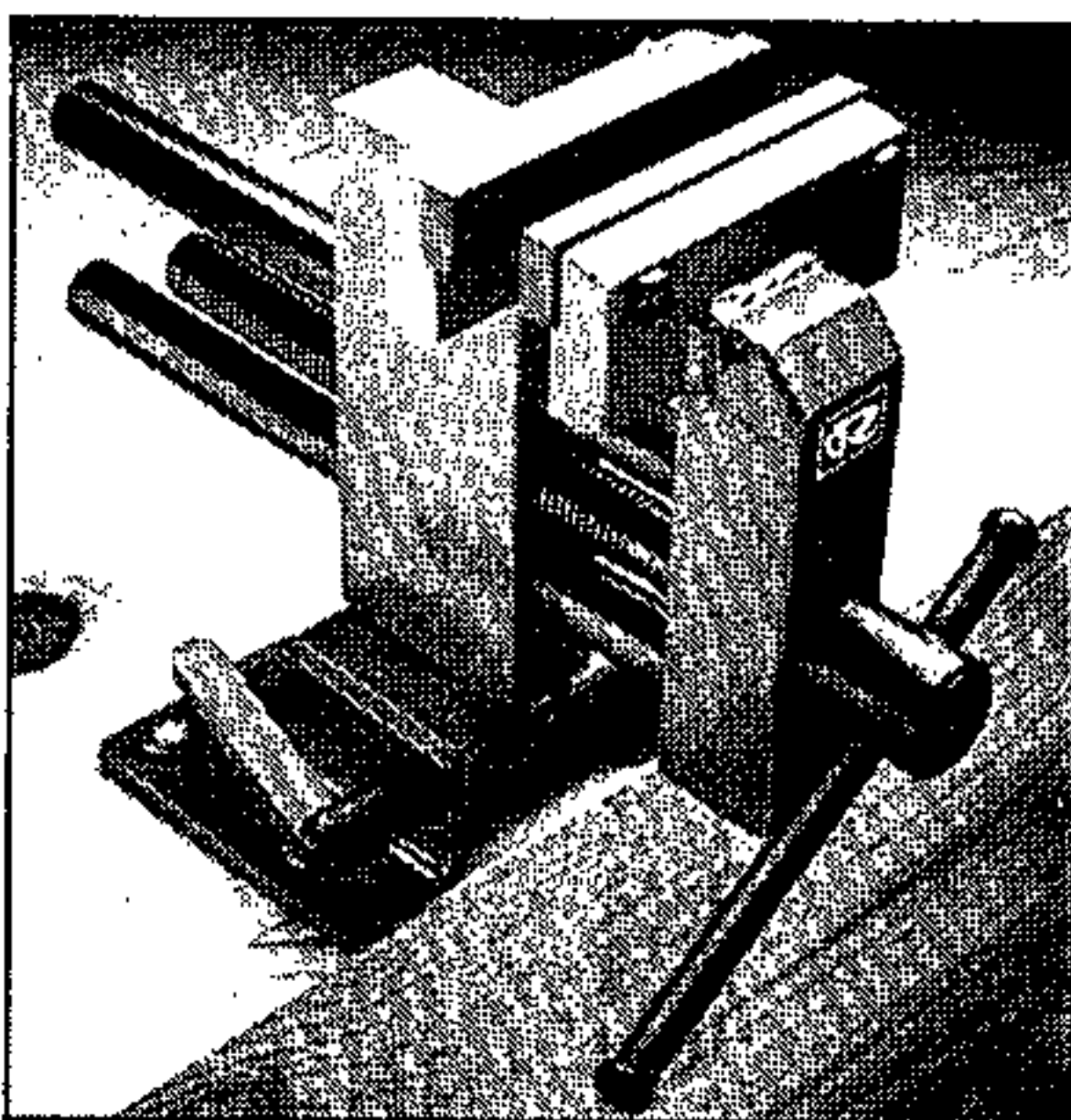
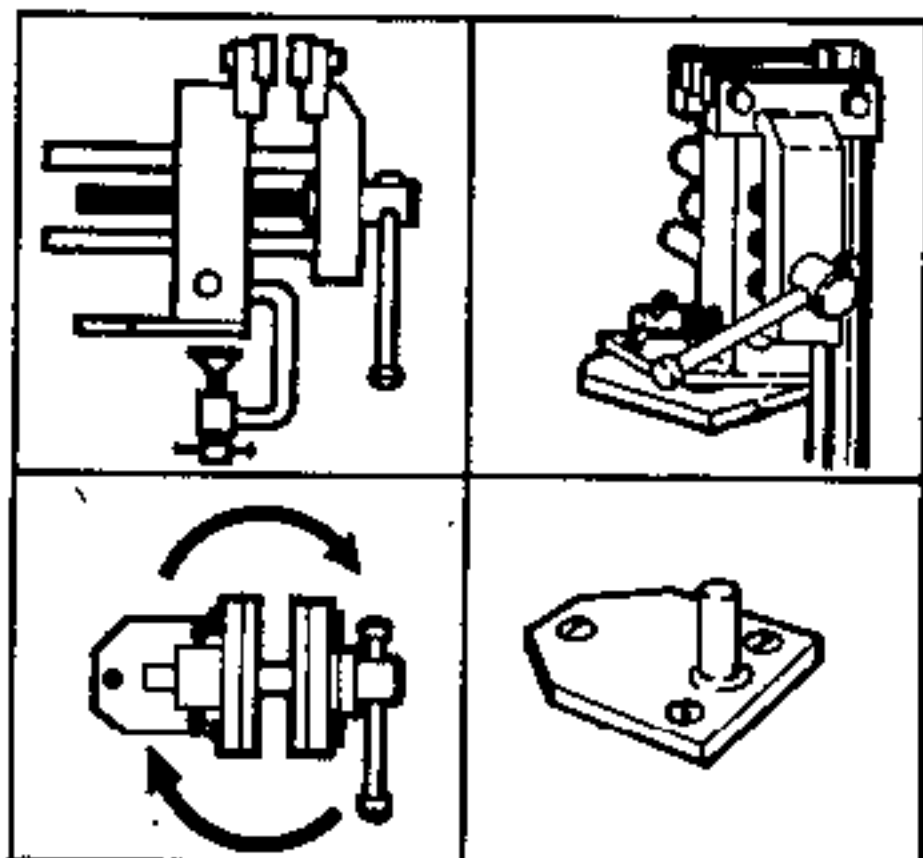
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SAB plans to follow the other major hauliers by extending the computer control in the northern provinces to inventory and stock control in phase two, and to routing and scheduling in phase three. The programme is expected to be finalised in 1982, using IBM system 34 mini-terminals connected to the Isando brewery's IBM 4341 mainframe computer.

A package for the computer to supply maintenance control is also being specially designed for the northern province region. The systems department is currently investigating packages which will cover vehicle maintenance, replacement cost and fuel, spares and tyre costs.

Like other large operators, SAB has a full-scale driver training school, which has now been running for four years. The selection ratio averages one acceptance in

31 applications for a driver position and inclusion in the six-week course.

The course syllabus covers driving skill, as well as road behaviour, documentation, mechanical skill, customer relations, usage of the morning check-list by drivers for vehicle checking, crew supervision and fuel conservation (using the principle of defensive driving).

The group's maintenance programme is based on a kilometres-covered reading for the long-haul vehicles and on time-in-operation for the urban fleets. Each of the depots has workshop facilities and is autonomous in its management of day-to-day servicing, using the prescribed check-lists.

All the area depot managers run a daily check on the accidents, breakdowns and cost per kilometre and Formby is happy

to say that these rates have been considerably reduced in the past year. The only area which is still causing problems is the life span of tyres. Glass damage to SAB vehicles' tyres is frequent, and the southern Transvaal region, for example, is able to aim only for an average of four retreads per casing — a moderate figure, which is not easy for the region to achieve.

The breakdown of the group's national fleet is:

- Northern Province — 262 vehicles (187 Mercedes, 44 MAN and 31 Oshkosh);
- Durban — 44 vehicles (17 Mercedes, 20 Volvo and seven Oshkosh 'E' Series);
- Cape Town — 35 vehicles (19 Fiat, 11 Ford, four MAN and one Nissan); and
- Port Elizabeth — 23 vehicles (11 Mercedes, seven Ford and five others).

Abnormal is normal

Fraser's Transport is the most specialised haulage concern in SA

The eight specialised sections in the Fraser group handle a wide variety of tasks.

These vary from transporting computers and other delicate equipment in air-ride vans to heavy abnormal loads up to 120 t, specialised rigging using gantrys and cranes up to 150 t, export packing,

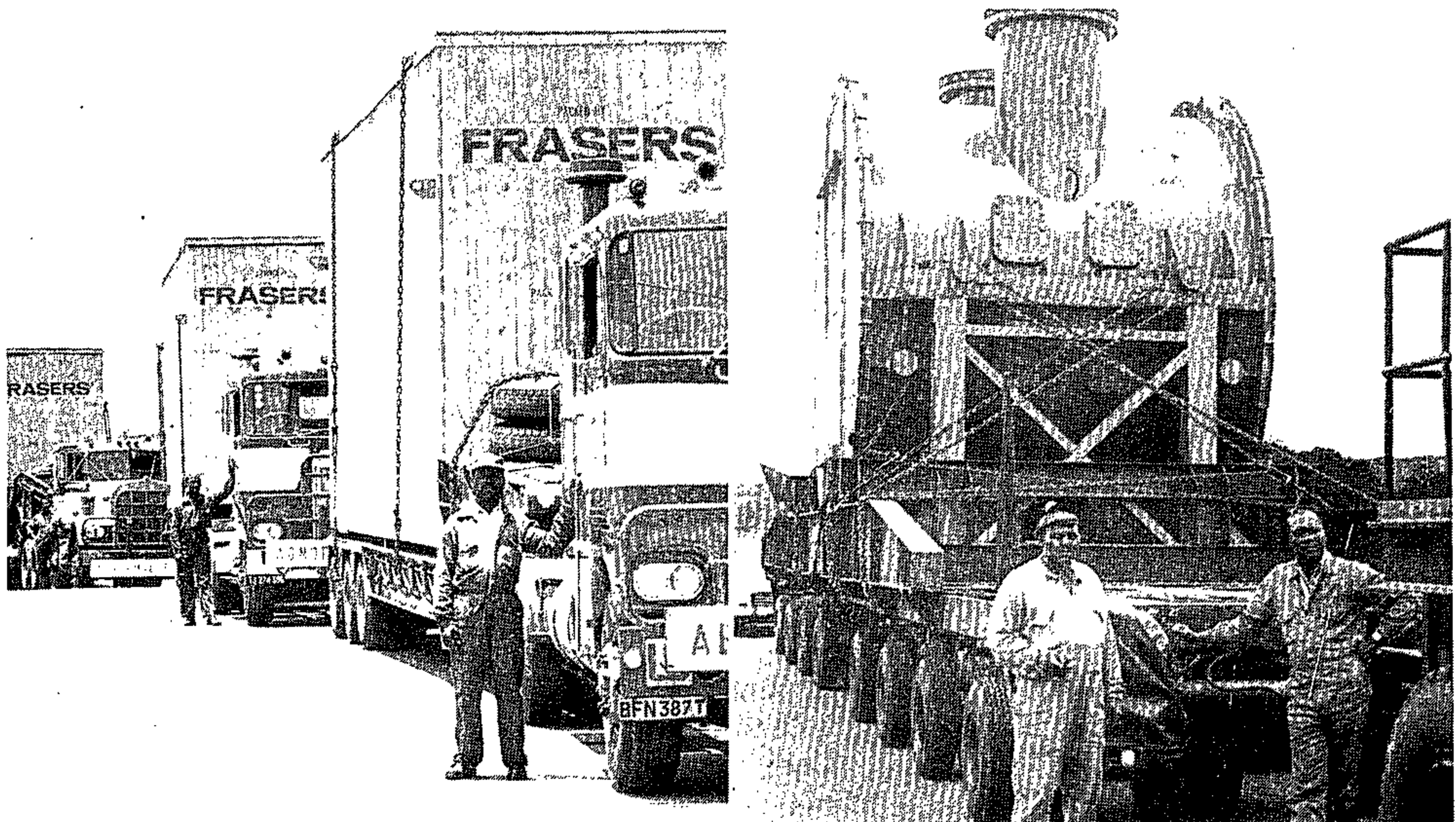
containerisation and industrial storage.

The company was established in 1946 by Harry Fraser, when he returned from active service in World War 2. It now ranks among the most modern, specialised transport and handling companies anywhere.

The equipment range is also widely varied to suit the group's operations.

The group has six giant Kenworth tractors, regarded by many operators as the Rolls-Royce of trucks. This is the pride of their fleet and Fraser's has replaced the standard differential with the larger Foden differential.

The largest of these abnormal load vehicles is a 120 t Commetto trailer, which is hauled by two 400 hp Foden tractors with Cummins engines, Allison automatic gear-



Unusual equipment for unusual loads

boxes and Foden differentials.

The standard haulage is done by a fleet of 50 Mercedes trucks, ranging from 3 t to 25 t. The fleet currently has on test two MANs and a Louisville Ford with a Cummins engine.

Among other equipment, the group has six Hyster forklifts with a lifting capacity from 4 t to 12,5 t and a 20 t TCM, one of the largest on the Reef.

The four cranes, of which the largest two are Groves, range from 20 t to 45 t.

There are also three "tugs" — hydraulic cranes with a 15 t lifting capacity mounted on a heavy chassis. The vehicle cannot carry a load, but is capable of pulling a 20 t lowbed trailer.

Finally, there are 15 trucks with mounted cranes capable of lifting up to 14 t.

In SA, the group pioneered the air suspension trailers it uses to haul computers and other delicate equipment. Car-goes, particularly to survey and installation sites, often exceed R5m in value and require a highly specialised form of transport. The vans used have special tie-down,

and logistic tracking systems, the same as used on aircraft, and are padded for extra cargo protection. They are also the only vans in SA equipped with radios with a range of 2 000 km.

The latest development by the group is a "special operations" wing. This has been formed to undertake comprehensive operations of a highly technical nature and offers package deals which include rigging and transport, as well as the planning of mechanical, electrical and other services.

Another package offered is a "button to button" service, both in SA and overseas. This involves the dismantling, loading, carrying, off-loading and re-erection of special plant, designed, says managing director Henry Fraser, "to optimise and time-engineer a client's operation."

On the heavy abnormal haulage side, the group has introduced an interesting escort vehicle to accompany the load and to act, as Fraser puts it, "as a public operation, tying in where necessary with the public and provincial authorities."

This Kombi is fitted out with long-range and CB radio, first-aid equipment, cutting

gear and a full tool-kit, which makes it an ideal escort vehicle.

A high percentage of management supervision is required. Any operation involving more than six items of specialised equipment has to be supervised by one of the senior management. And, of course, the group has a full reserve of highly trained engineering and transport staff to suit the individuality of its operations.

The other side of the company's business is depot storage and packing. The packing store has two 10 t gantry cranes with 10 m lift and is designed mainly to handle specialised packing of export products.

The 100 000 m³ undercover industrial storage area is equipped with two 20 t cranes, which can give a 40 t tandem lift.

To back up its operational force, the group has also installed a cutting mill for its wood packing needs and an engineering workshop for the repair of containers and other requirements.

The other growing operation is a container stowage warehouse used for the export packing of specialised cargoes.

Keeping the Cape on wheels

Operational conditions in the Cape vary from smooth city roads to rural dirt tracks

The Cape Tramways group is the main passenger transport operation in the western, southern and eastern Cape.

With a fleet of 1 326 buses, mainly Leyland and Gardner-engined, the group carried 201m passengers in the year ending June 30 1980, and covered 67m km in the process.

This gave the group a turnover of R62m for financial 1979/80.

It now provides scheduled bus services throughout the Cape Town and Port Elizabeth metropolitan areas, as well as some 30 other local authority areas in the western, southern and eastern Cape.

City Tramways, for example, covers Cape Town and its environs and oversees the companies operating services in Paarl, Stellenbosch, Somerset West, Strand, Worcester, Malmesbury, Saldhana, Vredenburg and the adjoining districts. And PE Tramways covers Port Elizabeth and its environs, including Uitenhage, and also oversees the company serving the widespread Mossel Bay, George and Oudtshoorn areas.

The group also runs one of the country's longest daily commuter routes, a 70 km service in Cape Town.

The group uses both double and single deckers depending on the area of operation, and the rugged conditions of some of the service districts have been a major

factor in the choice of model. The most difficult areas are now covered by Leyland OPS 4/5s, chosen, says company spokesman Bob Krause, "because our experience has shown us that these are the most reliable under hard conditions."

Cape Tramways also has international recognition for its development of the Victory J double decker in association with body builder Busaf. These vehicles

are now standard issue elsewhere. Hong Kong, for instance, has just placed an order for 150 of them, with more than 300 already in service.

With the local issue programme soon to come into effect and the possible problems in maintaining the present highly standardised fleet models, the group has begun a major stockpiling operation.

The fleet expansion for 1980/81 has run to the high outlay of R11m for 218 new Leylands and the group is also stocking-up on replacement engines and spare parts.

One of the main problems, says Krause, is the long delivery delay because of



Before drivers are accepted for training they must prove that their eyesight is good enough

labour problems at overseas supply plants. This has led to the group increasing its machine tool investment by more than R200 000 in its central workshops complex. This will enable the group to produce a large number of engine and transmission components, making it less

dependent on overseas suppliers.

The group's driver training programme has also proved successful. In the 1980 Driver of the Year competition, organised by the National Road Safety Council, Cape Tramways drivers swept the boards in the regional finals. City Tramways drivers

took the first three spots in the overall driver category, and first, second, third and fifth places in the bus section.

This, says Krause, proves the effectiveness of the group's longstanding six-week training course which has the full approval of the Department of Manpower.

The home grown breed

Oshkosh, an offshoot of Barlow Rand, is increasing its share of the market and improving the quality of its trucks

The Oshkosh has always been known as "the tractor among trucks" by the man in the street, due mainly to the reputation of the "E" series as a noisy, uncomfortable vehicle.

But sales manager John Miller is positive that this has been rectified. The truck is now designed to meet SA conditions and has also been improved in comfort and appointments.

Miller answered some of the questions that have been asked about the Oshkosh range.

FM: Have there been any major changes in the company to meet market requirements?

Miller: Last year we took a detailed look at what our strengths and weaknesses were. We decided to go for the top end of the market which has been our strongest sector. That's 20 000 kg and above.

We had a major re-alignment of our products and decided to de-emphasise our 12 500 kg to 15 000 kg category. We have therefore underplayed our 4x2 "E" series.

We hadn't really made inroads into the freight carrier market, so we also cut back there. We have gone full bore for the truck-tractor market.

Has that decision paid off?

Yes, in fact last year, according to Naamsa figures, we were number five in the big category. We have about 8,4% of the market.

Was the "E" series too expensive in terms of the number of units being sold?

Yes, the product we had was too expensive, and we felt that the European competition we were up against were pricing their products artificially to meet head-on competition from the Japanese.

But weren't you selling a lot of the "E" series to government departments like the Railways?

I put this down to the fact that the Railways has very definite ideas as to what sort of vehicle it wants in terms of detailed specifications. We have the ability to spec out a truck to specifically meet a customer's requirements — provided there is sufficient volume.

Are you still getting orders from the Railways?

Yes. In 1980 we picked up orders for 200 units, all "E" series 4x2s. These were split into automatic transmission for the container side and manual for the Road Transport Service.

You don't intend to terminate the "E" series?

No. Previously we had our "R" series. It was a very austere, utilitarian sort of truck, which eventually reached the end of its life cycle.

We had thought of updating it, but finally settled on introducing a truck that would better suit the requirements of the market. Our engineers were commissioned to design and manufacture a truck which would meet local requirements and contain the highest local content.



John Miller: "We took a detailed look at what our strengths and weaknesses were"

I should point out, however, that we are continuing to manufacture our larger "R" series, which is a specialised heavy equipment hauler fitted with a 300 kW engine. What has the Oshkosh programme been in reaching its large local content level?

We have always pushed local content, but have adopted a pragmatic approach to it. Our approach has been to concentrate our local content on the non-wearing or the less sophisticated items on the truck. We have thus gone for local cabs, fuel tanks, battery boxes, cross members and suspensions.

It has been our philosophy to leave the high technology items like the engines, transmissions, axles, electrical and braking systems to the overseas suppliers.

Clearly ADE and government have put a completely different perspective on it now. We see this as an anomaly. With the low volume in this country didn't it seem a little risky to go for local manufacture?

Not really, because you can go about it two ways. Either capital or labour intensive. Capital intensive requires a high volume to justify the initial investment. But we went labour intensive with the minimum amount of capital plant.

You were known to take one-off jobs for individual customers specifications. Didn't this cause problems?

This is something we did at one stage and it got to the point where no two trucks going down the assembly line were the same. In a production set-up this caused a lot of headaches.

In terms of our after-sales service, specifically parts back up, this also created nightmares for the dealers. So we stopped that.

In about 1977 we had a very careful look at where we were going and what we had available to us in terms of engines, gear-boxes and so on. We made the decision to standardise on very specific models, but still offered certain degrees of flexibility in factory customising.

Would that still apply to the small man ordering one truck?

We look at building a special truck on a one-off order from 10 units up. Under 10 it's difficult, but I think for any other manufacturer even 10 would be far too few.

In America you need an order of 300 to 400 before they will "go special".

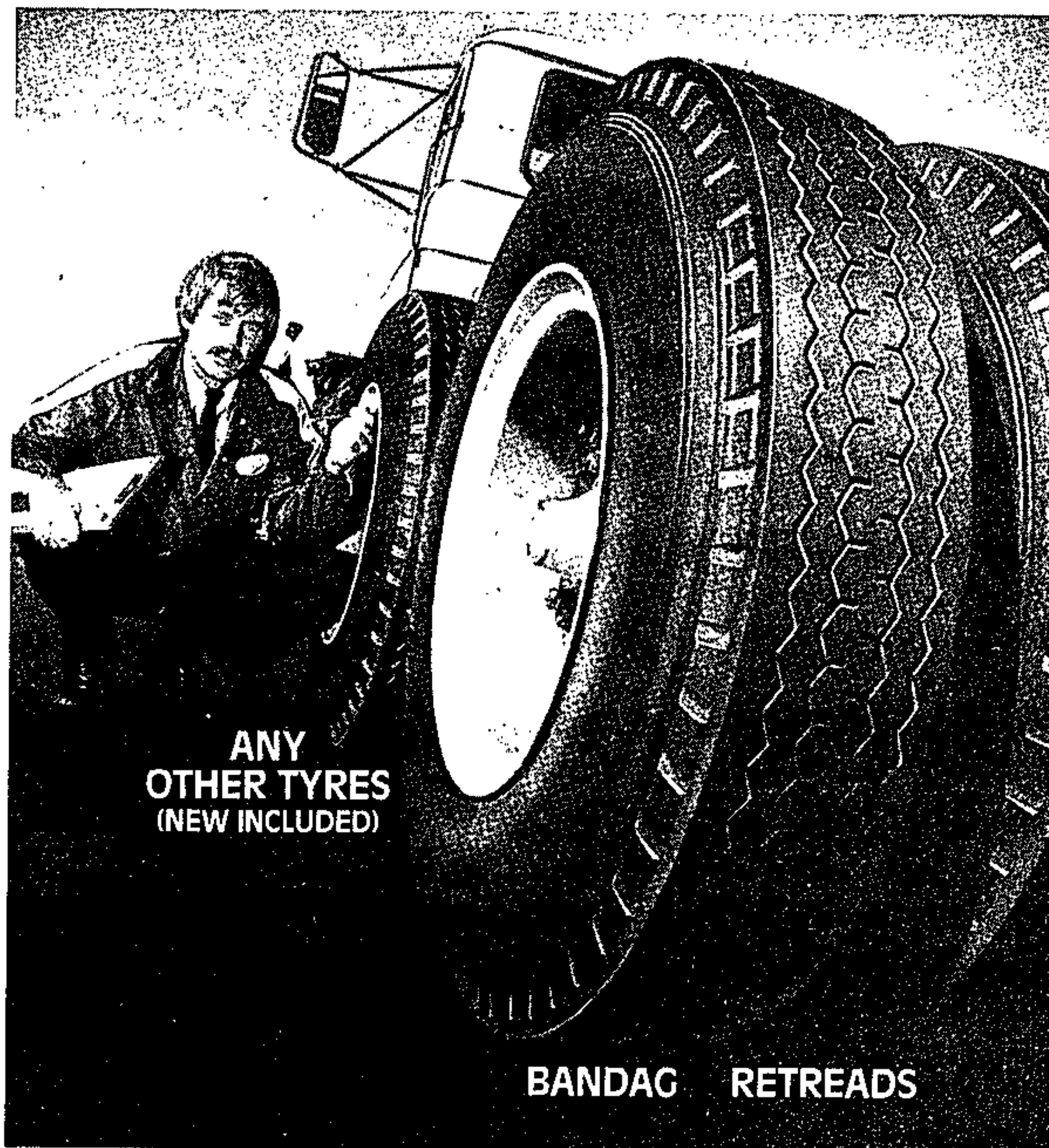
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BDO102112

A growing force

The Daimler-Benz involvement in ADE should push their sales up

With more than 2 250 fleet owners on their books, and 120 dealer points throughout SA, Mercedes-Benz is far-and-away the largest heavy-vehicle manufacturer in the country.

With the Daimler-Benz section of the plant at Atlantis, near Cape Town, to produce one of the only two available engine marques under the "self-sufficiency" local content programme, its share is liable to increase dramatically.

In fact, according to major transport operators, it could capture up to 50% of the truck and bus market. This figure is purely speculative, but the difficulty other manufacturers face in revamping their equipment to suit the local content programme could prove this to be the case.

Even now, Mercedes stands out because of its spare parts operation. MB Spares, which processes 24 hrs daily at its Durban warehouse. Along with that there is the MEP reconditioned engine plant in Johannesburg.

But spare parts availability has always been the name of the game as far as vehicle users are concerned.

A Marplan survey indicated that this was the first consideration of an operator looking for a new vehicle.

And United Car & Diesel Distributors (UCDD), which run the Mercedes operation here, accentuate the importance of this effect. More than 70% of MB Spares' total turnover comes from the replacement parts operation.

A 1978/79 estimate of its percentage claim for the share of the parts and accessory market (now running at the R1 000m a year level), was 21.6% for both commercial vehicles and cars.

And it has now introduced a computer control system to speed up the delivery of essential parts.

The present configuration comprises an IBM 320 with 0.5 m characters capacity.

The main-frame feeds 18 terminal screens with the necessary figures on customer order entry, parts enquiries, sales and back order enquiries and programme development.

The emergency orders are processed three times a day, and stock orders are processed at night.

Parts held in stock permanently, run to 95 000 line items (different parts). And MB Spares' annual gross turnover is around R73.5m a year.

The reconditioning centre at City Deep, Johannesburg, built for R1m in 1977, is another facet of the MB operation that UCDD claims to have boosted its

acceptability.

When suitable engines are not available off the shelf in the major centres (UCDD calls this an "unlikely eventuality"), then reconditioned motors are delivered anywhere in the Pretoria/Witwatersrand/Vereeniging area within 24 hours. Other Transvaal areas, the Free State, Lesotho and Natal wait for up to 72 hours, and the Cape and Transkei are promised delivery in less than four days.

The replacement engines are offered at about 30% to 40% of the price of a new unit, if the old unit is traded-in, and there is the same warranty as for a new engine — 50 000 kms or one year.

The present staff and machinery is sufficient for a monthly production capacity of 150 engines, as well as 120 gearboxes and 40 axles.

In January a new service to fleet owners was introduced. UCDD has followed the lead of Germany, Austria and the UK and has formed a Transport Consultancy Service (TCS).

"With today's fuel crisis, inflation, rising operating costs and lower profits, operators are now crying out for economy-oriented systems", says Adolf Moosbauer, UCDD's commercial vehicle sales manager.

"We have always offered consultancy on a personal and manual basis but, with the increasing demand for this service, we need electronic data processing systems to speed up the information flow to transport management."

The primary intention of the service is to give transport managers the information to make accurate forecasts and to compare the cost/benefit ratio of individual vehicles or groups of vehicles at different branches or depots.

"Since the recording of this vital operational data is a pre-requisite for any sound management decisions, a computerised fleet information system (TTS) will be offered to larger fleet owners who do not run their own EDP systems," says Ernst de Meynier, manager of the TCS department.

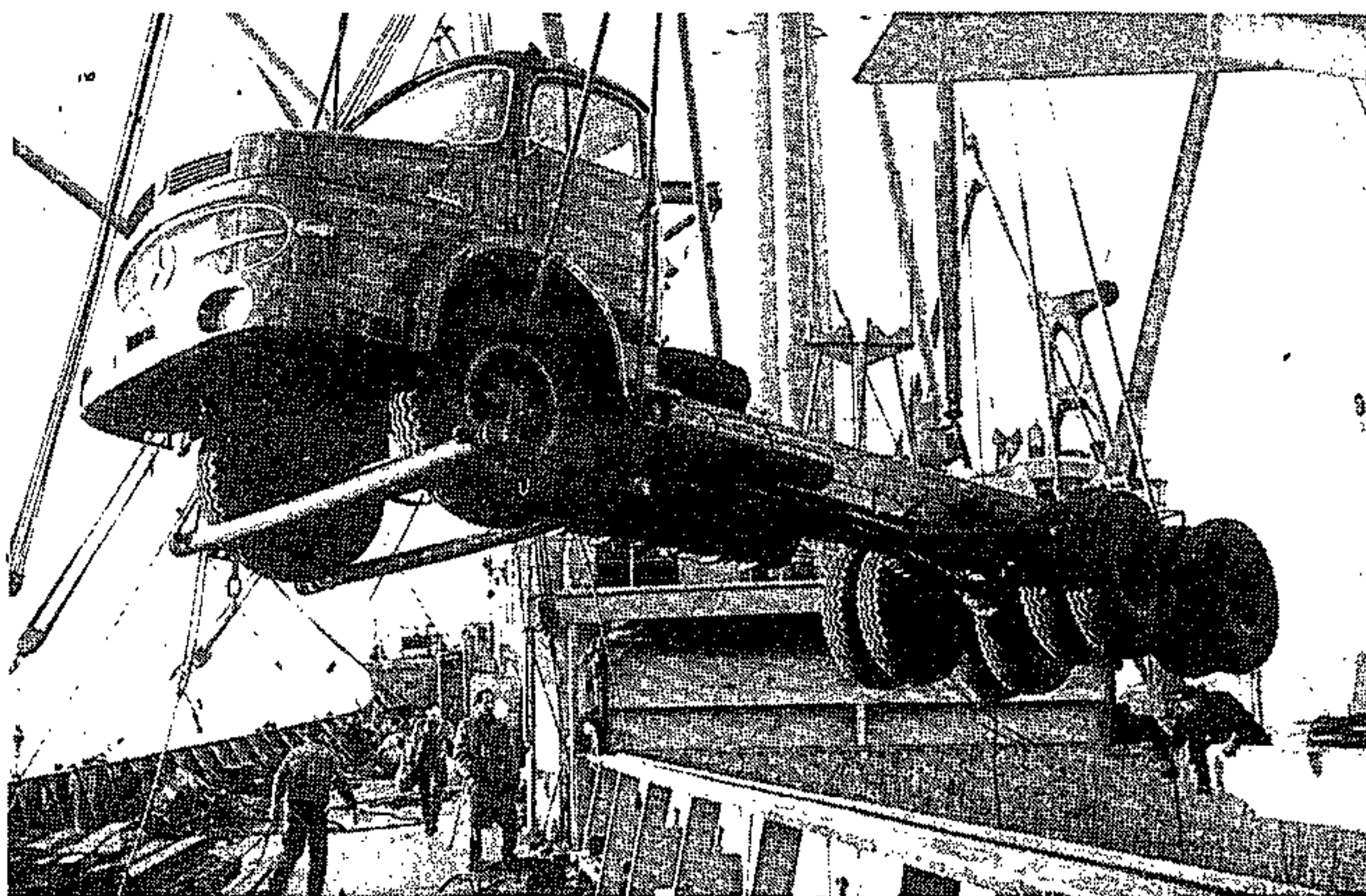
Vehicle selection, replacement and budgeting are handled by the TCS computer programme.

The economy calculation programme is designed to compare different vehicle concepts on a cost/benefit basis, with the assistance of UCDD consultants in the field.

The optimum replacement point (Opez) is to assist operators in solving one of their biggest problems — the most economical time to replace a vehicle. Opez considers actual depreciation factors, the fiscal effect of the purchase or sale, the increase in repair, maintenance and downtime costs as the vehicle ages, as well as inflation-related aspects.

Traffic simulation by computer (Trasco) is designed to reflect how the operating economy of the vehicle is affected by traffic conditions. And by vehicle executions such as power to weight ratios, gear-box and axle ratios. This lets the operator select the most economical specification for any particular operational requirement.

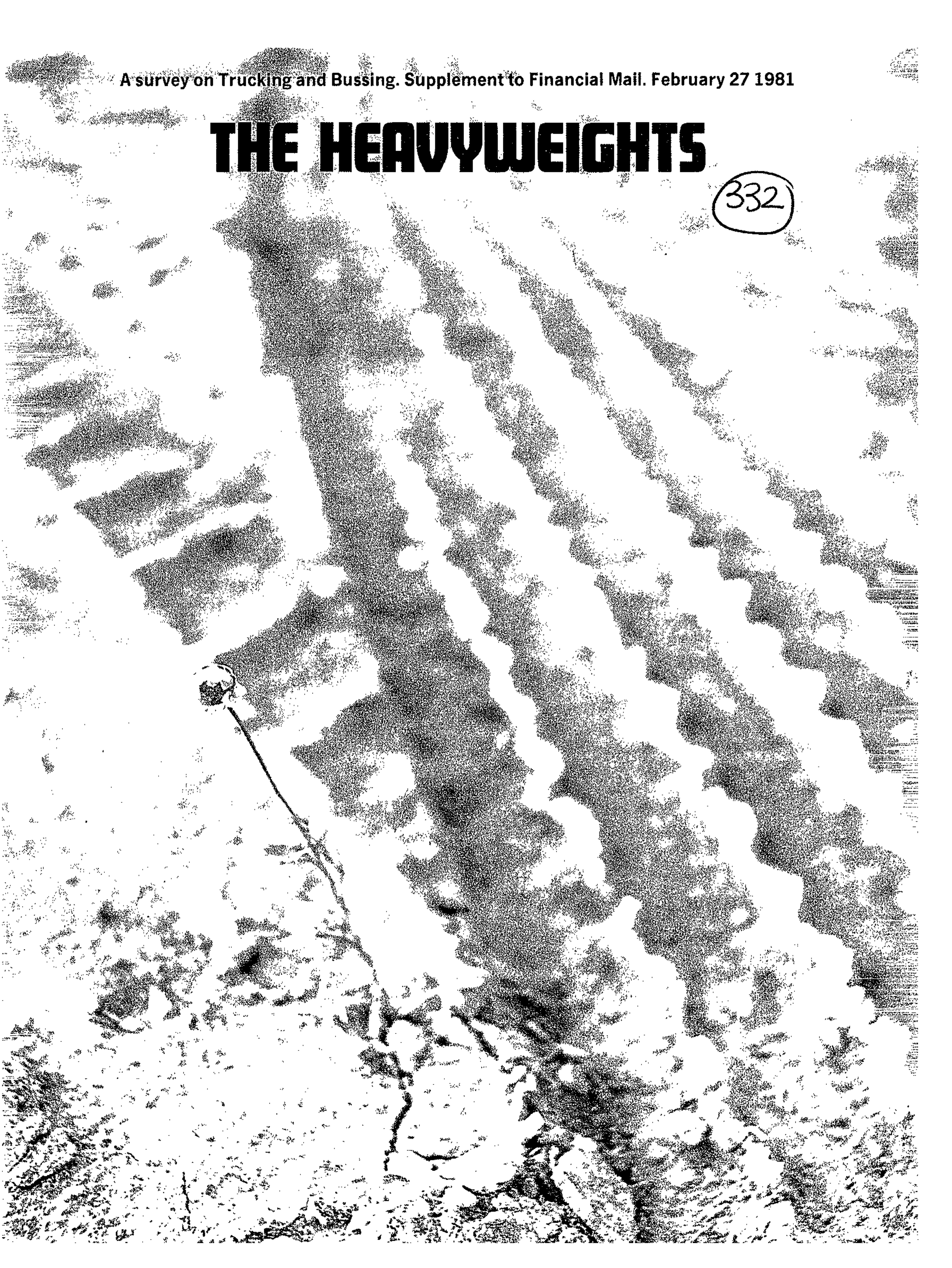
Other programmes are being developed and will shortly be introduced.



A survey on Trucking and Bussing. Supplement to Financial Mail. February 27 1981

THE HEAVYWEIGHTS

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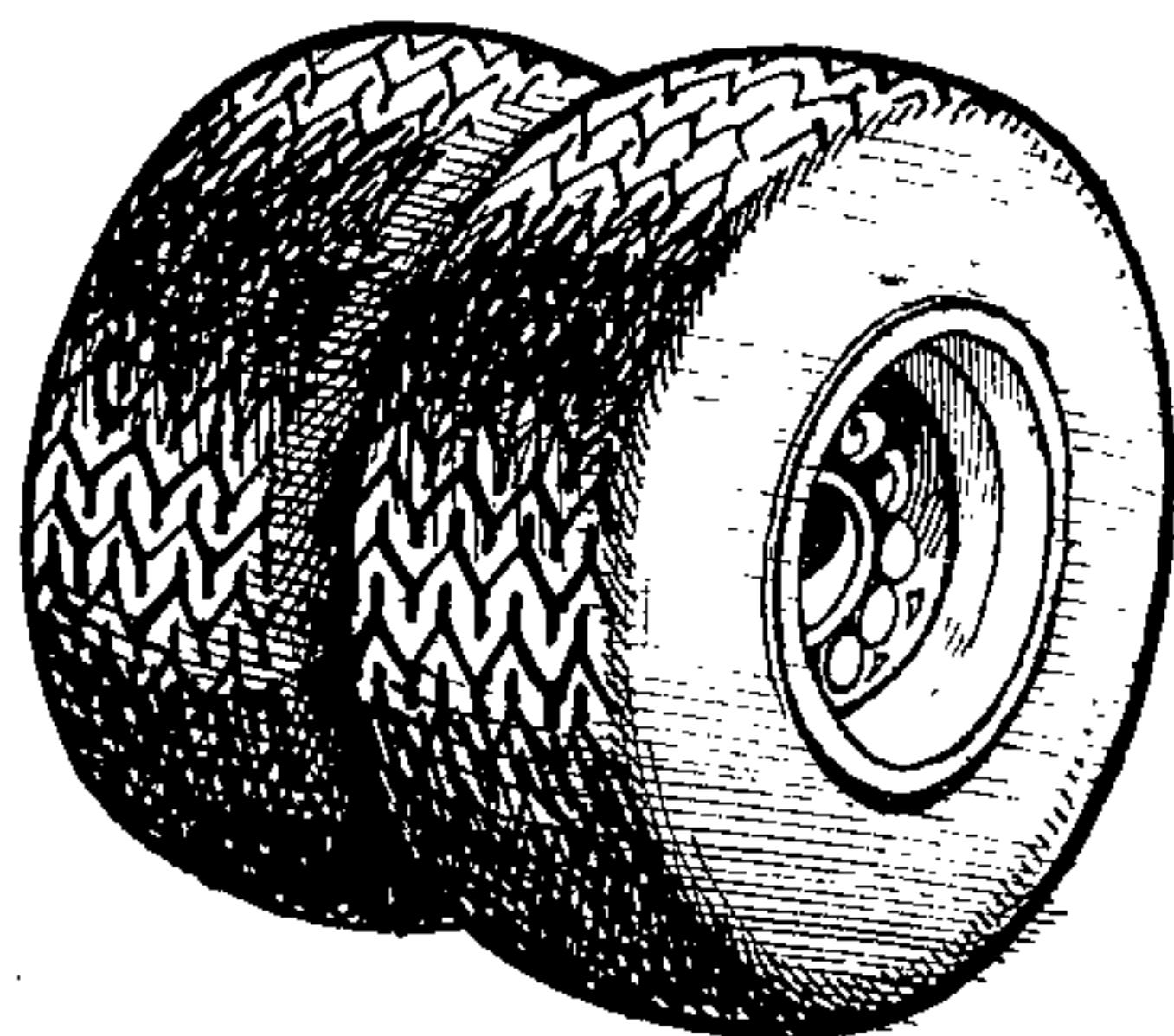
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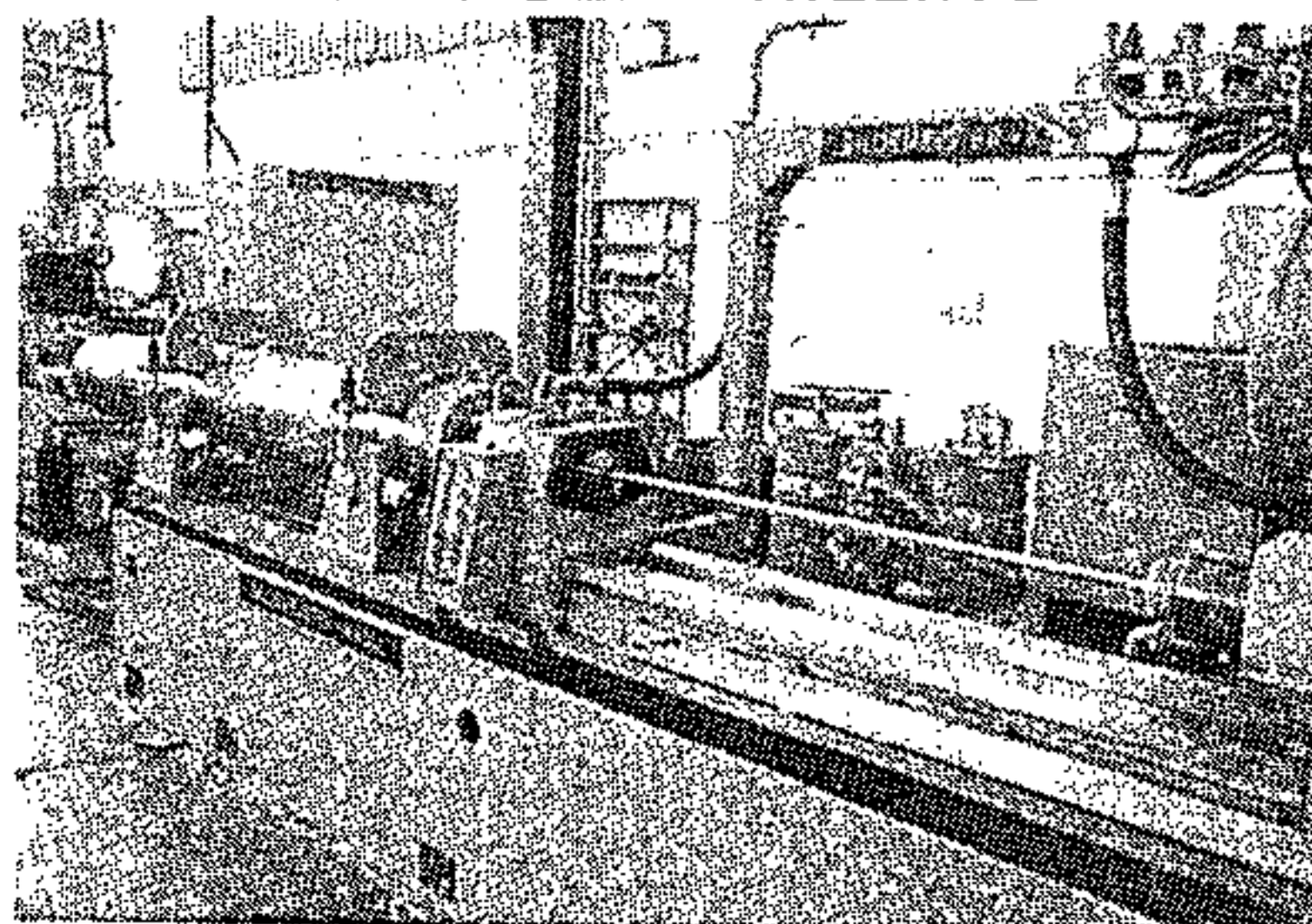
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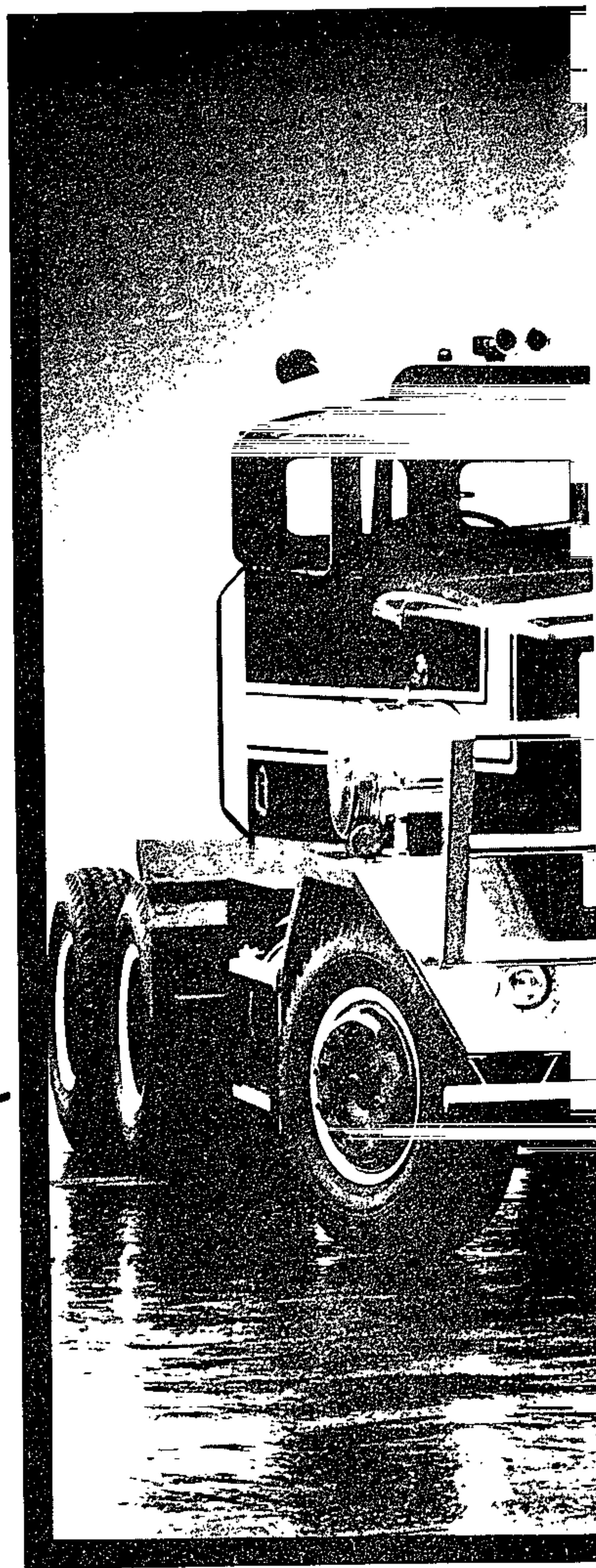




Illustration does not necessarily depict standard models.

R.P.M. Nett Torque: 1530N.m at 1200 R.P.M. 20% torque rise. Transmission: Fuller RT-12509. Rear axle: Rockwell SR-170 with 4,111 : 1 ratio. Balance of specs as per E1344 T290/S1344 T290.

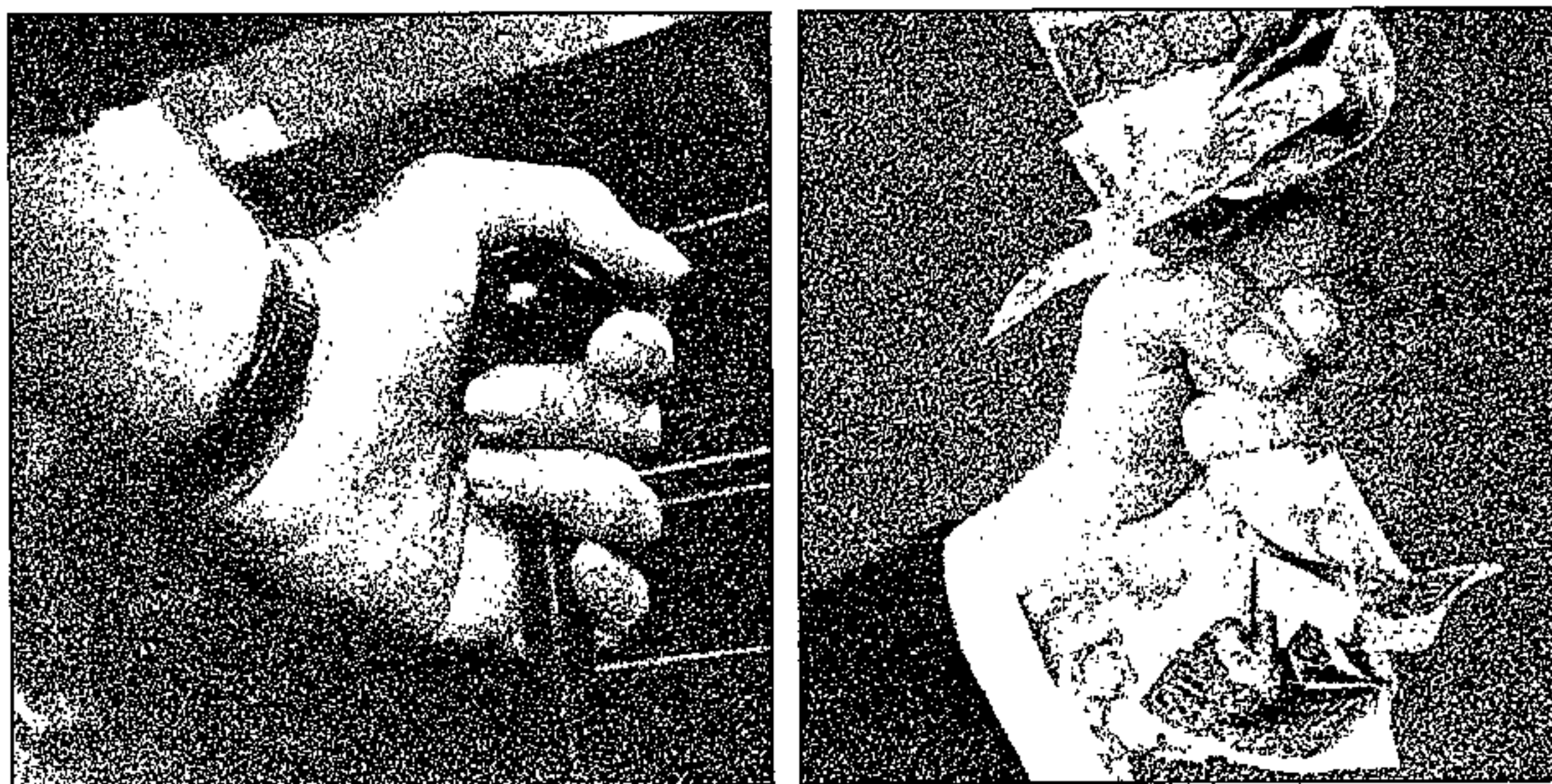
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TRUCK RENTAL AND LEASING

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The booming market

After three relatively sluggish years, the heavy vehicle market showed a massive improvement in 1980

According to Naamsa figures for the heavy truck and bus market over 5 000 kg, the 1980 sales picked up by 38,6% over 1979.

This was after a 5% increase in 1978 and 9% in 1979. The total number of vehicles sold last year was 20 855, with the 1979 sales figure standing at 15 044.

It is difficult to give a single reason for this upturn, but there are two main factors, according to transport operators. The economic boom was one influence. But another important factor is the local content programme, due to start in April.

This, say many operators, has led to truck and bus stockpiling because of concern about possible teething troubles in the local plants.

The overall effect of the surge has been to push some delivery times out to three months, when the previous delivery was ex-stock up to three weeks maximum.

The market leader is still Mercedes, with a 20,49% market share of 4 275 vehicles sold.

Ford has second spot with 3 576 vehicles, giving them 17,14% of the market.

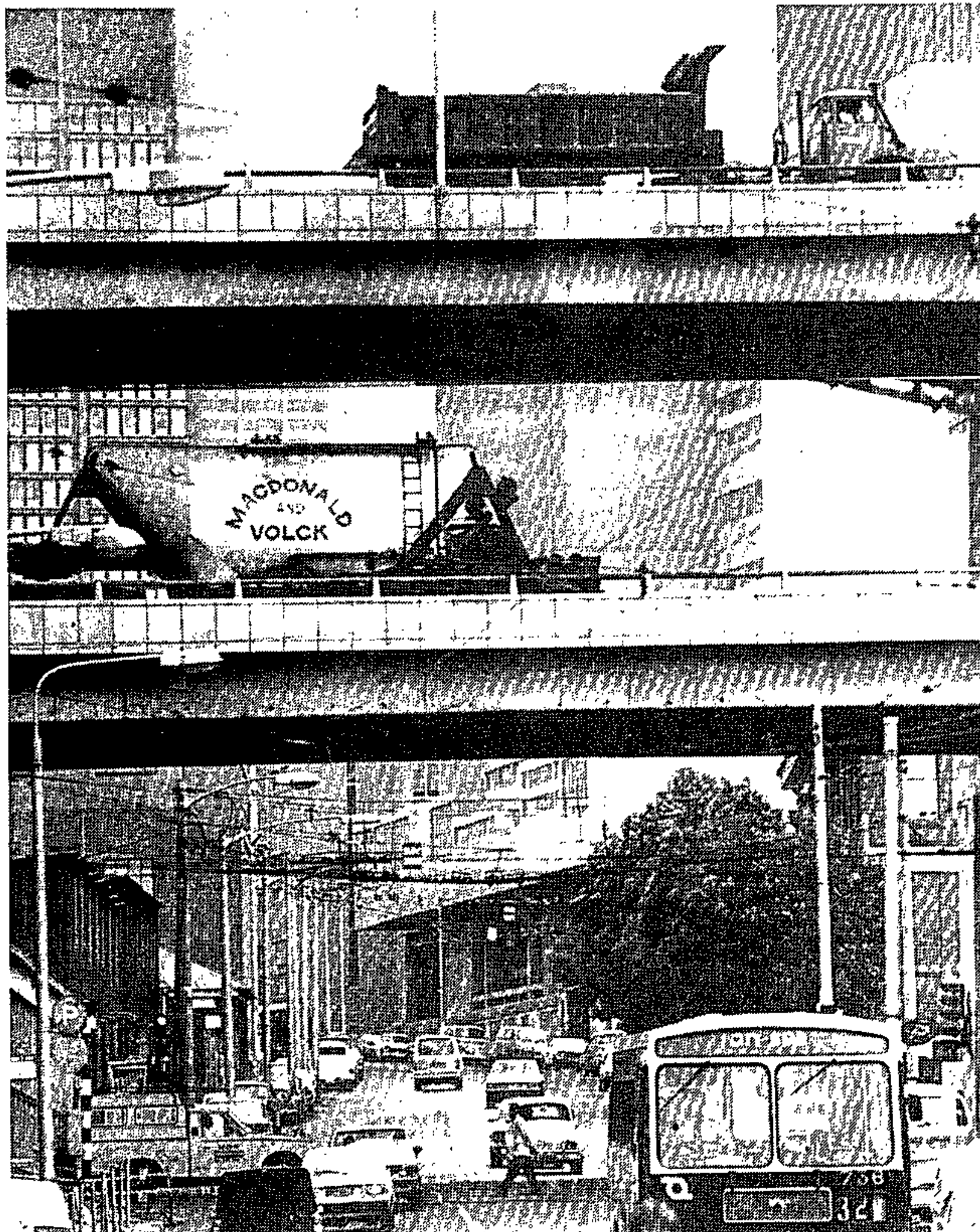
General Motors (2 666 vehicles and 12,78%), Datsun/Nissan (2 562 and 12,28%) and Toyota (2 201 and 10,5%) are in third, fourth and fifth places.

The Mercedes lead is due to its strength in the 20 000 kg category, where they have 53% more sales than second place Datsun. And they have a substantial lead in the 12 501 kg to 15 000 kg class, with their 2 136 sales giving them 150% more than second placed Ford, with 854.

But with most of the manufacturers in this, the most popular category, showing growth, Mercedes' share of the total number of 6 917 has dropped from 1979's 31,8% to 30,8% last year. Ford moved its share up from the 1979 percentage of 11,02% to 12,3% in 1980.

There have been two big jumps here — the 167,3% upsurge of Mitsubishi, which has come from nowhere to overtake both Datsun and International Harvester and snatch fifth spot, and the 160,8% climb by General Motors, which has moved up from seventh to fourth.

The Mitsubishi climb is mainly due to the re-vamp of its FM 215 and 215 L in September 1980, and because its production capacity has been increased to cut down on previously tardy delivery times.



The heavy commercial vehicle market climbed sky-high in 1980

BUS SALES

Over 10 000 kg

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| Leyland | 309 | 700 |
| Mercedes-Benz | 577 | 460 |
| Datsun-Nissan | 189 | 241 |
| MAN | 170 | 150 |
| Ford | 118 | 127 |
| Fiat | 83 | 79 |
| Toyota | 80 | 53 |
| International Harvester | 19 | 38 |
| ERF | 25 | 33 |
| General Motors | 64 | 16 |
| Volvo | — | 4 |
| Fodens | 2 | 2 |
| Scania | 2 | 2 |
| Magirus-Deutz | 42 | 1 |
| Oshkosh | 15 | — |
| Total | 1 695 | 1 908 |

(Table supplied by UCDD)

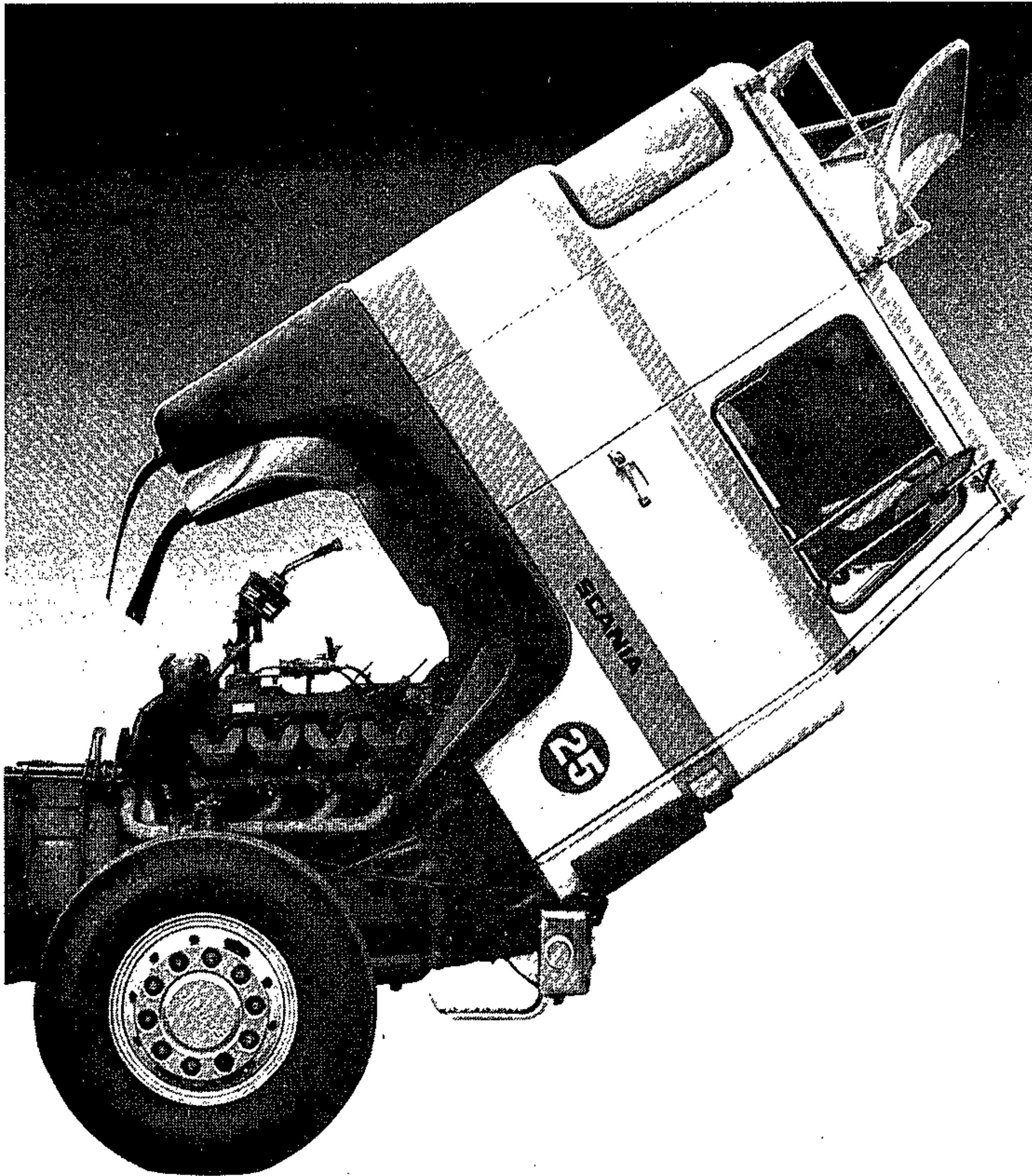
TIPPER SALES

Over 10 000 kg

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| Datsun-Nissan | 576 | 780 |
| Mercedes-Benz | 620 | 728 |
| Toyota | 579 | 647 |
| Ford | 323 | 400 |
| Leyland | 211 | 305 |
| Mitsubishi | 74 | 172 |
| General Motors | 164 | 163 |
| International Harvester | 56 | 83 |
| MAN | 49 | 57 |
| Magirus-Deutz | 59 | 42 |
| Fodens | 5 | 3 |
| Fiat | 19 | — |
| Total | 2 735 | 3 380 |

(Table supplied by UCDD)

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* LBT 141 HS 31 Gross combination mass approximately 40 000 kg. Annual distance 82 400 km Unit now at 24 7 461 km

COMMERCIAL VEHICLE SALES

| | 1979 | 1980 |
|-----------------------|------------|------------|
| 5 001-7 500 kg | | |
| Ford | 235 | 351 |
| Mercedes-Benz | 92 | 159 |
| Leyland | 65 | 72 |
| General Motors | 49 | 42 |
| Total | 441 | 624 |

| | 1979 | 1980 |
|------------------------|--------------|--------------|
| 7 501-10 000 kg | | |
| General Motors | 1 017 | 1 486 |
| Ford | 681 | 976 |
| Toyota | 163 | 333 |
| Sigma | — | 40 |
| Fiat | 4 | 13 |
| Leyland | 14 | 1 |
| Mercedes-Benz | 5 | — |
| Total | 1 884 | 2 849 |

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| 10 001-12 500 kg | | |
| Toyota | 1 235 | 1 423 |
| Datsun-Nissan | 886 | 1 164 |
| Ford | 598 | 1 078 |
| Mercedes-Benz | 898 | 999 |
| General Motors | 601 | 460 |
| Leyland | 322 | 242 |
| Mitsubishi | 71 | 189 |
| International Harvester | 67 | 32 |
| Fiat | 26 | 19 |
| Total | 4 704 | 5 606 |

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| 12 501-15 000 kg | | |
| Mercedes-Benz | 1 780 | 2 136 |
| Ford | 615 | 854 |
| Leyland | 741 | 603 |
| General Motors | 222 | 579 |
| Mitsubishi | 211 | 564 |
| Datsun-Nissan | 486 | 545 |
| International Harvester | 353 | 505 |
| MAN | 452 | 270 |
| Toyota | 217 | 247 |
| Oshkosh | 107 | 219 |
| Fiat | 164 | 173 |
| Magirus-Deutz | 109 | 68 |
| Scania | 36 | 65 |
| ERF | 37 | 51 |
| Fodens | 32 | 24 |
| Volvo | 16 | 14 |
| Mack | 2 | — |
| Total | 5 580 | 6 917 |

| | 1979 | 1980 |
|-------------------------|----------|--------------|
| 15 001-17 500 kg | | |
| Leyland | — | 661 |
| Datsun | — | 212 |
| MAN | — | 150 |
| Toyota | — | 54 |
| General Motors | 2 | 7 |
| Total | 2 | 1 084 |

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| Over 20 000 kg | | |
| Mercedes-Benz | 626 | 981 |
| Datsun-Nissan | 412 | 641 |
| MAN | 242 | 374 |
| Ford | 242 | 317 |
| International Harvester | 123 | 237 |
| Leyland | 116 | 174 |
| Oshkosh | 106 | 168 |
| Toyota | 46 | 144 |
| Fodens | 84 | 140 |
| ERF | 89 | 138 |
| Mack/Mitsubishi | 86 | 121 |
| Magirus-Deutz | 76 | 101 |
| Scania | 88 | 95 |
| General Motors | 61 | 92 |
| Fiat | 24 | 42 |
| Volvo | 12 | 10 |
| Total | 2 433 | 3 775 |

(Figures supplied by NAAMSA)



There has been an astonishing run on vehicles in the 15 001 kg to 17 500 kg category. This has always been a grey area, due to the road ordinance provisions on maximum axle mass making these trucks run at well below their overseas

registered load capacity. But for some reason this class has jumped to 1 084 sales after 174 vehicles sold in 1977 and only two in 1979.

In the lighter categories, the two between 5 001 kg and 10 000 kg, GM and

FREIGHT CARRIER SALES

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| Over 10 000 kg | | |
| Mercedes-Benz | 1 446 | 2 013 |
| Datsun-Nissan | 987 | 1 461 |
| Ford | 1 468 | 1 405 |
| Toyota | 925 | 1 043 |
| General Motors | 1 658 | 914 |
| Leyland | 604 | 623 |
| Mitsubishi | 208 | 592 |
| International Harvester | 336 | 392 |
| MAN | 105 | 231 |
| Fiat | 72 | 118 |
| Magirus-Deutz | 36 | 49 |
| ERF | 27 | 30 |
| Oshkosh | 16 | 20 |
| Fodens | 19 | 18 |
| Scania | 17 | 14 |
| Total | 7 924 | 8 923 |

(Figures supplied by UCDD)

TRUCK TRACTOR SALES

| | 1979 | 1980 |
|-------------------------------|--------------|--------------|
| Over 10 000 kg | | |
| Mercedes-Benz | 666 | 915 |
| Oshkosh | 197 | 367 |
| MAN | 370 | 356 |
| Ford | 227 | 317 |
| International Harvester | 132 | 261 |
| Scania | 105 | 144 |
| Fodens | 90 | 141 |
| ERF | 74 | 126 |
| Toyota | 77 | 125 |
| Mack | 88 | 103 |
| Datsun-Nissan | 32 | 80 |
| Magirus-Deutz | 48 | 77 |
| Leyland | 69 | 52 |
| General Motors | 17 | 39 |
| Fiat | 44 | 37 |
| Volvo | 13 | 20 |
| Total | 2 249 | 3 165 |

(Figures supplied by UCDD)

Ford are fighting for the lead. GM sold 1 528 vehicles in these two categories last year, and Ford came close behind with 1 327. This gave GM 46% of the lighter categories and Ford 38%.

In the extra-heavy, over 20 000 kg, class Mercedes and Datsun have firmed up their two top spots, but MAN has dominated third place, which it shared with Ford in 1979, with an increase in sales from 242 units in 1979 to the 1980 total of 374. While this is only 58% of the Datsun sales, operators are again possibly

being persuaded to swop to MAN in preference to Datsun because of the MAN involvement in the local transmission programme, and the similarity of the MAN and Mercedes engines in certain sizes.

In fact, both Mercedes and MAN are likely to steal sales from other manufacturers, as the major operators are looking for "continuing lines". And the end result of a SA hybrid, is that this machine is bound to have a close resemblance to these two models, except

in chassis frame and body designs.

Leyland has also shown a recovery since its unrewarding tie-up with Sigma. Apparently, Leyland is concentrating more on bus sales, and on the premium categories of truck of 15 001 kg and above. It has also dropped a number of models.

Its sales jumped from 1 258 in 1979 to 1 753 last year. One of its largest upswings was in the "grey area" of 15 001 kg to 17 500 kg. Here sales jumped from nil in 1979 to 661 in 1980.

Local content — pros and cons

Many in the heavy truck industry forecast high price rises because of the local content programme

With the Atlantis Diesel Engine (ADE) plant almost complete and the Gencor transmission plant well under way, there are still doubts about the financial viability of local content.

The positive argument for the idea is government's stress on "the need for self-sufficiency."

This is no doubt prompted by the need for protection against an international embargo. But the counter argument has it that the local content programme being forced on the entire truck industry neither solves the military need, nor is good for the country's transport industry.

In the military case, it has been stressed that there is a need for large numbers of highly specialised engines. The ADE range offers little variety in this type of engine.

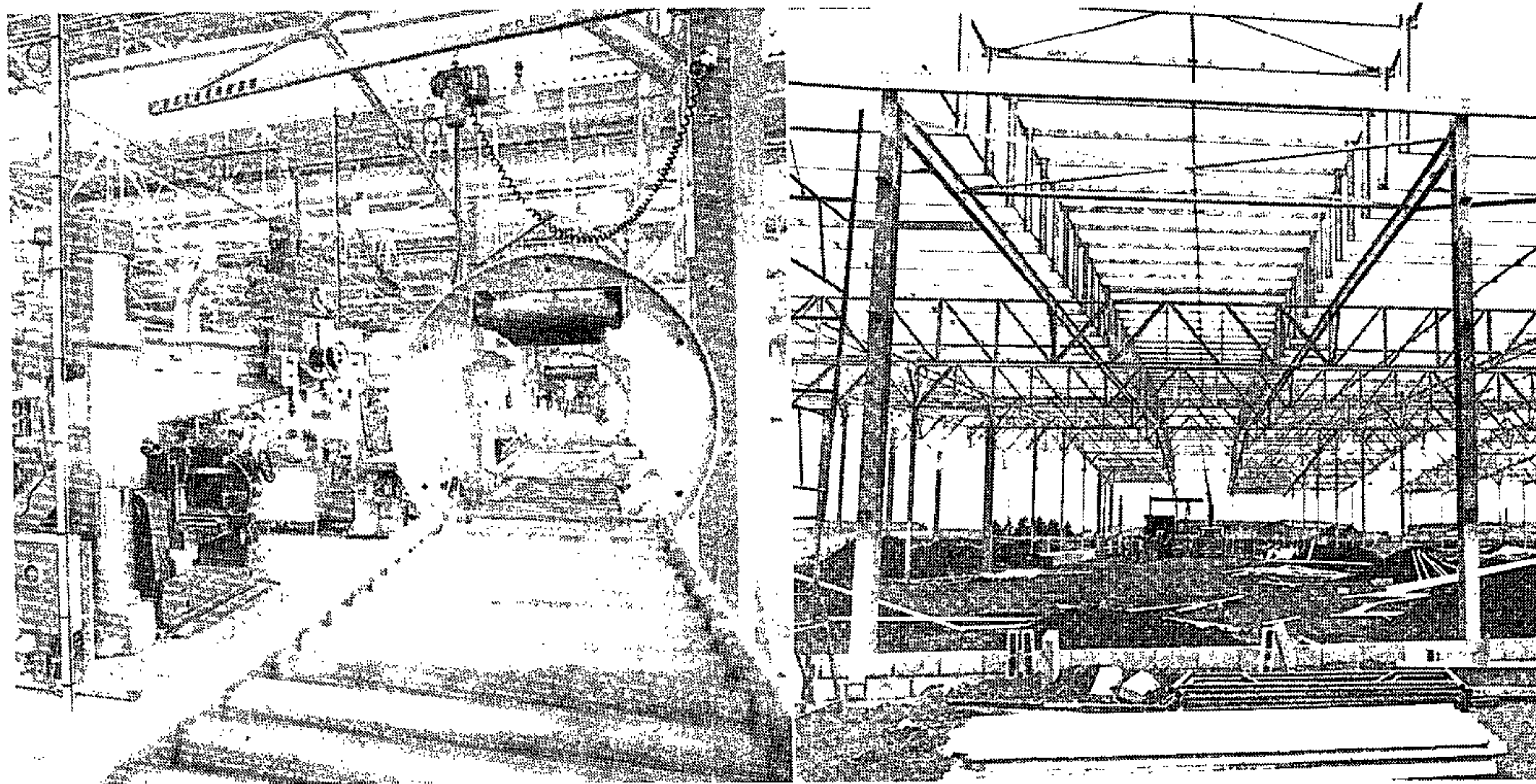
The local content programme is an expensive effort for a country with as small a demand for the end products as SA. ADE has a current price of R308m and the Genmin/MAN/ZF tie-up for transmission plants will cost an estimated R120m.

What's more, the cost of the two plants is highly unlikely to provide operators with any decent return on capital. Both

ADE and Gencor have said that "returns will not be attractive."

And the fact that the two possibly unprofitable monopolies will have legislative protection against the competitive force of the free market disturbs a lot of business economists. They see government's interference in free market trade as not only damaging the original equipment manufacturers' (OEMs) present turnovers, but also cutting the investment in alternative products. These could be more profitable and provide more employment opportunities, although it can certainly be argued that the more than 4 000 new jobs created by investment in local content will be welcome.

But the bugbear will be the inflationary effect on the price of trucks. And this, unfortunately, will hurt the pocket of the consumer in the end. There has been much debate on the percentage increase



Local content plants are now being completed -- but there is argument about the idea

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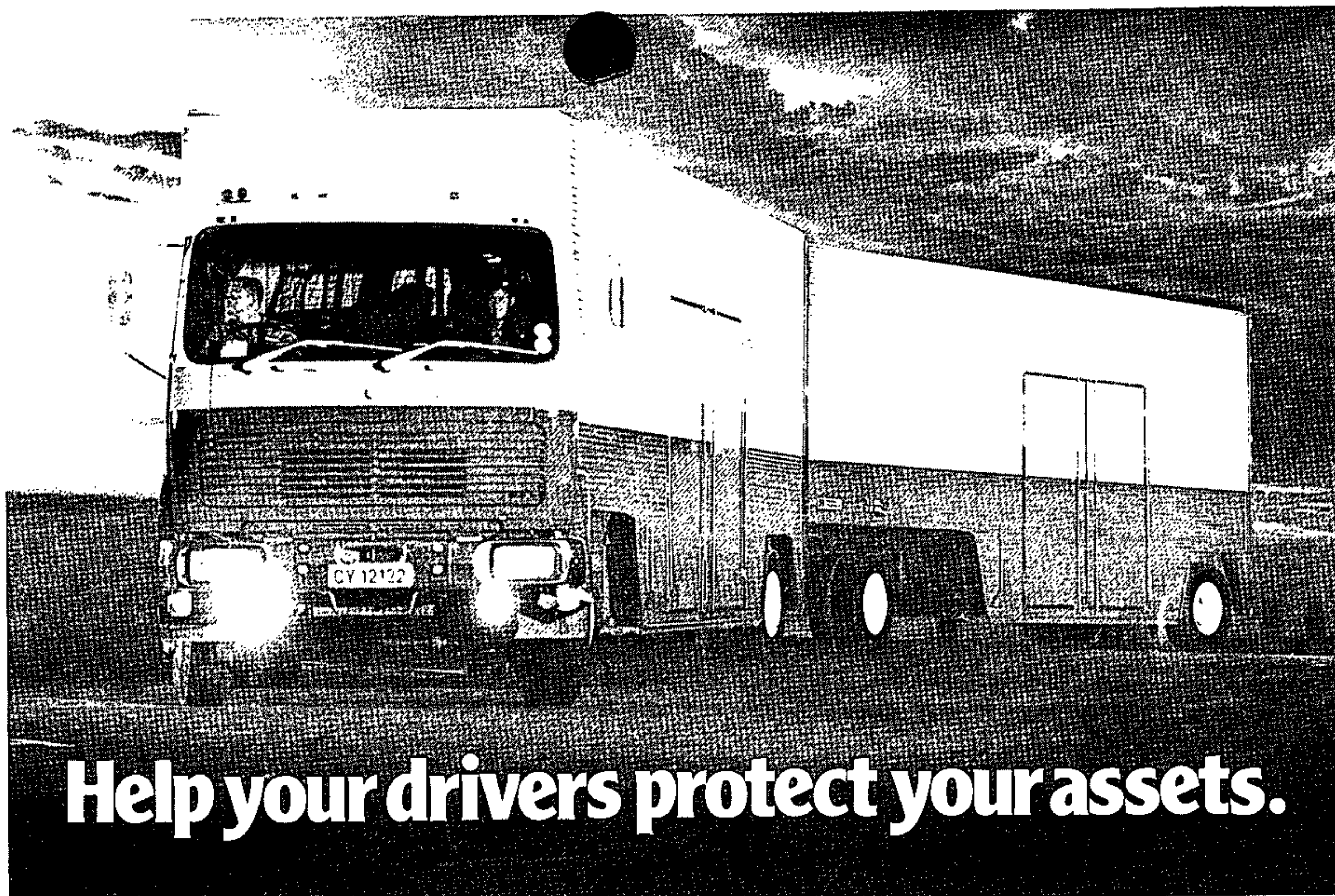


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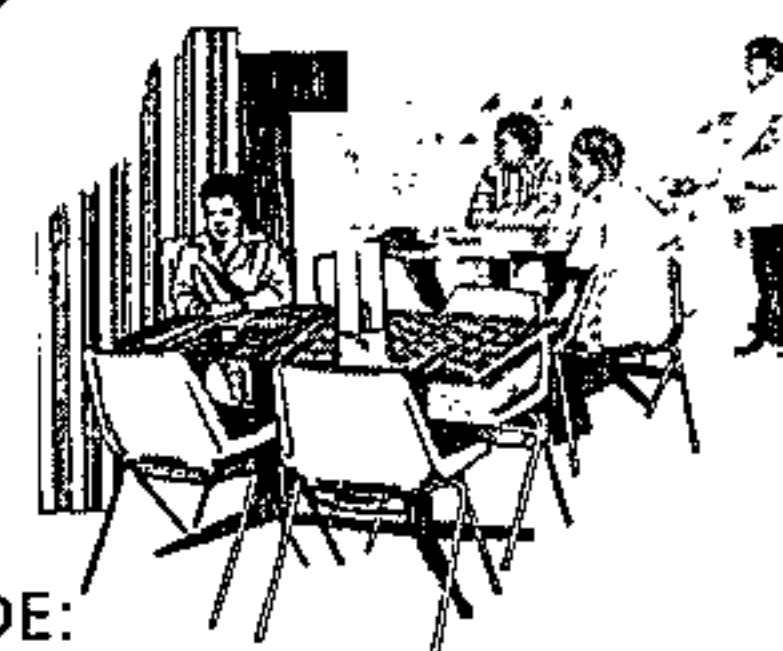
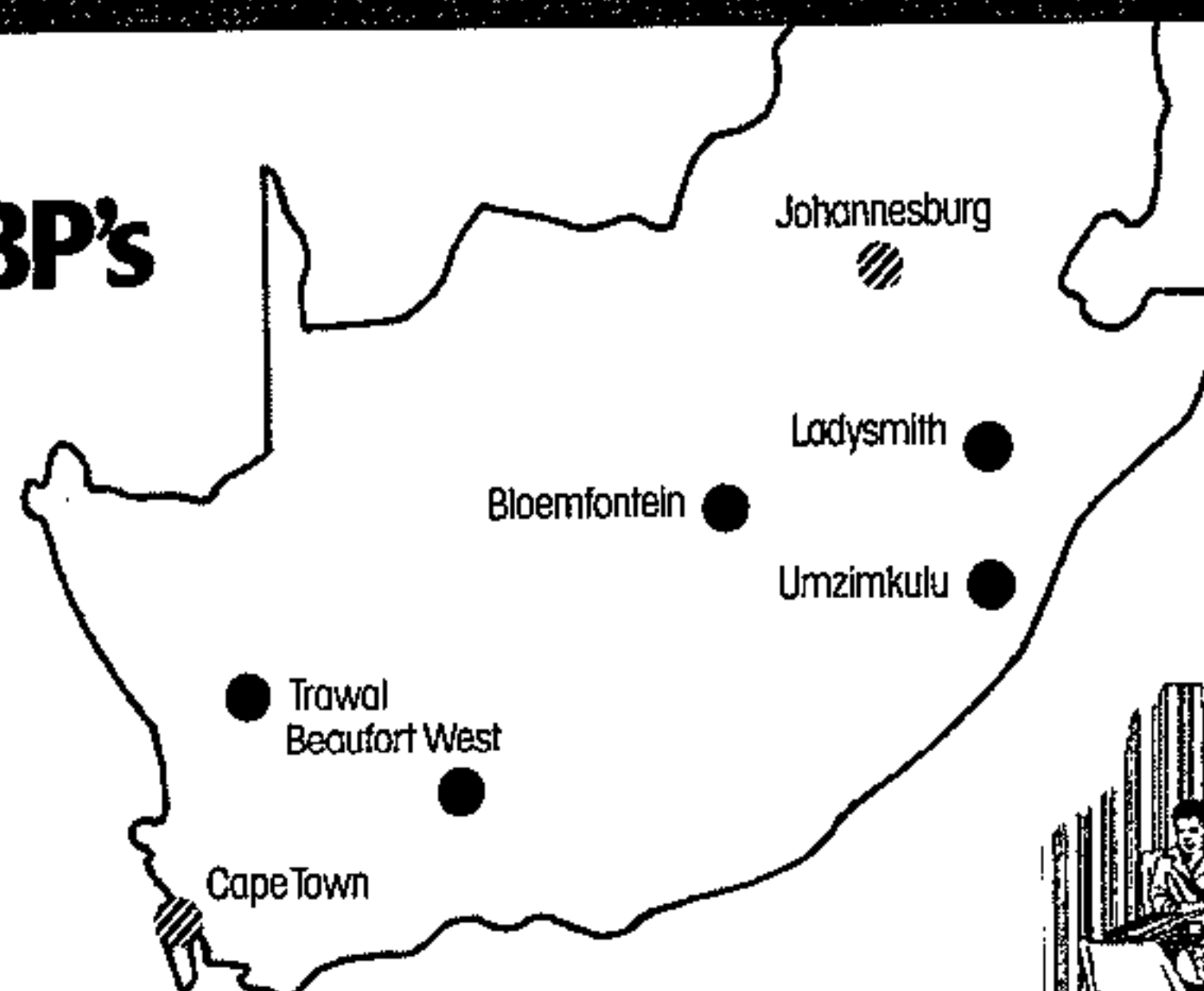
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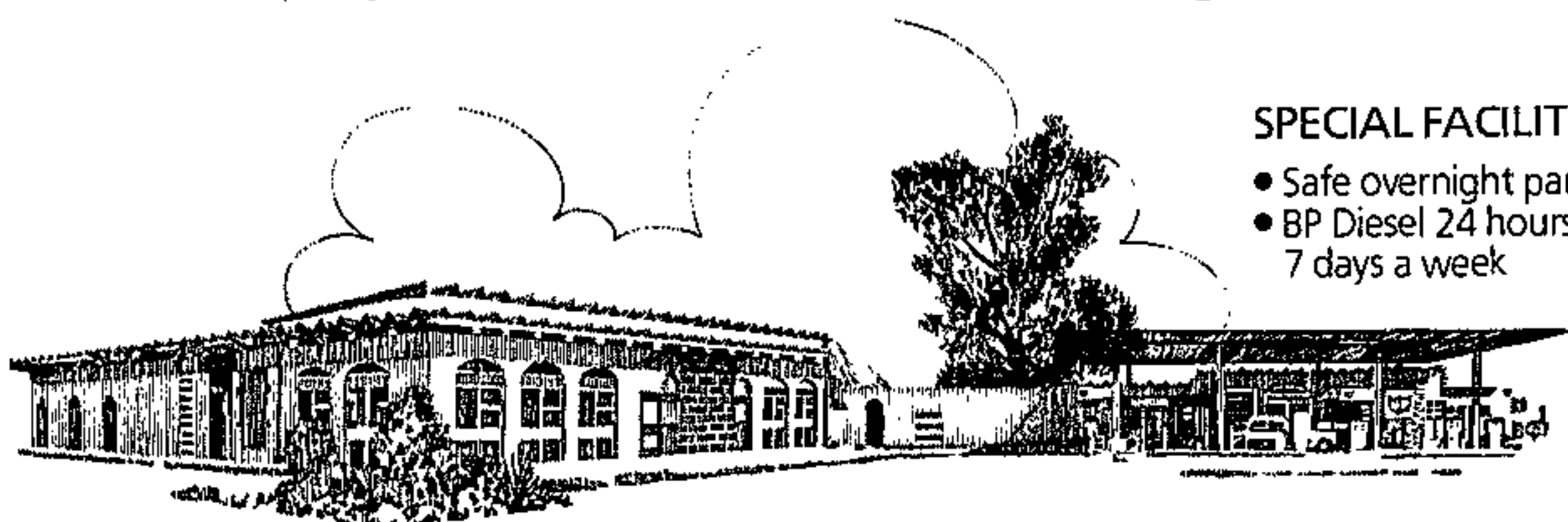
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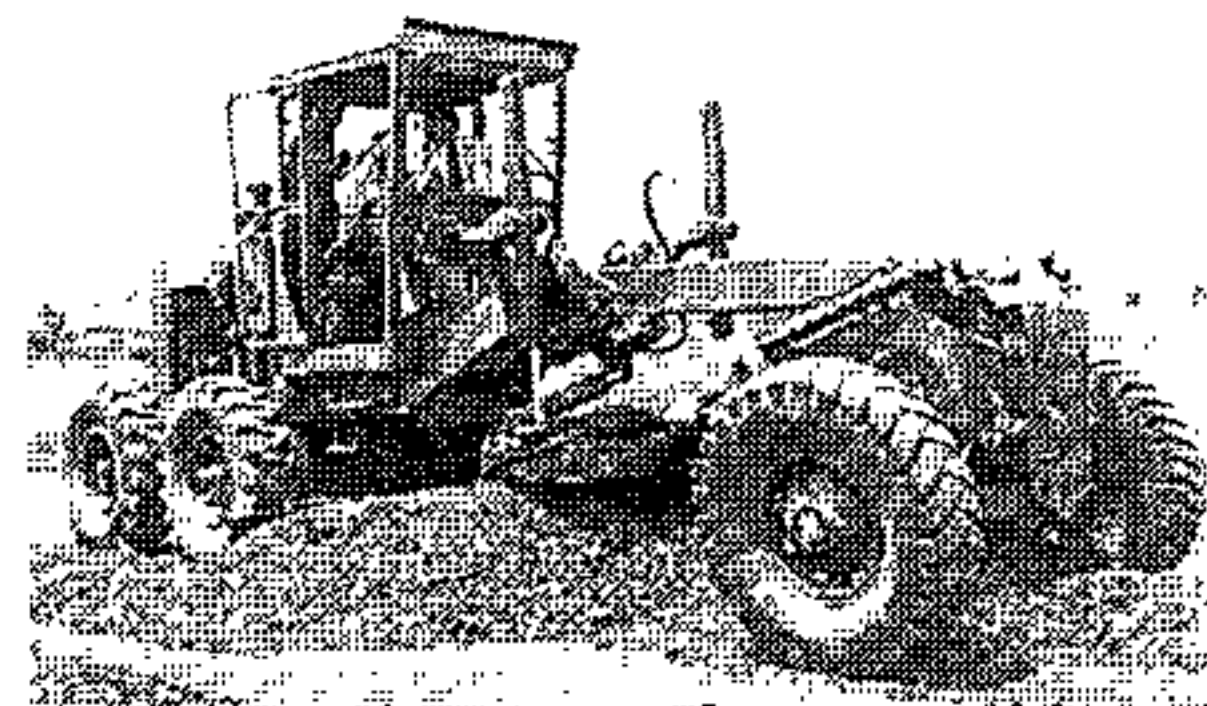
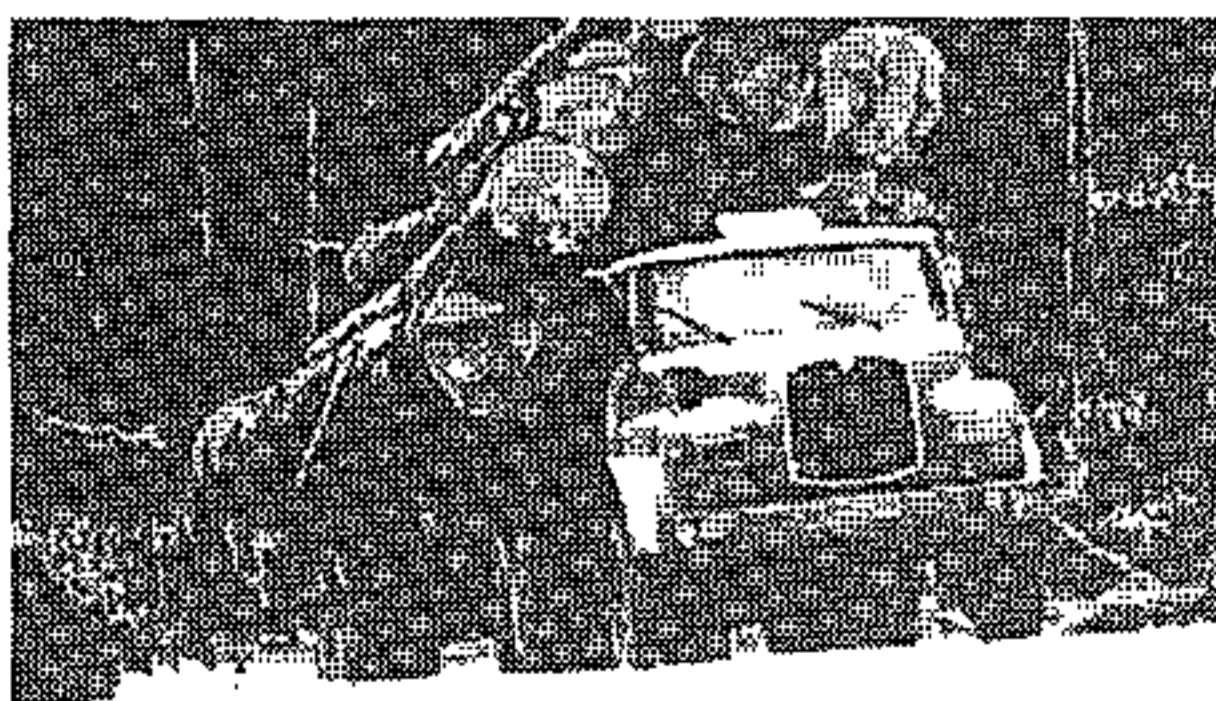
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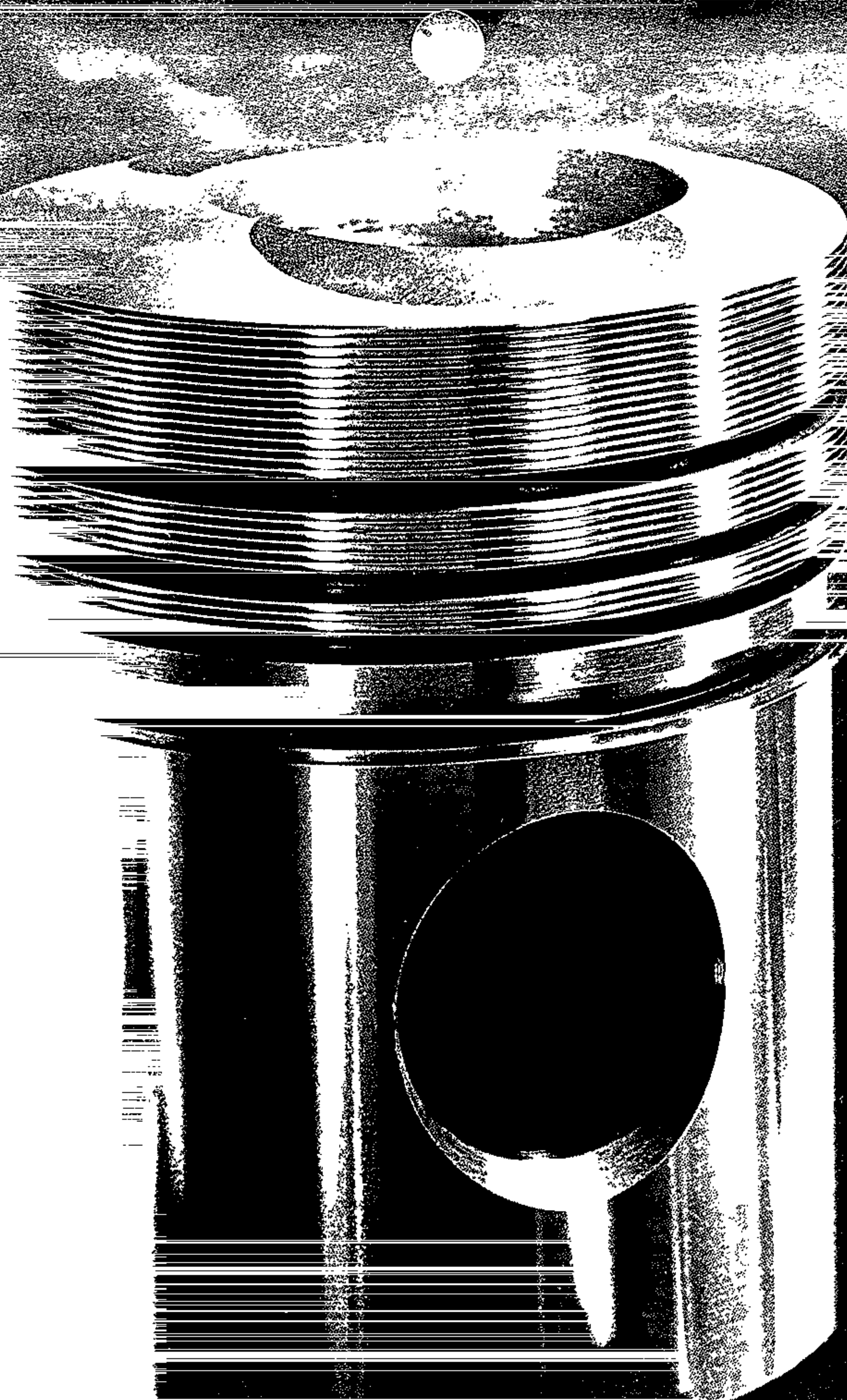
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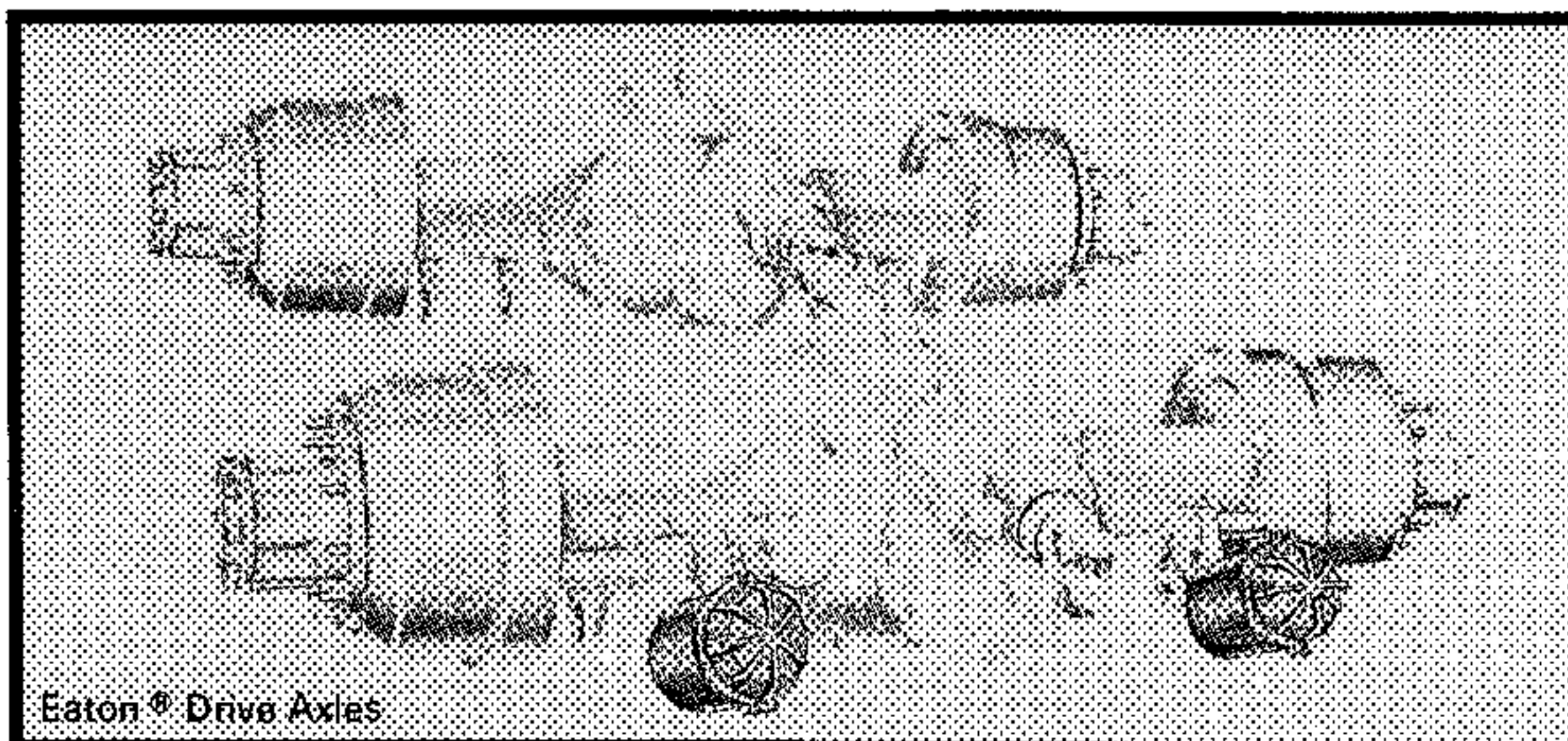
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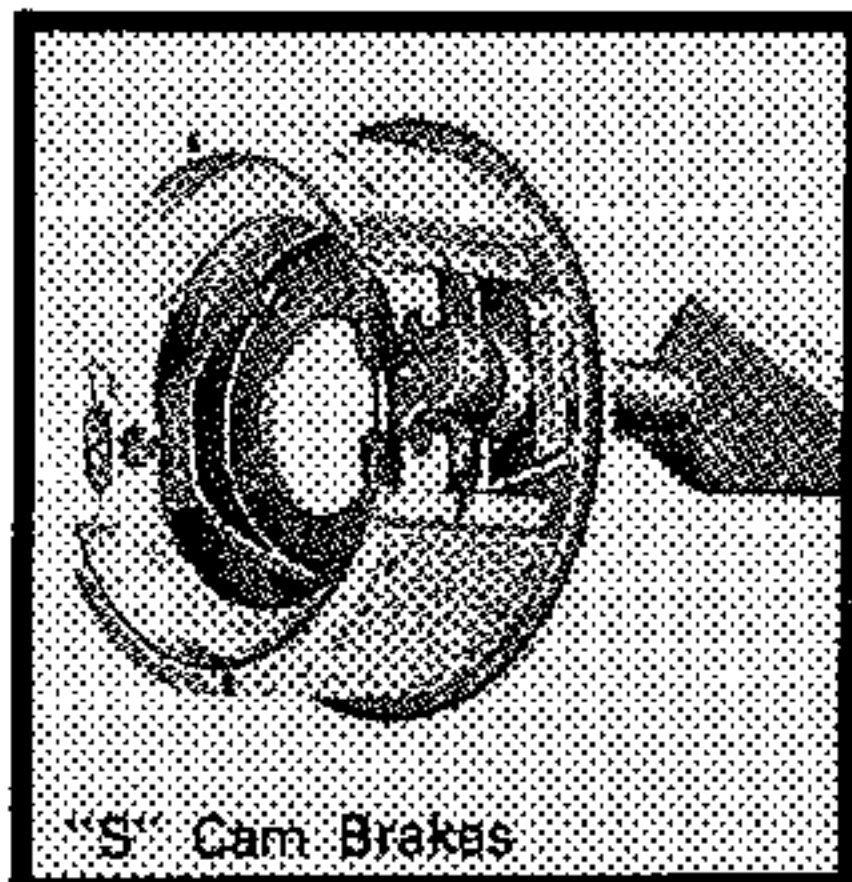
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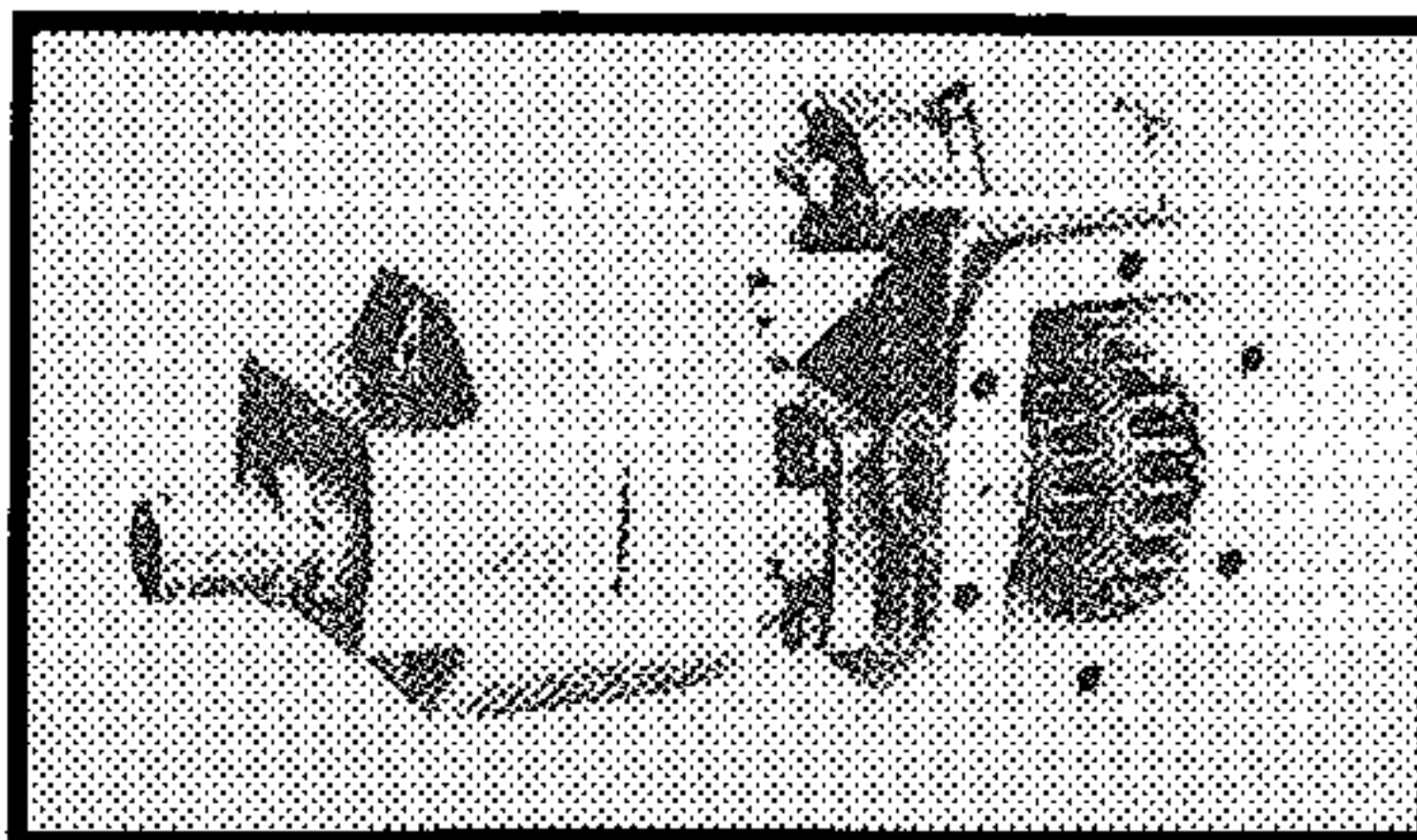
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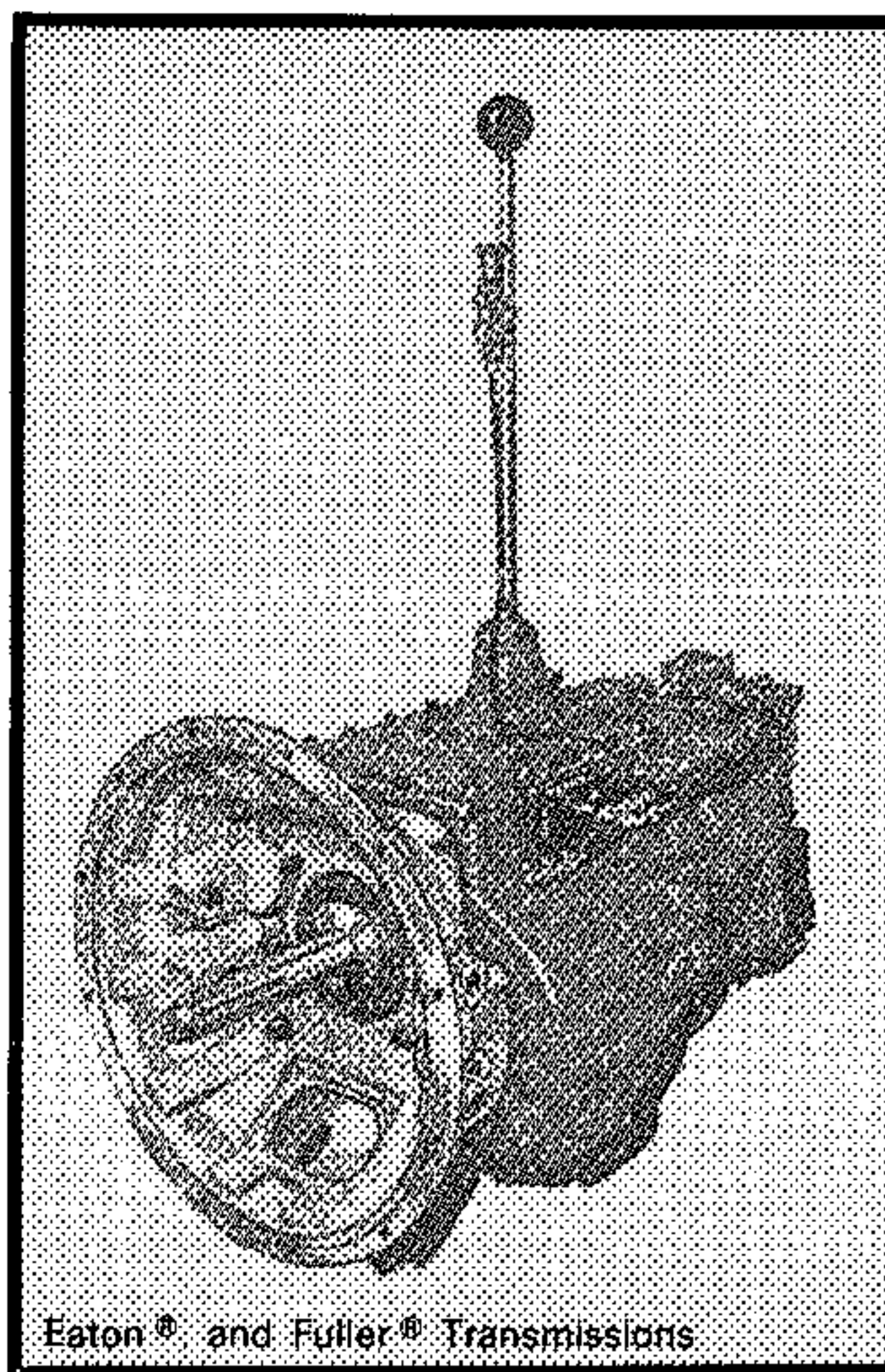
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that heavy vehicles will face.

The National Association of Component and Allied Manufacturers (Naacam), has stated that its investigation of price increase showed that all previous quotations of price rises have been over-estimated. Naacam national secretary, Bill Hayward, points to a price increase of only 2% in the price of a grader fitted with an ADE engine.

But a recent Naamsa survey among truck makers reveals a much higher expected increase. The cost escalation on the engine alone, they estimate, will see percentage increases of between 9% and 43% of the dealer's total vehicle price, depending on the size and make of the models.

The local axles will add between 7% and 27% to the cost, and the gearboxes between 3,7% and 14,2%. Pierre de Villiers, MD of the Gencor project, averages the cost premium for gearboxes at between 1,7% and 3,9% of the total value of the truck.

With axles and gearboxes combined, the Gencor estimate for medium trucks (in the R50 000 range) is 6,4%. And for heavy trucks, at around R70 000, the percentage premium is 8,7%.

The Naamsa figures have been worked out against the estimated average deletion allowance which the overseas source plants will allow local assemblers in sell-



ADE's MD Hartmut Beckurts
"I cannot stand seeing a
product imported if it can be
made here"

ing their trucks less the locally made parts. This was assumed to be 25% in the case of engines, 12% on axles and 9% on gearboxes.

Once the programme is fully under way, truck prices are likely to soar by around 50% in the next two years and tractors (requiring the local engine only) by some 30%.

The types of truck which will be hardest pressed by local content and the subsequent inflation are the double axle 6x4 and 16 t trucks. These face the highest percentage of local content parts.

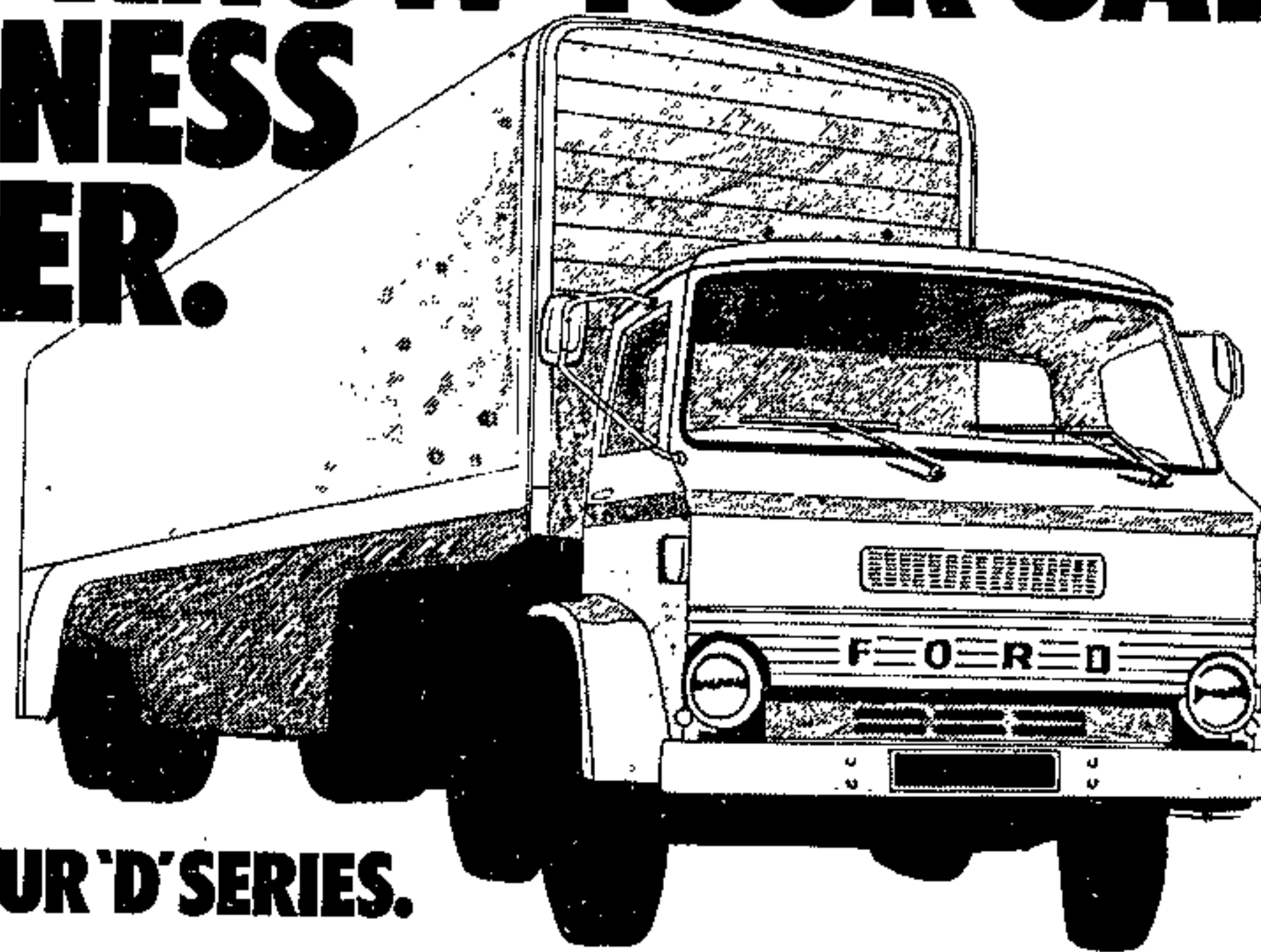
There is likely to be a withdrawal of some manufacturers if their vehicles are faced with major price increases, which cut down their marketability. And some manufacturers may feel that the SA market will provide too low a return on vehicles sent in without the costly engines and transmission systems.

The only saving foreseen is in foreign exchange. ADE forecasts a R260m a year saving once the plant is in full production.

Freight costs are also stressed in the argument for local content. ADE has said that 20 tractors without engines can be fitted in a 20 foot container, and only six with engines. This is valid, but the saving here could never balance the estimated premiums on engine cost.

The economies of scale, from which overseas producers benefit, will not apply

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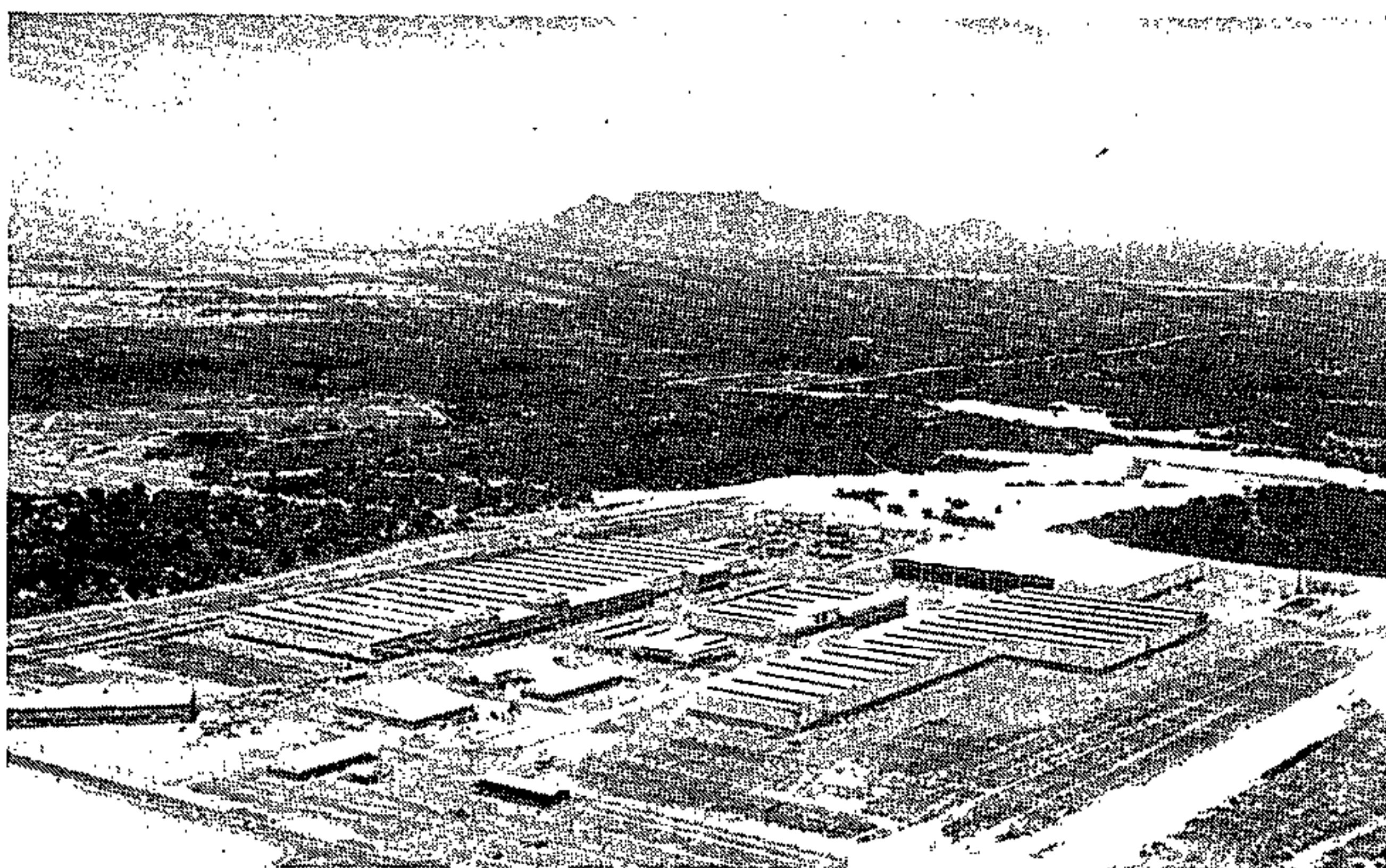
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The ADE plant starts producing in April

in the local manufacturing plants. According to ADE logistics manager, Bob Malcomess, this will only be in the short term. He expects to see the plant losing most of the inflationary influence over a ten-year settling-in period.

However, ADE has chosen not to initially invest the R10m to R12m needed for a block casting plant specialising in V-engine blocks. To warrant this cost, ADE would need a demand for between 500 and 1 000 engines a year — a target unlikely to be met. The present SA demand for engines above 206 kW (the area into which the proposed V-engines fall) is around the 2 000 mark but this includes many special mining and static industrial engines.

The other argument produced by many OEMs and operators is the serious danger of teething troubles at the plants.

In the case of Gencor, this should be less noticeable, as there is already a Sandock Austral plant producing a range of relatively sophisticated components for the truck and tractor industries. The axles already produced in the pilot run have reached 35% local content, including planetary gears, sun gears and drive shafts.

The ADE plant is not in the same healthy position. The first engines are due off the assembly lines in April. But these will have been put together from imported knock-down packs with local content of 25% to 30% by value. The first machining line is processing engine blocks on a trial basis now and is due to be in full operation by the end of next year. But many manufacturers are uneasy about the inexperience of the country's operating and engineering staff.

There is also some doubt about the choice of engines. In the higher powered range, when the V-range becomes available, the ADE 423 normally aspirated (not turbo-charged) model — a Daimler Benz V-10 — is regarded by experienced operators and other manufacturers as a "fuel

guzzler." Although UCDD, the local Mercedes-Benz manufacturers, is confident that much of the fuel problem has been resolved, there is still distrust of this model. At the high altitude of the Reef, where 65% of SA's heavy transport is used, this engine is still not regarded by operators as economical in these days of stringent fuel costs. As yet, no other truck models have been re-engineered to accept the V-12 ADE 424 and 424T (another Daimler Benz product).

At present, the larger engine types are imported by the likes of Cummins. But whether these will still be allowed to come in at the standard customs duty *ad valorem* rate is undecided, and the final decision rests with the Board of Trade and Industries, as ADE will be assembling the large engines from knock down kits with local content.

Transmission gearbox models are also criticised by some operators. The ZF, which Gencor accepted in agreement with the German parent company as the only type that would be made, has one model which is a synchromesh 16-ratio box. But many operators here have a distinct preference for the 9-ratio, crash change Fuller box, which is not so complex and suits many local operations. But De Villiers points out that there are alternative eight and 12-ratio crash boxes in their ZF range.

In the case of stop-start urban passenger transport by bus, there is also an objection to the synchromesh ZF box. Here the operators prefer the automatic or semi automatic gearbox for smoother vehicle movement and ease of operation. The current favourites are the Alisson models AT 500, MT 600 and HT 700.

Alisson hopes to be able to import this type of box and is currently negotiating with the Board of Trade for approval of an exemption in duty.

While ADE's protection figures have been accepted and gazetted, the Gencor scheme is still waiting for approval of its application.

But the move, once finalised, will create two unwieldy monopolies. And at a time when government has been stressing its support for the free enterprise system, the local content programme seems to be a badly thought out strategy.

While many trucks will have a high degree of mechanical parts made locally, entire self-sufficiency is still out of the question. Fuel injectors and other sophisticated components will still have to be imported.

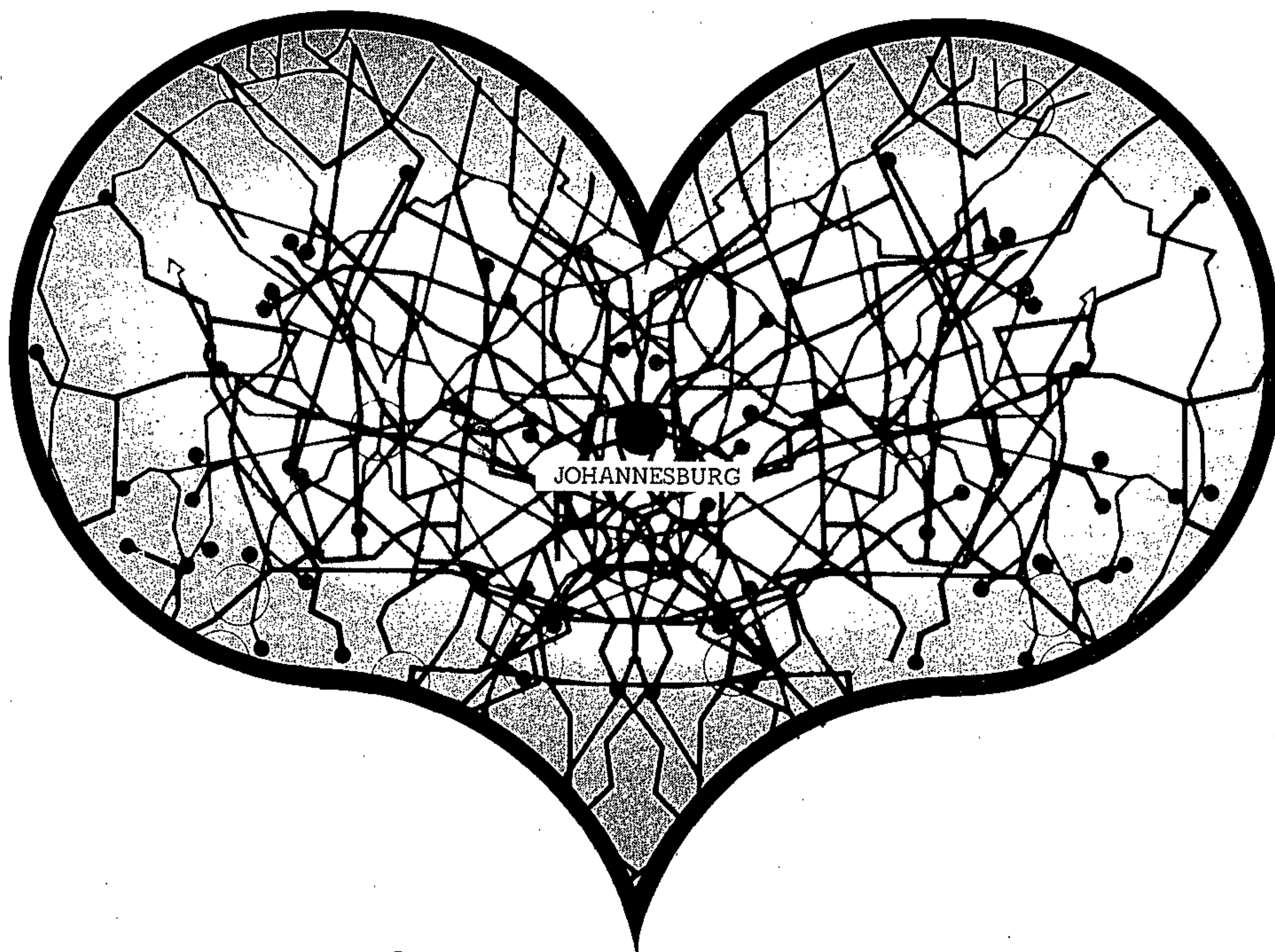
The buyers of trucks and tractors will have to fork out around R220m a year just to support the expensive local products — a cost which will almost certainly push up the price of daily consumer necessities.

ADE DIESEL ENGINE RANGE

| Model | Power kw | Speed r/min | Displacement ℓ | No. of cylinders | Aspiration |
|-----------|-------------|----------------|-------------------|---------------------|------------------------------|
| ADE 616 | 53 | 4 400 | 2 399 | 4 | Normal |
| ADE 152 | 35 | 2 250 | 2 500 | 3 | Normal |
| ADE 617 | 65 | 4 400 | 2 998 | 5 | Normal |
| ADE 314 | 63 | 2 800 | 3 780 | 4 | Normal |
| ADE 236 | 56 | 2 800 | 3 860 | 4 | Normal |
| ADE 248 | 60,5 | 2 500 | 4 070 | 4 | Normal |
| ADE 352 | 96 | 2 800 | 5 675 | 6 | Normal |
| ADE 352T | 124 | 2 800 | 5 675 | 6 | Turbocharged |
| ADE 354 | 89 | 2 800 | 5 800 | 6 | Normal |
| ADE 354C | 89 | 2 800 | 5 800 | 6 | Compensated |
| ADC 354T | 103 | 2 600 | 5 800 | 6 | Turbocharged |
| ADE 354TI | 111 | 2 600 | 5 800 | 6 | Turbocharged, intercooled |
| ADE 409 | 141 | 2 200 | 9 510 | 5 | Normal |
| ADE 407 | 177 | 2 200 | 11 412 | 6 | Normal |
| ADE 407T | 206 | 2 200 | 11 412 | 6 | Turbocharged |
| ADE 407TI | 236 | 2 200 | 11 412 | 6 | Turbocharged, intercooled |

The V-range still needs a block casting plant built.

| | | | | | |
|----------|-----|-------|--------|-----|--------------|
| ADE 422 | 206 | 2 300 | 14 620 | V8 | Normal |
| ADE 422T | 243 | 2 300 | 14 620 | V8 | Turbocharged |
| ADE 423 | 259 | 2 300 | 18 270 | V10 | Normal |
| ADE 424 | 294 | 2 300 | 21 930 | V12 | Normal |
| ADE 424T | 412 | 2 300 | 21 930 | V12 | Turbocharged |



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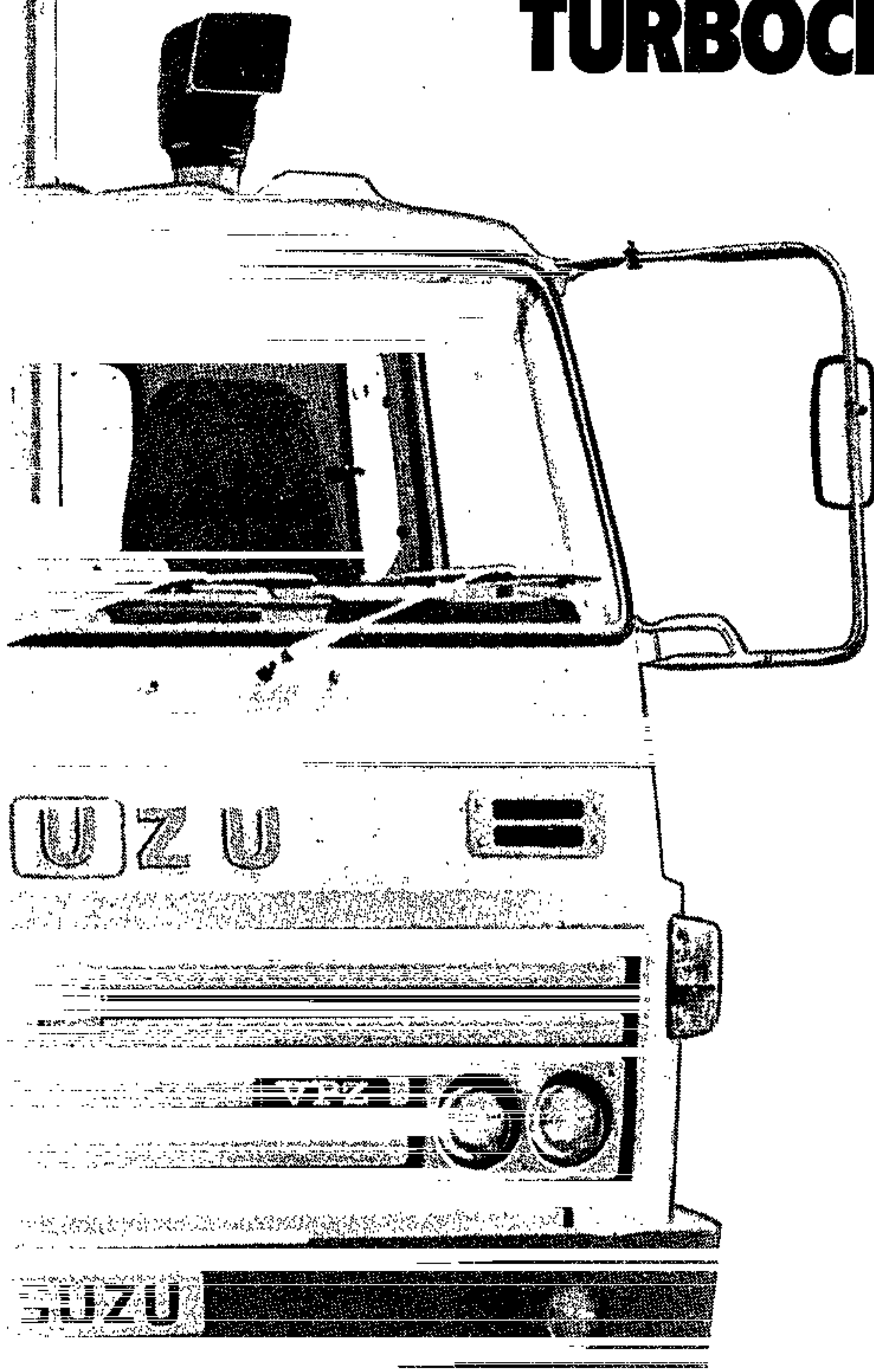


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|--------------|------------|-----------------|---------------|
| TLD 24 | 2 Ton | TLD 44 | 2 Ton |
| TLD 44 | 2½ Ton | *TXD 45 | 7½ Ton |
| TLD 54 | 2½ - 3 Ton | *TXD 55 | 7½ Ton |
| SBR 422 | 5 Ton | JCR 360 | 7 Ton |
| SBR 422B | 6½ Ton | SPZ 451 | 12 Ton |
| *TXD 45 | 7½ Ton | MECHANICAL | Drawing Train |
| *TXD 55 | 7½ Ton | HORSES | Capacity |
| JCR 500 | 8 Ton | JCR 360 | 21 Ton |
| SPZ 581/581S | 14 Ton | SPR 361/361S | 32/38 Ton |
| | | VPZ 441S | 38 Ton |

*Normal Control



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Forget the rumours

Now that Government has finally decided to manufacture engines, gearboxes and axles for commercial vehicles in SA, there has been much comment and speculation as to what effect this will have on suppliers of commercial vehicles and the road transport industry in general.

When one looks at the situation overseas it is easy to realise that there are two distinctly different concepts of commercial vehicle manufacture. One as found in North America and the other as found in Europe. Basically the difference is that in Europe the heavy commercial vehicle manufacturer concentrates on manufacturing virtually every component, at least every major component, himself. Whereas in the US and Canada commercial vehicle manufacturers concentrate on the putting together or matching of proprietary units such as engines, gear boxes and axles, and merely assemble the complete unit. In SA the majority of commercial vehicles, by volume, have followed the European concept, including the Japanese manufacturers.

With the advent of ADE in Cape Town, and the local manufacture of gearboxes by SA Transmission and of axles by SA Axles, the trend must inevitably move towards the American concept. The truck manufacturers' expertise will be directed towards putting together or matching the

On January 27 there was a meeting between the joint technical committee of the Professional Hauliers Association (PHA) and the National Association of Private Transport Operators (Napto). Also present were a technical expert from the SA Bus Operators Association (Saboa), and local content manufacturers Atlantis, SA Axles and SA Transmission

The aim of this round-table meeting was to assess the overall situation, including the increase in the cost of road transport, due to the local manufacture of truck engines and transmissions.

It is still too early to release accurate figures, but PHA executive director Jack Webster analysed the effect of the programme on the operators.

available components to produce the best possible vehicle for the job. This trend is already manifesting itself and it is to be expected that in the reasonably near future one will find that the heavy commer-

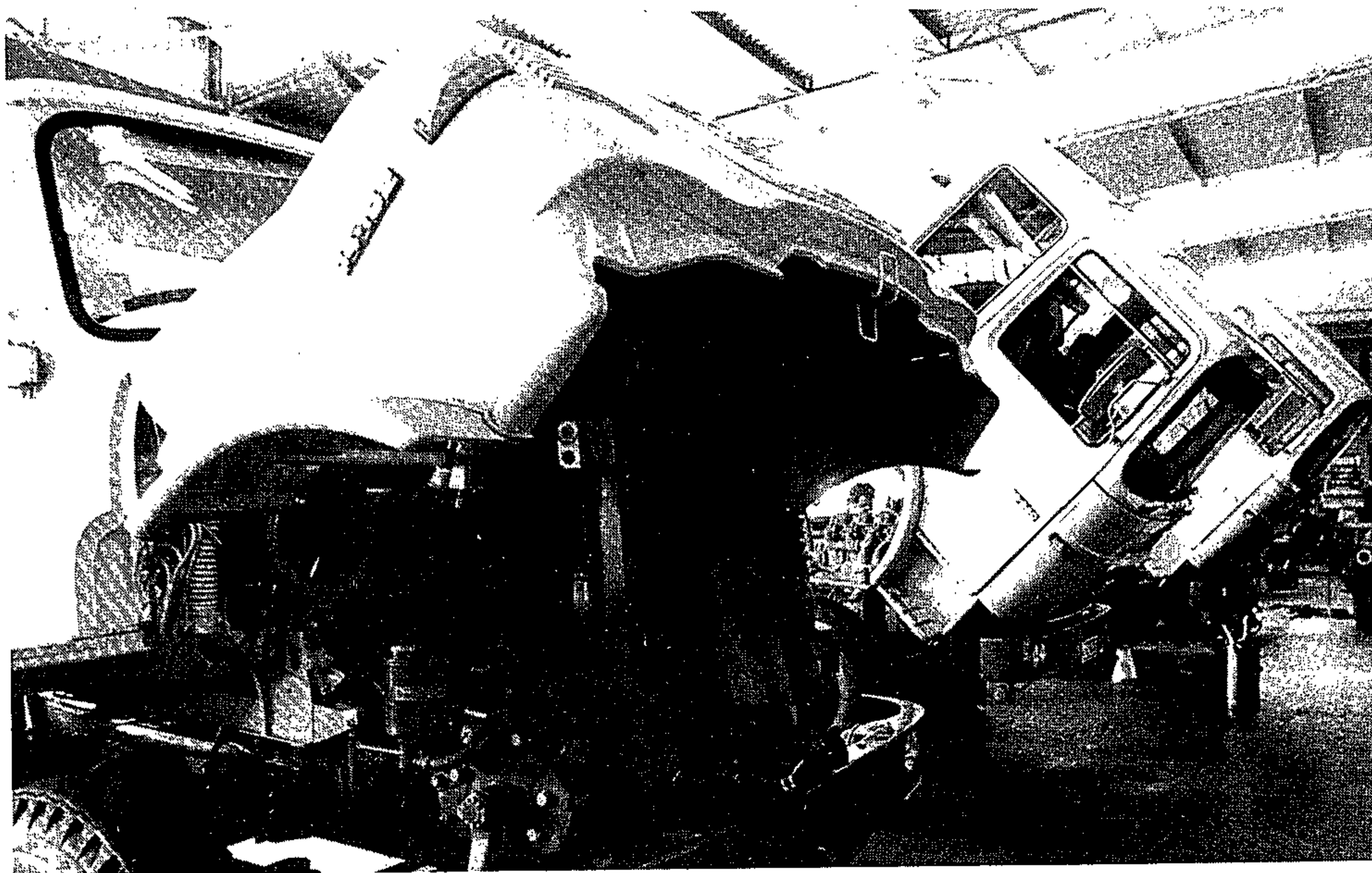
cial vehicle sold in SA will be specified to meet local conditions without any influence from overseas manufacturing plants. In other words, the tendency will drift towards a specification for a SA truck.

The effect of this on the vehicle supply industry will be to improve the situation as far as the vehicle operator is concerned, in that vehicle suppliers will now have to concentrate on the correct matching of components, back-up service, parts availability and the like, in exactly the same manner as in the US.

The effect on the road transport industry will obviously be far-reaching, and it is far too early at this time to make any positive statements as to what the effect will be on the cost of road transport in South Africa, both in respect of the conveyance of goods and the conveyance of passengers.

The road transport industry maintained a low profile in respect of the local engines, gear boxes and axles until vehicle suppliers had ample opportunity to finalise the technical ramifications. But now that this has been either completed or is in an advanced stage, the operating section of the industry is beginning to take a serious look at the total situation.

Discussions have taken place with Atlantis, SA Transmissions and SA Axles, and it is hoped that in the near future it



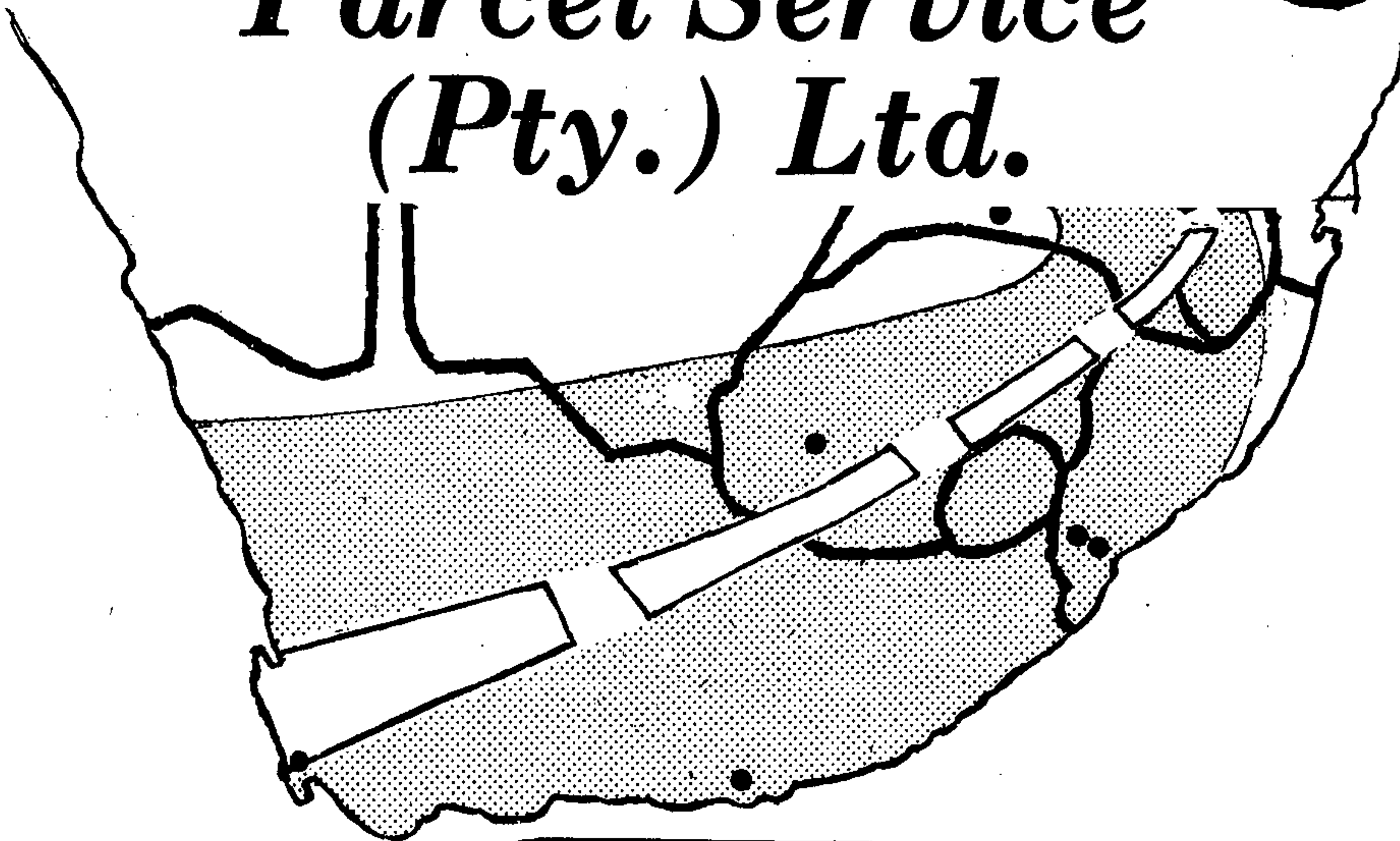
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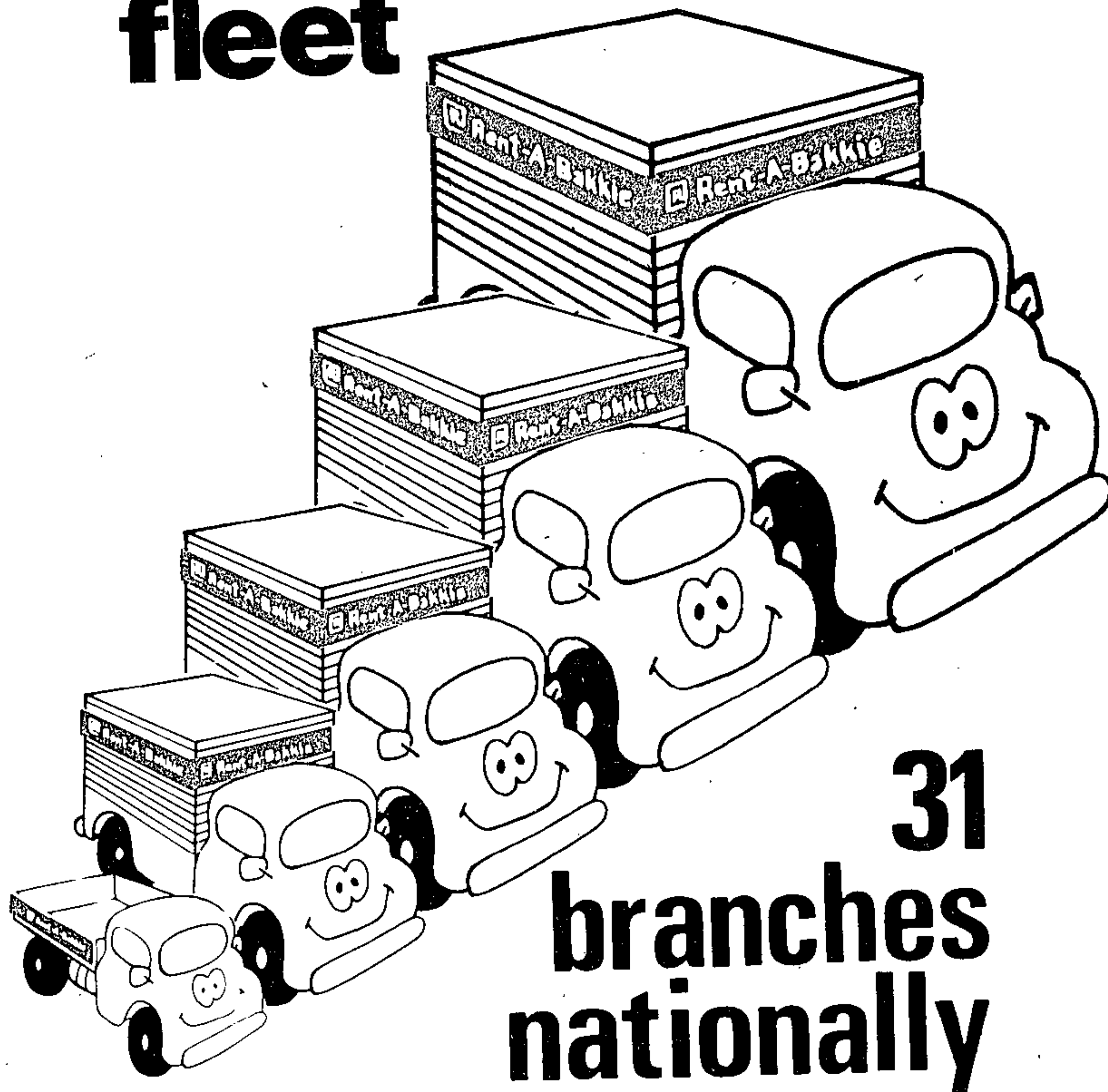
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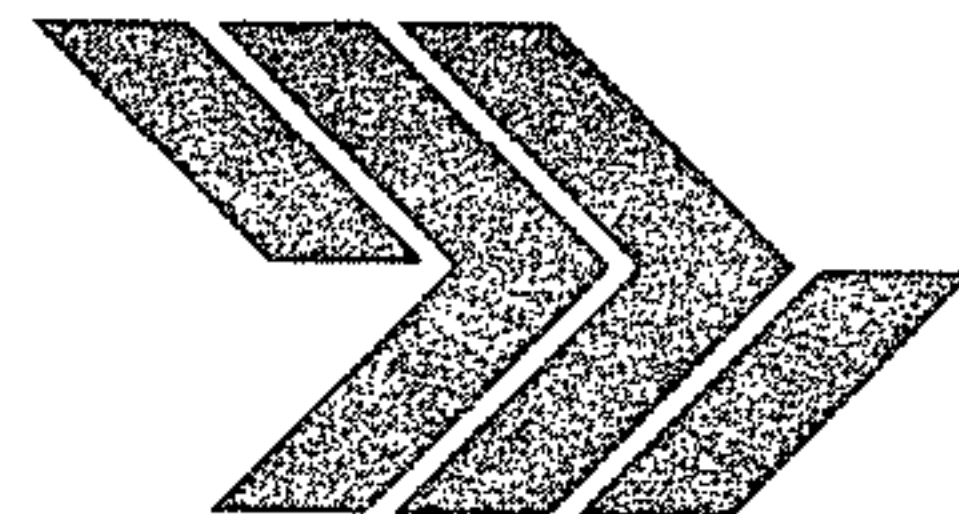
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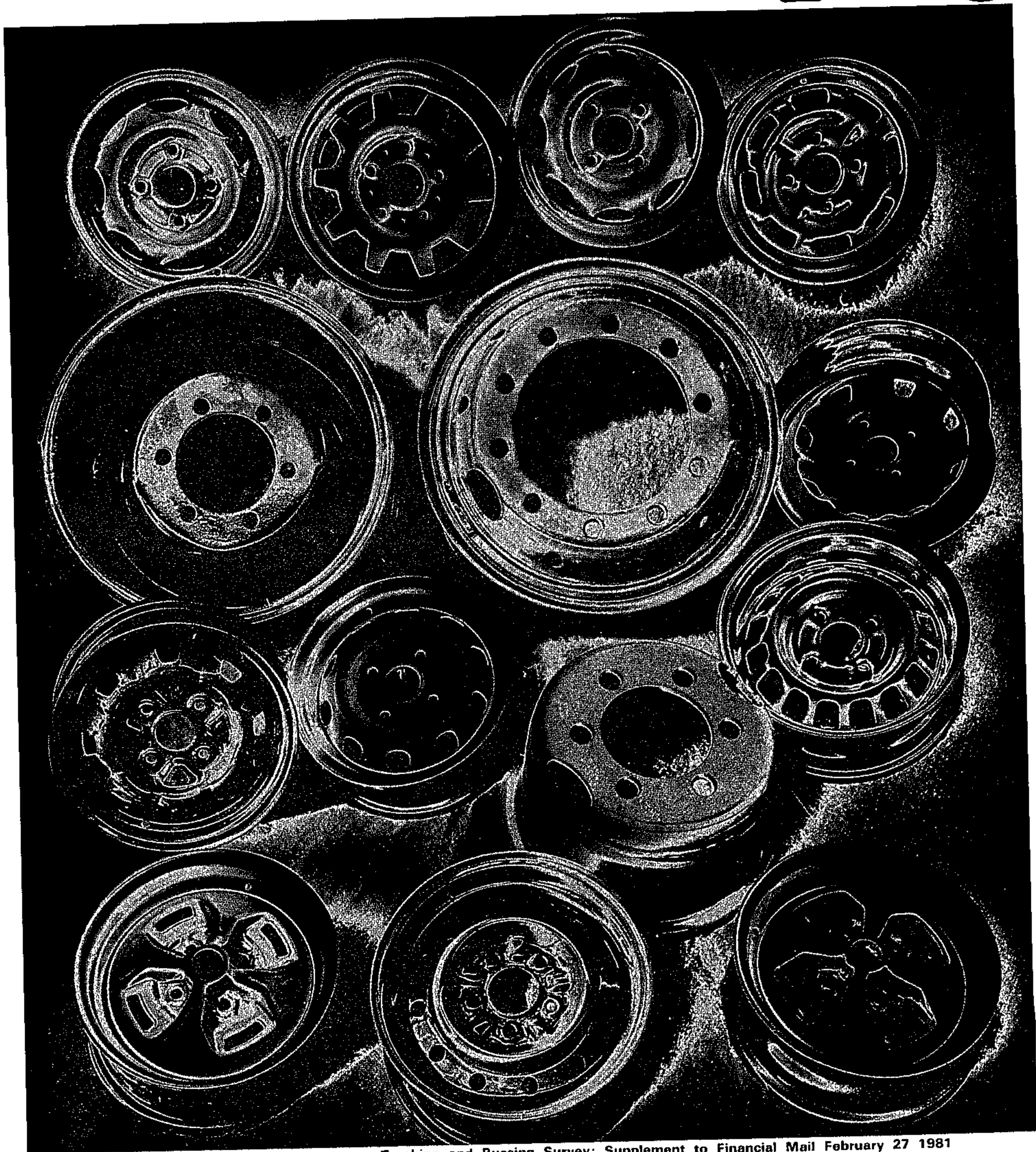
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Trucking and Bussing Survey: Supplement to Financial Mail February 27 1981

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BUSINESS STANDARD

Edited by Johann van Rheede

Busmen have five years to deadline

S. Times 12/4/81

332

BY GEOFFREY BERRIDGE

BUS operators have only five years to establish new agreements and standards for the operation of bus services throughout the whole of Southern Africa — a task that on past performance is well-nigh impossible.

The five-year deadline set by economic norms accepted by the Government and economists for economic growth and regional development embodied in the blueprint for constellations of states.

The drive towards change is already gathering impetus, however, notably by the birth and growth in membership of the Southern African Bus Operators' Association (SABOA).

Saboa already has 75% of the industry marshalled within its ranks, and is initiating a wide-ranging programme of developments that, it is hoped, will carry the passenger transport industry along its carefully chartered course. Saboa holds its first annual meeting early next month, and in its brief career has

created special committees and liaison groups to discuss at all levels of industry the main pointers for development.

Progress achieved is generally acclaimed as being unprecedented in the history of the local passenger transport industry. Dr Gerrie Prinsloo, executive director of Saboa, lists the main issues that have emerged:

The need for employee and trainer training; bus standardisation through consensus between manufacturers and

users; a rethink on unit sizes for profitable operation; improved co-ordination and co-operation between private enterprise local authorities and Government bodies; separate licensing of bus drivers; inter-State infrastructure for passenger transport; and, at the level of human relations, an employer body that can negotiate grievances with employees.

"On top of all this is the need to sort out Government subsidy structures and procedures for increasing fares. This is a very urgent matter because, whatever is decided, this will determine whether the industry can hope to attract the investment capital it needs.

"Municipalities are not dependent upon continuity of

managing director.

"Management procedures are just as important as the operating aspects — one affects the other — and it is too often assumed that the management side is operating efficiently when in many instances it is the very cause of unprofitable operation.

"On bus standardisation, operators themselves can do much to bring this about. If they could agree on some kind of specification for their vehicles, especially where users are operating buses from the same producer, manufacturers would be able to reduce unit costs in this very simple way. There are definite moves towards this standardisation route for the whole industry."

There would also be growing competition from smaller vehicles in the next five years, accompanied by moves towards even bi or tri-axle

will be even further along the line with bus standardisation. Whatever happens will have to tie in with the short-term implications of the Atlantis Diesel Engine (ADE) project and plans to produce transmissions and axles locally.

"It has been said that the prices of vehicles will rise by 40% as a result of these local content developments, but that sounds a bit high. There is no sure indication yet, but I expect the premium to be less than 40%.

"A real factor will be the availability of spares for units currently in use. Bus operators need at least 10-15 years of guaranteed supplies, otherwise their costs will soar sky-high," he said.

The bussing of people between South Africa and neighbouring territories will require positive thinking in agreeing inter-State

Entry via: `CD cd-name <carriage return>`

FOR? INITIAL, INPUT or OUTPUT
PROCESSING MODE? SEQ or RANDOM

If response is RANDOM

FOR? [integer] (optionally RECORDS)

If this is an (INITIAL) INPUT CD

QUEUES? `[data-name]`

SUB-QUE-1?

SUB-QUE-2?

SUB-QUE-3?

MESSAGE DATE?

~~MFC-ACTTIME? [data=name]~~

“This is a very complex subject and includes the licensing of vehicles and drivers. We must ensure that the standards set down in the independent states are on a par with ours, and vice versa.

“We are now gathering information on existing procedures and this is quite a task. We are dealing not only with Government departments, but also with the many people who are organising and offering the services.

“Already, we are finding that the views of the SA Government may correspond with those of, say the Bophuthatswana Government, but that there may be differences in detail.

“There may, on the other hand, be no specific view at all,” said Dr Prinsloo.

the other end of the mass transportation scale. Co-ordination of industry growth demands co-operation between private enterprise, local authorities and the Government.

"The foundation has been laid by South African Railways and the Corporation for (CED) joining Sabota and sitting alongside private operators. This is the first time in the history of the local passenger transport industry that this has happened.

"The industry is now discussing the needs and problems of all operators for the first time, and discussion is usually the starting point of larger co-operation," said Dr Pinsoo.

"Ten years from now we

ratepayers whether they are profitable or not. Private operators, on the other hand, can only continue if they are profitable. It is this profitability factor that influences investment decisions by private managements.

"The industry is at a stage where it needs to look at its very foundations to find the root causes of its difficulties. Standards for training of employees, and the people who will be doing the training, are badly needed.

"We have to sit down and try to come up with some kind of uniform standard for the entire workforce, starting from the very bottom and going right through to the top management, including the

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Supplement to Financial Mail February 27, 1981

Passenger transport industry to mark time

By Geoffrey Berridge

IT is expected that the forthcoming commission of inquiry into South African passenger transport — the Welgemoed Commission — will be gazetted officially at the end of the month.

Work will then start in the second half of the year on a comprehensive inquiry into all aspects of the industry's operation, culminating in a full report after 12 months.

To many, this is seen as a formidable task to be completed in such a brief period.

By nature of its official status, the inquiry effectively freezes any major reform or procedural changes the industry may need in the meantime.

The question now being asked is: can the passenger transport industry afford to wait

another two years before any further development can take place?

With the commission members about to be announced, it is already clear that the Government does not want to act on any major issues until they have been considered by the inquiry.

A number need to be tackled now and it is feared that some operators may not be able to hang on for another two years before they are resolved.

Subsidies, for example, are virtually certain

to be set at the same limits as last year.

Because of rising costs, which have already pushed many operators to the point of unprofitability, the position can only deteriorate further unless urgent relief is forthcoming.

The Department of Manpower Utilisation is pushing wages higher, resulting in higher operating costs to aggravate the effects of inflation.

Many feel that the time for investigations into subsidies passed a long time ago. Subsi-

3.32 2.48 5. Times 124K1
while inquiry revs up

dies should be increased without delay if the industry structure, and the capacity it represents, is to be preserved intact until the commission reports its findings.

Government reluctance to act now might be seen as a way of squeezing inefficient operators out of business. But the issue goes deeper than this.

Urgent investments of new capital are already needed, even among the most efficient operators. Few will be inclined to invest when returns must diminish substantially.

It is expected that the commission will comprise more than 10 members, under the chairmanship of Professor Peter Welgemoed of the Rand Afrikaans University. The make-up of industry representation is not known at this stage.

- b - Prefix character. This character is used unless the field is negative in the prefix position. For example, -10.12345E4.
- c - Digit group separator. If numbers are separated by five digits are separated grouping will occur.

Example:

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->SET A=10123.45
->B=-.000987654321
->T FMT(A,15,2,'*$',')
*****$10,123.45
->TYPE FMT(B,17,-8)
-9.8765432E-4
->T FMT(B,18,12,'*$',')
-0.000987654321
->T FMT(A,10,0,'*$',')
***$10,123
->T FMT(A,0,-7,'+'')
+1.012345E4
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10.3.2.9. ID (s)

The ID(s) function returns a string containing the argument string. The valid input arguments and

Input Argument

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Angry cabbies will meet

by LEN KALANE

TAXI owners are to fight the ruling that restricts them to carrying only eight passengers in 10-seater kombis.

A provincial body was formed last week, the Transvaal Taxi Association, to present a united front to the authorities on the kombi issue.

The body represents most of the taxi associations in the Transvaal, Bophuthatswana and Owa-Qwa. It affiliates associations from the East and West Rand, the Vaal, Pretoria, the Western and Eastern Transvaal.

The body will fight all "burning issues" in taxi circles, according to Mr Patrick Qwabe, convenor of the meeting at the D. H. Williams Hall, Katlehong at the weekend, which saw to the birth of the Transvaal Taxi Association.

The provincial body is not a new thing in the taxi fraternity. A similar body was formed in 1978 but collapsed due to rivalry and misunderstandings among the taxi people.

"We have started afresh," said Mr Qwabe, explaining the birth of this umbrella body.

Mr Qwabe added: "We formed this association to come together and for the sake of

peace. We have a lot in common, we the taxi people. Taxi-owners have the same kind of problems to tackle, may be from Benoni, Randfontein or Potchefstroom."

According to Mr Qwabe, the biggest problem for taxi-owners was the kombi issue. He said kombis which were manufactured to seat 10 passengers were reduced to only eight for taxis.

Mr Qwabe said a by-law restricted kombis to hold eight passengers although the vehicle was made for 10.

He told the Sowetan: "We want the right to carry 10 passengers. The seats are there and I don't see why we are restricted to eight passengers only. We will fight this."

Most taxis on the Reef switched to carrying passengers

in kombis after the petrol squeeze in 1979. Taxi-owners abandoned their cars for kombis when the Government announced mayor petrol increases in that year.

Mr Qwabe said the Transvaal Taxi Association will hold

another meeting on May 19 at the D. H. Williams Hall.

The interim committee for the body is at present Mr N. Mlotkoti (acting chairman). Mr Qwabe (secretary). Elections will be held at the forthcoming meeting.

ical personnel have been singled out as being shing through their own preferences by failing to

of the bureaucratic decision group with sufficient ult of this process, modern, highly technical

the ego's and the research requirements of a the medical fraternity may be built when perhaps

iewpoint a better strategy would be the provision e by mobile medical clinics. Research into the

decisions has yielded nothing but the undeniable consistency (17). It has even been argued that an

beds is itself sufficient to increase the number of hospital (18). Large quantities of resources are

with planners for the treatment of relatively a result of pressure from a group of interested

The influence of the medical profession on the es is not a problem that relates to the provision

th alone, the diseases treated in private hospitals doctor's preferences regarding the mix of the cases

State Expenditure from a Marxist Perspective. Journal of Public Economics, Vol. 9, No. 2, April 1978, p. 221-238.

The lack of consistency in medical decision making is well argued and documented in Michael H. Cooper, Rationing Health Care, Croom Helm, London 1975, Chapter 6.

Milton I. Roemer, 'Bed Supply and Hospital Utilization: A Natural Experiment', Hospitals 35 No. 21, Nov. 1961, pp. 36-42.

The arguments advanced in M.F. Drummond, 'Sharing Resources for Health; England - The Case of Teaching Hospitals', in A.J. Culyer and K.G. Wright, Economic Aspects of Health Services, Martin Robertson, London, 1978, pp. 141-154 are also relevant here.

For medical examples of this type of syndrome see the research reported in S. Lichtner and M. Pjanz, 'Appendectomy in the Federal Republic of Germany: Epidemiology and Medical Care Problems', Medical Care IX 511, 1971.

Arrow argues even more strongly that the financial incentive that is present in the private hospitals encourages doctors to hospitalise unnecessarily. Kenneth J. Arrow op cit.

1. The shortcomings of the market mechanism.
2. The existence of competing and conflicting objectives in the community's overall goals and the difficulties involved in establishing such goals with any degree of accuracy.
3. Difficulties involved with the collection, evaluation and communication of data relevant to the objectives and to the performance of the projections designed to achieve them.

WHAT CAN BE DONE?

Overcoming the Problems in the Market.

We will consider these problem sources 'in seriatim'. A solution to the shortcomings of the market mechanism is always sort through the medium of increased state intervention. Arguments over the nature and the level of such state intervention range on with substantial fury. Solutions suggested vary from those of people far on the 'right' such as Friedman and von Hayek who argue that the state should concern itself with matters of distribution only, to full scale statements from the 'left wing' that are related to the inevitability of socialism or communism as being the only solutions to the inadequacies of the market. Leaving aside the merits and demerits of the arguments of the protagonists of the

- (20) For medical examples of this type of syndrome see the research reported in S. Lichtner and M. Pjanz, 'Appendectomy in the Federal Republic of Germany: Epidemiology and Medical Care Problems', Medical Care IX 511, 1971.
- Arrow argues even more strongly that the financial incentive that is present in the private hospitals encourages doctors to hospitalise unnecessarily. Kenneth J. Arrow op cit.

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22-11-78

11/4/81

SOWETAN, Tuesday, April 14, 1981

Taxi

Drivers complain about race bars for passengers

Mercury Reporter

NON-WHITE taxi drivers who man 'whites-only' taxis have to sit as their own race classification board — to save a R100 fine each time they break the apartheid laws governing transport.

Taxi drivers said yesterday that they were not white but they had to discriminate against people with the same colour skin as themselves.

'Imagine me, an Indian, asking another Indian for his identity documents to prove whatever he may be before I can transport him,' said Mr S Naidoo, an operator at Morris Taxis.

To add to the problem they ran the risk of being beaten up by seamen who did not tolerate any racial prejudice.

Mrs Kay Watson, a spokesman for the Durban Taxis Owners' Association, said yesterday that black drivers of 'whites-only' taxis were finding it extremely difficult to check the identification of passengers.

She said drivers of several taxi companies had been charged for transporting blacks in 'whites-only taxis'.

'Many "whites-only" taxis are permitted to transport foreigners of any race from the harbour and international-classed hotels, but it is humiliating and embarrassing for the black driver to demand the identification of a passenger before he allows him into his taxi,' said Mrs Watson, adding that drivers were open to assault and abuse if they did.

She said taxi drivers who appeared before magistrates for transporting blacks in 'whites only' taxis were fined, and also warned that they should check the identification of the passenger.

Mrs Watson, a director of Aussies Taxis, said she had defended some of her taxi drivers who had appeared in court after they had been fined R100 for transporting blacks in her 'whites-only' taxis. She said she would continue to protect her drivers because many of them were innocent.

'Besides being allowed to transport foreigners of any race group, taxi drivers of whites-only taxis have problems with dark-skin whites, and also with coloureds who look like whites,' said Mrs Watson.

Mr Petros Bethete, a driver of Eagle Taxis, said yesterday that he had been charged by the police for transporting a coloured woman from the harbour.

'A white seaman brought her from a ship and asked me to take the woman into town. I thought she was his wife and allowed her into the car without asking any questions,' said Mr Bethete, adding that he would have been assaulted if he had refused or had asked to see her identity documents.

Mr Stuart Freedman, director of Eagle Taxis, said several of his drivers had been harassed by the police and charged for transporting blacks in his whites-only taxis.

Decide

'Three of my drivers were recently charged for transporting black passengers. One of the charges has since been withdrawn, and in order to prove to the Court that it is difficult for non-white drivers to insist on the identification of passengers we are going to defend every charge,' he said.

One driver yesterday told how he was found not guilty in court for transporting two black women in a whites-only taxi after he took two coloured women as witnesses and asked the court to decide whether the women were white or non-white.

14/4/81

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Introduction

N

Pages 1-10 of extreme social inequality has developed in South Africa. Its most prominent feature has been a system of racial domination, in which a relatively small group of whites has increasingly subordinated a large population of non-whites.

In a world increasingly intolerant of racial discrimination, let alone social inequality in general, this system has become one of the major political issues and social problems of our epoch. Whatever the rights and wrongs of the situation, the past development and present nature of this system need to be understood in all their depth and complexity, and they present us with difficult problems of explanation. This book is a study of class and race relations in South Africa which hopes to deepen such understanding and to help to resolve some of these problems.

Generally speaking, such explanation has not been taken very far. This cannot simply be put down to insufficient inquiry, of which, on the contrary, there has been some abundance; it must also be said to reflect deficiencies of approach.

Much of this inquiry has expressed, albeit often only implicitly, a particular school of thought, which blends the traditional preoccupations of race relations research (attitudes and ideology) with a strong dose of neo-classical economics. According to this approach, the system of racial domination in modern South Africa is seen and explained as a 'dysfunctional' intrusion upon the capitalist economic system, stemming from non-material factors outside it such as prejudice, racism, nationalism and 'social and cultural pluralism', but doomed over the long term to destruction by the inexorable imperatives of

Cuts follow bus boycott

By JOHN PHADU

PIETERSBURG -- Six youths have been sentenced to six cuts each after being found guilty of public violence arising from the Lebowa bus boycott last year.

They were M S Sebilibili, J H Sebola, R A Ngwepe, all aged 19, and three youths, who were said to have been involved in a shouting, fist-waving and stone-throwing demonstration last August 25.

Four others -- P M Bopape (18), M J Mabaso and two youths -- were acquitted by Regional Court Magistrate Mr P M Maree. They had all pleaded not guilty.

Sergeant D A F Fourie of the Pietersburg police told the court he saw five of the accused stoning the car of Colonel P Moloto from the Lebowa police. He said he saw the police chase some of the accused into a house, which he entered and where he arrested five youths.

Four youths were arrested by Constable A Giani of the Pietersburg police while they were running from the scene of the demonstration.

In another incident on the same day, a truck belonging to Springbok Coal was damaged by the stone-throwing mob near the Tsekamaboa Trade College, where another one of the accused was arrested.

Director denies fraud charges

Argus 22/4/81

332

A DIRECTOR of companies yesterday denied defrauding the Department of Transport and the State of R49 000.

Mr Robert Frederick Veitch, 51, of the Chevots, Camps Bay, pleaded not guilty at Cape Town Regional Court, to 24 counts of fraud, and to 12 alternative counts of theft.

It is alleged that between February 23 and December 12, 1978 with the intention to defraud, he gave the Department of Transport and the State the impression that bills of entry had been submitted to the Department of Customs and Excise.

He was alleged also to have claimed that customs duty and surcharge duty had been calculated on the documents and paid.

It was said that under these false pretences the goods had been released to the clearing agent — Trust Shipping Services (Pty) Ltd, Mr Veitch's company.

DUTY

It is further alleged he knew the documents had not been submitted and that customs duty and surcharge duty had not been paid.

On the alternative counts of theft, the State alleges the accused purported to the companies using his agency that his firm had paid the duty by means of false pretences induced the companies to refund his firm.

The case was postponed to July 21. Mr Veitch was warned to appear.

Mr J Vermeulen was on the Bench. Mr Frank Silbert appeared for the State. Mr P Hodes, instructed by J Katz of Miller, Grues, Katz and Traub appeared for Mr Veitch.



Mr Nontu Duma . . . one of the victims. Pic by JUDAS NGWENYA.

HORROR CRASH

SOWETAN
22/4/81
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Nine die in road smash on East Rand

NINE PEOPLE were killed in a horror smash in the East Rand yesterday.

The accident occurred on the Barry Marais Drive, between Vosloorus and Boksburg. It involved a taxi and a bus.

The nine dead, eight men and a woman, were in the taxi, on its way to Vosloorus.

The bus, travelling from Vosloorus, had few passengers and only three were seriously injured. They were rushed to the Natalspruit Hospital where they were admitted.

A senior police spokesman for the Boksburg police confirmed yesterday that nine people were killed in the crash. He said that their names will only be released after their relatives have been informed.

The spokesman said: "According to the information we have received, the taxi was trying to pass a bus when it crashed

By MZIKAYISE EDOM

direction. The taxi was damaged beyond repairs and the nine died on the spot."

One of the injured has been identified as Mr Nontu Duma of Block 8, Room 24, Thokoza Hostel in Alberton. He suffered a head injury. The other two have not yet been identified and they cannot talk.

Another has a fractured base skull and both his hands and the right leg fractured.

Speaking from a stretcher at the casualty department, Mr Duma said: "It was at about 6 am when the accident happened. I was in the bus and I saw the combi approaching us at high speed."

He added: "I cannot say how the accident happened because all I heard was a big noise and the next thing I found myself in hospital."

Dr A F Chemaly, superintendent at the Natalspruit Hospital, said yesterday the three men arrived in a bad state at the hospital. "But now they are out of danger as they have slightly improved," he told

SOWETAN

6.2 Recurrent trends in projects, reserves and other underdeveloped economies

6.2.1 Economic Factors

of the nationalist movement and, through the system of patron-client linkages with the rural mass, was able to gain access to political and economic power at the centre."²⁹

In the social system in the reserves, the patron-client linkages between rich and poor fulfil important functions. "The big landowner with village, even within an extended family, is simply a wicked exploiter, he owes his position to his readiness to provide consumer jobs, help with (or against) outsiders and in officials; and, in general, security against

In the South African black rural areas, patrons are not landowners because they cannot be. They are professional people and/or engaged in or transporting. The economic situation makes it difficult for any significant agricultural production to take place or for infant industries to grow. Competition from cheaper South African produce means that small indigenous capitalist entrepreneurs have no "protected" period in which to grow.

Thus it can be argued that there is no room for indigenous capitalism to develop fully in the homelands and that the richer classes will remain mainly professional people and involved in middleman and transport activities rather than production. (Both transport riding and trading often lead to exceptionally fast profit accumulation because of the vulnerable position of the mass of people in their isolated villages).

Lenasia bus service probe demanded

RDM 23/4/81

332

By MARIKA SBOROS

LENASIA residents have demanded an official investigation into transport facilities to and from the township.

Residents have accused the bus company which provides transport from Lenasia to Johannesburg of cutting costs at the consumers' expense.

In a survey conducted by the Lenasia Transport Action Committee (LTAC), an organisation elected at a public meeting last year to represent commuter interests, residents voiced their anger at inadequate bus services and said an investigation was needed.

A spokesman said LTAC had compiled a list of proposals for improvements which had been sent to the Lenasia Bus Service (LBS), a private company which provides the transport services, the Johannesburg City Engineer and the Secretary of the Road Transportation Department.

Residents' grievances were:

- Overcrowding — residents were forced to stand for distances of 35km for as long as 1½ hours at peak periods.
- Buses took long and indirect routes in Lenasia.
- No timetables were available.
- The buses were in a bad mechanical state, and frequently broke down.

"It seems that costs are being kept down for the benefit of the company at the expense of consumers," LTAC said in a statement compiling the survey's results.

LTAC proposed that:

- The LBS press for Lenasia to be declared an affected area so the company could qualify for a subsidy.
- Bus services be provided on Sundays and public holidays and for shift workers at night.
- The buses be kept in good mechanical repair, and replacement buses be provided for breakdowns or that fares be refunded.
- A complaints office to be set up which is both known and accessible to the commuter public.

The LBS manager, Mr Denarth, said some of the complaints were justified, but others were not his problem.

He agreed commuters had to travel roundabout routes through Lenasia, but said he could not provide alternate routes until the City Council made the roads.

He said timetables were available, and the last LBS bus left Johannesburg at 7.30pm, which was late enough.

He did not agree that his buses were in a bad mechanical state, and said all transport companies had breakdowns.

He would not consider giving refunds under any circumstances.

Mr Denarth refused to say whether LBS received a subsidy from the Government.

A spokesman for the City Engineer's office said the office had not yet received a letter from LTAC.

The secretary for the Road Transportation Board could not be contacted for comment.

is due to such as irrigation and urgent credit (to buy seeds and other inputs at the right time); the extreme difficulty of marketing produce; and the difficulty of competing with heavily subsidised and favourably-treated white farmers."

6.2.1.2 Supplementary or Primary Projects

Both the dairies and communal gardens function well as supplementary sources of income for people with some measure of security but it seems that neither can provide enough, as a sole source of income, to keep members out of migrancy.

80 HURT IN BUS SMASH

23/4/81
Sun 7 am

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Constance Motaung, one of the injured in the bus accident, was treated for broken ribs and cuts on her hands.
Pic by DONGANI MINGUNI

ABOUT 80 people were injured when two Putco buses on the old Potchefstroom Road, near Klipspruit yesterday. Baragwanath Hospital has confirmed that 80 people were treated. Four were admitted while the rest were discharged after treatment.

The names of those admitted are Michael Diakanyo, Mjabeni Constance Motaung and Jaconia Sehubethe. Though seriously injured, they were out of danger yesterday afternoon.

The accident was described as "quite serious" by Putco's West Rand executive, Mr George Hall. He said he thinks the two buses were damaged beyond repair.

The accident occurred at about 7.15 am yesterday morning. According to people who witnessed the accident, a Nancefield-bound bus collided with a bus going to town. The bus apparently swerved out of its lane to give way for a car that was turning into a side street and drove straight into an oncoming bus.

Miss Thoko Gwala, a petrol pump attendant, says she was filling a car when she heard a crash.

"I did not see the buses as my back was facing the street. Suddenly I heard a bang and when I turned I saw people jumping out through windows, screaming for help with blood all over them," she said.

By ELLIOT
TSHINYALA

Miss Gwala says most did not appear to have serious wounds although it was clear that some had internal wounds.

The seriously injured were those sitting in the front seats. Both drivers were trapped in their seats and rescuers had to cut away hunks of crushed steel to release them. One of the survivors, Mr Thomas Mabodze of Diepkloof, said he was sitting behind the driver. The last thing he remembered was the driver going straight into the oncoming bus.

"I don't remember anything thereafter," said Mr Mabodze, who has two deep gashes on the face. He was discharged later yesterday.

Full list of the injured on Page 17.

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23/4/81
Sundown
332



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● Full list of the injured on Page 17.

E Rand fares rise

By MZIKAYISE
EDOM

TAXI fares in Daveyton and Wattville on the East Rand will be increased by 10c from Friday.

But most residents interviewed by SOWETAN yesterday said the increases were uncalled for at this stage.

The 10c increase was decided upon at a meeting held yesterday by the Benoni Joint Taxi Association at the Davey Social Centre in Wattville.

The last taxi fare increase in the township was introduced early last year.

In an interview with SOWETAN, after yesterday's meeting, Mr John

Skhosana, chairman of the Taxi Association, said: "We have no alternative but to increase the fares as we are running our businesses at a loss."

He added: "People have to understand that petrol and car parts have gone up. We have tried to keep our prices as low as possible, but to avoid working on a loss we have to increase fares."

Mrs Kholeka Nkosi from Daveyton said: "The taxi people are just exploiting us. People should just boycott taxis until prices are reduced to the old fares."

Mr Caswell Naka said that the 10c increase was uncalled for as petrol was

increased by less than one cent.

Another resident from Daveyton said: "The price of maize has recently gone up and now it is taxi fares. It is funny because our wages and salaries are not increased, but we are forced to pay more."

The increases are as follows: Wattville to Dunswart — 30c during weekdays and from 30c to 40c on the weekend; Wattville to town — from 30c to 40c throughout the week; Daveyton to town — from 50c to 70c during weekdays and weekends from 70c to 80c; Daveyton to Wattville — from 90c to R1,10 during weekdays and weekends from R1,10 to R1,20. All these are for single trips.

- (1) Plot this demand curve as accurately as possible, preferably using graph paper.
- (2) Now suppose that over a period of ten successive years the annual "crop" amounted to outputs of 80, 60, 70, 40, 50, 80, 60, 50, 40, and 70 million bushels respectively. Calculate and tabulate the gross value of the crop in each of these years, if the demand curve scheduled above was the demand curve of each of the ten years.
- (3) Calculate the average annual gross value of the crop over the ten years, and the output and price which would yield this value.
- (4) Construct a schedule showing what price would have to be received for each of the outputs in the demand schedule in order to make the gross value of the crop in each year equal to the average annual gross value. Plot this schedule on the same paper as the demand curve. (It will be a curve of unit elasticity).
- (5) From the demand curve find the total amount which must be offered on the market in order to fetch the prices discovered in part (4). From these amounts make a schedule showing how much the government would have to buy or sell for each total output.
- (6) Draw up a schedule showing how much the government would have to buy or sell in each of the ten successive years of part (2). Would the government have to sell a total greater than the amount it would have to buy over the ten years? Does the answer mean that stabilization of the gross value of a crop is impossible?

2. cont.....

Tension over false threat to taxi owners



Mr George Wauchope

TEMBISA was tense yesterday after rumours had spread that members of the Azanian People's Organisation (Azapo) has threatened to burn down houses of taxi owners and drivers because they did not participate in this month's rent protests in the area.

And Azapo, who have discounted the rumour, have now called for an emergency meeting between their Tembisa branch and taxi owners tomorrow to discuss the issue and ways of killing the rumour.

Publicity Secretary of Azapo, Mr George Wauchope, said in Johannesburg last night that the rumour had worried the organisation and that Azapo would urge the taxi owners to be calm on the issue when they meet in Tembisa tomorrow.

But a taxi owner told SOWETAN over a telephone "we are also worried". He did not know where the rumour came from, but taxi people were worried about the safety of their families and what situation that type of action by Azapo would create in Tembisa. "We are happy that a meeting has been called," he said.

Mr Wauchope yesterday appealed for peace and tranquility in the area. "We ask the black community not to allow itself to be divided by some other forces with ulterior motives.

"We will urge them to be calm because no threats like that have been issued by Azapo. And we will never ever use threats against any member of the community," Mr Wauchope said.

The rumour is said to have stemmed out of the fact that people in the area had claimed taxi owners and drivers were not co-operative during rent protests.

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CONTAINERS 332 Turnaround FM 1/5/81

In an attempt to come to grips with the flow and handling of containers at SAR's City Deep terminal and SA Container Depot (SACD), the inter-departmental committee chaired by the Department of Transport is now considering evidence from interested parties.

The Association of Chambers of Commerce (Assocom) has submitted to the committee a six-point plan which could go a long way to smoothing operations at City Deep.

For the moment, the previously troubled SACD has no problems with the flow of container traffic. MD Tony Yuill says: "There's lots of slack holding capacity. Since March, operations have been totally fluid. Resources are, in fact, underemployed."

After the December/January container congestion, SACD, says Yuill, is working at no more than 35%-45% of capacity.



Container man Yuill . . . imports are sagging

Present tighter trading conditions have impacted on both demand and imports, says Yuill. He expects the second half of 1981 to show a 10% decline in imports compared to second-half 1980, and as much as 20% down on first-half 1981. "Depot facilities and depot demand for services obviously fluctuate very dramatically with the import situation."

To prevent a recurrence of the Christmas period crisis, Yuill says SACD is

spending "in excess of R3m before the end of the year to develop an additional 4 000 m² of shed space and container handling gantry. The yard area will be further developed to accommodate hauliers."

Assocom's container plan recommends:

□ A government investigation into how present customs clearance documentation can be simplified. It also suggests that alternative means of imports clearance should be found.

□ A three-day holding period at the SAR container terminal for FCL (full container load) containers, or establishing satellite stacking areas to which containers could be transferred pending delivery instructions. At present, FCL containers arriving at the SAR terminal at City Deep are either loaded directly onto road trailers for delivery to the importer's premises or moved immediately to the SACD. Evidence suggests a major reason for the SACD chaos was the unprecedented year-end influx of undeliverable FCL containers.

□ The establishment of an operations liaison committee to improve communications between SACD operators and cartage contractors.

□ That warehouse facilities be extended, and additional private sector warehouses be licensed. They should be equipped with adequate handling facilities to maximise space utilisation and reduce costs.

□ A Competition Board investigation into the cost of expanding existing facilities. Some operators feel that the apparent SACD "monopoly" results in inefficiencies and high costs.

□ That government appoint a recognised research body to provide regular statistics.

Even though SACD is experiencing no difficulty at the moment, certain users believe it is imperative to create "at least three additional mini-depots" in the short term, according to Pat Henegan, MD of Heneways Freight and chairman of the Surface Division of the Johannesburg Shipping, Forwarding and Clearing Agents.

Henegan considers that interests of the consortium that owns SACD — Rennies 25%, Freight Services 60% and Grindrods and Mitchell Cotts 10%-12% — are favoured. He claims that small agents are at a disadvantage and wants to see three depots (probable cost: roughly R2m per depot) built by a consortium of smaller companies.

"Competition is always good. We could provide a quicker, more efficient service. Alternatively, there could be agent-owned facilities in a large central depot."

But Gordon Canning, chairman of SA Shipping and Forwarding Agents Association (Sasafaa), points out that facilities cannot be overcapitalised at the expense of importers. Unless there is intelligent utilisation of facilities, handling costs must escalate.

Firms try to block SAA bid to ban Couriers

Own Correspondent

CAPE TOWN. — Hundreds of South African businesses have put pen to paper in an effort to restore SAA services to a Cape Town-based air courier service whose business the airline is trying to grab.

The scheduled service, Sky Couriers, was given 11 days notice that it would be banned from using SAA flights from March 1 because of what the airline termed "serious operational problems".

More than 4 000 firms make use of the facility. Initial response to an appeal for help has already elicited more than 100 letters in its support from a wide range of companies.

According to SAA, excessive mass and volumes in the form of Sky Courier baggage offered at the last minute had placed it in an "invidious predicament". After an in-depth investigation and after a careful consideration of other factors, said the airline, it would no longer be able to accommodate the urgent door-to-door traffic.

"In order not to disrupt this facility, the airline would like

to promote the utilisation of its own express cargo service, which will permit the door-to-door service to continue," it said in a letter to Sky Couriers.

"We've used their services a lot and it would be very upsetting if they are allowed to be squeezed out by a monopoly which is nowhere near as efficient," said a partner in a firm of consulting engineers which uses the facility. Mr Bert van der Meulen. "SAA says they can't take the extra weight, but then they also say 'don't use them, use us', so who will be carrying the weight? I hope we can get them on the road again."

An attempt by his firm to compare the efficiency of the two services by sending similar packages through both with the same period of notice met with failure when SAA declined to even pick up the package intended for it.

The managing director of Sky Couriers, Mr Peter Myburgh, said the move by the State-owned airline was a massive blow to free enterprise, which the Government purported to support.

Workers' transport costs may increase

S. Tribune

3/5/81

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Adrian Eksteen at the opening of the Putco depot

By JACK BRICKHILL Finance Editor

THE Government is poised to push up subsidies for blacks travelling mainly on Putco buses and businessmen can expect to be loaded with a bigger contribution to the transport levy.

Subsidies have remained unchanged for several years with the Government contributing the lion's share of about 50 percent while employers contribute R1 a month for each employee in the case of

Durban. But this varies for each centre according to the distance that must be travelled.

The total subsidy to passengers last year was R40 million and with rising costs either fares must be raised or the subsidy increased.

With inflation hitting incomes hard, the Government is likely to favour increased subsidies and will look probably to the private sec-

tor to help shoulder the burden.

The director general of Transport, Adrian Eksteen, said at the opening of the R3 million Putco depot in Durban's Point Road that the Government intended to review the entire bus subsidy mechanism to maintain an "efficient and effective bus service".

The bus owners are pushing the Government to increase the subsidy

to avoid a rise in fares with its possible serious social repercussions.

Industrialists are not happy with the idea because of the selective nature of the subsidy. Roland Freaques of the Natal Chamber of Industries says the Railways subsidises black workers, particularly in resettled areas and the same should apply to buses. He says it is not the fault of the businessman that workers are forced to live long distances from their work because of legal constrictions. It is a community res-

ponsibility and the transport levy should be spread across all sectors.

The ideal is an economic wage so that workers don't need a subsidy, but at this stage this concept is pie in the sky.

Putco is to build another large depot at Prospecton and refurbish the Sydney Road premises to cope with the rapidly expanding commuter population in Durban.

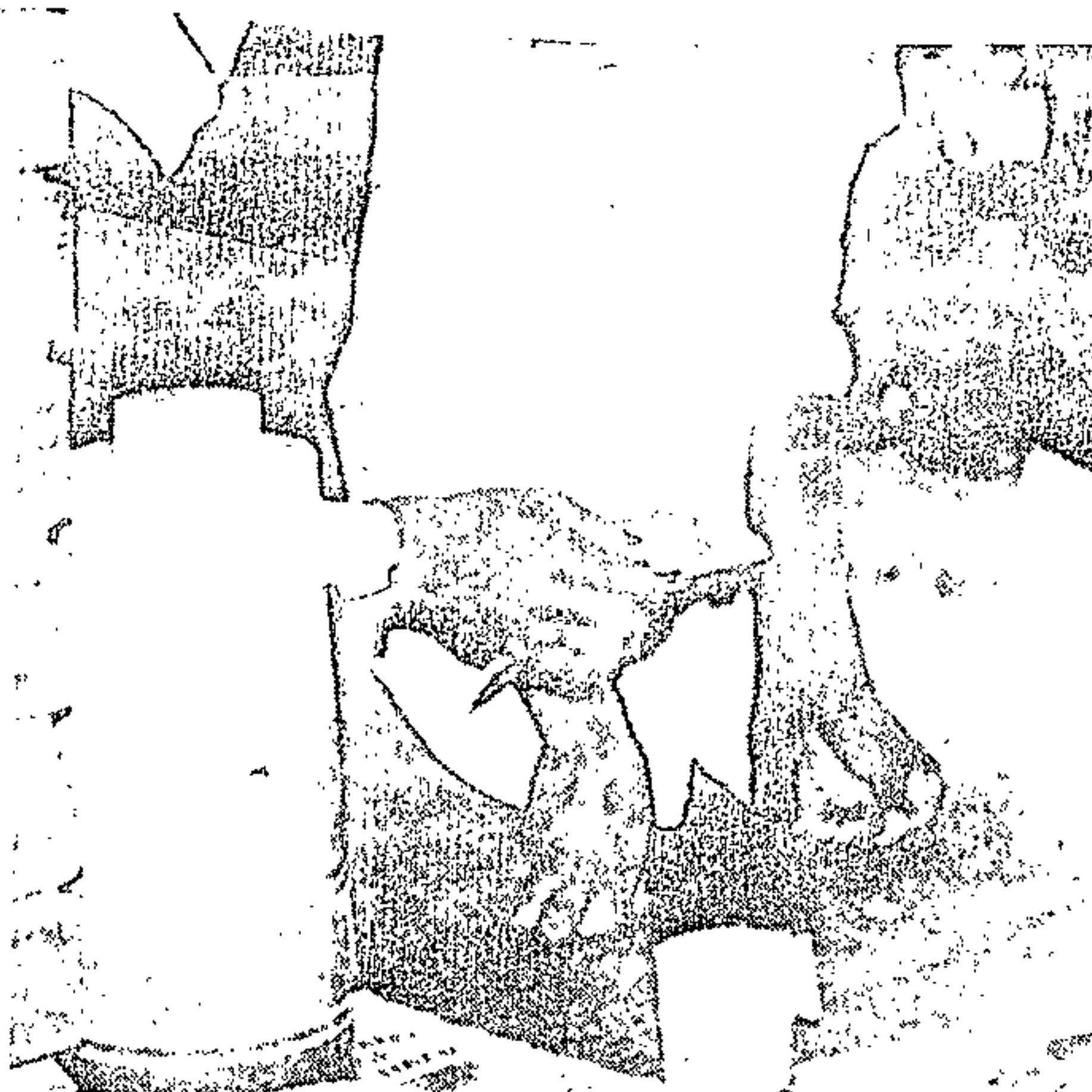
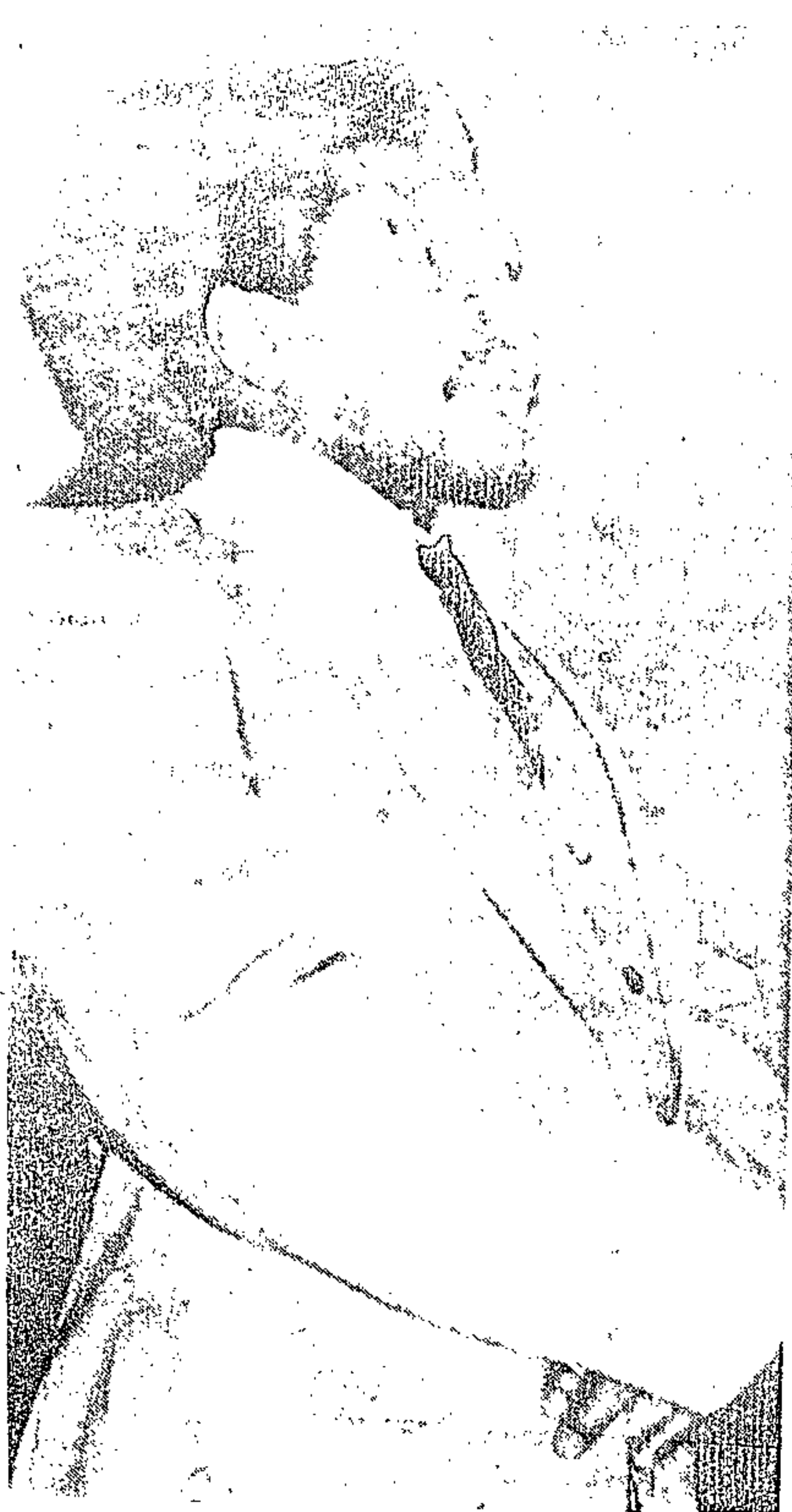
4/5/81

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Sowetan.

Mr Paul Nucci, area manager of Putco for Pretoria, also called on the matric pupils to make full use of the facility offered.

The school will run until November, and tuition will be offered in subjects such as physical science, mathematics, biology, English, Afrikaans, history and accountancy.



LEFT: Mr Joe Latakgomo, editor of the SOWETAN, addressing students at the opening of the new SOWETAN/Putco school in Pretoria at the weekend.

ABOVE: Hundreds of students turned up for the opening of the SOWETAN/Putco school in Pretoria at the weekend. Here a group is seen registering before lectures began.



Local students at the start of a Biology class on Saturday in Pretoria at the SOWETAN/Puico school.

Help for matric

Sowetan 4/5/81

AT LEAST 400 matric pupils enrolled for the first Sowetan-Puico Pretoria School when the school was launched at the weekend.

The school was made possible by a R20 000 donation by Puico, said Mr Joe Latakgomo, Editor of the Sowetan, when he opened the school.

He said the school presented a great opportunity for matric pupils to improve their knowledge of their subjects.

"The fact that so many of you turned up here today shows your genuine desire to improve yourselves, and I hope you make full use of the tuition offered here," he said.



Air freight agents asked for courier ban

By GORDON KLING

AIR 'FREIGHT' agents indirectly competing with an express delivery service yesterday admitted they had lobbied for its recent ban from SAA flights, a move which is threatening to put the service used by more than 400 firms out of business.

SAA yesterday stood firm in the face of mounting opposition to its action, which was coupled with an appeal to shippers to use its own service.

"I very much doubt that we will take another look at it," said a spokesman in the airline's public relations office, Mr John Smith.

Free enterprise champion, Mr Raymond Ackerman, chairman of the Pick 'n Pay stores chain, will meet the managing director of the Sky Courier service, Mr Peter Myburgh, this morning in an attempt to save its operations.

The vice chairman of the Transvaal Air Cargo Agents Association and managing director of Rennie's Air Freight in Johannesburg, Mr Des Williams, yesterday confirmed that it had objected to the service at a meeting with SAA before the suspension was announced.

"The industry felt it had a responsibility to point out to SAA the risks they were taking," said Mr Williams. "If I was a passenger I would be upset at flying with a lot of cargo that hadn't been declared and face delays at the baggage counters."

"If you're offering a service

with factors outside your control, you have to face the crunch if it comes," he added. "You can't blame SAA. They have a service of their own that caters for this type of service."

Sky Courier's, Mr Myburgh, disputed the undeclared cargo danger and said his company had previously offered to check in its baggage two hours before flight departure, compared with 30 minutes required by SAA's express cargo service.

Monopoly

Aside from the unfairness of a government-owned monopoly forcing out private enterprise, growth in turnover of more than 100 percent a year for each of the past five years indicated there was a need for the facility, he maintained.

More than one hundred letters had been received in support of the service in the first few days after the suspension was announced and the number was rising fast.

The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed saying he believed Sky Couriers had been given a "raw deal".

The SAA spokesman, Mr Smith, reiterated the airline stand that the service could not be allowed to continue because of serious operational problems. Passengers baggage, he said, was limited to personal affects so even if the service checked in well ahead of flight departures it would be contravening regulations.

We lobbied for ban, say freight agents

RDM 5/5/81 2470332

Own Correspondent

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The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed, saying he believed Sky Couriers had been given a "raw deal". Quickair, he confirmed, had possibly advised its customers that the courier service would be discontinued even be-

fore Sky Couriers was aware of the SAA decision. His firm had received a photo-copy of an SAA letter to the Cape Town Shipping and Forwarding Association, dated February 12th, announcing the suspension. Mr Moore noted that Sky Couriers was not a member of the association and wondered why it had forwarded the advice.

There was no reply to calls to the association's Foretrust Building offices in Cape Town yesterday.

Sky Couriers, said Mr Myburgh, was informed of the action in a letter of the same date, but it did not receive it until five days later, when it was already getting feedback from clients suggesting it was being closed down.

The SAA spokesman, Mr Smith, reiterated the airline stand that the service could not be allowed to continue because of serious operational problems. Passengers' baggage, he said, was limited to personal effects; so even if the service checked in well ahead of flight departures, it would be contravening regulations.

CT 5/5/81
**Transport
inquiry**

Staff Reporter

WORK will start in the second half of this year on a comprehensive inquiry into all aspects of the South African passenger transport industry by the Welgemoed Commission which is expected to be gazetted soon.

According to the Rand Afrikaans University magazine, RAU-Rapport, Professor P J Welgemoed, head of the Department of Transport Economics at the university will be the chairman of the inquiry.

The other members of the committee are not yet known, but according to the magazine they will consist of representatives of transport supply organizations as well as commuters. Among issues the commission will investigate are:

Tariffs and the basis on which they are determined; their announcement and adjustment; the effect of this on internal and 'inter-state relations'; subsidising of commuters and a future policy for the industry; the influx of taxis and minibuses into areas served by buses; a co-ordinating policy for each urban area and its desirability; and the need for a bus transport corporation.

No solution in drivers strike

Vereeniging Bureau

The wage strike by Cargo Carriers workers in Vanderbijlpark entered its third day when about 350 workers did not report for work this morning.

The talks by the two parties reached a deadlock yesterday when management told the workers' representative and trade union officials it would re-employ some workers on a selected basis.

This offer was rejected.

Mr George Nene, a worker spokesman, said today they could not accept the offer, as this was victimisation of workers not eligible for re-employment.

"The company must re-employ all workers on strike and it must also meet their demands as submitted to management."

A management spokesman said it was still waiting to hear from the workers, whether they would accept the re-employment offer.

Mr Michael Mohotla, general secretary of the National Transport and Allied Workers' Union said workers were demanding a wage increase of 60 percent for drivers and a general increase for other workers. He said drivers were also demanding better working conditions as they had to work long hours and were inadequately paid for this.

Cargo Carriers is contracted to Iscor works to transport orders to various parts of the country and to black states. Since the beginning of the week white drivers were hired to keep the company going while black workers are on strike.

Key trade union succeeds in bid for recognition

By RIAAN DE VILLIERS
Labour Correspondent

A KEY unregistered union — the Cape-based General Workers' Union — has won a recognition agreement from stevedoring employers in a third major South African port.

The latest agreement was signed in Port Elizabeth on Monday between the Port Elizabeth Stevedoring Labour Supply Company and the union's Port Elizabeth Stevedores' Committee.

Announcing this in a statement yesterday, the union said the agreement extended full negotiation rights to the committee and was substantially similar to agreements concluded in Cape Town last year and East London early this year.

"The GWU now represents the workers in all three ports," the statement said.

Officials of the GWU, of whom the "vast majority" of Port Elizabeth stevedores were members, took part in the negotiations.

The union said it welcomed the latest agreement as a further step in the establishment of a sound industrial relations structure in the stevedoring industry.

It was further evidence of the union's belief that an industrial relations structure directly negotiated between the true representatives of workers and management was the only way of preserving harmony in the workplace.

"Industrial peace will not be facilitated if the State attempts to foist an industrial relations structure on workers who have played no part in the development of such a structure.

"The situation in these three ports should help to persuade the State that its increasing intervention in industrial relations is unnecessary and ill-fated," it said.

Stevedoring employers involved in the new agreement are Grindrod, Rennies and Sassco. Employer spokesmen could not be reached for comment.

The GWU, — formerly the Western Province General Workers' Union — has strongly opposed certain features of recent labour legislation. Recently, it reaffirmed its refusal to register in terms of the Government's new labour dispensation unless labour law was substantially amended.

Stevedoring firm recognizes GWU

Own Correspondent

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The union said it welcomed the latest agreement as a further step in the establishment of a sound industrial-relations structure in the industry.

Strike at Vaal factory

By MANDLA NDLAZI

MORE than 200 employees at a Vaal cartage company have been on strike since Monday — and a company spokesman yesterday claimed that the workers have demanded an "impossible" wage increase.

A company spokesman has claimed that the workers refused a company suggestion that they negotiate with management through a works committee. The spokesman said his company was prepared to settle the dispute.

He refused allegations that employees were forced to do overtime for no pay. "In fact they personally request overtime because of the good money they get for it," said the spokesman.

He also refuted claims that some workers were being called "kaffirs".

He said the workers would all be taken back. If they returned.

TRANSPORT
FM 8/5/81 (332)

Carrying the load

Transporting 5,3 Mt of the total 7 Mt export maize crop to East London, Cape Town and Durban for shipment represents no crisis for the SA Railways. The categorical statement comes from SA Maize Board GM, Hennie Nel, SAR Director of Operating Control, Japie Radyn, and SAR chief superintendent: planning, Helmut Hagen.

At present SAR is still moving 728 000 t of maize left over from last year's 3 Mt export surplus. Exporting this year's 5,3 Mt to the ports starts on July 1. One ship per day, carrying an average 14 000 t, will be required to handle exports.

SAR faces heavy demand for export facilities over the next few months. Says Radyn: "On top of the maize exports, we've been asked by the Oil Seeds Board to export 70 000 t of sunflower seeds — which equals 140 000 t of maize in space requirements — and about 40 000 t of groundnuts."

Rumours that SAR maize trucks are in short supply to transport 6 Mt for domestic use, as well as 5,3 Mt for export, are refuted by Hagen. "We have this under control. Trucks in neighbouring territories aren't maize trucks either."

Both Radyn and Hagen agree SAR plan-

ning allows for demand growth of all commodities. Says Hagen: "We can't plan specifically for every commodity that might eventuate. We look at capacity of all lines on a regular co-ordinated basis."

An annual statistical analysis to facilitate future planning focuses on historical traffic flow of every line. On these inputs the SAR determines the theoretical maximum capacity of the number of trains and the tonnage a line can handle. Planning takes into account the dominant commodity carried on the line and then makes projections on commodity growth.

"On the analysis and projections we identify those lines that would appear to require improvements or some form of relief," says Hagen.

An "accelerated electrification" programme was started last year after the energy crisis and R490m will be spent by mid-1985.

"Our object is to maximise the tons/kilometre handled by local fuel, that is coal, to increase from present levels of 73% to 85% by 1985. Obviously, this investment includes upgrading the lines which will be electrified," says Hagen.

He points out that one of the routes to be improved and electrified is the Bloemfontein/East London line. East London handles the bulk of SA's maize exports.

Improving the main maize line will enable SAR "to run on a regular basis 50-truck trains." At present 50 trucks are run only on an exceptional basis. Regular runs utilise 39 trucks.

Maize-carrying capacity will be substantially increased over the next few years. R140m is being spent until mid-1985 on new air-brake trucks. Next year SAR takes delivery of 1 000 (R40 000 each).



SA maize... conditions for
harvesting

Over the next three years, another 2 500 will be acquired.

Hagen points out that SALT is planning to increase capacity laterally, "not specifically for maize exports." He asks: "How can we allow for very big fluctuations in maize exports? There has been no trend of a fast-rising export curve. Only the last two years showed sudden, and big, fluctuations."

SALT points out that if there are unfavourable climatic conditions next season, exports could be reduced or eliminated. The present export surplus of close on 2 Mt, which can only be handled next year, could then come in handy for local consumption.

Man's war on busride hassles

By MAUREEN BARNES

AN Athlone man is conducting a lone campaign against City Tramways for what he calls the "increasingly bad service, rudeness and disregard for the public" in Cape Town.

"In January I decided to do something about the situation, and I started to complain to bus inspectors who were on the spot," said Mr Glanville Wilsnagh.

"Since then, I have complained at least six times, but the inspectors don't even bother to make a note of my name and address, let alone speak to the drivers about the complaints."

Mr Wilsnagh said that he has heard drivers using "foul language in the presence of women and children" and that they are frequently rude and ill-mannered to members of the public.

"The fares were increased, and the standard of service decreased," said Mr Wilsnagh.

"Every night when I leave my work in Salt River to travel to Heideveld during peak hours, I have to wait at least an hour to get on a bus on the Main Road.

Jammed

"All the buses from town between five and six o'clock are jammed packed before they get to Salt River, and we have no chance of getting on them," he said.

A colleague of Mr Wilsnagh said that many fellow-employees are complaining about the service and the dirty condition of the buses.

"One young woman has to take three buses to get to work from Retreat. She was so often late that she travelled by train and taxi, but the cost was prohibitive for her," he said.

A city receptionist

group of people are locked in together could be dangerous."

The area manager for the Automobile Association in Cape Town, Mr Barney Mostert, declined to comment on the matter of the locked buses because one of the directors of City

locked bus could cause a crucial delay to ambulancemen trying to reach a patient inside," he said.

"The AA is definitely interested in the welfare of passengers on public transport," said Mr Kleynhans.

agreed with complaints about City Tramways.

"I get on a bus in town, and frequently have to wait in a packed bus outside the Tollgate depot while they change drivers.

"The passengers have to wait sometimes for over half an hour in a full bus, in extreme heat, until the new driver comes. "What bothers me is that the bus is kept locked during that time," she said.

Mr Bob Krause, public relations officer for City Tramways, said most bus inspectors were not authorised to handle complaints from the public.

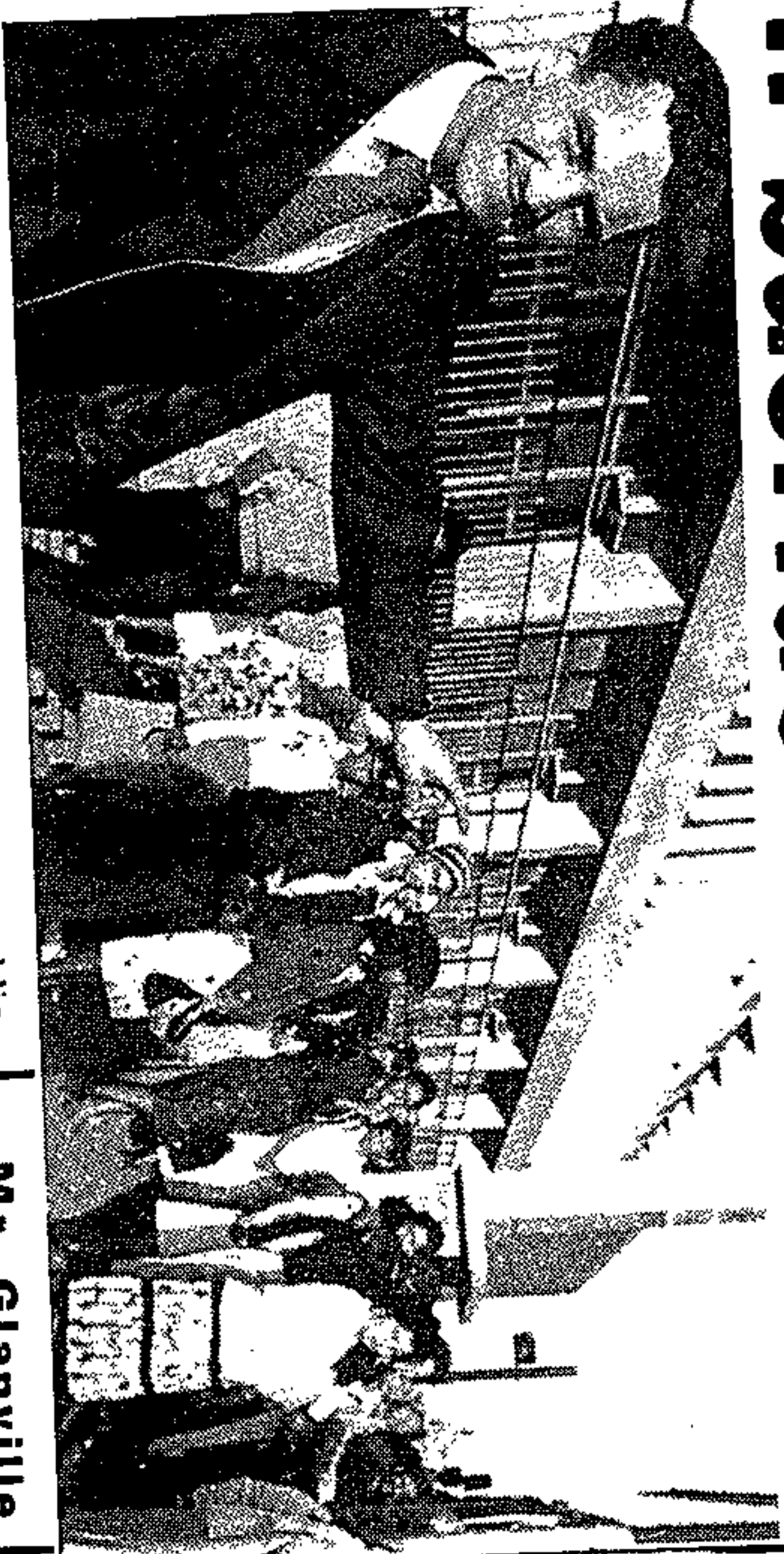
"We welcome reports of bad service, because what we do not know about we cannot fix.

"But all complaints must be sent in writing to the General Manager, City Tramways, and should quote the number of the bus and the date and time of the incident," he said.

Mr Krause confirmed the long waits at depots.

"Unfortunately this is due to driver shortages. "It is part of our regulations that the doors of the buses must be kept locked to prevent people boarding the bus while it waits for the driver."

A spokesman for the Cape Town fire department said: "Unfortunately, we do not have any legislation covering transport — only buildings, but any situation where a



Mr Glanville Wilsnagh points to the queue of unlucky commuters who wait up to an hour every evening to board a bus on the Main Road at Salt River.

Tramways is a member of his committee.

"I am quite new in Cape Town and I am not prepared to upset people I don't know."

"I would prefer to discuss this matter privately with my committee and, if the story is true, to see if something can be done about it," he said.

But Mr Hennie Kleynhans, the AA national public relations officer said that the situation "certainly sounds hazardous".

"All kinds of emergencies could arise, and a

Putco's R3-m Durban depot

Putco's new R3-million depot and workshops in Durban were opened by the Director-General of Transport, Mr A B Eksteen.

The opening marked the first phase of a multimillion-rand Durban expansion plan by Putco which will bring relief to thousands of passengers who travel nearly every day on the company's buses.

Putco carries nearly

²³²
opened ^{57m}

85-million passengers a year in the greater Durban area — a daily average of about 250 000. This figure is expected to increase by about eight percent yearly, but the company plans a 30 percent increase in its bus fleet this year alone

Putco is spending about R10-million this year on fleet expansion for Durban.

12/5/81
All new buses will have comfortable padded seats, replacing fibre-glass seats.

The fleet will grow from 500 to 700 during 1981, with buses each costing about R52 500. This is a record investment in any year for the Durban area.

Union meeting with Putco

STAR
12/5/61

Labour Reporter

Union recognition talks between the Transport and Allied Workers Union (Tawu) and Putco reopen today in Johannesburg.

Tawu has already entered into a preliminary agreement with Putco which allows meetings, union access to drivers in

the work place and freedom of association for workers.

At some Putco depots Tawu is in direct competition with the Transport and General Workers Union (TGWU) which has been recognised by Putco in Springs and Durban.

Both unions are

presently attempting to win recognition in Edenvale and Boksburg. Liaison committees operate where no union has been recognised.

At the last set of talks with Putco, Tawu officials expressed optimism that they would receive recognition in Soweto.

Putco meeting with
union is 'successful'

Labour Reporter

Recognition talks between Putco and the Transport and Allied Workers Union (Tawu) yesterday were described as "successful" and the parties expect to meet soon to finalise negotiations.

Tawu is seeking recognition at Putco depots in Wynberg, Putcocon (Soweto), Edenvale and Boksburg. To gain recognition from the bus company

they must show proof of more than 50 percent union membership at each depot.

At Edenvale and Boksburg Tawu is in competition for recognition with the Transport and General Workers Union.

Tawu said Putco today stated that yesterday's talks were successful and that recognition would "hopefully" be finalised soon.

Cabbies' unity meeting

By **MÜZIWAKHE
DUBAZANA**

DELEGATES from taxi associations in the various parts of the country are expected to attend a two-day meeting at the D H Williams Hall in Katlehong, near Germiston, from next Tuesday, May 19.

The planned meeting, SOWETAN was told, follows a call for unity among taxi owners operating in the various parts of the county. "We appeal to all taxi associations throughout the country to send their delegates," said Mr V E Selepe, secretary of the Germiston and District Taxi Association.

The problems of a taxi owner in the Cape, are similar

to those of the others operating in the Orange Free State, Natal and the Transvaal. To fight such common problems, said Mr Selepe, the taxi owners had to co-operate.

Taxi owners are concerned about a Government inquiry which is investigating the activities of the transportation of passengers. According to some taximen, there is a ruling that any taxi found with an overload thrice, will lose its certificate.

Another issue which will be the focal point is the decision by the transportation board to prohibit ten and fifteen seaters to load so many passengers.

It was said that all taxis, especially combis and minibuses, are allowed to load only eight passengers. Mr M P Nkosi said it was vital that all taxi associations must unite to cry in one voice.

Tawu and Putco talk 14/5/87

By ZB MOLEFE
THE Transport and Allied Workers Union and Putco held another round of talks on Tuesday towards a recognition agreement of the union.

A Putco spokesman told the SOWETAN that the talks were one of the series the corporation is having with the union. He also added that the

talks would continue and hopefully finalisation will then take place with a formal agreement.

No date has been fixed for the next meeting "but it should take place within a week," the spokesman added.

The talks between Putco and the union, which have been going on for some time,

are keenly watched by the thousands of the corporation's employees. A sizeable number of them are union members.

One positive aspect to come out of the talks so far has been to streamline Putco's grievance procedure. This has meant that the out-dated "Indaba" system is to be scrapped.

Thokoza commuters hit by severe bus shortage

By MZIKAYISE EDM

THE past two months have been a nightmare for Thokoza bus commuters because of a drastic shortage of buses at peak hours.

Most residents interviewed by SOWETAN yesterday, said the situation is so serious that in most cases they arrive late at work as a result of the shortage of buses.

The bus service operating the township is owned by the Alberton Town Council.

Mr Cassel Khanyile, a Thokoza resident, said: "The Town Council should put more buses in the township to solve the problem. Also, the council should stop increasing bus fares without consulting us."

"What is the council doing with the huge profit they are making out of the bus service, if they cannot buy more buses?" Mr Khanyile asked.

Another resident said: "I have stopped using buses and I am now using taxis to avoid arriving at work late."

Mr Phineas Lekoloane, chairman of the Thokoza Progressive Association, said yesterday: "My organisation has already made representations to the Town Council over this issue."

He said the Transport Manager of the bus service, Mr J van Staden, told them that 103 buses were out of order and he had a shortage of artisan labour to fix the buses.

He said: "Mr van Staden promised that by the end of next month the Town Council will provide eight new buses and another five will be added at a later stage."

Mr van Staden said yesterday: "We had a problem as a result of a shortage of artisan labour, but have now overcome that. Forty buses have been repaired and they are back on the road again."

He promised that everything will be back to normal by next week. He also said the council has ordered eight new buses and he was hoping that they will start operating in the township before the end of next month.

Owners form group to tackle problems

CABBIES TO JOIN FORCES

By CHARLES MOGALE

A new association for all cab owners is to be formed at a conference expected to draw hundreds in Katlehong township tomorrow.

The chairman of the Black Taxis' Association of Johannesburg, Mr Jimmy Sojane, says that taxi-owners from Natal, Free State and the Cape are expected to start arriving tonight for the two-day conference at the D H Williams Hall.



Mr Jimmy Sojane

Mr Sojane said it was decided to form a national organisation because of the many operation difficulties taxi owners faced.

"We want to get together and speak out with one loud voice. Together we hope to make it, and we shall make our voices heard even as far as Parliament," Mr Sojane said.

"We are not happy about the restrictions on the number of passengers we have to carry. We are limited to eight in 10-seater cars, and that lands our members in constant trouble with the traffic authorities. The present fines for overloading are R50 per 'extra' passenger."

When the Government introduced fuel restrictions, Mr Sojane said, it gave Putco permission to carry as many passengers as it could in a bus.

"Why not with us? I don't know if this is discrimination against us," he said.

Sleeping arrangements have been made for delegates far from home. Although most taxi owners are expected to attend, hired drivers are expected to operate through the two day conference.

Soweto taxi owners will meet at the DOCC in Orlando at 9 am tomorrow and go to Natalspruit in convoy. Mr Sojane said his association had the help of the Johannesburg and Germiston traffic departments to avert jams.

the basis of their own experiences. Competence is limited, by the effectiveness of and, in the case of in- at. When they are being terms which we have already s and a reasonable search unless their purpose is medly to a well-established me procedures and tests, but ine and recognised as such. Ita always likes you to ed approval. Since what ted para-professionals is gs from his pocket, its role. Testing blood and a the stethoscope, enable layman cannot see. "Inner t ingestion of foaming salts, ood in the extremities and commended for its ed for failing to carry out

ctors, but at another they imon's Town" and find it of greying wisdom. A woman children they bring today", qualities as a dedicated rier to take gynaecological ir menstrual cycle prefer ir problems to her - problems oles as wives and mothers, children. In a community in some cases antagonistic ay be expected to side with ion to play a particular ealth of their women e the clinic nurse and the refer here to articulated id choices - convenience,

aware of, and sympathetic towards, the limitations of the doctors and the hospitals. Even potentially fatal errors of judgement can be forgiven a man who is felt to be doing his best and caring for his patient. One informant described how she had been to a doctor with a recurrent breathing problem and had mentioned in the course of the examination that she had a lump in her breast and some back pain. He said it was a "milk lump", so she left it. Three months later she had an asthma attack and went to the Day Hospital. The doctor sent her straight to False Bay Hospital after a preliminary examination. Within a week she was taken to Groote Schuur for a mastectomy where "they were wonderful". She returned to Groote Schuur for regular tests for several years thereafter. She also returned to the private doctor who has continued to treat her for other ailments, but has never discussed the operation with her. On the other hand, one informant believed that a private doctor was inclined to give his patients ineffective medicine when they first saw him, in order to ensure that they came back and paid twice - "he's only interested in money," was her judgement, and she never went back to him. Sufferers from chronic ailments particularly noted those doctors whose treatment had "helped" and commended them over their less fortunate or successful colleagues.

In their evaluation of hospital care, distance clearly lent enchantment to the people's view. Hospitals no longer in operation were recalled with great affection and with very little criticism. Older people remembered being well cared for in Simon's Town Hospital and at Rondebosch Cottage Hospital. The Day Hospital was regarded as having been a great boon to the township, especially by the less mobile elderly and poor. Its closure after the 1976 disturbances is seen as an unjust punishment inflicted on the whole community for the not wholly unprovoked excesses of a small minority. The Day Hospital was economical in time and money, its procedures were thorough within the recognised limits of its competence, and its doctors well regarded. "We want Epsilon and the hospital back", was a comment echoed in some form by every informant.

As the hospital currently serving Ocean View, False Bay Hospital came in for the most comprehensive criticism. Its main virtue was that it is the nearest point of care that is open for twenty four hours per day. Those informants who had actually spent time in the hospital as in-patients were less critical than those who had been out-patients, but in sum, there was little good that people had to say unless they qualified their praise by saying that they had kinfolk or former school pupils who took particular care of them. Informants spoke of long waits; arrogant junior staff; delays with finding folders; segregation; hasty, superficial examinations; failure to carry out standard tests; rude doctors; neglect by nurses; impersonality, and ineffectual treatment. It is only fair to add that most of the same sorts of criticism have been levelled at Groote Schuur, St. George's, and other hospitals.

Conference unites cabbies

By MZIKAYISE EDOM
A NEW taxi association to cater for all South African Taxi owners was formed yesterday at a conference in Katlehong, Germiston. The South African Taxi Association was formed at the D H Williams Hall.

About 600 delegates from Transvaal, Natal and the Orange Free State attended the conference.

Mr N P Mlokoti, former chairman of the Transvaal Taxi Association who chaired yesterday's meeting, told the delegates

that it was decided to form a national organisation because of the many operational difficulties taxi owners faced.

He said: "The main aim of forming this association is to tackle problems facing taxi owners on a high level

and splinter groups have failed to achieve this."

He also said: "We are not happy about the restriction of the number of passengers we have to carry. We are limited to eight in ten seater cars."

Mr Mlokoti told SOWETAN that a 21-member interim committee was to be elected

AN EVALUATION OF PRIMARY HEALTH CARE NURSES IN SOWETO

LUCY MAGSTAFF

Teams from Baragwanath Hospital have been provided improved primary health care services in Soweto. It was planned to best meet local needs by the available manpower. To achieve this, well experienced nurses from the Soweto community have extensive, appropriate inservice training to recognise common health problems presenting in the usual way. Large population (+ 1 million people in Soweto) services and the numbers of nurses available, have been trained to care for adult and child as allowed the desired high standards to be more achieved. As my own involvement has been largely in the area, this discussion may have undue bias, but similar activity exists on the adult side! Primary health care nurses' training is based on a targeted approach with emphasis on practical aspects of skills in history taking, clinical examination of patient care and counselling. Clear treatment and referral are given, and there is vision until the primary health care nurses are confident and justifiably confident. The whole project the latter half of 1976. There are now approximately 150 health care nurses working in this service, and with over 130,000 patients. We would stress that health care team in which the doctor has a new role (15-20% of all cases referred from the Primary Health Care Nurses), trainer, evaluator, and monitor. He may

also follow his own interests in community or primary care research.

The following evaluation of Primary Health Care Nurses is proposed and in part has been implemented.

1) Have the objectives of the training programme been met?

Methods of determining this:

1.1 Random cross checking of cases (Clinic M.O.)

1.2 Independent re-examination of cases by senior clinical students with the doctor rechecking any discrepant findings.

1.3 Assessment of referrals by clinic doctor.

1.4 Reference to protocols of management or flow sheets to determine compliance with instructions given.

1.5 Special independent assessments by outside invited observers/examiners.

Maintaining a high level of clinical skills and appropriate care depends on ongoing evaluation and appropriate continued training.

2) Is the service acceptable to the community?

2.1 Attendance figures - not a good index - may be influenced by convenience, expense of travelling, ignorance of, or availability of alternate services.

2.2 Complaints received - the lack of these suggests acceptance, and has also been noted with nurse practitioners in 'litigation-laden' America. It probably reflects better communication between patient and care giver, but the population may not be spontaneously vocal.

2.3 Community surveys - these have been undertaken in our pilot Soweto area by:

2.3.1 A trained black medical anthropology fieldworker from the Institute of African Studies. The results are now being analysed.

2.3.2 Lay community health workers - these women

Cabbies committee



Interim committee members of the Southern Africa Black Taxi Association after being elected yesterday at a meeting in Katlehong. The group flies out this morning at 8 o'clock for a tour of the Cape.

By *gaw elw 2/1/81*
MZIKAYISE
EDOM

A 21-MEMBER interim committee to look after the problems of taxi owners was elected yesterday at a conference in Katlehong.

A two-day conference which ended yesterday at the D H Williams Hall, was to form a new taxi associa-

tion — the Southern Africa Black Taxi Association — to cater for all taxi owners in Southern Africa.

About 600 delegates from Transvaal, Natal, Orange Free State and Bophutha-Tswana attended.

The aim of forming this association is to tackle problems facing taxi owners on a high level as splinter groups have failed to achieve this.

The interim committee has been given authority by the delegates to draft and adopt a constitution and to submit this constitution at the next conference in September.

The 21-member interim committee has been elected from four regions — Transvaal, Natal, BophuthaTswana and Orange Free State.

Taiwanese Warships in PE harbour

Post Reporter

THE owners of ships due to offload their cargoes in Port Elizabeth's harbour could lose thousands of rands because of the "goodwill" presence of Taiwanese warships.

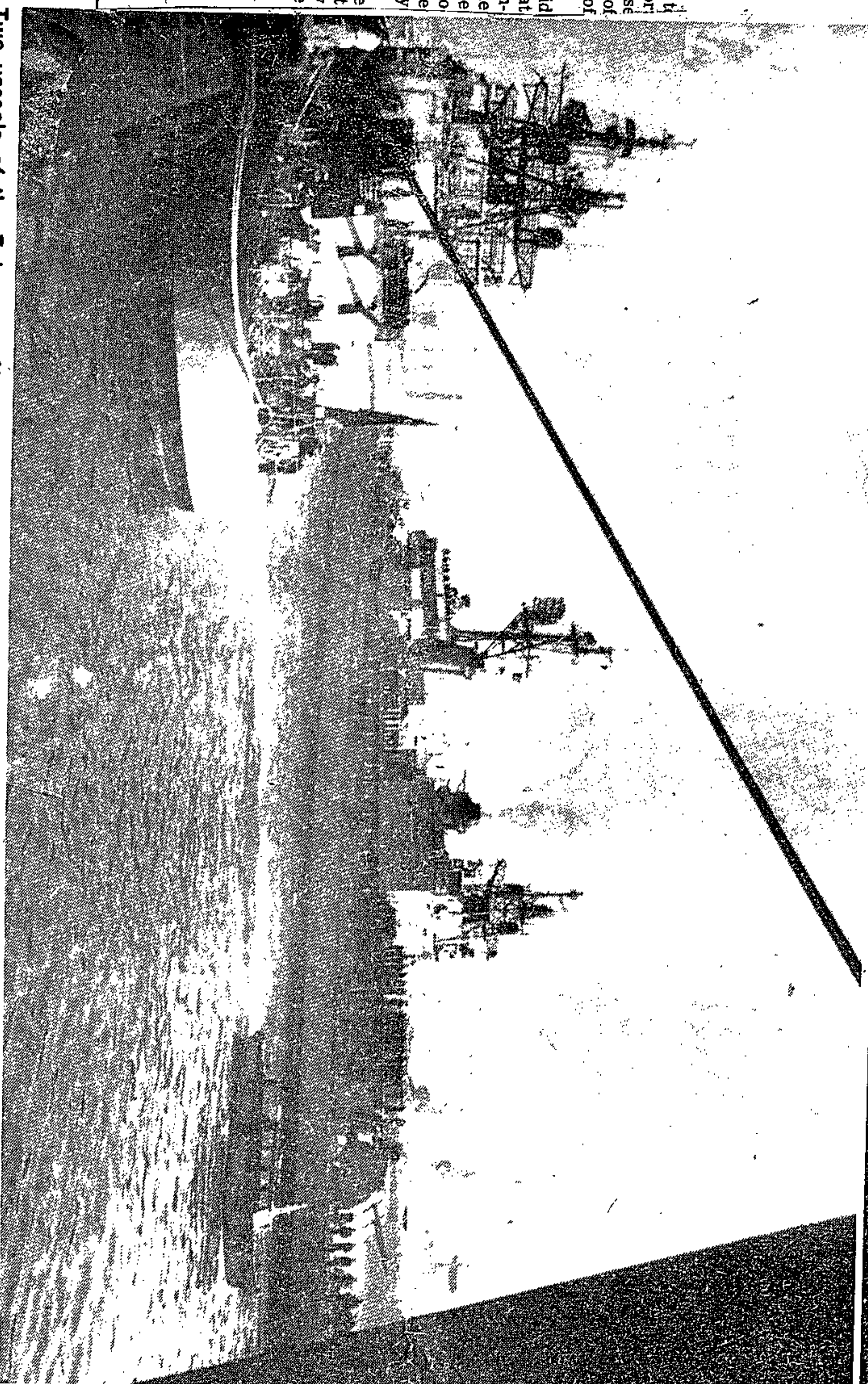
A shipping agent, who did not wish to be named, said at least 17 ships would be anchored in Algoa Bay while the three Taiwanese vessels, the Yu Tai, Chiang Yang and Liao Yang, were tied up in three berths at No 2 Quay until May 26.

He said the owners of the vessels could lose about R10 000 a day for each day their ships remained inactive outside the harbour.

Another agent said his company would be affected in the short term, but stressed that trade links with Taiwan could be strengthened as the result of the visit by the warships.

This would later be beneficial to Port Elizabeth.

Two vessels of the Taiwanese Navy, the CHIANG YANG and the LIAO YANG, arrived in the Port Elizabeth harbour this morning to take part in the Republic Festival activities in the city during the weekend.



"As I see it, having these vessels here could open more profitable trade with Taiwan," he said.

"We would be affected in the short term as we stand to lose thousands depending on whether or not there would be any consideration on waiving certain charges.

"The harbour authorities are doing everything in their power to alleviate congestion. They have organised extra shifts to cope with the build-up, which has been aggravated by the Taiwanese visit."

Shipping owners interviewed said they did not know whether they would be prevented from offloading their cargoes.

The assistant port manager, Mr H Millar, said ships at anchor would be affected for only between 24 and 48 hours.

"The ships won't remain inactive for long. We are trying to eliminate problems and adapt accordingly."

**Firms could
lose through
visit**

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E.P. 2/5/81

Putco bus fares to go up

By Themba Khumalo

would probably become effective early next month.

5 APR 22/5/81 332

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must also meet soon."

fare increase had been

The Putco bus company has been given long-delayed approval by the Department of Co-operation and Development to raise bus fares in the Witwatersrand region.

A Putco spokesman said yesterday the higher fares

The Diepkloof Civic Association, an offshoot of the Soweto Committee of Ten, has reacted by calling for an urgent meeting of black organisations to consider what steps they can take next to oppose the

"Separate action by individual organisations may not be effective and for this reason we must make a concerted effort", DCA chairman, Mr Isaac Mogase, said today. "The executive of the umbrella body, the Soweto Civic Association,

Mr Mogase's organisation was among those calling for a mass boycott of Putco buses in February, when the fare increases were first announced. Putco spokesman Mr D Bradley revealed yesterday that next month's

approved by the Department of Co-operation "some months ago."

"The only problem with us is when to implement them. They were due in 1979 when the Government raised the price of fuel.

"We postponed them when black organisations threatened to boycott our buses. We asked them to send us a list of grievances, which they did, and these were referred to the department's Johannesburg commissioner, Mr A van Heerden, for consideration."

Putco meanwhile delayed the increases in the face of the boycott threats.

When Mr van Heerden had finished his study of the grievances, he passed on his recommendations to the Department of Co-operation in Pretoria.

Taxi drivers to form new body

By MZIWAKHE DUBAZANA

ABOUT 30 taxi associations throughout the Transvaal met yesterday to form an umbrella Transvaal Taxi Association.

Taxi owners met at the D H Williams Hall, Kaitshong, Germiston, to form this provincial body. The meeting was described as "historic" by the taximen who attended.

Mr Noel Mokoti of the Benoni Joint Taxi Association chaired the meeting.

He said afterwards: "A similar body was formed before but has now collapsed due to misunderstandings among we the taxi people. We are now

starting afresh."

Other leading people in the taxi business who attended were Mr P Nkosi, Mr M Zitha, Mr Patrick Gwabe and others.

Associations represented were from the East and West Rand, Soweto, the Vaal, Eastern Transvaal, Western Transvaal, Far Western Transvaal, Bophuthatswana and GwaQwa.

According to Mr Nkosi, the chairman of the Germiston District Taxi Association, the purpose of the meeting is to form one umbrella body for taxis in Transvaal.

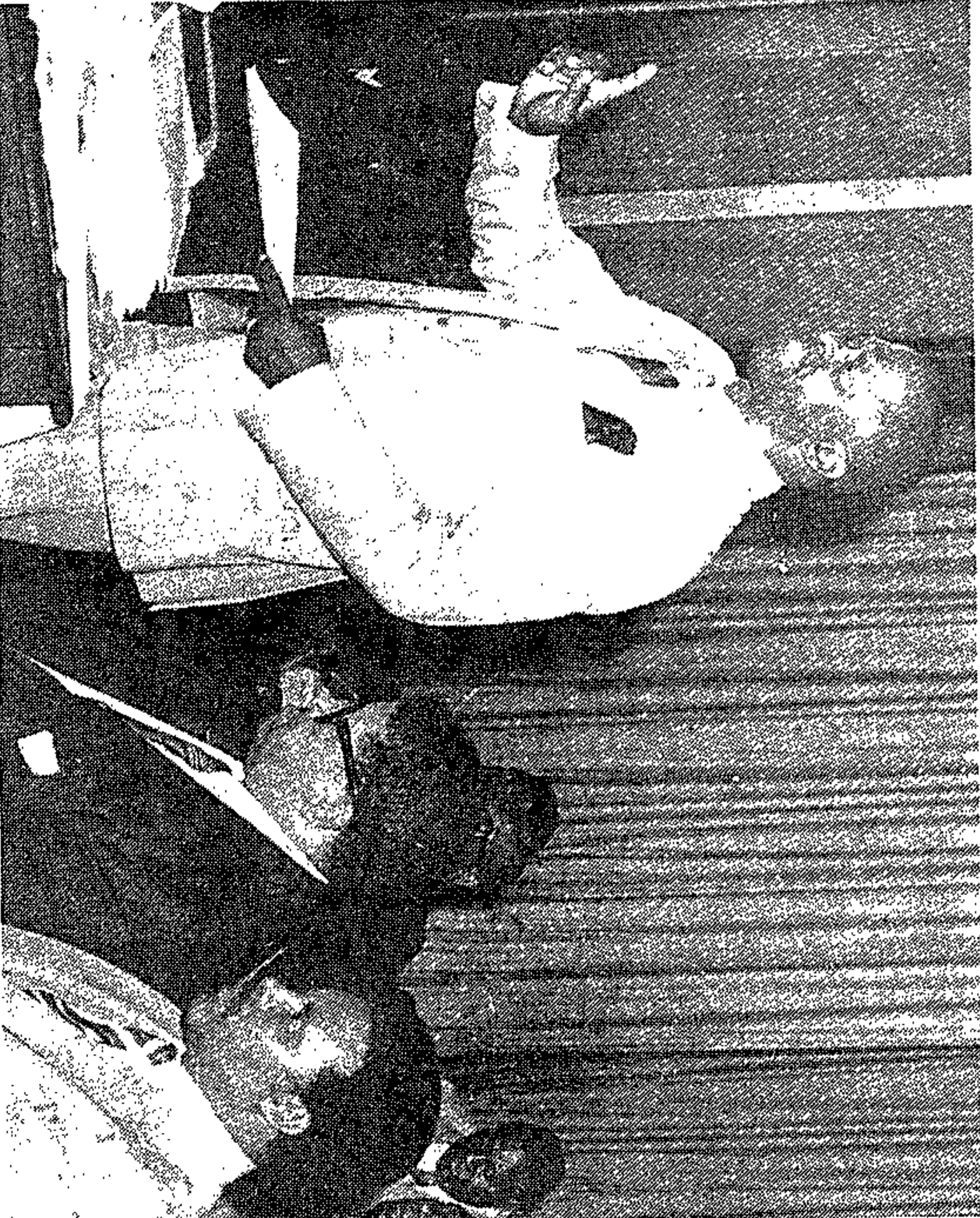
This body will then meet the Natal and KwaZulu, Orange Free State and the Cape Province to fight for the right of all black taximen in South Africa.

The four provinces will meet at the D H Williams Hall on May 19 and 20. Mr Nkosi said that all taxi owners were having a problem of saving their certificates from the authorities. He said the Government has appointed a commission of inquiry to investigate the activities of the transportation of passengers.

APPEAL

"It is vital therefore to unite in order to oppose the monster that is feared to be ruining the business of the black man," Mr Nkosi said.

Mr Mokoti said that today's meeting was historic for it was for the first time that so many associations came together. He appealed to all taxi owners to bury the hatchet and work together. Referring to the slaughter



Mr Noel Mokoti, an executive member of the Transvaal Taxi Association addresses the meeting yesterday at the D H Williams Hall.

entering of an ox for the occasion, he said: "The flow of blood will result in less police harassment." He added that a constant representation was made to various Government departments and received no response from the authorities. He said the Transvaal Taxi Association was first formed in 1978 but only a few of its affiliates co-operated.

Minister called ignorant over big bus boycott

By JAKE MOKGOLO

PIETERSBURG. — The Lebowa Minister of Police, Chief Z. Seleka, was taken to task in the legislative assembly yesterday for implying the Azanian People's Organisation had initiated the boycott of buses which started in Seshego in August last year and spread to townships in Potgietersrus and Tzaneen.

The local branch of Azapo is concerned about the allegations and has referred the matter to its head office.

But the boycott was started by the Seshego Village Committee, which sees the Minister's statement as a reflection on it.

In his policy speech, the Minister, who is also Minister of Justice, said that when the Lebowa Transport Company announced fare increases in August last year, the "Azanian People's Organisation, in conjunction with the village committees of Seshego, Maake and Mokopane, immediately started to organise the boycott of the buses.

"They used schoolchildren to stone buses and take passengers forcibly from the buses."

Members of the legislative assembly said the Minister was out of touch with local politics

as he was not aware the boycott was started by old men and women of Seshego, workers who had cried out that they earned little and could not afford fare increases.

The Minister shows no concern for these people, they said.

In an interview yesterday, the chairman of the Seshego Village Committee, the Rev M P Malatji, said the committee alone had started the boycott.

The committee had been active in civic matters since 1974 and had first organised a boycott of buses in 1978, he said.

In 1979 it had organised the boycott against rent rises, and rents had since been frozen.

"Where was Azapo then?" Mr Malatji asked. "I started to know of Azapo when our boycott was in full swing. Azapo only heard of the boycott and used our platform to voice their stand on the issue.

"Does the Minister imply I am a member of Azapo? Azapo is a different organisation from ours and came to lend moral support to the boycott because they are local children."

"As sons and daughters of the workers, they saw the plight of their parents and came to assist."

Putco faces battle

Over fare increases

S. Tshwe

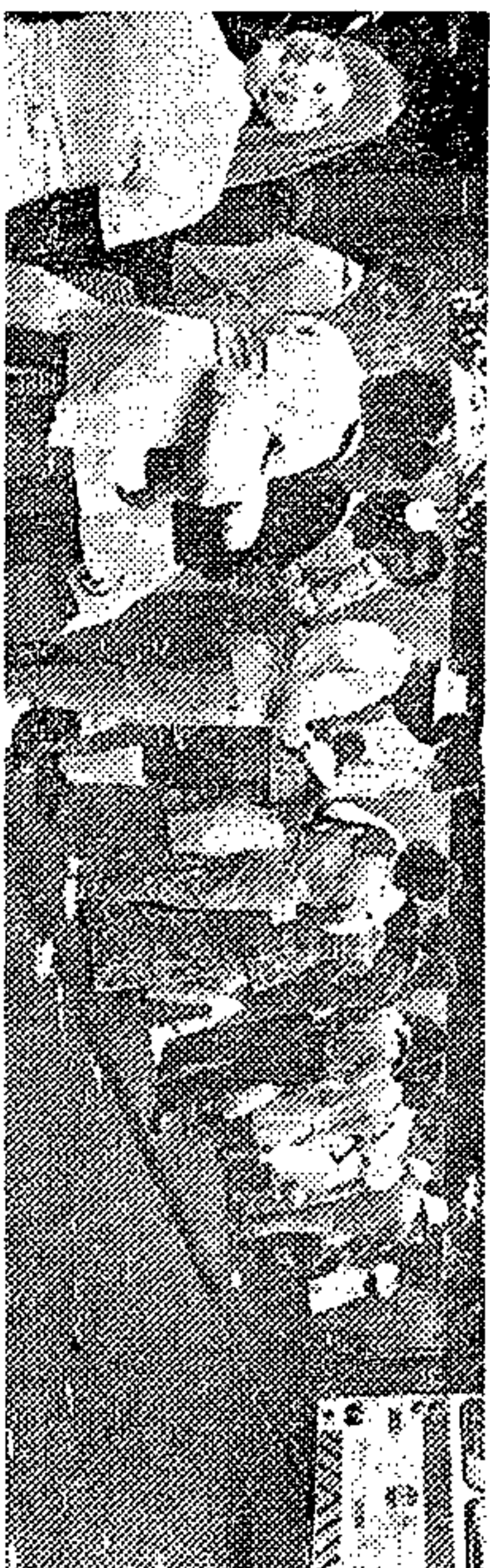
24/5/81

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By MAUREEN GRIFFIN

PUTCO will face allegations that it provides an unreliable service with filthy buses sometimes driven by rude drivers when it applies on Tuesday for fare increases of 25 and 50 percent for commuters in the greater Durban area.

But the main objection to the increases will be that black, coloured and Indian passengers cannot afford to pay more.



BUSES ARE DIRTY AND SOME DRIVERS ARE RUDE, THE COMMUTERS WILL CLAIM

Another passenger said: "Everywhere prices are rising and salaries simply don't keep pace. It is one thing to have to pay more for sugar or bread; it is another thing to pay increased travel costs incurred because we are forced, against our will, to live so far from industry and shopping centres.

"If Putco can't run profitably and efficiently on the fares we are now paying, it's up to the Government to help them with an increased subsidy."

Routes that will be affected by an increase include Kwamashu, Ntusi, Inanda, Newlands, Pinetown and Thandabantu. Putco is applying

for a 1 cent a kilometre increase for all station services and a half cent a kilometre increase for all other services.

Putco will argue that its fleet of 388 buses in the Durban area uses about 12 945 000 litres of fuel a year costing 14,98c a litre. With the added cost of oil and lubricants, the company estimates that its annual fuel bill will be nearly R2-million, an expense it cannot carry.

The application, to be heard at the Road Transportation Board's offices in Durban, is being op-

posed by representatives of Inkatha, the Natal Indian Congress, the Durban Housing Action Committee, the Austerville Action Committee, the Merebank Ratepayers' Association, the Natal Commuters' Association, the Natal regions of the National Council of Women and the Black Sash, the Catholic Justice and Reconciliation Committee, Diakonia, and the Federation of South African Trade Unions.

They will ask the board to investigate the financial circumstances and operating practices of Putco and its related companies and subsidiaries.

Advocate Chris Nicholson, instructed to appear for the objectors, will argue that the extent of the increases sought is unreasonable and not in the public interest.

A woman interviewed in a bus queue this week said she was a widow with a sick child, a baby and a school-going son to support. Employed in the clothing industry, she earned R130 a month, of which R45 paid the rent. Her busfare alone cost

R8,80 a month. The remaining R86 had to pay for food, clothing, schooling and medicines.

"I am not ashamed to say we sometimes have only tea and bread for supper," she said.

Other complaints from commuters were:

- Buses are dirty and uncomfortable with hard wooden seats.
- Drivers are sometimes rude, aggressive and reckless.
- Buses run irregularly and unreliably.
- There are no bus shelters.

R250-m Algoa Bay drydock plans now ready to go

CONSTRUCTION of a new R250-million drydock and ship-repair yard is likely to start in Algoa Bay in April next year.

This was revealed to Business Times this week by John Crouse, chairman of the Algoa Bay Dockyard Development Company, and the managing director of the company, Mr Henry Combe.

Mr Crouse said that the dockyard should be in operation by 1984, crowning more than five

By Jan de Beer

years of detailed studies and negotiation.

Among the facilities to be provided on an as-yet-undisclosed site in Algoa Bay would be two drydocks and eight repair jetties capable of handling repairs and routine compulsory maintenance on all bulk carriers rounding the Cape.

Mr Crouse said that there was now only one minor obstacle — the application for the rezoning of agricultural land in Algoa Bay for the construction of the repair yard.

"But we are hoping for approval within the next six weeks. Then we will need only four months for completing the design before calling for tenders," Mr Crouse said.

Mr Combe said that as a rule a R250-million dockyard investment usually attracted a similar investment in ancillary industries, notably paint factories, steel piping and electronics manufacture.

"Out of regulation drydocking — which has to be done every 30 months on carriers of over 100 000 tons — South Africa could earn more than R70-million a year. And there are bound to be disasters like the Venpet-Venail collision, which had a repair bill of R31-million," he said.

The source of finance for the scheme is being kept secret because of politics, but formal proposals have been received from several countries.

"The money will come from an international consortium, but there will be South African finance as well," Mr Crouse said.

S. Times Bus. Times 24/5/81

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"But we are hoping for approval within the next six weeks. Then we will need only four months for completing the design before calling for tenders," Mr Crouse said.

Mr Combe said that as a rule a R250-million dockyard investment usually attracted a similar investment in ancillary industries, notably paint factories, steel piping and electronics manufacture.

"Out of regulation drydocking — which has to be done every 30 months on carriers of over 100 000 tons — South Africa could earn more than R70-million a year. And there are bound to be disasters like the Venpet-Venoil collision, which had a repair bill of R31-million," he said.

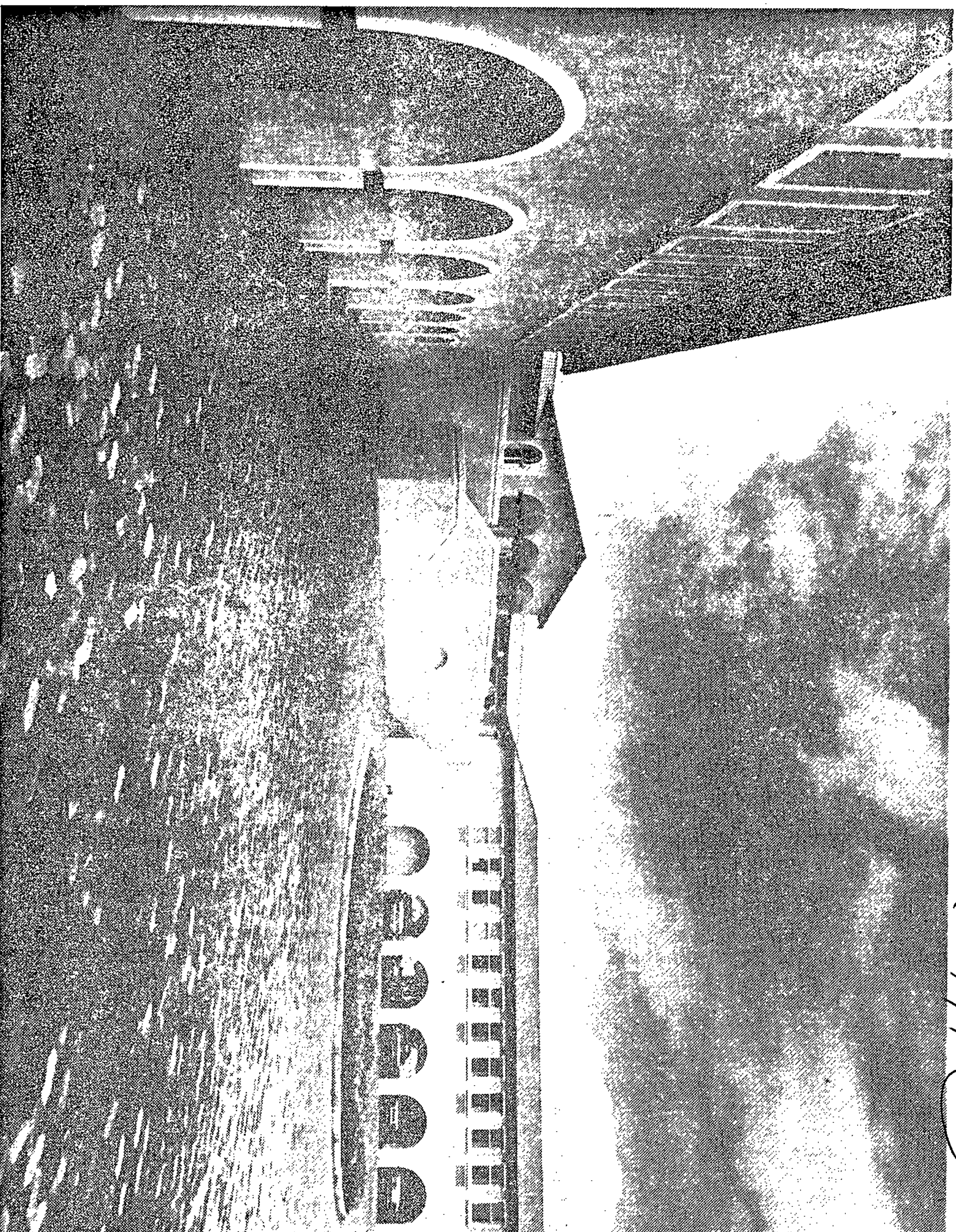
The source of finance for the scheme is being kept secret because of politics, but formal proposals have been received from several countries.

"The money will come from an international consortium, but there will be South African finance as well," Mr Crouse said.

innovations...

Putco, one of the biggest bus companies of its kind in the world, has appointed a new general manager to improve its image and the quality of its service to black commuters. MARION DUNCAN talked to the man in the driving seat, Mr Vivian Heyler Zaayman.

577R 26/5/81 332



The Putco headquarters in Sandton.

One of the biggest in the world

There is more to a bus company — particularly one the size of Putco — than most people might think. Take this statistic, for example: seven tons of rubbish are removed each day from the buses on the fleet.

Small wonder that Putco employs several dozen cleaners.

It also employs 3 153 drivers; 975 traffic staff; 278 artisans; 540 managers, supervisors and clerks; 2 272 labourers, messengers and cleaners.

Putco buses (2 650 of them) travelled 160-million km last year, and carried 360-million passengers. It costs the company R6-million for every 150 buses on the road, and current replacement value of the fleet is in the region of R145-million.

To round off the figures, the buses used 63-million megallitres of fuel in 1980, which accounted for 22,6 percent of company expenditure.

Putco is one of the biggest bus companies of its kind in the world. It is split into four area groups (each one run by an executive manager) and 13 divisions, 11 of which have major workshops.

Operating revenue to the six months ended December last year increased by 34 percent from R48m to R65m, with operating costs rising from R45,7m to R60,8m.

New ways STAR 26/5/81 to improve the public relations

A special publication explaining Putco operations to black passengers — to be issued free to commuters three times a year — is one idea from the bus company's new general manager to improve relations between Putco and its users.

Mr Vivian Zaayman said the publication, "Putco Commuter", would give background information on the company and its operations and would explain the difficulties involved in running a bus service for blacks.

It would also give details of services provided, and timetables.

Mr Zaayman said he was aware of the problems involved in Putco, "but I would like to play down the political sensitivity side. Putco suffers from a somewhat distorted image, and from distorted perception of its operations."

"I see one of my most challenging tasks as establishing very strong public relations for Putco, deliberately designed to establish a sympathetic understanding with its commuters. This is where the Putco Commuter would come in."

The publication would also run competitions for scholars, perhaps with school bursaries as prizes.

Mr Zaayman further sees his new job as requiring closer liaison between Putco and the various government and municipal bodies within its operational areas.

"There is often a breakdown in communication. I have just come back from Durban where we suddenly discovered a massive population influx into one area which we service."

"Nobody had warned us about this, yet we are expected to provide buses for these people."

He would also like Putco to expand in both the educational and training fields. "The company has already done a marvelous job with its own staff. We already have a number of black supervisors — after all, nearly

90 percent of our total staff is black.

"But I think the day is not far when we will start looking at chaps coming up to the first line of management."

Putco's new general manager is a tough, top businessman

He exudes the essence of the tough, top businessman: rough-hewn face, never-still hands, stolid and slightly severe in his sombre pin-stripe suit. But then, Vivian Heyter Zaayman is a tough, top businessman.

He has just taken over as general manager of southern Africa's biggest bus transport operation, Putco, fresh from a quick spin in one of Leyland's high slots after retiring early from the board of Shell (he was the company's national marketing director).

Not bad for a boy from the Karoo, who did not go to school until he was 10 years old.

V H Zaayman was born in 1925 on a sheep farm in that sprawling dustbowl of the northern Cape. The depression years forced the family off the land, and his father went into business — or businesses, to be exact: a general dealer's store, a few agencies, wool broking.

"My parents could not afford to get me to school at the time, so my mother — she was a school teacher — helped me a little bit with English and arithmetic. She helped me so well that when I did

start — I was 10 — I was in Standard 2 for three months and then promoted to Standard 3."

School was Grey College in Bloemfontein — "not the high school in Port Elizabeth. We are very proud of the fact that this was a college."

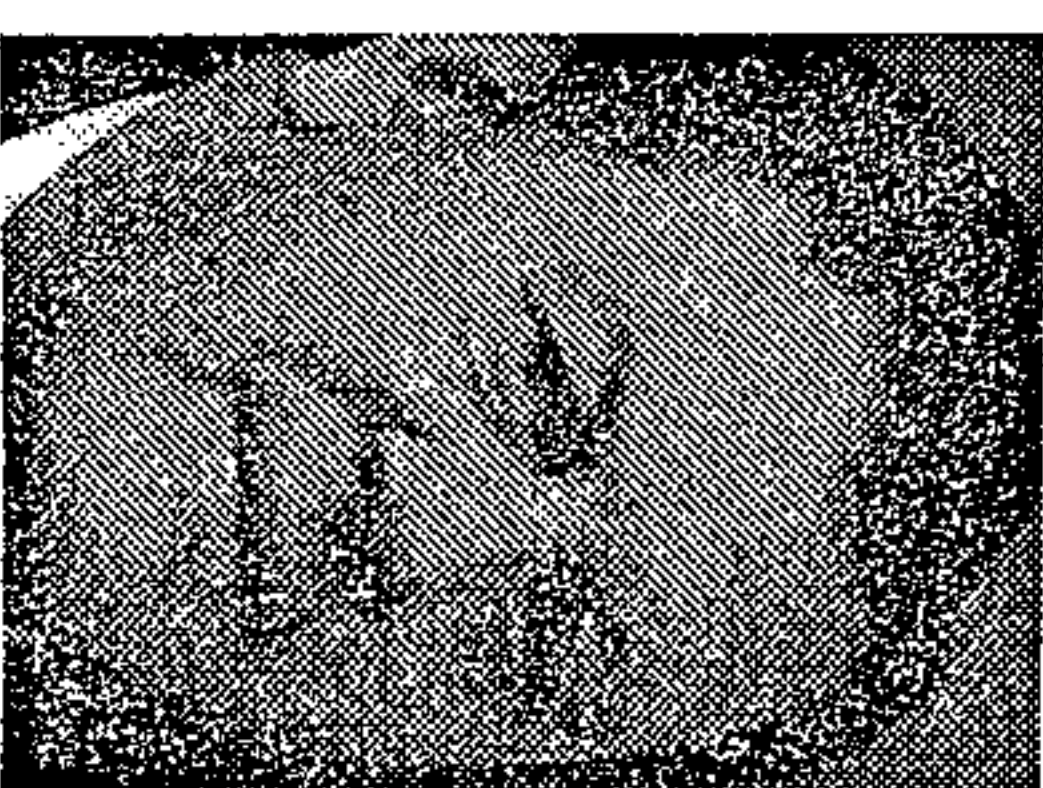
And his ambition was medical. After one year at Stellenbosch University, however (which at the time did not have a full medical faculty, he came up against the post-war problem of too many students and too few places for the second year at Cape Town. He managed to organise a place at Guy's Hospital in Lon-

don, but was left with eight or nine months before he could begin.

"So I joined Shell, just to try to have some income in the interim and get some experience. I did not tell them I was going within the year, which was lucky; it proved to be the right niche for me."

It was the years of helping in his father's store and agencies that surfaced. The young Zaayman became a tractor salesman, and discovered that he could sell tractors better than anybody else.

And he was singled out again: to be one of eight young men sent to London to undergo managerial training. Two years in Britain (under the tutelage of a strict, old-time-type departmental head who refused to read anything written on more than one sheet of paper) produced an emoyo manager. "I was asked to join Shell International staff



Mr V H Zaayman

in London, but I was not quite ready to face the Far East — which is where they wanted to send me. I elected to come back to South Africa. I felt a loyalty to my general manager who had sent me to England, and I knew they wanted to build up senior executives for the future in South Africa."

This was also, in those years, one of the fastest growing markets for oil

companies. Competition was burgeoning.

So there followed a time of steady progress up the company ladder for Zaayman: district manager for Queenstown, district manager for Southern Africa at 29, public relations officer for the Free State and Northern Cape, sales manager, marketing instructor to Holland, regional manager for the Transvaal, then on to the board in Cape Town.

After 35 years with Shell — 13 of them as marketing director responsible for policy formulation — "I decided I was

young enough to do something different." He was 55.

Things happened fast. After five days of early retirement he joined Leyland, and was there a matter of months before being approached and asked to go "on the buses" as Putco general manager.

Yet in between all this frantic scramble up the organisation, Zaayman has found time to pursue his love of horses ("My father was a cavalry officer in World War I. He was with General Smuts in East Africa.") and his

hankering after the old homestead.

"I have a small farm between Stellenbosch and Somerset West where I breed pure Arabians, and also take an interest in American saddle horses."

He is too, an experienced judge — he is on the South African Riding Horse Association panel. "I met my wife at an agricultural show where I was judging horses, but she knows very little about horses."

Now, as the specially invited new broom at Putco, Zaayman is ready and eager to start sweeping.

Already, after only a month with the company he has firm ideas and a fund of innovations.

Perhaps — as he indeed concedes — he is still under the influence of that one-time tutor and example of The Compleat (sic) Manager, the man in the tweed suit and brown felt hat who side-stepped the grey stripe and bowler hat tradition of his time.

V H Zaayman likes to see himself the same way: individualistic, tough, strong, fair. "Yes, I would like to be like that. I hope I am. I think I am."

Firm ideas and

Immediate reserves for bus fare increases

NATAL Mercury 27/5/81

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8

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Mercury Reporter

THE Local Road Transportation Board yesterday reserved judgment on an application by Putco limited for bus fare increases ranging from an average of 7,32 percent up to 50 percent on some routes in the greater Durban area.

The application was heard by the chairman, Mr J Haak, and two members, Mr P J Conradie, and Mr Gys Muller.

In his submission for the increase, Putco's legal representative, Mr A Findlay, told the hearing that on June 8, 1979, there had been a massive increase in the price of diesel fuel, amounting to 1,98 c a litre.

At this time Putco was in the process of implementing an increase in the scale of charges which as done in Durban in mid July, 1979. The new scale did not provide for the impact of the massive fuel price increase.

As a first step Putco approached the Department of Transport, Fare and Tariffs Section, to inquire whether or not all or part of the increased cost could be met from subsidy funds.

The substance of the reply was that as the fuel price increase was a national crisis the whole of the cost should be recovered from the passengers. Putco was therefore now applying for a new increase.

Mr Findlay said that although it was now almost two years since the fuel price increase there was still justification for the increase in bus fares.

He said if the application was granted and implemented, Putco could at best expect a yield of R571 672 a quarter in additional revenue.

This would, of course, be subject to the fact that a passenger resistance of 1 percent would cost as much as R65 500 (11 percent) in the early stages of implementation.

On the other hand the increased cost of fuel

amounts to R569 966 in the same period of a quarter. It will therefore be obvious that the granting of this application in full, will certainly not do more than reimburse Putco for their additional annual expenditure on fuel of R2 280 000.

Opposing the application, Mr Chris Nicolson, who appeared for several public organisations, including the Natal Indian Congress, Durban Housing Action Committee, Diakonia, Inkatha and Newlands East Residents' Association, told the hearing that the increase would create deep inroads into the pockets of hundreds of poor people already suffering to make ends meet.

He said the increase in the cost of basic foodstuff coupled with transport costs through families being housed far away from their places of employment had dealt a crippling blow to many people.

Referring to a report in a recent issue of the Financial Mail, Mr Nicolson said Putco's net profits

had increased from R4 000 000 to R13 million and the company was now placed 76th among the top 100 companies.

Previously it had been placed in the 131st position. The company had made the profits in spite of the fuel price increase.

Does Putco with such massive profits really need the extra money to operate its bus services? he asked.

Mr Nicolson said there had also been a number of complaints from commuters about inadequate services, lack of shelters at bus stops, frequent breakdown of buses, rude drivers, dirty buses and uncomfortable seats.

Replying to Mr Nicolson, Mr Findlay said if Putco was making large profits why did other bus operators not share in the profit by also serving similar routes. The company's position improved in the top 100 companies because of increased investment by shareholders.

Judge in b

Ongoing feud between cabbies and the public

Sowetan 27/5/81

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Themba Mabaso ... "Some passengers are to blame."



Phillip Mafoko: "I don't believe they are rude."



Service with a smile . . . or is it?

IT'S very common today to hear commuters complain about taxi-drivers who are rude and arrogant to passengers and inconsiderate to other road-users.

Many of us have experienced this arrogance when one is given the impression that a taxi-driver is doing one one helluva favour. Instead, it should be the other way round. They survive and their lives get fuelled because of commuters.

The complaints are as old as the mountains. But people still use taxis and still complain. Taxi drivers, on the contrary, complain that commuters are responsible for causing the trouble.

Is there anything being done to remedy the situation? And to find out, I spoke to Mr Moffat Zitha who's secretary of Benoni Joint Taxi Association, which is one of the biggest associations around.

Taxi drivers, according to commuters are rude and arrogant. "Not all of them are rude or arrogant, he said. "However, one can safely say that it's human nature for one to blow one's top once faced

**Story: Elliot Makhaya
Pics: Len Kumalo**

with an impossible commuter. Admittedly, there are those who are just plain rude."

What steps are your association taking to remedy the situation?

"We have our own code of conduct and taxi-drivers are told to be as polite as possible to their passengers. They should show some respect to the people in taxis."

Can you tell me what happens to a taxi-driver who harasses his passengers by either using foul language or disrespect?

"If there is any harassment to commuters, they should immediately get in touch with us. They can telephone me at 735-1634 or contact John Skhosana at 883 Godlo Street, Wattville. Then the matter will be properly investigated. If

the matter is of a criminal nature, the commuter has the right to notify the police."

Do you brief your taxi-drivers and or taxi-owners on how to behave towards commuters?

"Yes we do that because it's very important that there's no bad blood between drivers and commuters. We are interdependent."

Are there any problems drivers encounter from commuters?

"There are many problems drivers experience from the public. Some passengers are a nuisance when drunk. They don't pay and become rowdy and rude to other passengers. Others flatly refuse to pay in time or just dash out of a taxi when reaching their destination. Some won't listen to pleas from drivers when asked not to smoke and eat in a taxi and not to bang doors. Instead they reply that they are paying and are

entitled to smoke. They don't understand that smoking irritates some passengers."

In a snap rundown on few commuters, we came across a variety of opinions about taxi-drivers' attitudes. James Sepeng: "The majority of taxi drivers are rude to their passengers. One can't complain when a driver overloads his taxi because of fear of being beaten up. Most of them forget that they get their daily bread from us."

Themba Mabaso: Some passengers are to blame for the rudeness towards taxi drivers. Sometimes drivers come across people who have ten rand notes early in the mornings. And when the driver says he has no change, they start complaining. And that makes taxi drivers angry and they become rude. There are, I must admit, the bad ones and the good ones."

Phillip Mafoko: "I don't believe that taxi drivers are

rude. How can a man who earns his living by ferrying passengers be rude to them?"

Zandi Zikwebu: "Most taxi drivers don't have manners. They load and pack us in taxis as if we had no souls. Some are dirty in appearance and manners. They also drive dirty cars which look worse than an unkept fish and chips corner shop."

Bethuel Khoza: "I think it is about time commuters send a petition to various taxi associations. Some of the drivers are thugs and passengers can't argue with them."

A man who vehemently refused to give his name said: "Taxi drivers must be disciplined." How? "I don't know, but there must be some way. They are really rude, particularly the young ones. They molest passengers and one can't argue with them at night because there are no policemen nearby. I feel taxi owners must stop hiring dirty little

thugs to do their jobs for them. These young drivers are very mean and they don't hesitate to beat up a passenger."

Joy Maifaka: "Some taxi drivers are forced to be rude to passengers. Fifty percent of the people who use taxis are to blame. They think that taxi drivers are nonentities."

"They think that they can tell a driver what to and what not to do just because they have paid a fee. I believe that the better passengers behave and respect taxi drivers, the less friction there will be. All in all, there are taxi drivers who are rude and passengers who are equally rude."

Another man who also refused to give his name said: "You see, my neighbour is a taxi driver and the minute I open my mouth, he'll beat me up. All I can say is that they are rude as well as cowards who believe in beating up one man while there are a hundred of them."



James Sepeng . . . "Majority are rude."



Zandi Zikwebu . . . "They are dirty in appearance and manners."



Bethuel Khoza . . . "Some taxi drivers are thugs."

Eye appeal

Here are hints to enhance your eyes. Eyes look, talk and hypnotise. They also portray your personality. With a few simple tricks you can trick other's eyes!

For a dreamy, romantic look, carry the line of the eyebrow down slightly on the outside of the eye. Blend the eye shadow outwards as well.

For completely natural look, leave your actual lid bare of colour and shine on the browbone.

For a softer look, apply plenty of mascara to the lower lashes only.

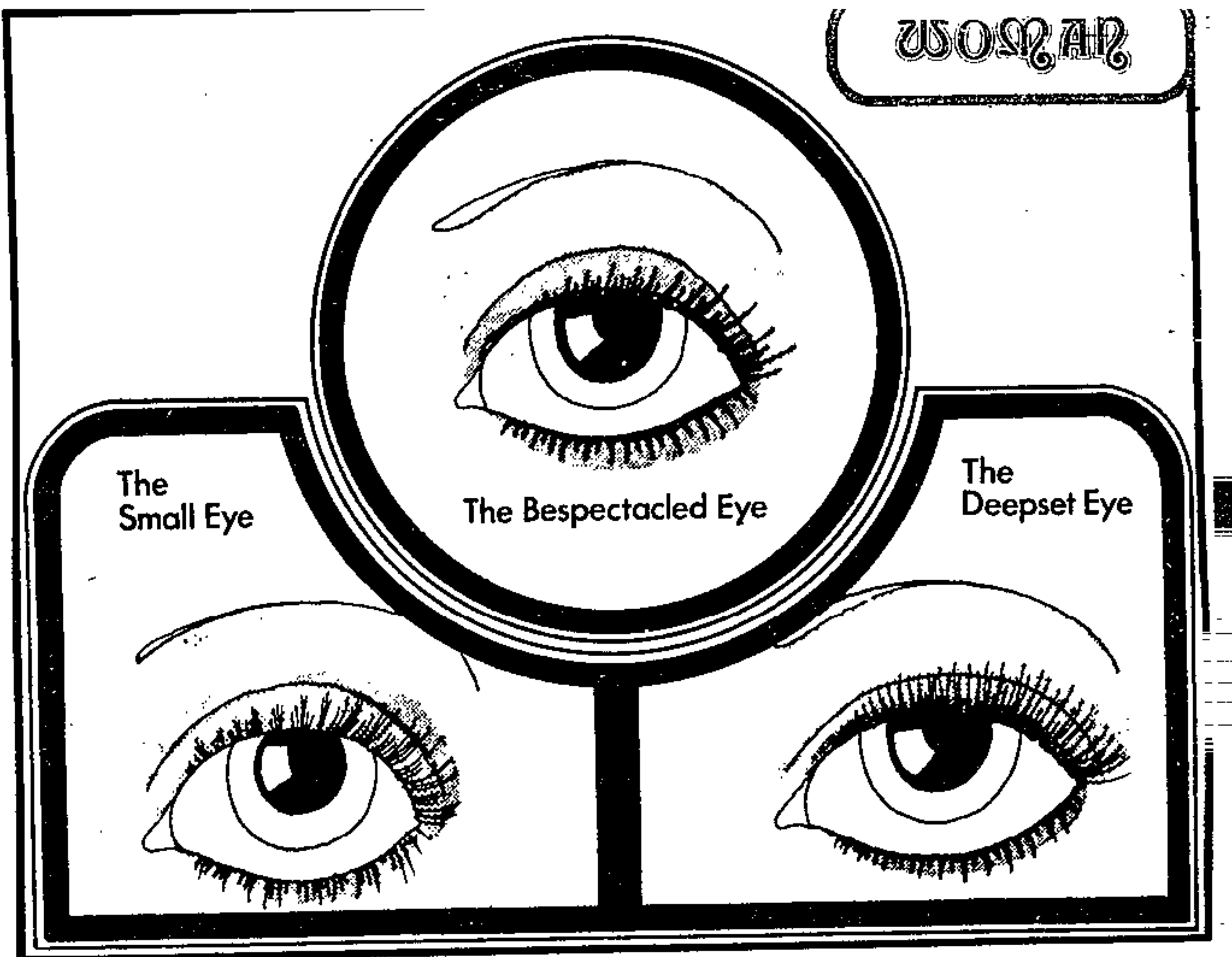
Always apply mascara as a finishing touch. Several layers should be used for the best result. Wait for each layer to dry before applying the next, in order to avoid a "clogged-up" look.

For healthy, sparkling eyes, a good night's sleep is all that's required. Without enough sleep, tired eyes become susceptible to puffiness and redness. For a big

date, use eye drops to add sparkle.

Always keep eyebrows neat and tidy by plucking them regularly. Bushy, scraggly eyebrows do not give you a well-groomed appearance. A simple trick is to apply vaseline on and around the eyebrows and pluck unwanted hairs with quick, sharp pulls in the direction in which they are growing.

Eyebrows should begin directly above the inner corner of the eye, and end



Bags and shoes



LEFT: Ladies' large bag with two strong handles and zip fastening at the top (R29,99) and smart bag with corduroy front panel, zip side pockets and zip fastening across the top (R14,99).



FROM LEFT TO RIGHT: Casual ladies shoe with medium stack heel and fringe decoration on shoe front (R39,99); Scarf and corduroy bag with sturdy handles (R15,99); Men's soft Italian glacé leather slippers (R89,95); Ladies slip-on with pyramid stack heel (R29,99); Scarf and large ladies bag with fold-over outer pocket (R10,99). Bags, shoes and scarves available from ABC STORES.

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the great
PLUS
Competition
every month
in the
**SOWETAN
Mirror**



on an imaginary line stretching from the nostril to the temple.

THE BESPECTACLED EYE

If you have to wear glasses and believe that eye make-up is a waste of time ... you're wrong! You do need make-up and you'll be surprised at the difference it can make.

Glasses cut out a lot of light, so never use dark eye shadows. Use only pretty, light colourful eye shadows that match the clothes you're wearing at the time. Put shiny shadow on the eyebrow bone and then a coloured shadow on the lid and around the eye beneath the outer lower lashes.

Always use a lash-building mascara. Apply several coats to top and bottom lashes and use a fine eyeliner close to the top lashes. This way you detail the eyes and your glasses and it works to the best advantage.

If you wear tinted lenses, do your eyes as described above but use a deeper shaded shadow in the socket. Use a pearlised shadow over the rest of the eye area. False lashes can be a problem bespectacled ladies so use very fine false lashes, preferably individual ones for added eye detail.

THE SMALL EYE ...

The correct make-up turns the small eye into

bold, bright beautiful focus. First, pluck the eyebrows fine and light to give maximum eye area. Then apply pearly shadow to the eyebrow area and eyelid to attract light to the eyes.

This makes the whole eye area look lighter, more shapely and creates a much bigger impact. Use plenty of mascara on top and bottom lashes and avoid heavy false eyeliner towards the outer corner of the eye to make it look wider.

THE DEEPSET EYE

Deepset eyes need maximum light in the deep socket of the eye. This makes the eye look flatter and less deeply set. Start with a pale pearly powder shadow all over the eye area from lashes to eyebrow.

Then blend a deep shadow from the inner corner of the eye upwards towards the middle of the lid and upwards and outwards beyond the outer corner. Finish off with mascara for long, fine lashes in order to detract a little from the deep socket.

THE CASUAL EYE

This is the eye you put on in a hurry for a quick visit to the shops, or holiday weekend when you just want a touch of make-up to show that you've taken a little bit of trouble after waking up. It's easy - here's how:

After washing, simply smudge your favourite eye shadow colour across the lid outwards and upwards towards the browbone, (not right to the eyebrow), and smudge a little underneath the outer corner of the eye. Then apply lots of mascara to both the top and bottom lashes.

THE INNOCENT EYE

This is only for the very young. Use lots of pale shimmer shadow all over the eye, around and beneath the eye. Colour the area close to top and bottom lashes with pale shadow and add lots of mascara to lashes. Use plenty of mascara on the lower lashes.

By Courtesy of Outdoor Girl Cosmetics.

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FINDING THE
BARGAINS THEY
WANT WHEN
THEY READ
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CLASSIFIEDS**

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Gumming up the works

Pretoria is fond of paying lip service to the concept of free enterprise. But, in the light of certain recent decisions and actions, it is fair to ask: does government have the faintest idea of what it is talking about?

What on earth, for example, can be the reasoning behind the National Transport Commission's (NTC) veto of an appeal to run a fleet of 100 mini-taxis in downtown Johannesburg? Based on logic and rationality, let alone any possible concept of economic freedom, the idea should already have been brought into practice.

It has to be assumed that the message propagated by Prime Minister P W Botha at the Carlton conference 18 months ago was tantamount to a strong guideline for those bodies which have to play key roles in economic decisions — not least the NTC. Yet, officials of both the Local Road Transportation Board (which turned down the original request) and of the Commission, which upheld the decision, had only this arrogant reply to a request for an explanation: "We don't give reasons." It is worth recalling that the Commission's function, as the appellant pointed out, is "to promote and encourage the development of transport and, where necessary, to co-ordinate various phases of transport in order to achieve the maximum benefit and economy of transport service to the public."

There were cogent arguments in favour of a cheaper, multiracial minicab service cruising within the city limits.

The Driessen Commission of Inquiry into local transport endorsed the mini-cab concept as long ago as 1974. It specifically recommended the replacement of "all-purpose" taxis by at least two specialised types: a mini-taxi mainly for city-centre transportation, and a larger vehicle suitable for conventional taxi services. In view of government's acceptance of those recommendations, the rejection of City Mini Cabs' appeal is astonishing.

Those who opposed City Mini Cabs' appeal to set up in business were three conventional operators, Roses Taxis, Witwatersrand Taxi Bureau, Golden City Taxis, as well as the SAR and Putco — a congress of vested interests if ever there was one. City Mini Cabs had powerful support in the CBD Association, the Chamber of Commerce, Sapoia and Jomet, the metropolitan transport board. And Johannesburg City Council was prepared to provide the necessary taxi-ranks. All was in vain.

The proposed service was to use slightly modified Leyland Mini 1000s, seating two with limited luggage space. Fares would be cheaper and the emphasis would

be on quick, short-haul trips and "cruising." The taxis would be radio linked, have trained drivers and would accept credit cards. Greater mobility within the city would be afforded, serving the growth of several distinct business nodes outside convenient walking distance of each other. The service would co-ordinate with and complement that of the "feeder" networks of SAR and the bus services, and would not compete with Putco.

CBD Association's Nigel Mandy argued that parking facilities in the central city area are highly inadequate, slowing down traffic flow since many large cars carrying business executives and professionals to appointments constantly cruise the streets. Congestion could be reduced because fewer people would use their cars for

inner-city trips. A light, flexible taxi service would ease congestion, take up very little space, save fuel, improve productivity and also benefit existing operators. According to Mandy, the CBDA's support was not only for the mini-cab concept, but for enlarging the whole market for taxis.

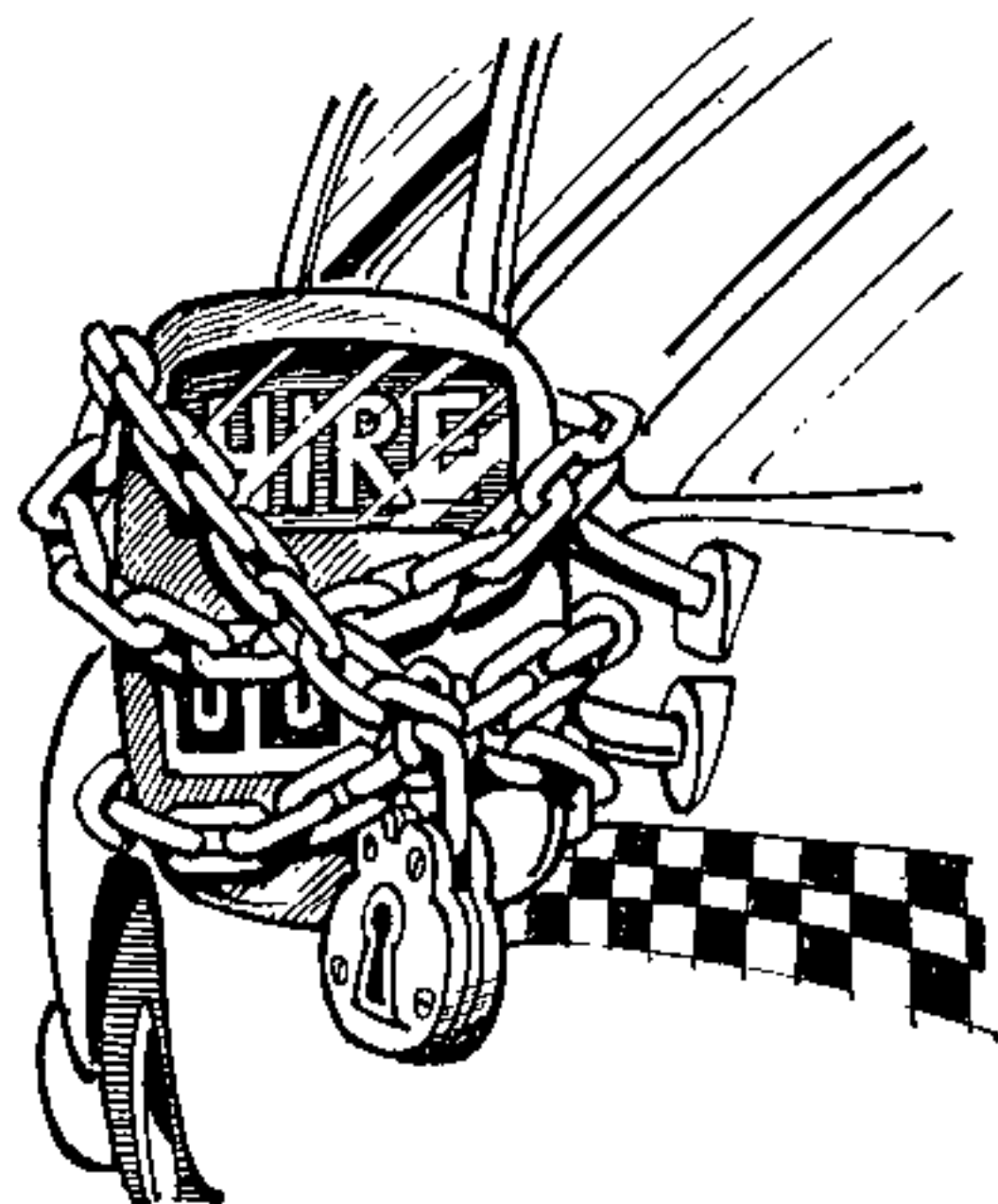
Indeed, drawing on overseas trends and projecting future needs, CMC showed that the taxi market is by no means saturated, and that minicabs would benefit the industry as a whole. Compared with major cities, Johannesburg is ill-served with taxis. In Washington and London, there are 12 taxis for every 1 000 people. In Salisbury, there are four per thousand. Yet in Johannes-

burg, the figure is a paltry one per thousand of the white population or under 400 (white) taxis in all.

It is time government stepped in to give effect to its much-vaunted "support" of free-enterprise — particularly if the free market is being throttled lower down the line. The FM endorses the view of Leon Louw of the Free Market Foundation: "The solution to urban transport lies in allowing free competition."

But as matters stand, the Road Transportation Act is widely viewed as simply being there "to protect vested interests." If that view is not to prevail and lead to cynicism over Pretoria's pronouncements, government must act strongly when various bureaucracies, Piet Koornhof's "tortoises," gum up the works.

Indeed, addressing a meeting of the Bus Operators' Association earlier this month, Transport Minister Hendrik Schoeman said: "The Road Transportation Act is meant to serve as a blueprint for de-regulation and freer competition with the road transport industry." So what went wrong?



Irish American male who, through emigration to the U.S.A., has lost significantly in social status. In both these cases the personality problems gave rise to a destructive

People warned about Putco

PEOPLE attending anti-Republic Day meetings over the long weekend have been warned to watch out for a new strategy Putco intends using to implement increased fares this month.

And in another incident a crowd attending an anti-Republic Day meeting prevented a pleasure outing by members of the Garment Workers' Union by turning away their buses in Dube Village on Saturday.

The pleasure outing was to have taken members of the Garment Workers' Union to Sun City on Saturday afternoon. Their buses were to have left from the Dube YWCA where the anti-Republic Day meeting was held.

Putco on the other hand was accused of not publicising the date for its increases and of trying to implement the new fares

without informing the people. Speakers at the meetings said Putco was afraid of boycotts and therefore planned to make people pay increased fares without publicising them.

"People would be told when they board buses or when they go to Putco ticket outlets to buy weekly tickets that the fares have gone up," speakers said.

Resolutions to boycott buses should this happen were taken and people were urged to watch out for the new strategy and report to their leaders so that joint action should be taken immediately.

In Pretoria several shebeens in Sothangwe were raided by anti-Republic celebration youths at night

- damaging one shebeen, reports Norman Ngale.

About 17 youths are believed to have been arrested after the incidents on Thursday and Saturday. Police could not be reached for confirmation of the arrests.

And Mr Peter Ikhewane, chairman of the Sothangwe Tavern Association, whose house was among those stoned by the youths, has described the incidents as "unfortunate".

According to shebeen owners affected, a group of youths raided them at night and ordered them not to sell liquor over the long weekend as this would be seen as celebrating the Republic's 20th anniversary.

sively in genetic terms, as "racists". There is, after all, no scientific proof whatsoever for their point of view.

6. THE COST-FACTOR OF PROBLEM DRINKING

In addition to the adverse physiological, psychological, social and spiritual consequences and effects that problem drinking has on both individual and societal levels, an astronomical amount of money is also annually lost through the excessive use of liquor.

In a recent study of the economic effects of alcohol-related problems in the United States, it was estimated that in 1975 alone, the total amount lost to society was over R5 billion dollars (Chafetz, 1964, p. 37).

Although this, and other similar studies had numerous problems with data collection etc., and the figure of R25 billion dollars must be seen as nothing more than an approximation, the economical and fiscal cost involved with problem drinking is staggering.

In an analysis of economic cost of alcohol-related problems six major areas of social behaviour can be identified explicitly or implicitly as being relevant. These are:

- (1) Lost production
- (2) Health and Medical
- (3) Motor vehicle accidents
- (4) Alcohol programmes and research
- (5) Criminal-justice system
- (6) Social-welfare system.

logical factors which have been found to be highly correlated with alcoholism are indeed present in abundance among the "Coloureds", one cannot but brand those who simply choose to ignore this evidence and explain "Coloured" alcoholism exclu-

SABTA committee meeting

By MZIKAYISE
EDOM

THE 21-man interim committee of the newly formed Southern Africa Black Taxi Association (Sabta) meets next Wednesday to draft the association's constitution and to discuss taxi owners' grievances.

The meeting will start at 10 am at the D H Williams Hall in Katlehong Germiston, on the East Rand.

Mr Jimmy Sojane, chairman of the association said yesterday: "It is the first executive meeting since formation".

The aim of the association is to cater for all taxi owners in Southern Africa and to tackle problems facing taxi owners."

Mr Sojane said: "Another issue to be discussed at the meeting is the fight against the restrictions on the number of passengers taxis have to carry.

He added: "Taxis are limited to carry eight passengers in 10-seater cars. The present fine for overloading is R50 per extra passenger and as a result, taxi owners are working at a loss."

onaries, Karib/b/Usakos

station, University Cape

Farm Labour in a demarcated

(23) As in South Africa. See REYERS, J.P.

(22) Such farm stores provide the farmer with a license to buy all his needed goods by wholesale price! and prevent labourers from going too far away for shopping where they might be subjected to "bad influences".

(21) Less common today, but still found in Khomas Hochland.

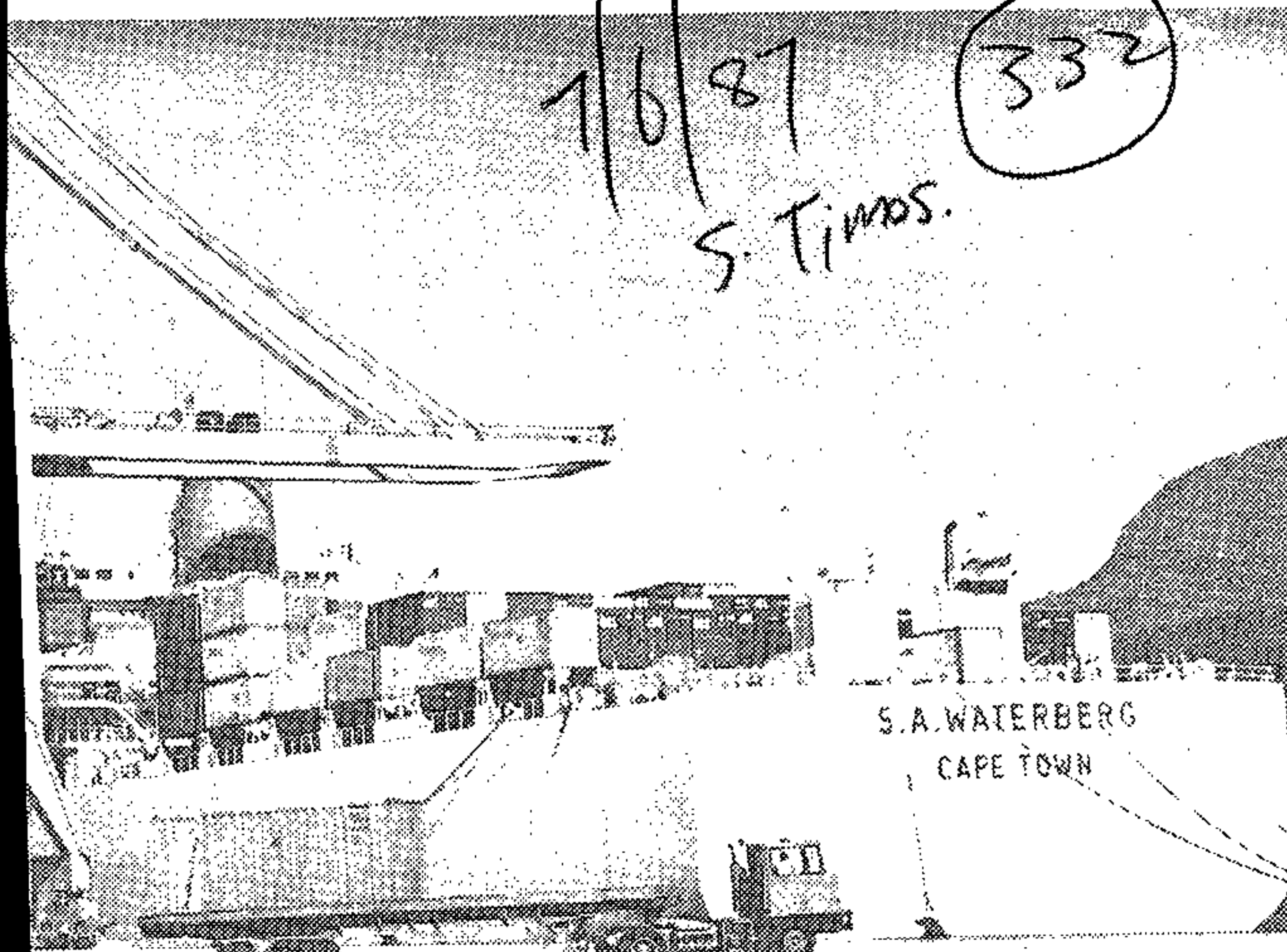
(20) This caused problems to many of the Damara people because they could not find anybody reliable to take care of it.

(19) Statistics on living conditions available from author.

(18) Brick houses built for farm labourers are subsidized by the State.

(17) Homesteads on locations have in many cases been ethnically separated when constructed under the direction of the farmer.

(16b) (P.16) On a few farms with asteply-graduated wage differentials labourers, including those receiving maximum wages, came to protest because they did not see why some of them got less money than others.



FOR SINGLE TRADE ROUTE

barking on a vigorous marketing effort to develop this business as interest is growing, says Mr Marsh.

Safmarine also has a through bill of lading container service to Toronto and Montreal. For Mexico, Safmarine offers a break-bulk and bulk parcel service every two months to Tampico and Vera Cruz.

A few weeks ago Safmarine, as a member of the Container Club, announced the introduction of a monthly container service between South African ports and Korea, Hong Kong and Taiwan.

The Container Club will start its fully cellular operation in December 1981 with the introduction of the Mitsui OSK 1 600 TEU vessel, to be followed by the K Line/NYK, Safmarine and Nedlloyd vessels of similar capacity, phased in between March and November 1982, providing a fortnightly sailing in each direction. Gold Star is providing a smaller container ship of about 500 TEU capacity.

Safmarine has the right to provide the fifth large container ship when trade volume demands. Its container ship for the Far East trade will have a carrying capacity of about 24 500 tons and she will be able to carry up to 1 700 TEUs.

Although Safmarine has not contributed a ro-ro ship in the Europe-SA trade it is intimately involved in this service which is run by the Conference with four new ships.

The line, is however, playing an increasingly meaningful part in bulk shipping. Its existing fleet of eight bulk carriers ranging from 25 000 dwt to 167 000 dwt will soon be augmented by another two handysize carriers of 33 000 dwt.

Last week Safmarine signed a contract with Nippon Kokan KK of Japan for another bulk carrier of this capacity.

Bulk-vessel chartering is big business for Safmarine, and its charters at any time vary between 10 and 15. At present 12

One of Safmarine's five giant, fully cellular container ships named after mountain ranges, the SA Waterberg, is seen moored at Cape Town docks. The vessels — of about 50 000 tons — each cost R70-million. They carry well over 2 000 containers, are fully computerised, are manned by a crew of about 40, and are capable of doing 30 knots. Officers' quarters compare favourably with five-star hotel standards

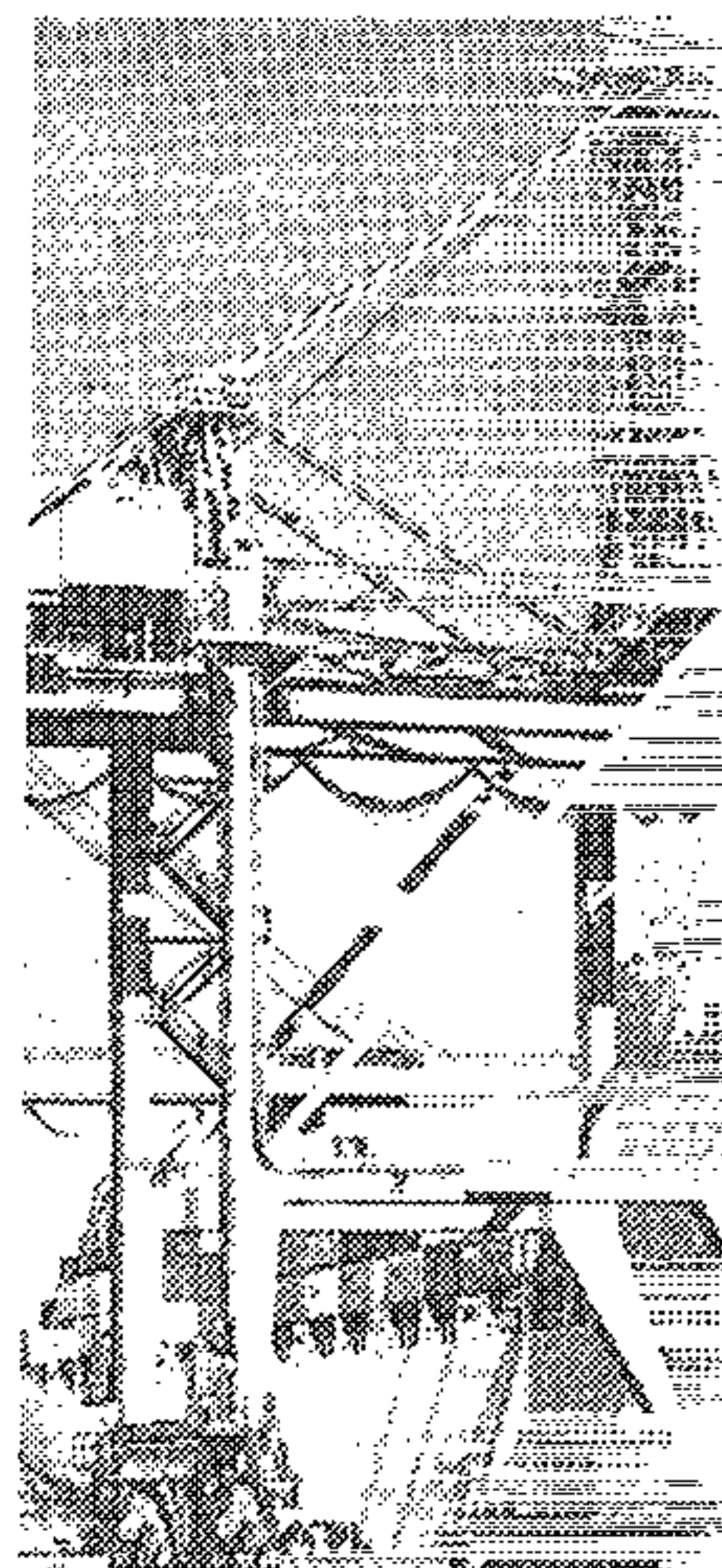
charters sail under the Safmarine flag carrying in the main iron ore, anthracite, manganese ore, fluorspar, rice, sugar, sulphur, grain, chemicals, alumina, potash and phosphates.

In addition to serving South Africa's imports and particularly exports, the line's bulk carriers are involved in considerable cross-tradings.

The fleet of eight fruit, and other refrigerated cargo vessels are highly active. The two deep-sea salvage tugs, Wolraad Woltemade and John Ross, are known throughout the world as the largest, fastest and most powerful tugs.

Biggest-ever investment on container line

332 S. Lewis Bis 7/6/81



MARMION MARSH
"Services revolutionised"

THE expenditure of R2 000-million on the full-scale containerisation of sea trade between South Africa and Europe is generally acknowledged to be the largest single investment made to serve a single trade route.

This was revealed to Business Times in an exclusive interview with Marmion Marsh, Safmarine's managing director.

Mr Marsh adds: "No other country in the world has had its shipping services modernised — in fact revolutionised — within a single decade as has been the case with South Africa."

He says that, in addition to the R2 000-million investment, another R1 000-million has been spent on other services centred on or radiating from South Africa.

"In toto, this represents a R3 000-million vote of confidence in South African trade and in the country's long-term economic outlook."

This massive investment has been made by Safmarine and its partner lines in the various Conferences serving the different trades.

"Of particular interest," Mr Marsh points out, "is that these overseas Conference member lines are the national lines of the countries concerned or are

R2 000-m ON SOUTH AFRICAN-EUROPE SERVICE IS RECORD

By Elizabeth Rouse

backed by large industrial and commercial concerns of these countries."

In this dramatic explosion of South Africa's shipping services, the country's national line, Safmarine, has played a vital role in research, planning, organisation, the provision of infrastructures and systems, in negotiations with organised commerce, industry, finance, mining and agriculture as well as with numerous governmen-

tal and semi-state organisations.

"In fact," contends Mr Marsh, "without Safmarine assuming and fulfilling that central consolidating and co-ordinating role, it is doubtful whether South Africa would now have had those excellent links with the trading world which are a reality today."

Safmarine's role in the financial sphere has been equally remarkable. In the full-scale containerisation of the Southern Africa-European trade, Safmarine has contributed four large, fully cellular container ships at a cost of R70-million each when built, for trade with the UK and north-west Europe.

For the Mediterranean trade, Safmarine has contributed one smaller-type container vessel at a building cost of R35-million. It has contributed 15 000 containers which, reckoned at a cost of R3 000 each, means another R45-million.

"Meanwhile," Mr Marsh continues, "Safmarine has had its fleet of eight latest-built general cargo vessels lengthened, each to carry several hundred containers. These today serve the trade to the US, the Far East and Australia."

To cater adequately for US-SA trade, Safmarine has chartered on long term two new German-built ships, each capa-

ble of carrying about 650 containers and 18 000 tons of general cargo and bulk commodities.

One of these is at present on the high seas to America with a record lifting in this trade of 390 containers.

With these two large chartered ships and the Safmarine-owned SA Constantia, SA Morgenster, SA Huguenot and SA Weltevreden, the South African line now has six modern vessels dedicated to trade with the US.

Together with shorter-term and single-voyage charters, Safmarine this year provides 54 sailings southbound from the US and 26 sailings northbound.

According to Mr Marsh: "A year ago, the planning was for 37 sailings southbound and 19 sailings northbound."

"This proves that Safmarine took bold action to provide adequate tonnage to cope with the unprecedented imports which have been coming from the States for almost a year, and still continue."

The northbound growth in sailings is due to a 20% increase in cargo flow to the Atlantic coast and Gulf ports, mainly minerals. The Conference lines are sympathetic in their determination of rates in this trade to encourage exports.

While Safmarine's so-called minibridge and macrobridge container services on a through bill of lading basis to the US west coast and mid-west have been in operation for almost two years, the line is now em-

THE secretary of the Orange-Vaal Taxi Association, Mr A T Moshebi announced that taxi fares will be increased as from June 15.

Mr. Moshebi said that these increases will affect all passengers in the Vaal Triangle.

The increased fares will affect the following places:

- From Sebokeng to Vereeniging - Monday to Thursday 60c. The fare increases by 10c on Fridays and weekends.
 - From Sebokeng to Vanderbijlpark by 50c. Fridays and weekends 60c.
 - Evaton to Sebokeng 40c.
- An extra 10c will be added on all routes after 7.30 pm.

Some of the inadequacies in this paper can be attributed to lack of data. However, available data does allow the use of more detailed analysis than has been attempted. Analysis by magisterial district (instead of by economic region) would be preferable, because of differences within regions. The use of a longer time period might smooth out some of the inconsistencies in employment by region which are often the result of the choice of base year (as well as of the choice of time interval).

Analysis by farm would also be enlightening. The extension to this paper will also include some work on wages: in particular, wage distribution by worker, the relationship of wages to farm product per worker and some attempt to define unemployment by region (or by magisterial district) and test its relationship to wage rates.

A second important subject for discussion in the follow-up to this study would, of course, be casual workers. Casual workers form 43% of the work force in agriculture and deserve greater attention in any study of agricultural employment.

Guide-lines for the better use of the data available on casual workers - and on employment in general - will probably emerge at this conference.

Victory in bus boycott

THE Hamba Buya Bus company has at last been granted permission to ferry passengers between Pietersburg and Seshego.

This was announced by Rev G Manamela of the Seshego Village Committee at a meeting at the Presbyterian Church in Seshego, near Pietersburg, yesterday.

The meeting was called by the Committee to celebrate the granting of the licence to Mr B Harris to operate in Zone 1, Seshego with immediate effect.

The Seshego branch of Azapo, which also played a major role in the struggle to have Hamba Buya Bus Company granted a licence, was represented by its chairman, Mr Mamabolo Raphesu and several officials.

The Lebowa Transport Bus boycott started last year when the company decided to increase the fares. The proposed fare increases angered commuters who then decided to walk from Seshego to Pietersburg every day rather than pay the increased fares.

The Seshego Village Committee chairman, Rev P Malatji, and Mr Raphesu were detained under the security laws during the boycott.

THE AIM, SCOPE AND METHOD OF THE PAPER

Much has been written about the ethical drug manufacturing industry. However, most of the work does not relate to South Africa and very little of it has been undertaken by economists. In addition, many of the writings concentrate on one or other specific problem within the industry.

A gap therefore exists and needs to be filled by an economic study of the ethical drug manufacturing industry in South Africa. It is the aim of this paper to fill the gap by providing a broad overview of both the production and marketing behaviour of the industry.

The paper has been prepared by undertaking a detailed investigation of the literature on the topic, by studying various government commissions and by interviewing and talking with people involved in the industry and academics and others concerned with it.

The number of people who gave me valuable information and help is large and many thanks are due to them. Acknowledgment is also due to The South African Labour and Development Research Unit for financial support while the bulk of the fieldwork for this study was done.

This relatively brief paper is based on a more comprehensive study submitted as an Economics Honours Thesis at U.C.T. (1978).

SECTION 1: INTRODUCTION

The paper is an attempt to delve into the issues surrounding the manufacturing sector of the ethical drug market that have become topical since the advent of the "Pharmaceutical Revolution". (1)

(1.1) The Industry and its Products:

The definition of the manufacturing sector adopted includes all firms involved in drug formulation, drug design or drug compounding and confectioning. (2) Both the production and the marketing activities of this sector of the industry will be analyzed, but the pharmaceutical trade (wholesalers and retailers) will not be discussed in depth.

. / ...

The products of the pharmaceutical industry comprise medicines, cosmetics and incidentals. Medicines, the subject of the paper, consist of scheduled drugs (also known as ethicals or prescription drugs) and unscheduled drugs (also known as over-the-counter lines).

The paper will focus on the ethical drug market. There are currently in excess of 2800 branded ethicals on the South African market. (3)

(1.2) The Pharmaceutical Revolution:

Since the beginning of the twentieth century, particularly since the Second World War, the changes of medicines and the pharmaceutical industry have undergone major changes.

Medicines have changed from being mere natural products based on synthetic chemicals. It implied a change in the methods of production of simple dispensary compounding to research-based speciality manufacturing by large companies. (4)

While modern manufacturers have produced drugs of great benefit, the change in the nature of the medicine market has caused several issues of concern to emerge. These issues, each a facet of an interdependent system, will be analysed by the paper and include:

1. Profits and prices in the industry.
2. Promotion and advertising.
3. Generic and Brand Name usage.
4. Patenting of Ethical Drugs.
5. Research and Development.
6. Registration and Control of new Drugs.



. / ...

Belhar: New bus service

Staff Reporter

A NEW bus service would be introduced today to and from Belhar Extension and running from Eureka Estate, a spokesman for City Tramways said yesterday.

The route is:

From Eureka Estate via 35th Street across Modderdam Road and along the Stellenbosch arterial road as far as Adam Tas Avenue. Then left at Adam Tas Avenue, right at De Mist Avenue, left at Anreth Avenue, left at Morwede, and then left at Drekensteinway to the terminal point.

From Eureka Estate, connecting services will operate to Bellville, Tygerberg Hospital, Elsie's River, Parow Industria, Epping Industria, Mowbray and Cape Town.

This new service, for which clipcard No 58-448 at R1.10 was valid, would be revised when termini and interchange facilities were provided at Um Bel station, the spokesman said.

New buses hard on old feet

Transport Reporter

CITY Tramways' new buses, with their higher proportion of standing places and limited seating, are making some of The Argus's older readers distinctly unhappy.

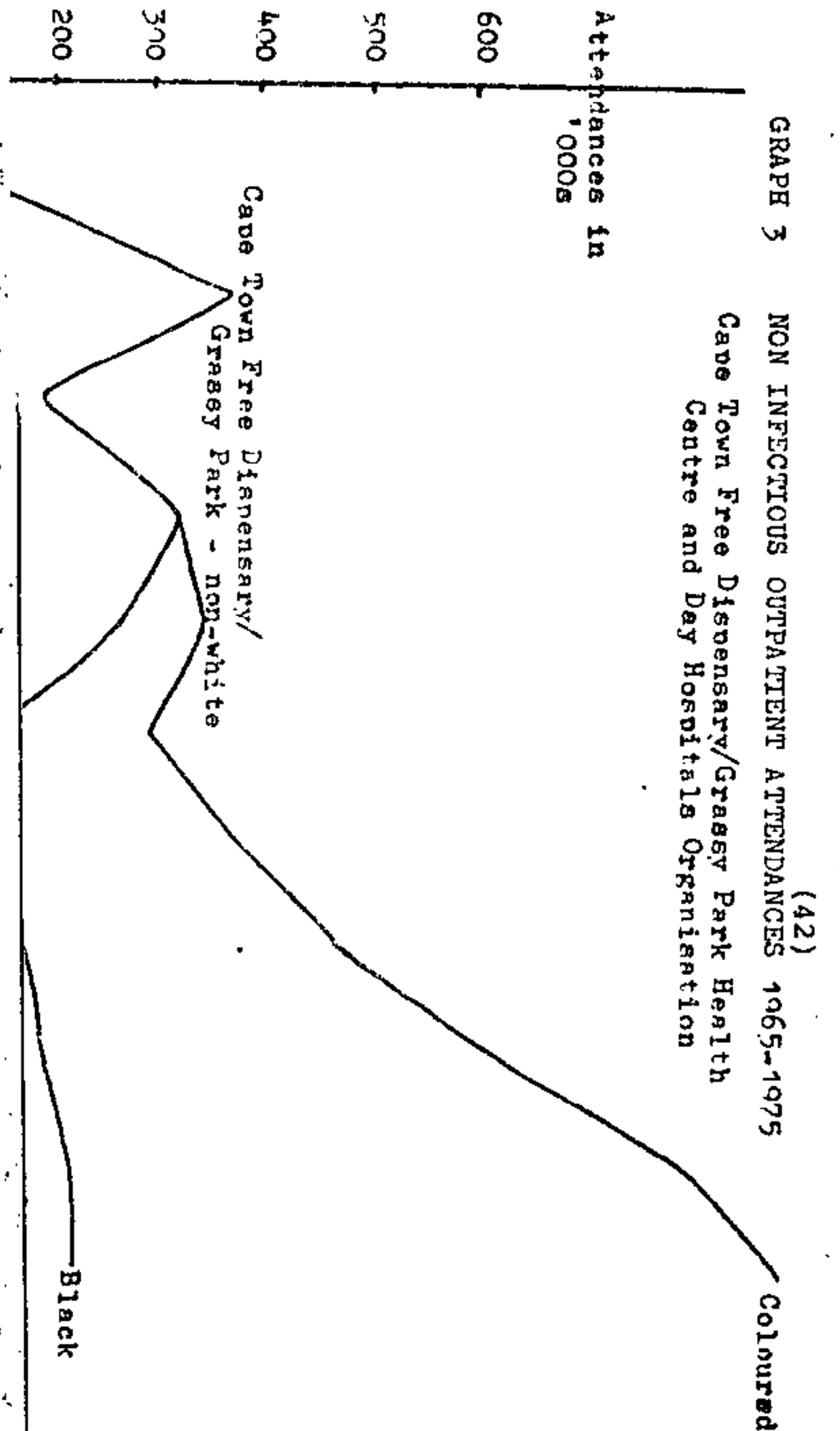
City Tramways have introduced 50 of the 'standee' buses into the service and withdrawn about half that number of the old type. They have another 85 on the way for a total of 135 in their fleet of more than 700.

They are hard on older people, one reader complained, who have enough difficulty boarding the vehicles as it is — and then to have to stand in a jerking bus is asking a bit too much.

Could they not have sitting units on the Sea Point route? she asked.

The Tramways spokesman said that older people usually travelled during off-peak times when the buses were not all that full and the number of seats — 41 in a total of 107 — should be adequate during those times.

The increased passenger capacity was mainly for use during peak hours.



(5.2.) Average length of stay

(43)

It would be expected that the Day Hospitals would have two opposing effects on the average length of stay of inpatients. On the one hand, the average length of stay would be reduced by the availability of domiciliary care and the proximity of the Day Hospitals to the patients' homes. Secondly, patients suffering from diseases which respond well to early diagnosis and treatment — pneumonia, gastro-enteritis, might be admitted to hospital at an earlier stage of their illness and do not require such lengthy inpatient stay as they would if they had not attended a Day Hospital before advanced pathology set in. On the other hand, simple procedures are carried out at the Day Hospitals and this would remove the need for patients undergoing such operations as tubal ligations, to enter hospital for the operation. The number of short-stay patients would thus be reduced and this would lead to an increase in the average length of stay of inpatients.

From graphs (not included) of the average length of stay at Groote Schuur and Red Cross Hospitals since 1960, it can be seen that the general trend in the average length of stay for all races has been downward. At Groote Schuur the downward trend has continued since 1960 and does not appear to have changed much since 1970, so is more likely a reflection of the modern tendency in medicine to keep a patient in hospital for as short a time as possible in order to reduce the psychological effect of the stay in hospital particularly among children, and to keep the cost to the patient as low as possible (although daily tariffs are reduced for long-term patients.) At Red Cross, it appears that the rate of decrease has been more rapid since 1969. The behaviour of the average length of stay at Woodstock Hospital is very erratic.

From these figures, therefore, it is not possible to draw firm conclusions on the effect of the Day Hospitals on the length of stay of patients. Other factors may have been more important in reducing this stay, and the average figure may conceal the effects.

Calton returns to Soweto

Staff Reporters

SOWETO commuters had a chilly ride yesterday after 150 buses had been stoned on Tuesday and 40 windows smashed.

A spokesman for Putco said yesterday that 150 buses out of the 500 buses operating to and from the township had been damaged by stones.

"The damage has not yet been estimated but it amounts to thousands of Rands," the spokesman said.

He said the buses were operating at half capacity during the peak hours on Tuesday but were fairly empty for the rest of the day.

All the buses were repaired by yesterday afternoon and the situation was back to normal with the buses running at full capacity.

Meanwhile, the atmosphere was subdued in Soweto yesterday and police reported no incidents in the township — as the fifth anniversary of the June 16, 1976 unrest entered its second day of commemoration.

People returned to work. Police headquarters in Pretoria described Tuesday — June 16 — as "a generally quiet day".

Ten police vehicles had been stoned. Private cars were also stoned at a number of places.

At Sebokeng in the Vaal Triangle police used whips to disperse a crowd who began stoning cars, while at Naledi a policeman was taken to hospital when his eye was injured by splinters of glass from a broken bus window.

In Cape Town, pupils at Peninsula high schools and other educational institutions stayed away for a second day yesterday in response to a call for two days' mourning, while principals reacted angrily to the Department of Internal Affairs' instruction that the names of ringleaders be handed to the authorities for possible action against them.

prescribe treatment with confidence. Diabetes is another condition lending itself to such involvement. The pharmacist notes refill dates of prescriptions and can monitor compliance by calling delinquent patients who have not repeated their

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ailments are exacerbated use of forgetfulness, poor frequently ends up in

not the disease. Such a alkenberg study. I quote:

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ready availability of on by developing in each ice centre where advice and problems that face the ing problems, nappy rashes ten be resolved through ng to expensive medication.

It follows that while counseling on infant feeding and other problems, family planning can be and often is discussed. Once again the ubiquitousness of community pharmacy can be utilized to provide not only a distribution centre for contraceptives, but a full counseling service.

HOSPITAL SERVICES:

Up to this point, the discussion has centred around the general practice, community or as is currently termed, retail pharmacist. The potential of the pharmacist in hospital services has not yet been realised. The lack of involvement of the pharmacist as a medication consultant at the bedside, the delay in the development of consultative pharmacological services in each hospital dispensary and the relatively few hospitals in our country which have pharmaceutical services all mediate against treatment optimization.

A move towards greater participation by the pharmacist in the hospital setting has led to ward pharmacy with the benefits of tighter control over the distribution of medicines. This can be further enhanced by the introduction of unit-dose systems, with the added benefit of a built in drug interaction check.

In those centres where the size of the hospital mitigates against an in-house pharmaceutical service, arrangements should be made for the service to be supplied by a local general practice pharmacist. A perturbing feature of the South African scene is the lack of involvement of hospital pharmacists in the establishment and manning of poison centres.

TRAINING:

For the pharmacist to take his rightful place in the health team, a change of emphasis in his training is needed. The lack of clinical input into the curriculum and the isolation of pharmacy schools from medical, dental and nursing faculties is contrary to the health team concept. However, the pharmacy curriculum has provided a firm foundation on which the community pharmacist has built a unique service to the public. His day to day contact with the public and his continual exposure to current therapy through dispensing prescriptions has made the pharmacist a vital person in the deliverance of health care. It remains to capitalize on this by including him in the health team. Those areas such as hypertension monitoring, family planning, emergency medicine, etc. do require additional training. This can be presented as post-graduate modules through the divisions of continuing medical

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Council blamed over P.E. transport

By SANDRA SMITH

THE general manager of P.E. Tramways, Mr. Carl Coetzer, has accused local authorities of abdicating their responsibility in providing much-needed transport facilities to Port Elizabeth's black areas.

"They are having responsibility for the short-term funding of these facilities in the lap of the Government and the provincial authorities," Mr. Coetzer said.

The lack of facilities at bus stops and terminals had led to "complete and utter chaos" and, during peak periods, was "tantamount to incitement to violence", he said.

There was a lack of information signs, queue rails and shelters at passenger loading points and bus stops. The terminus at Johnson Road, Zwide, was potholed and did not have street lighting or passenger facilities of any kind.

Mr. Coetzer was commenting on complaints by black commuters of chaos on many bus routes.

The City Council's representative on the Metropolitan Transport Advisory Board (MTAB), Mr. W. M. Hayward, said that to accuse local authorities of abdicating their responsibility was "nonsense".

The Department of Transport and the Provincial Administration was responsible for providing 80% of funds for approved projects. Local authorities provided the balance.

"If local government ignores a possible source of revenue it will impose an additional financial burden on its ratepayers," Mr. Hayward said.

Mr. Hayward said the "absolutely

ridiculous" situation prevailed in which a local authority which applied for funds last year still did not know whether they had been approved.

Last year Port Elizabeth applied for R1 201 000 in aid.

Because the Government operated on a financial year which ended in March, and municipal and local authorities operated on a calendar year, there was an "overlap" which resulted in local authorities having to wait for approval.

Mr. Hayward said P.E. Tramways and the East Cape Administration Board (ECAB) could put forward an urgent application for the provision of facilities at Johnson Road.

A spokesman for the City Engineer's Department said the system of obtaining funds in terms of the Urban Transport Act was "incredibly laborious and complicated".

"We are still trying to find ways to streamline the system", he said.

"The problem with, for example, Johnson Road, is that ECAB needs the money but can't get it soon enough through the mechanics of the urban transport planning process."

A spokesman for ECAB's Technical Services said that Johnson Road, as a "shack area", was "out of control" and not included in the final layout for the area.

Any development work there would therefore be temporary, which the administration board could not afford.

He added that road-side bus destination signs were the responsibility of the bus company.

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This act defines medical schemes as being established with the object of making provision for:-- a) rendering free of charge to members and dependents, medical, paramedical, nursing, surgical or dental services or

c) or granting assistance to members in defraying expenditure in connection with services or medical appliances or accommodation.

The Act provides for the establishment of a Central Council for medical schemes, and a medical schemes fund which will be managed by the State.

By Marion
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By Marion Duncan

Government passenger subsidies worth millions of rands will be withdrawn from Putco as soon as the company's new fare increases come into operation on July 6.

Top Putco representatives told The Star today the company would lose eight to 8.5 percent of the Government subsidy as soon as the increases were implemented, which meant the company would lose money.

The result is that Putco will be looking for another fare increase — a much bigger one — before the end of the year to offset increased costs from 1980.

This latest increase only takes account of 1979 price rises.

Putco is planning a

the number. The Act exempts the following funds from complying with the provisions registering in terms of it: The S.A.R. and Harbour sick fund a funds established under the Police Act, the Prisons Act, Public Service Act in respect of the Bureau for State Security, the Defence Act and the Industrial Conciliation Act (Act No. 28 of 1956). All other medical schemes are required to be registered under the medical schemes Act and up until 1975 with the Registrar of Friendly Societies as well.

Exemptions from complying with certain of the minimum benefits can be applied for on a yearly basis and will be granted at the discretion of the Central Council. Although the Act is non-racial in its formulations concern has so far been shown only for medical insurance for whites. (See below).

By Marion Duncan

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Putco is planning a

Putco fares to rise

By Marion Duncan

Putco bus fares on the Witwatersrand will go up by an average 7,5 percent on July 6.

The increase, the first on the Reef since May 1979, means that single cash tickets will cost about five cents more, and weekly workers tickets about 10 cents more.

This is the final implementation of the fare rise granted to Putco by the National Transport Commission in January, when the company was given permission to increase fares on 1300 of the 1600 routes for which it applied.

The last attempt to raise fares in the area was in October 1979 — but Putco was forced by a court action to return to the old ones.

A Putco spokesman said today that the new fares had been forced on the company by the dramatic rise in fuel costs in 1979.

"During the past two years, Putco faced a 135 percent fuel price rise

which cost the company an extra R9,5-million," he said.

The increase does not reflect additional costs from last year, which include:

- Pay rises that cost an extra R4,5-million;
- More expensive provincial bus licences, which rose 50 percent to R750 a bus;
- Higher cost of bus tyres, which have gone up to R300 each.

The spokesman said: "So far, none of these costs has been passed on to passengers, but it will be impossible for Putco to absorb such increases indefinitely."

Some examples of the new fares are:

Alexandra to/from Noord Street — single cash up from 20c to 25c; five-day weekly up from R1,50 to R1,60.

Noord Street to/from Modderfontein — single cash up from 40c to 45c; five-day weekly up from R3,30 to R3,45,

Baragwanath to/from Orlando Station — single cash remains at 15c; five-day weekly up from R1,00 to R1,15.

Diepkloof to/from Noord Street/Doornfontein — single cash up from 35c to 40c; five-day weekly up from R2,50 to R2,65.

Tornado/hostels to/from Zone 2 (Springs, Station/Geduld) — single cash up from 18c to 20c; five-day weekly up from R1,20 to R1,30.

Vosloosrus to/from Hypermarket/Lilienton — single cash up from 60c to 70c; five-day weekly up from R2,00 to R2,15.

Eldorado Park to/from OK Hyperama; single cash remains at 80c; five-day weekly up from R5,30 to R5,45.

Jeppe Station to/from Market/Steeledale/Abetobois — single cash remains at 20c; five-day weekly up from R1,30 to R1,40.

22. Also A. Heppleston believes that all forms of emphysema are in some way related to dust exposure. (158a)

In a recent investigation between 1971 and 1974 carried out by the South African Medical Research Council on chronic obstructive airways disease amongst African miners 68 out of the original

23.

In assessing all these variables, epidemiological studies must also assess the nature of a worker's previous occupations and the length of time engaged in them. (167)

Experiments have been undertaken to find out whether the effects of tobacco smoking, especially cigarettes, modify the deposition or clearance of dust particles. (168) Research has not yet conclusively shown whether chronic obstructive airways disease will cause an increase in the number of particles trapped in the larger airways, and hinder their clearance by tobacco or smoke-impaired cilia of the larger air passages. (169) Many authorities believe that tobacco smoking by miners entails more than the usual hazards. Apart from the risk of causing cancer, it can damage the capacity of cilia to filter out silica dust and increase the worker's susceptibility to infection and related diseases.

The clinical symptoms are not definitive in establishing a diagnosis of silicosis. Similarly the early kind of physical examination and assessment including measurement of chest expansion, chest palpitation and percussion and auscultation — the use of the stethoscope to detect changes in breath sounds were, and are, equally valueless. (170) Also negative lung function tests do not exclude the presence of the disease. (171) As a definitive diagnosis of silicosis can only be given by histological examination (pre- or post mortem) and radiological evidence, epidemiological data (including family and occupational histories) play a very important role in the diagnosis of the disease. (172) It was only after 1945 that biopsies could be used for definitive pathological diagnosis. Before then definitive and accurate diagnoses could only be obtained by post mortem pathology although radiology was a helpful aid. (173)

Radiology has its limitations and too much reliance must not be placed on it. For instance, the detection of nodulation may prove difficult in the presence of changed pulmonary patterns especially in the case of progressive massive fibrosis. In borderline cases other forms of pneumoconiosis may mimic silicosis. Much depends on the skill and experience of the radiologist. Sometimes early pulmonary structural changes may escape notice; while on other occasions radiological evidence may not be confirmed by pathology. Where occupational history has played an important part in establishment a diagnosis, values

PE bus fares are going

332

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Longer rides may cost less

By SANDRA SMITH

All Port Elizabeth, Uitenhage and Despatch bus commuters can expect a rise in fares at the end of the year, it was announced by the general manager of PE Tramways, Mr Carl Coetzer, today.

He estimated some fares would increase by between 3c and 5c for a single journey.

A 17c clipcard fare would probably go up to 20c and a 31c cash fare to 35c.

Mr Coetzer also said a system under which only two types of fares would operate — a 20c clipcard one and a 35c cash fare for any distance, other than feeder services — would probably be introduced.

This may have the effect of lowering the fares for long distance travellers to areas such as Wide Horizon, St Albans, Witteklip and Seaview.

"We have got a wage agreement which expires at the end of this year, and we will therefore be negotiating new wages between now and then," Mr Coetzer said.

"To cover these increases there will have to be an adjustment to fares. This would mean some fares will go up."

The size of the proposed increases would depend on, among other factors, by how much salaries were increased, and by how much the passenger subsidy received from the Government was increased or reduced.

Other factors were the ability of passengers to pay increased fares, the profit margin allowed PE Tramways by the local Transportation Board, and the further extension of the flat, or single fare, basis.

Mr Coetzer said the new fares would probably come into operation on Christmas Day when the Industrial Council wage agreement expired.

The last increase in bus fares in Port Elizabeth was in July, 1979.

Reacting to the announcement of the proposed increases, the chairman of the Coloured Management Committee (CMC), Mr Laurence Erasmus, said: "It will affect our people adversely. We know PE Tramways have to meet a wage determination, but at the same time people cannot afford any more increases."

Mr Erasmus said members of the CMC would meet PE Tramways management to discuss the proposed increases, and "to see if they can't take the load off the people".

The MPC for Walmer, Mrs Molly Blackburn, said she endorsed what Mr Erasmus said but needed more information before she could comment fully on the matter.

"But any form of price rise obviously has a price effect."

inherent factors had upon any member of the family. It is not surprising that approximately 10 per cent of the population are in the labourer; whether the particular social group, often the father comes from one literate member, and (discussed elsewhere), it seems to be a factor in the health requirements of the population into contact with the

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major source of income.

3. other farm employment
4. self-employment

4.

proportion of the general populace are is not surprising that approximately 10 per cent of the population are in the labourer; whether the particular social group, often the father comes from one literate member, and (discussed elsewhere), it seems to be a factor in the health requirements of the population into contact with the

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ares

Chavani group is wealthier, of higher a authoritative than the Mokota group. are a few areas where this might take two villages and their associated

Taxi fare hike seen

By NORMAN NGALE
THE Mamelodi Taxi

Owners' Association is considering raising fares on all their routes from July 1 by between 20 and 25 percent.

Mr L Mokoena, secretary of the association, said yesterday the soaring cost of living, including increased fuel, spares and household necessities, compelled the hikes.

ABSORBED

He said his association had absorbed these prices since 1978, the year fares were last raised in the township, and that they could no longer do so.

The routes include Mamelodi to Pretoria City, Waterkloof and Sinoville; Waterkloof to city — where the current fare is 60c per single trip. Mamelodi internal service, which includes trips to Eerste Fabrieke and Denneboom stations, currently 30c per

single trip.

Mr M L Ngoma, vice-chairman of the association said it was engaged in sorting out misunderstandings between taxi drivers and members of the public.

COMPLAINED

Commuters who had complained about taxi drivers, should take down the address on the side of the cab and bring it to the association's attention, he said.

"It is our sincere wish to maintain good relations with our customers, but find it hard to exercise control because of the existence of Indian and coloured taxis in the townships," he added.

Mr Ngoma said taxi-owners from the two groups made it difficult in not attending meetings called by the association.

BUS FIRM WANTS BIG FARE RISES

Aug 23/6/81

332

Transport Reporter

THE three major bus companies serving Cape Town and the satellite townships of Mitchell's Plain and Atlantis, have applied for bus fares increases ranging from 12 to 28 percent on average.

City Tramways said they had applied for an average 12 percent but had tried to ensure that commuters using more than one route would not have to bear an increase on both.

Thus on 43 routes they had not applied for cash fare increases.

However, for commuters using the Mitchell's Plain service linked to City Tramways, no such consideration has been given.

The fare from Hanover Park, the link point, is to rise by 50 percent — from 30 to 45 cents.

Neither company could give any indication as to how the clipcard system, which is subsidised by the National Transport Commission only after the local roads transportation board had heard the application and the objections, would be affected.

They have applied to the commission for



Mr John Boughey
...increases between 2c and 5c a trip.

'generous subsidies,' they said.

Mr T E Brice, a director of Associated Bus Holdings, which owns the Atlantis and Mitchell's Plain services, said the latter service had been hard hit by the introduction of the railways service linking the township to Nyanga station.

Big losses

This had resulted in 31 of their fleet of 85 buses being laid up, and the resultant loss of revenue, together with an average 17 percent wages bill rise, and maintenance costs increase of 20 percent, caused the company to run at a R300 000 loss.

The Atlantis service had lost R280 000 due to declining revenue and increasing costs.

With the new fares structure, they hoped to turn this into a profit of R65 000 and R52 000 respectively, he said.

Asked whether it would not be better to keep fares down to compete against other forms of transport,

(Continued on Page 3, col 3)

Clipcards

Bus fare proposals condemned

Aug 24/6/81 332

POLITICIANS and Community leaders have opposed the proposed Cape Town bus fare increases, and the chairman of the Labour Party, Mr David Curry, warned that the move could provoke 'a situation which would be difficult to control.'

Their reaction comes in the wake of yesterday's announcement by the City Tramways and Associated Bus Holdings that they had applied to the Local Road Transportation Board for fare hikes ranging from 12 to 28 percent, on average.

SERIOUS

'This is a very serious issue, and could be another disaster for the community,' said Mr Curry.

Commuters who had been removed willy-nilly far from their places of employment under the Group Areas Act would be hit hardest.

'I fear a situation where it would take just one incident to spark off widespread trouble,' said Mr Curry.

The Progressive Federal Party's MP for Green Point, Mr Tian van der Merwe, blamed the Government for the increase application.

'I have called on the Government to suspend or at least reduce the licence fees of the bus company,' he said.

According to Mr van der Merwe, the fee of R700 a year for every bus had instead been increased since last year.

CONCESSIONS

'They could also help by increasing the concessions on the company's fuel prices and allowing concessions on the sales tax on certain items.'

'If the bus companies are expected to provide a service at prices which can meet the needs of a population which is largely poor, the Government must be prepared to make sacrifices,' said Mr van der Merwe.

Mr Chris Stevens, head of the Westridge and Portlands Residents' Association in Mitchell's Plain, called the proposed fare increases a 'recipe for disaster.'

He said the bus service in Mitchell's Plain did not want the increases.

'This action is highly provocative,' said Mr Roberts.

Mr Noël Williams, spokesman for the Atlantis Civic Affairs Association, slammed the quality of the bus service in his area.

'The buses are not punctual. Sometimes they just don't turn up.'

'In addition people are getting drenched in the rain because there are no bus shelters or they are in the wrong places.'

'But in spite of all this they want to introduce fares that will break the backs of the people,' said Mr Williams.

If approved, the new bus fares will come into effect by the end of July.

Mr Monty Luntz, chairman of the Green and Sea Point Ratepayers' and Residents' Association, appealed to the authorities to grant special concessions to pensioners and senior citizens to enable them to travel on the buses at any time at reduced fares.

At present City Tramways have a concession enabling pensioners to use the buses on pension payout days to collect their money.

WARRIOR

Community worker Mr Rommel Roberts, who has consistently fought fare increases, said he questioned the justification for the latest proposed rises.

DRIVERS TOLD TO UNIONISE

ABOUT 100 Putco drivers were rapped on the knuckles yesterday for showing such a little interest in trade unionism.

By CHARLES MOGALE

The drivers were being addressed by the secretary of the South African Laundry and Dry Clean Workers' Association. Mrs Agnes Molefe at a meeting at the DOCC in Orlando.

Mrs Molefe accused the drivers of not attending seminars at which they could acquire more knowledge on trade unionism.

"It is only if you know the laws that you can fight them," she said. "You can however not fight what you don't know. If you do not attend seminars, you can never know the laws."

It was nonsensical, she said, to argue that trade unionism could be divorced from politics.

"The Minister of Labour

himself is a politician. When you come to Johannesburg to look for work you are already affected by the influx regulations made by politicians. And besides that, workers too have to carry a pass. You can't separate the two," Mrs Molefe said.

Mrs Molefe said the workers should not look upon themselves as being inferior, and unqualified to stand up for their rights simply because they could not speak English properly.

"If you can't speak your employer's language, speak your own. How long have we been speaking their language while they have shown no interest in ours?"

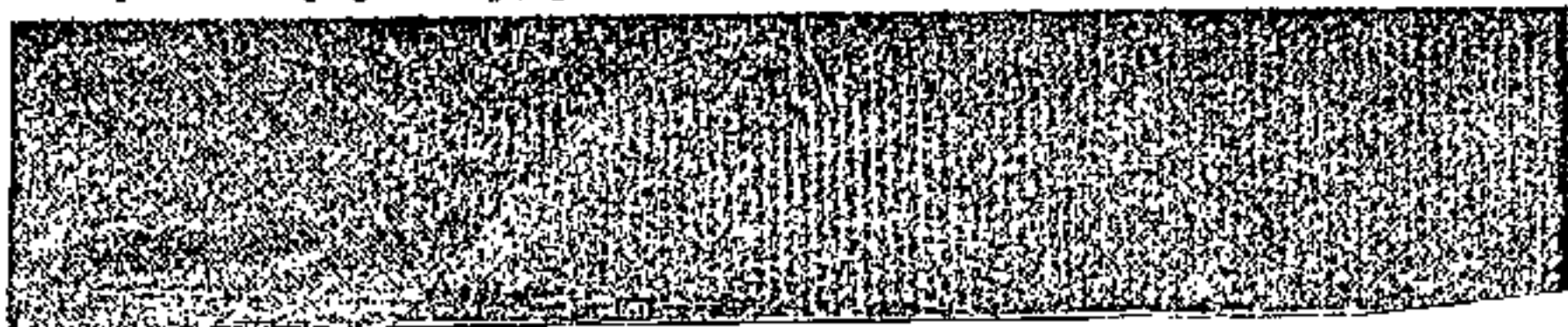
The workers were urged to initiate meetings and elect office bearers at their different depots.

"You don't have to wait for the executive committee. It is you who have problems. It is you who feel the pinch, and you have every right to come forward and demand a meeting. Unwise men will always stand back and screen from the backline. That obviously will not better their lot at all," Mrs Molefe said.

The meeting agreed to fight for the recognition of their union and the rejection of liaison

The Boksburg branch of the company was congratulated for signing on 90 percent of the drivers as union members. The Wembley depot recorded the lowest sign-up with only 12 percent membership.

Mrs Agnes Molefe . . . urged the drivers to fight for their rights.



Putco and other bus fares rise

By Z B MOLEFE

WHILE the Witwatersrand is reeling from the announcement that Putco bus fares will be going up on July 6, the Benoni Town Council announced yesterday that the Daveyton-Wattville bus fares will be increased next Wednesday.

The five and ten cents increases were confirmed by Mr P B Gous, commercial manager of the bus service which is owned by the Benoni Town Council and operates in Daveyton and Wattville.

"Petrol, diesel and parts have gone up in the past two years and we have not increased our fares. We will be working at a loss if we do not increase our fares," said Mr Gous.

Wattville and Daveyton residents interviewed by SOWETAN yesterday said they were against the bus fare increases. Mr Peter Thijs from Wattville said: "It is strange that bus fares are going to be increased whereas the pay of the black man will not be increased".

The new fares in the East Rand are as follows, with the old fares in brackets:

- Wattville to Northmead Station (15 cents) — 20 cents.
- Northmead Station to Rynfield (16 cents) — 20 cents.
- Wattville to Dunswart Station (15 cents) — 20 cents.
- Daveyton to Benoni (25 cents) — 30 cents.
- Daveyton to Rynfield (36 cents) — 40 cents.
- Daveyton to Northmead Station (30 cents) — 40 cents.
- Benoni Station to Santa Hospital (25 cents) — 30 cents.

At the same time, the newly-formed Congress of the People (Cope) yesterday sent telegrams to the Minister of Internal Affairs, Mr Chris Heunis and the Minister of Transport Affairs, Mr Hendrik Schoeman, to discuss proposed bus fare increases in Cape Town.

Bus fare
increase

condemned
by EPC

THE Electricity Petition Committee (EPC), which successfully campaigned for the electricity due date in Mitchell's Plain to be changed, has condemned the proposed bus fare increases as 'insensitive.'

A statement issued by the secretary, Miss L. Alexander, on the behalf of the EPC, says the 28 percent proposed increase would add to the financial hardships experienced by the Mitchell's Plain residents.

She said a survey done by EPC recently found much poverty and suffering in the Plain. Many people were bitter about being forced to live in Mitchell's Plain because no homes were available elsewhere.

FAR REMOVED

'We do not see the people being happy about having to pay continually for being so far removed from their places of work. Besides the cost of living rising constantly, we are certain wages will not go up to meet the proposed 28 percent increase in bus fares.

'The interests of the people are clearly not the interests of the private transport companies and the solution seems to lie in the State taking responsibility for public transport.

'We in Mitchell's Plain have found the use of legal machinery to oppose bus applications to be unsatisfactory and not within the financial reach of the people.'

Soweto rumbles at Putco fare rise

332
33/6/81
3/3

THERE is a general feeling among people in Soweto that the Putco bus fares must not go up — instead the Government should subsidise the increases.

This follows yesterday's announcement by the Putco bus company that its fares on all Witwatersrand routes would be increased from July 6.

A press conference in Johannesburg was told that most workers' weekly tickets would cost 10c more — an average increase of about 7.5 percent. For example, the Alexandra to Rosebank trip would go from 20 cents to 25 cents, and Meadowlands to Randburg from 70c to 75c.

People interviewed by SOWETAN yesterday called on the Government to subsidise the fares. They said Putco should not make the people pay for its losses but try other sources to make up for the losses. They also warned the bus company that it would incur the wrath of blacks if it did not rescind its decision of increasing the fares.

A spokesman for Putco said the company's fares on Witwatersrand routes had not been increased since May 1979.

An attempt to raise fares was made in October 1979, but court action forced the company to return them to their original level.

They had remained the same for the past 18 months.

"The present increase in fares was forced on the company by the dramatic rise in fuel costs in 1979. During the past two years Putco faced a 135 percent fuel price rise which cost the company an extra R9.5-million a year compared to 1978 figures," said the spokesman.

The spokesman said the increase did not take into account extra costs incurred by Putco in 1980. These included pay rises for Putco employees that cost R4.5-million, provincial bus licenses which went up 50 percent and cost R750 per bus and tyres which went up to R300 a tyre. Buses had increased in price by 18 percent and now cost R60 000.

"So far none of these costs have been passed on to passengers, but it will be impossible for Putco to absorb such prices indefinitely," the spokesman said.

He added: "Management regrets the necessity to increase fares but economic reasons have made them unavoidable."

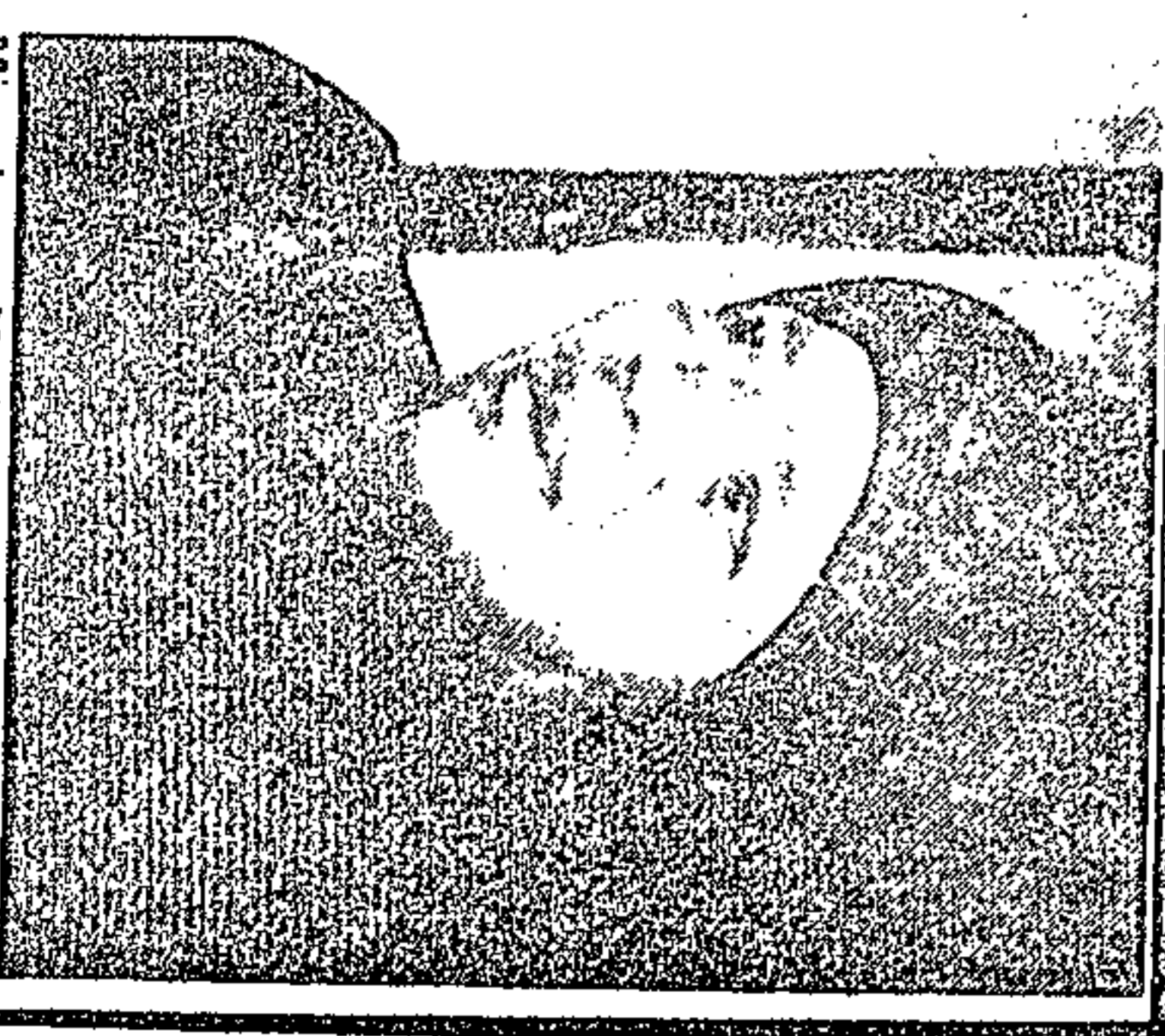
"We wish to assure the public that the company is continually reviewing its cost structures in order to minimise the effect of increased operating costs on its passengers."

However a June 16 commemoration prayer meeting on Sunday had already warned Putco not to introduce the increases.

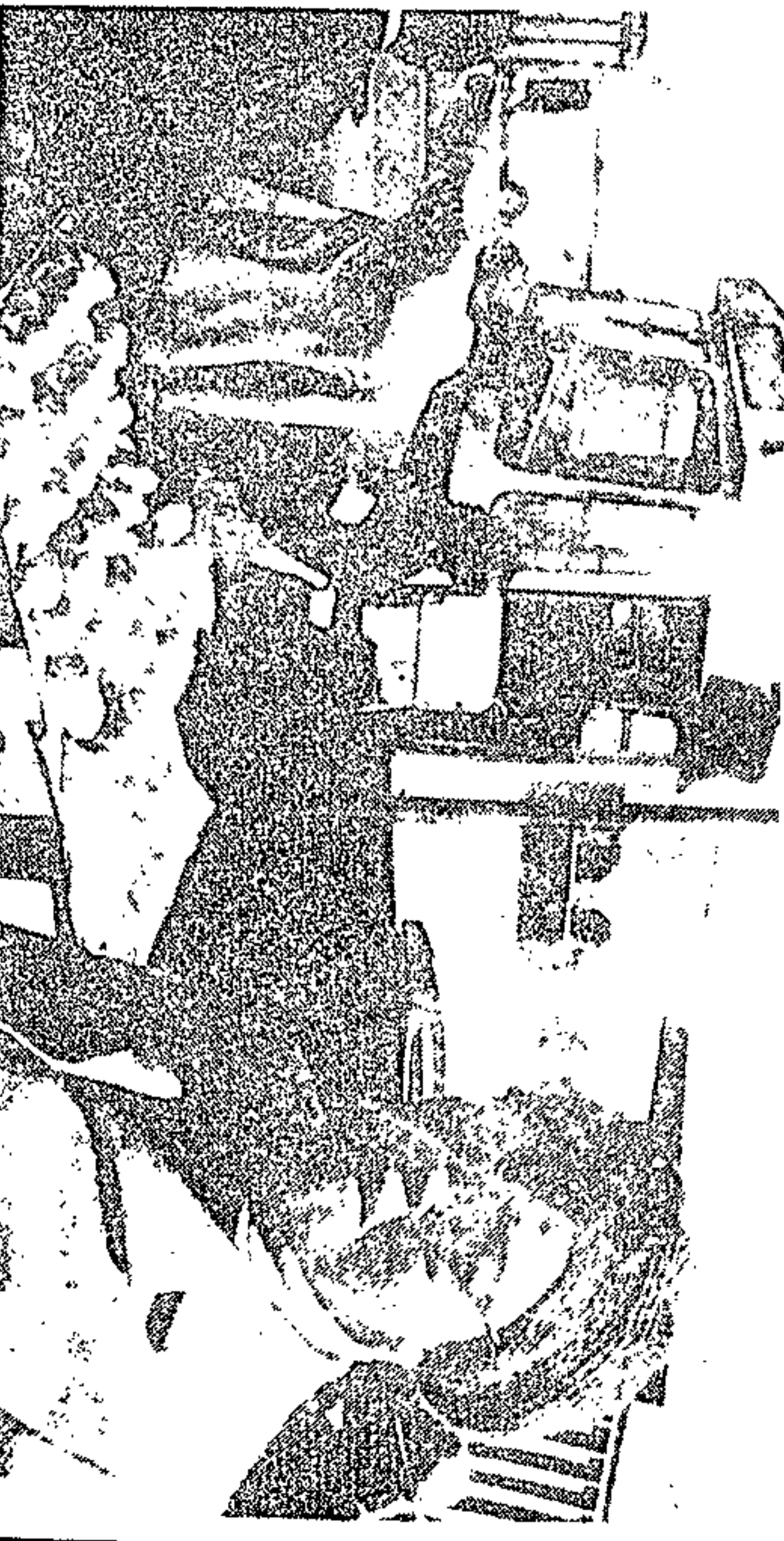
A leader at the meeting held at St Mathews' Anglican Church, Emmendeni, said: "If Putco increases its fares, then it should not release its buses into Soweto because it won't have them anymore. The company will face the wrath of blacks."



Mr. Elias Sithole of Phiri... "Nothing will solve the problem except a massive boycott of Putco buses. We are paid meagre wages and at the same time are expected to pay the ever-increasing bus fares. I foresee a stage where the bus fares will be on the same par with the taxi fares."



Miss Joyce Mazibuko of Diepkloof... "I appeal to the Government to subsidise the increases because the people travelling from the townships to town everyday will be the hardest hit by the increases. Putco is introducing the increases when we are just waiting for our wages to increase this month."



Mrs Saraphinah Makhubu, travels between White City and town by bus everyday... "I thought sense had prevailed when Putco decided to suspend the increases. I don't know what is going to happen eventually to thousands of people who use buses to work every day. We should unite and fight these increases."

332
24/6/84



GOLD Star Line's southern African manager, Captain Wolf Witelson.

New phase for containerisation

CONTAINERISATION from South Africa to the Far East moved into a new phase when Gold Star Line's fully cellular, gearless container ship, Gold Africa, sailed from Durban on her maiden voyage at the weekend.

This was the first time that a brand new confer-

ence container ship had called at Durban on her maiden voyage, and the event was a clear signal to shippers that containerisation to the Far East is well under way — although Gold Star Line has been fully committed to boxes since 1978, with multi-purpose ships.

The 440-TEU, 8 500-dwt Gold Africa is not the first gearless Gold Star Line

container ship to come into this trade. Her sister vessel, the Gold Asia, called here last month. But she hurried in and out of port, largely unnoticed, on a Sunday, and was not on her maiden voyage.

Hong Kong-registered Gold Star Line's new ships, which are calling at South African ports, represent a number of interesting and significant facets of this increasingly cut-throat trade.

With each of the two container ships, Gold Africa and Gold Asia, on a 60-day frequency, Gold Star Line has organised the sailing schedule so that the ships call at Durban every alternative month — on the same day of the month.

Fixed

This means for instance, that the Gold Asia will call here on July 23 and the Gold Africa will be back again on August 23. The reason why the vessel is not here this time on the 23rd is because she is on her maiden voyage.

Not only are the new Gold Star Line ships calling at Durban on fixed dates, but also at Port Elizabeth and Cape Town on the 25th and 28th days of the month respectively.

Because these 16.5-knot, Taiwan-built vessels are faster than their 14-knot predecessors, the multi-purpose Great Concord and

had changed its name to the Safari Service. And before the first container ship comes into the Safari Service at the end of this year or in January next year (it will be the Mitsui-OSK ship), the Safari Service has chartered two cellular vessels as an interim measure.

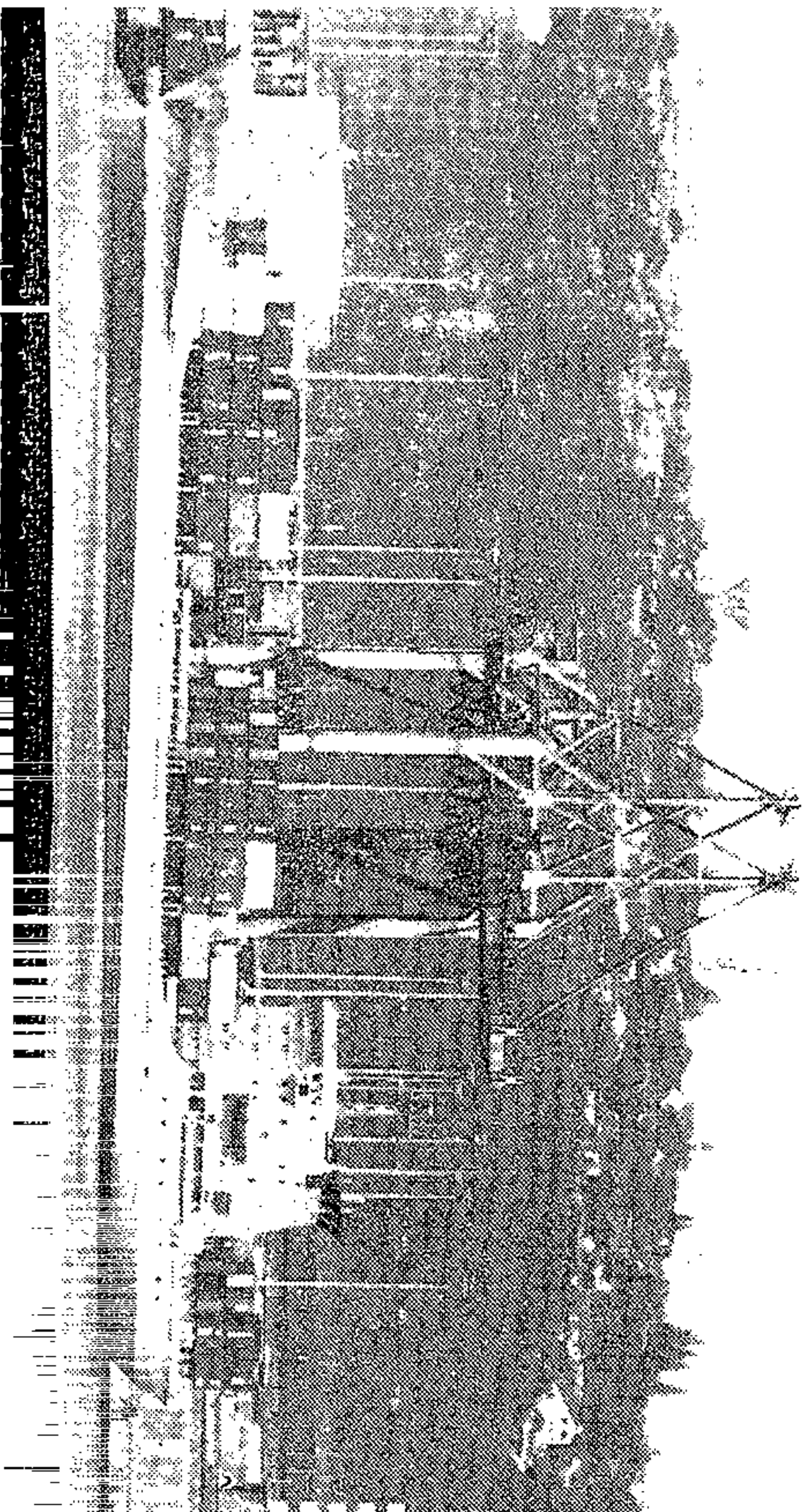
Move over

Captain Witelson explained the Gold ships' early presence this way: 'We are members of the Safari Service, but this service, which is made up by participating members, really only comes into effect next year.

'The Gold Africa and the Gold Asia are not part of the Safari Service — not yet anyway. We see them as a gradual move over to the containerisation of this trade, just as the Great Universe and Great Concord started the trend.

'Whether these ships will come into the Safari Service permanently is doubtful. But until 1983 the programme will require a number of phasing-in moves and phasing-out moves — and this can be regarded as one of them.'

The two vessels have not been officially put down on the Safari Service list



eventually form the permanent Safecon pool.

the Great Universe, they are able to fit Port Elizabeth and Cape Town into their 60-day turn-around voyage. Previously Gold Star Line ships were not calling at the Cape and this is the first time for a number of years that Gold Star has gone as far as Table Bay.

'We are the only line offering a fixed-date calling and we have found that this is what shippers want,' said Captain Wolf Witelson, Gold Star's manager in Southern Africa.

After turning around at Cape Town, the Gold Africa and Gold Asia steam directly for the Far East to Singapore and Hong Kong. Then the main Japanese ports of Yokohama, Nagoya and Kobe are visited, with feeder services from South Korea supplying them.

Founder

Gold Star Line started up in 1957, and in 1959 founded the South Africa Far East conference with K Line and Royal Inter-Ocean Line (now Nedlloyd).

'You could say that we have been in this trade longer than anyone else.'

ing industry on a world-wide basis, with an emphasis in Europe, the western hemisphere and the Far East.

Mr R W 'Tiny' Rowland of Lonrho and Mr K M Kuehne will become joint chairmen and chief executive officers of the Kuehne & Nagel group. In addition, each associate will appoint three directors to the supervisory board, but there will be no other changes in the management of Kuehne & Nagel.

Company policy will remain unchanged as it has for three Kuehne generations,' said Mr Blond. It will be directed towards a continued development of a strongly diversified transport organisation.

This move has made it possible for Kuehne & Nagel to emerge from the troubled period it has been moving through in recent years and the sale of half of its interests has made it possible to settle financial commitments resulting from its ship-operating activities, which began in the early 70s.

THE Gold Africa, Gold Star's new gearless, fully cellular container ship, loading at the Container Terminal on her maiden voyage.

Lonrho gets half-share in transport group

NEGOTIATIONS between the Kuehne family and the giant British group, Lonrho Ltd, have been successfully concluded and Lonrho has acquired a half share of the international transport group, Kuehne & Nagel. The manager of Kuehne & Nagel's freighting and forwarding office in Durban, Keith Blond, said he was sure that with

Lonrho's financial muscle and Kuehne & Nagel's worldwide network the merger would work very well.

'Of the large number of interested parties Lonrho emerged as the most suitable partner for the Kuehne & Nagel organisation.'

The agreements have been made in line with the

ideas and concept of the Kuehne family regarding association on equal basis, said Mr Blond last week.

Lonrho is a group operating in many sectors of industry and trade in the UK, Europe, Africa, the Middle East and north and central America.

By its participation with Kuehne & Nagel, Lonrho intends to put a foot into the international forward-

ing Captain Witelson.

'And we will be the last to leave it - not like some of the outsiders who are coming in. Right now, nobody is making any money here and it's just a matter of time before the weaker ones start falling out.'

Captain Witelson said that the 'outsiders' had had a marked effect on the South Africa-Far East trade. 'Tariffs are lower than they were in 1978, cargo volumes are going down and there are more people in the business - something has to crack.'

He added that one of the biggest detrimental effects on the trade as it moved towards full containerisation was a lack of foresight on the part of South African exporters.

The status of the Gold Africa and the Gold Asia within the conference framework to the Far East might be confusing to some observers of this trade - especially with recent announcements that the conference organised Container Club (formerly the Safe Container Service)

Call for greater depth in bus fare increase inquiry

Post Reporter

THE Road Transportation Board should also consider the trading position of companies in the Tollgate Group when it dealt with the application by PE Tramways for an increase in bus fares later this year, according to the MPC for Walmer, Mrs Molly Blackburn.

In a statement issued today, she said PE Tramways, which is part of the Tollgate Group, had a monopoly created by the Road Transportation Board.

"When the board considers applications for an increase in bus fares, I sincerely hope they will examine not only the trading position of PE Tramways, but also the trading po-

sition of the other companies in the Tollgate Group who derive a large measure of their profitability from inter-company trading with PE Tramways," the statement said.

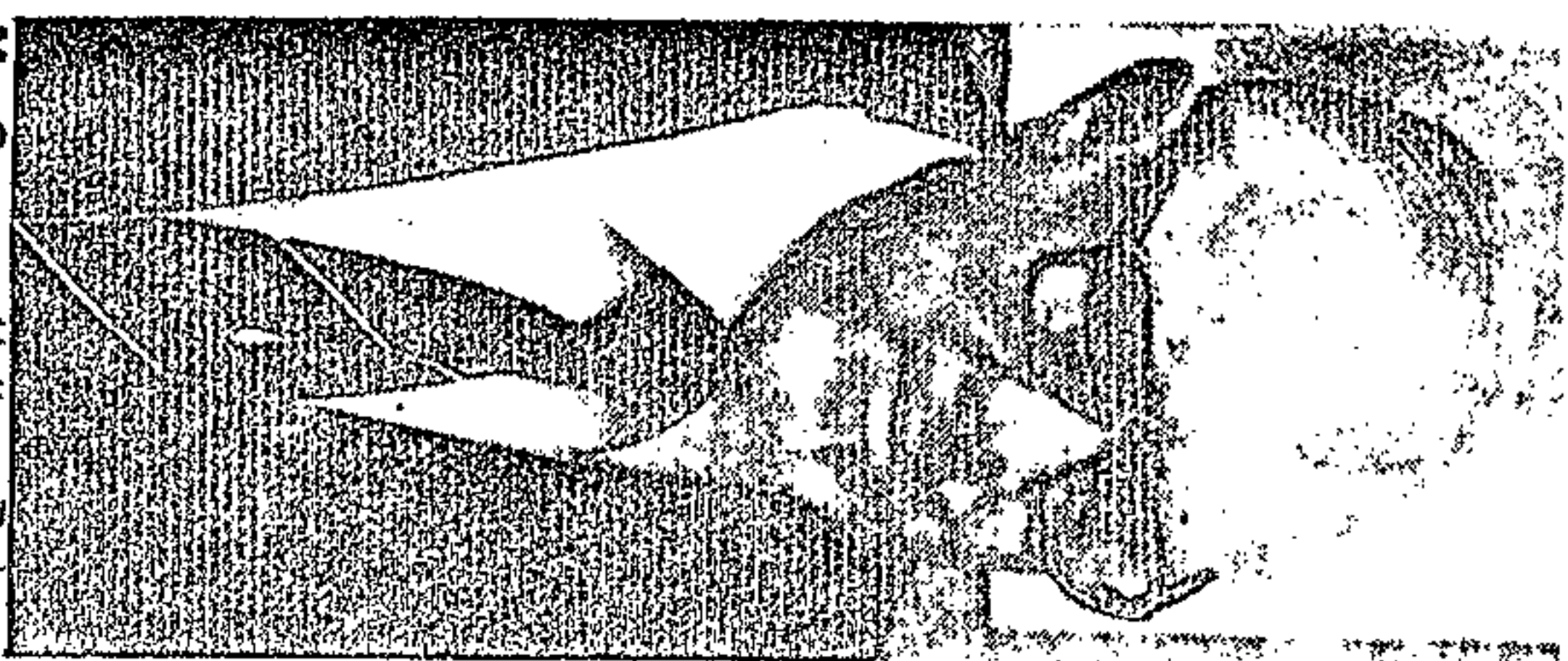
"They should consider this matter carefully because, in my mind, the public interest is not served when, as in the past, they confine their inquiry to PE Tramways alone."

Mrs Blackburn was commenting on the announcement this week by the general manager of PE Tramways, Mr Carl Coetzer, that bus fares in the Port Elizabeth, Uitenhage and Despatch areas would probably rise by between 3c and 5c later this year.

Putco fares increase on Monday

By SELLO RABOTHATA

Sowetan 3/7/81 (33)



Mr George Hall, a Putco executive, at a Press conference announcing the fare increases.

PUTCO bus fares are going up on Monday.

The increase, which will affect all Putco routes on the Witwatersrand, will average 7.5 percent on weekly tickets and 12 percent on single cash fares. For example, a workers' weekly ticket from Alexandra to Noord Street will go up from R1,50 to R1,60 and a single cash trip from Alexandra to Rosebank will go up from 20 cents to 25 cents.

A statement released by Putco read that because of a massive 135 percent increase in fuel price over the past two years the company has been forced to review its fares on all Witwatersrand routes.

To enable the company to keep abreast of costs and to continue to provide a top level service, it will introduce fare increases with effect from Monday, July 6.

The statement further read that Putco's fares on its Witwatersrand routes are today the same as they were in May 1979.

A Putco spokesman said

the increase had been forced on the company by the dramatic rise in fuel costs in 1979. During the past two years Putco had faced a 135 percent fuel price rise which cost the company an extra R9.5 million a year compared to 1978 figures.

He said: "The increase did not take into account extra costs incurred by Putco in 1980. These included pay rises for Putco employees that had cost the company an extra R4.5 million a year, provincial bus licences which had gone up by 50 percent and now cost R750 per bus, and tyres had gone up to R300 each. The overall cost of a bus had gone up by 18 percent to R60 000 a vehicle.

"So far none of these costs had been passed on to the passengers, but it was impossible for Putco to absorb such increases indefinitely. Management regrets the necessity to increase fares but for

economic reasons finds it unavoidable. We wish to assure the public that the company is continually reviewing its cost structure in order to minimise the effect of increased operating costs on its passengers," the spokesman said.

Meanwhile there is a general feeling among the people in Soweto that the Putco bus fares must not go up — instead the Government should subsidise the increases.

People interviewed by SOWETAN called on the Government to subsidise the fares. They said Putco should not make the people pay for its losses but try other sources to make up for the losses. They also warned the company that it would incur the wrath of blacks if it did not rescind its decision of increasing the fares.

An attempt to raise fares was made in October 1979, but a court action forced the company to return

them to their original level. They have remained the same for the past 18 months.

Bishop Desmond Tutu, secretary-general of the South African Council of Churches, said: "It is the responsibility of the Government to maintain a proper subsidy to Putco. Apartheid has made black people live so far away from their place of employment. Townships have been built 20 or more kilometres from town.

"Many things have gone up recently and the cost of living is very high. The black community cannot be expected to absorb all these increases as most of their wages are low."

A meeting held at Emdeni's St Matthews Anglican Church in commemoration of the June 16 upheavals heard a speaker say: "We are now told that Putco is to increase its fares. We would like warn them that if they go ahead with the increase then Putco should not release its buses into Soweto as it won't have

them anymore."

While the Witwatersrand is reeling from the Putco increases, the Benoni Town Council also announced fare increases which came into effect from July 1. The increases are five and 10 cents on different routes.

The new fares in the East Rand are as follows, with the old fares in brackets:

- Watville to Northmead Station (15c) — 20c.
 - Northmead Station to Rynfield (16c) — 20c.
 - Watville to Dunswart Station (15c) — 20c.
 - Daveyton to Benoni (25c) — 30c.
 - Daveyton to Rynfield (30c) — 40c.
 - Daveyton to Northmead Station (30c) — 40c.
 - Benoni Station to Santa Hospital (25c) — 30c.
- At the same time, the newly formed Congress of the People (Cope) have sent a telegram to the Minister of Internal Affairs, Mr Chris Heunis, and the Minister of Transport, Mr Hendrik Schoeman, to discuss proposed bus fare increases in Cape Town.

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Agreement on cultural boycott of white shows

Sowetan 3/7/81 (114)

By KAIZER NGWENYA

THE FACT that more than 50 000 people defied the call to boycott the O'Jay's

regarding overseas artists. He added: "If we are organised there won't be a confrontation amongst us. Black promoters and arts organisations must estab-

and educate people and to negotiate the artists' performance fee through an agency. "Whilst we want to uplift the payment of local artists

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Gloom in the bus . . . but fares
will rise further

dy" that Putco receives from a fund made
up of employers' contributions (R1 per
worker per month on weekly tickets) and
from the Treasury, will continue. Putco
will not divulge figures for its Witwaters-
rand operation so it is difficult to break
down the exact composition of the subsi-
dy, but the company feels it should be.

BUS FARE HIKES

(332)

Boycotts loom

FM 26/6/81

Putco is to increase bus fares on all
Witwatersrand routes from July 6 — after
which its R9,5m a year "fuel-bridging
subsidy" from government will cease, and
"the passenger starts to pay." Moves are
already afoot in the black community to
oppose the hikes.

According to company representatives,
the initial rise will only bring them into
line with prices two years ago, and further
raises will be announced in the course of
the year.

increased. An informed source estimates
that of the total subsidy fund of around
R100m to bus operators nationwide, em-
ployers contribute about a quarter; the
rest comes from government.

The new increases average about 7,5%
on weekly tickets and 12% on most single
cash fares. On specific routes this means,
for example, that the weekly fare from
Alexandra to Noord Street will go up to
R1,60 (R1,50) and from Baragwanath to
Noord Street to R2,30 (R2,20). Most single
cash fares will cost five cents more from
next month.

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A mass meeting to consider the in-
creases has been called in Soweto for this
Sunday. The Committee of Ten's Leonard
Mosala tells the FM that, based on past
reaction when there was massive opposi-
tion to higher bus fares, he expects the
meeting to recommend "non-use of Putco
buses." Azapo has already called for a bus
boycott.

According to Mosala, the subsidy
should be increased: "It is up to govern-
ment to provide the service to enable
black workers to reach their places of
employment. Blacks make a massive con-
tribution to the economy of the country
while legislation restricts us in forming
our own economic base, and forces blacks
to live far from their workplaces."

Bus fares have traditionally been a
sensitive issue among blacks, nearly
700 000 of whom use Putco services on the
Witwatersrand daily. Nationally, Putco
transports about a million a day.

According to Putco, the cash fare is an
economic fare and subsidies apply only to
weekly tickets. It is roughly estimated
that about half the passengers on the Rand
use weekly (10-trip) tickets.

Putco said on Monday that the increases
have been forced on it because of a
massive 135% fuel price rise over the past
two years, costing an extra R9,5m a year
over 1978 figures.

However, the "normal passenger subsi-

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the
R.P.C.

Call to stop bus fare rises

Staff Reporter

THE Association of Management Committees yesterday condemned recent applications for bus fare increases and called on the Minister of Transport, Mr Hendrik Schoeman, to have them rejected.

It also called for government action to end the monopolies in public transport in the Peninsula and appealed to employers to raise salaries to enable their workers to cope with the "onslaught" of inflation.

The motion was passed unanimously by the 171 delegates at Assomac's annual congress in Belville.

In it the congress noted with grave concern the latest application by City Tramways and by Associated Bus Companies to once more increase bus fares, and condemned this in the strongest terms.

They said increases would add to the already over-burdened financial position of people and bring untold hardship to those who used the buses.

Cape Province

"Since the congress represents close to one million people in the Cape Province, we wish to bring to the notice of the authorities our feelings in this regard and wish to suggest:

"That the minister be requested as a matter of urgency to have the application rejected.

"That should this not be possible, the government be urged to subsidize the increases in full.

"That the minister be requested to remove the monopoly of the single bus company in greater Cape Town.

"That commerce and other employers be urged to pay workers more in order to keep abreast with the onslaught of inflated prices for commodities and such like."

Soweto 6/7/81

Call to boycott Putco

A CALL for the residents of Soweto to boycott Putco buses, from today was made at a protest meeting yesterday.

The call followed thousands of pamphlets calling for an "Azikwelwa" distributed at Soweto's bus stops all over the township condemning the bus company and the Government.

Yesterday's meeting, held at the Evangelical Lutheran Church in White City, Jabavu, unanimously decided that Putco should be boycotted and that the community should be asked to support the call, and not to use buses to school, work and wherever people want to go.

Speakers condemning Putco said:

- The bus company is subsidised by the Government.
- The people of Soweto are not to blame for the losses incurred by Putco.

18/7/9 not done

332-1600

[illegible]

Star 6/7/81
 Putco bus
 boycott
 332
 a failure

The bus boycott called by the Soweto Civic Association and the Azanian People's Organisation against Putco's increased fares — which came into effect this morning — failed to materialise.

The boycott was announced at a meeting in Soweto yesterday, when hundreds of pamphlets in English, Zulu, and Sotho were distributed.

Bishop Desmond Tutu, general secretary of the SA Council of Churches, addressed the meeting at the Lutheran Church in White City, Jabavu. He said South Africa was the only country in the world where workers lived "miles and miles" from their work.

But this morning the boycott was a non-starter.

A spokesman for Putco reported buses running normally with full loads, and said the only evidence of attempted intimidation had been at Dobsonville where it had been "insignificant."

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 I : N D G Sessions
 II : A R Low Keen
 III: No award

QUANTITY
 SURVEYING
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For the second best student in the
subject of Building Construction.

K Strong

Student Planners Award

nt who has shown
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year.

DOM 7/7/81
Boycott over
232
Putco fares
fizzles out
Staff Reporter
YESTERDAY'S threatened
fares protest boycott of Putco
buses on the Witwatersrand
appeared to have failed, as ear-
ly-morning commuters filled
most available buses.
Mr Isaac Mogase, chairman
of the Diepkloof Civic Associ-
ation, blamed the failure on
insufficient organisation and
the failure of the Taxi Associ-
ation to lower fares.
A Putco spokesman said the
busfare increases were "too
small" to motivate a boycott.
Pamphlets calling for the
boycott appeared in Soweto at
the weekend and various black
organisations urged the step.

QUANTITY
SURVEYING
(Continued)

URBAN &
REGIONAL
PLANNING

Pickfords gets Lilienfelds in R1,2m deal

By ALEX PETERSEN
Finance Reporter

PICKFORDS, the Cape-based removals and storage group, have acquired Lilienfelds, one of Pretoria's largest moving companies in a R1,2 million deal.

As part of the takeover, Pickfords get the 93-year-old Pretoria company's recently completed 2 200 m² warehouse and office block in Silverton Dale, and a fleet of 27 vehicles.

The managing director of Pickfords, Mr D Kaye, said last night that Pickfords had been looking at Pretoria "as one of our priorities" in line with the group's policy of continuing expansion.

The takeover was far preferable from having to start in Pretoria from scratch, which would have required a lead time of about two years to obtain similar results.

"The acquisition makes a great deal of sense, as we have acquired a good solid company with an established track record."

Mr Kaye estimated the cost of the vehicles as being at roughly 40% of current replacement cost.

The managing director of Lilienfelds, Mr Barry Falk-

son, will remain with the group until the end of this month, when he retires, and Mr Steve MacConnell will assume management of the new branch.

Mr Kaye said that Pickfords, who are owned by the Unisec group, had funded the acquisition internally.

In 1980 Pickfords increased their turnover by 36%, and were currently running 33% up on the 1980 figure, Mr Kaye said.

Other expansion plans included a new branch in George, which was being started from scratch.

RDM 8/7/81
**Youth held
 as Soweto
 buses stoned**

Staff Reporter

SOWETO youths stoned two buses in Dobsonville yesterday and nine others in the same area on Monday.

Police patrolled bus routes in the township from 6am yesterday, but as soon as the patrolling stopped about 10am children stoned two buses — apparently in protest against bus fare increases.

Police returned to the scene within minutes and arrested a teenage youth.

A spokesman for Putco said the call for a bus boycott had not been heeded.

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QUANTITY
 SURVEYING
 (Continued)

Secunda quiet after bus fare riot

RDM

8/7/81

Staff Reporter

332

NA

DAAS

SECUNDA — The Langverwag township — which houses most of Sasol 2's black staff — was quiet yesterday following sporadic violence on Monday over an increase in bus fares.

A spokesman for the Police Directorate of Public Relations said in Pretoria that police used teargas on four occasions to disperse rioting black scholars, who stoned buses and a beerhall and set a private vehicle alight.

There were no reports of casualties in the sporadic rioting, and no arrests were made.

The violence apparently followed a refusal by the United Transport Company to waive a 5c daily busfare increase, from 40 to 45c.

Police used teargas when about 1 000 pupils protesting against the increase stoned a bus and a private vehicle.

They also intervened when rioters stoned a beerhall and later set a private vehicle ablaze, the spokesman said. — Sapa.

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QUANTITY
SURVEYING
(Continued)

Fighting for taxi driver

THE chairman of the newly-formed South Africa Black Taxi Association, (SABTA), Mr Jimmy Sojane, has committed himself to fight the restrictions on the number of passengers taxis can carry.

"This is a burning issue affecting all taxi owners in Southern Africa and my committee will tackle this problem as soon as possible," Mr Sojane, who is also chairman of the Black Taxis Association of Johannesburg told SOWETAN in an interview.

The present fine for overloading is R50 for each "extra" passengers, he said.

Taxi owners were working at a loss as a result of these restrictions. "Our next mission is to visit various areas which have problems to try and solve them."

SABTA was formed at a two-day conference in Katlehong this week. About 600 delegates from Trans-



Mr Jimmy Sojane.

vaal, Natal, Orange Free State and BophuthaTswana

attended. The association was formed to cater for all taxi owners in Southern Africa and to tackle problems facing them on a high level, as splinter groups have so far failed.

A 21-member interim committee to look into the problems of taxi owners was elected. It has been given authority by the delegates to draft and adopt the constitution and to submit this constitution at the next conference in September.

Jomag to hold meeting

BLACK members of the Johannesburg Metropolitan Action Group (Jomag) will hold a meeting in Soweto on Sunday.

The meeting at the Orlando East Donaldson Community Centre starts at 9 am

and church groups, school principals, taxi associations and other interested parties are invited.

Explained Mr Simon Mzolo, executive member of the group: "We are concerned about the increasing number of cars in black areas."

(1) Plot this demand curve as accurately as possible, preferably using graph paper.

(2) Now suppose that over a period of ten successive years the annual "crop" amounted to outputs of 80, 60, 70, 40, 50, 80, 60, 50, 40, and 70 million bushels respectively. Calculate and tabulate the gross value of the crop in each of these years, if the demand curve scheduled above was the demand curve of each of the ten years.

(3) Calculate the average annual gross value of the crop over the ten years, and the output and price which would yield this value.

(4) Construct a schedule showing what price would have to be received for each of the outputs in the demand schedule in order to make

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Putco fares rise, petrol prices rise - now wait for the taxis

Sowetan 9/7/81

By LEN KALANE

TAXIS throughout the Reef are adjusting their fares in the wake of the recent fuel rise.

Taxi-owners have already indicated that commuters in Soweto and the West and East Rand might as well start bracing themselves for increases in their fares.

Executive meetings have been held behind closed doors to decide on the new fares.

Mr Naphtalie Sekwati, secretary of the Witwatersrand African Taxi Association (Wata), said yesterday that taxi hikes were inevitable. "These will be announced to the public shortly," he said.

Wata is the association that represents taxis running from Baragwanath Hospital into Soweto, and from Soweto to the city.

Mr Sekwati said they will decide on the final fares after they had consulted Mr Jimmy Sojane, chairman of the Soweto region running taxis from Johannesburg's Commissioner, West and Noord Streets points into Soweto.

The fares are expected to go up by five cents. "The increases will be uniform, Mr

Sekwati said.

"We will make sure that no association differs from the other in implementing the rises."

Associations in the East and West Rand are also reported to be considering hikes. Meetings are to be held to this effect.

Should taxis go ahead with fare adjustments, it would serve a further blow to commuters who are still trying to absorb the latest fare increases in Putco buses. Putco announced increases on most of its major routes on Monday.

The bus company said it was forced to increase fares in order to maintain the costs of running their vehicles, including increases in the price of petroleum.

Mr Sikwati expressed a similar problem for the taxi people. "But we are not going to increase fares by anything over five cents. My people will have to absorb further costs."

The last massive taxi fare increase was during the 1979 petrol crisis. Taxis throughout the Reef increased their fares from between five and ten cents.

BOYCOTT FAILS

332

FM 10/7/81

A boycott of Putco buses in protest against increased fares called by the Azanian People's Organisation (Azapo) and the Soweto Civic Association has failed to materialise.

The boycott was announced at a meeting in Soweto on Sunday and thousands of pamphlets in English, Zulu and Sotho, were distributed to inform Soweto residents of it. The general secretary of the SA Council of Churches, Bishop Desmond Tutu, who spoke at the meeting, pointed out that blacks were forced to live great distances from their places of work. Other speakers claimed that Sowetans could not be blamed for increased costs which Putco faces.

However, on Monday the boycott call failed to gain support. A Putco spokesman reported that buses were running normally with full loads. There was evidence of intimidation.

BUS FARE RIOTS FM 10/7/81
Riot Squad police patrol the black
township of Langverwacht near Se-
cunda after a day of rioting sparked off
by increased bus tariffs. Vehicles and
beerhalls were stoned, a truck was set
alight and police used teargas to dis-
perse stone-throwing youths. (332)

Putco fares up by 7,5pc next month

Mercury Reporter

PUTCO Ltd will raise Natal bus fares by 7,5 percent next month as a result of the 1979 fuel price increase.

A further increase can be expected later in the year to accommodate the fuel price hike of July 6, according to the managing director of Putco, Mr Colin Bailey.

He said this meant an increase of 1,5c on an average journey and 15c per week.

A season ticket from Kwa Mashu to Point would go up from R2,20 to R2,35 a week and from Umlazi to Jacobs from R2 to R2,15 a week.

But I want to emphasise that these hikes do not include current fuel price hikes. After the 1979 fuel price increase we applied to the Local Transportation Board to have our fares raised.

We got a hearing only on May 29 and the increase was approved on June 9, Mr Bailey said.

He said he did not know why the transportation Board had taken so long to deal with his application.

According to Mr Bailey casual fares would go up about 5c for an average journey.

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QUANTITY
SURVEYING
(Continued)

'HELD LIKE A THIEF'

By STAN MHLONGO
SIXTEEN passengers side the train when it reached Polak Park Station. The passengers landed in a Springs-bound train told of the ticket examiners on the three-hour ordeal in platform who demanded which they were their tickets. allegedly guarded by four white policemen while a check was made whether they had paid their fares.

The tickets of all 16 passengers had been confiscated by a ticket examiner inside the train. On failing to produce them, four policemen kept them under guard, while their claim that their "returns" — which were confiscated inside the train — was investigated. The passengers had to wait for three hours while

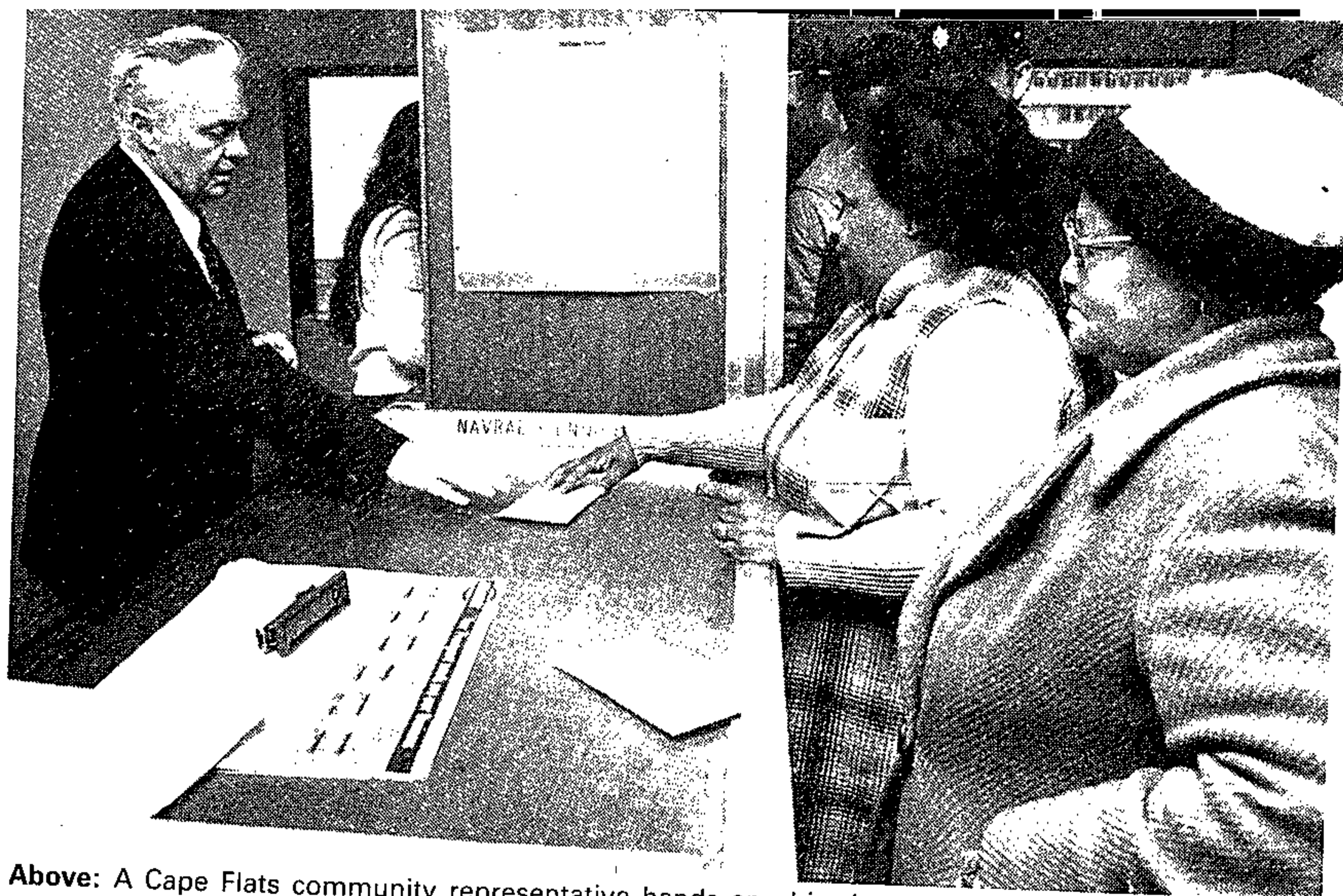
the conductor in question was fetched to confirm the claim that he took their tickets at Polak Park Station.

Mr Nhlanhla Phakathi, one of the passengers, said: "To be guarded by four policemen like a thief, was a very humiliating experience for me".

The public relations officer of the South African Railways, Mr Els de Vries, said the complaint would be investigated.



Mr Nhlanhla Phakathi, . . .
'It was very humiliating'.



Above: A Cape Flats community representative hands an objection to fare increases for City Tramways and Associated Bus Holdings to the secretary of the local Road Transportation Board, Mr P G van der Westhuizen. **Below:** A policeman watches community representatives as they gather outside the office of the board in Cape Town.



City bus fare increase opposed

Staff Reporter

POLICE were called in as more than 20 community organizations from the Cape Flats lodged objections to the proposed bus fare increases with the local Road Transportation Board in the City yesterday.

Representatives of the organizations began gathering outside the Nedbank building on the Foreshore at 10am and soon after the superintendent of the building, Mr J Treurnicht called in the police.

Six uniformed policemen arrived within minutes. They remained among the crowd of community representatives, whose mood was quiet throughout, till they had lodged their objections and left the building.

Mr Treurnicht declined to say why he had called the police, but said that "maybe" he had feared there was going to be some sort of demonstration.

The chairman of the Transportation Board, Mr S C Dorling, said that by late yesterday, the last day for objections to the proposed bus fare increases to be lodged, objections from 29 individuals and organizations had been received by the board.

The National Transportation Commission would be meeting on July 29, 30 and 31 to consider the applications by City Tramways and Associated Bus Holdings for fare increases of between 12 and 28 percent, he said.

The objections to the increases would be heard at the meeting.

The Bakery Employees' Union was one of the organizations which handed in objections yesterday.

Speaking in his personal capacity, the secretary of the union, Mr Joe Daniels, said that any increases in fares would be "inimical to the wider interests of the entire community and will lead to civil and industrial unrest which we cannot afford".

QUANTITY
SURVEYING
(Continued)

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M P Morke

204 14/7/81
R3m order
for Leyland
LEYLAND South Africa will
supply 60 Victory MkII buses to
the Durban Transport Manage-
ment Board for more than R3-
million. This contract follows
an order placed in February by
the DTMB for 30 buses valued
at R1 500 000.

332

URBAN &
REGIONAL
PLANNING

Survey soon to probe transport needs of PE and Uitenhage

E. Post 13/7/81 (332)

Post Reporter

AS a result of talks between the Midland Chamber of Industries and PE Tramways, a survey will be undertaken soon to establish the transport requirements of industry in Port Elizabeth and Uitenhage.

In a statement the chairman of the Transport Infrastructure and Energy Committee of the chamber, Mr D P McKinnon, said that the meeting was held last week.

There has been an outcry from black commuters, some of whom have been dismissed from jobs or had their pay docked, because the bus service from their homes to work was inadequate.

At the meeting the bus service and the problems experienced by industry in Port Elizabeth and Uitenhage in recent months were discussed.

The talks arose from a survey undertaken by the chamber among its members.

Mr McKinnon said: "The discussion showed that there has been an overall improvement in the public transport services since the survey was conducted and that further action is being taken to improve the situation."

"The chamber and PE Tramways have embarked on a policy of closer co-operation and will in future be meeting on a regular basis to monitor the services provided to industry and to discuss any other matters which may be of interest to both parties."

Mr McKinnon said the proposed survey, which was "a matter of extreme urgency," should go a long way towards assisting the bus company to schedule its services to meet industry's requirements.

No extra cash for Putco, says director

NM 14/7/81
Mercury Reporter

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PUTCO would receive no extra money from the proposed 7.5 percent increase in bus fares next month, according to the managing director, Mr Colin Bailey.

Mr Bailey said yesterday the increase only accommodated the fuel increase of 1979 and not that of July 6.

He said because the firm's application to the Local Transportation Board for increased fares after the fuel price hikes in 1979 had taken so long to be approved, it had been given a 7.5 percent bridging sub-

sidy by the Government in the meantime.

'But as soon as the fares go up next month this subsidy falls away, so we actually derive no increase in revenue from this fare increase,' he said.

Mr Bailey added that a further increase could be expected later in the year.

'This 7.5 percent hike does not take into account extra costs during 1980. These include R1 100 000 in pay rises to employees; bus licences which have gone up by 50 percent; and the overall cost of a bus has gone up by 80 percent since 1979,' he said.

Putco service expands

Saveta
16/7/81
332

PUTCO buses carrying commuters from Soweto to the Johannesburg city centre may now extend their services to Braamfontein.

Negotiations to this effect have been taking place between Putco officials and a delegation consisting of commuters in the past weeks. Commuters working in the Braamfontein area had been complaining that they were forced to walk up to half a kilometre from the city centre — where the bus service ends — to their places of employment.

A member of the delegation, Miss Seipati Mokgotsi, said talks with Putco officials had been successful and the bus company had promised to extend the service to Braamfontein.

"But the bus company would like to find out how many people need the service."

Soweto commuters wishing to have the bus service extended to Braamfontein should go to the South African Institute of Race Relations, Auden House, 68 De Korte Street, Braamfontein, to sign forms.

Durban bus fares up... and further rises ahead

Nov 16/7/81

(332)

Municipal Reporter

FARE increases in addition to those necessitated by the latest fuel-price rise will be introduced on Durban's white municipal buses next month.

And further fare increases are in the pipeline already.

The Durban Transport Management Board's general manager, Mr. Marshall Cuthbert, announced yesterday that the Local Road Transportation Board had approved increases to help the DTMB cope with inflation.

These would be implemented on August 2, together with the increases designed to meet the new fuel price rise.

Altogether, cash fares would increase by between 5c and 12c and coupon fares would increase by 4c to 8c.

At the same time, black cash fares would go up by 1c to 2c and black clip-card fares by 0.8c to 1.5c.

Last week the DTMB agreed to increase white fares by a maximum of 4c a ticket because of the latest fuel-price rise. On Tuesday the transportation board approved increases which had been applied for in December last year.

The last fare increase was in September 1979.

Therefore there was an arrears situation from September 1979 to December 1980 and again to July

1981, Mr. Cuthbert said.

In view of the time lapse, the DTMB had to anticipate a similar delay and had applied in June for further white fare increases of 5c to 9c (cash) and 3c to 6c (coupon).

The application was for a 12 percent increase, although inflation had not been below 14 percent.

LAC protests over planned bus fares hike in capital

NM 16/7/81 Pietermaritzburg Bureau (332)

THE Indian Local Affairs Committee in the capital has come out strongly against proposed bus fare increases of up to 50 percent which may be introduced by the council on November 1.

At a recent meeting of the committee, it was resolved that the City Council should be advised of the total opposition of the local affairs committee to the planned increase.

Instead of increasing the fares, the council should consider selling the service to a private Indian owner.

The increases envisaged by the council would mean that an adult's fare would rise from 19 c to 24 c for a single trip.

Pupils using coupons would be among the worst hit, with their fare rising from 10 c to 15 c — an increase of 50 percent.

Chatsworth operators likely to ask for fare rise

Mercury Reporter

CHATSWORTH'S 69 bus operators would meet soon to consider applying for an increase in fares, Mr Logan Reddy, secretary of the Chatsworth Bus Operators' Association, said yesterday.

He said he did not know what percentage increase the operators would ask for, but an increase in fares was inevitable in view of the rising fuel and other transport costs.

It is believed that Indian bus operators in other parts of Durban are also considering an application to the Local Road Transportation Board for a fare increase.

Mr Reddy said the Chatsworth bus owners who operated a fleet of 144 buses

had last increased fares from 25c to 35c in 1979. The increase was implemented on a staggered basis, the last stage of which had come into effect in certain sections of Chatsworth only last month.

He said the spiralling increase in the price of fuel, spare parts and other maintenance costs had forced bus operators to apply for a fare increase.

'Once we have decided on the percentage increase, we will invite representatives of the various welfare and civic bodies in Chatsworth to discuss the move, and should there be any differences, have it resolved amicably before the application is made to the board,' he said.

Chatsworth commuters to oppose increases

Mercury Reporter

MOVES by Chatsworth bus operators to apply for fare increases would be strongly opposed, Mr J Ramdhani, president of the Natal Commuters Association, said last night.

He told the Mercury that his association was preparing to petition the Local Road Transportation Board urging the board not to consider any applications by Indian bus operators for an increase in fares.

The Chatsworth community consists mainly of working-class people and any further increase in fares would be a crippling blow to them, he said, adding that his association had received numerous complaints from passengers and therefore saw no justification for the higher fares.

'If the bus operators are having difficulties in meeting running costs they should apply to the Government for a subsidy and not depend solely on passengers to make their businesses profitable,' he said.

Earlier this week the secretary of the Chatsworth Bus Operators' Association told the Mercury that the 69 bus operators in Chatsworth were planning to apply to the Local Road Transportation Board for an increase in bus fares.

He said the increased cost of fuel and other maintenance costs had made it impossible to continue providing the service on the present fare structure.

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18/7/81

S looking for 200 drivers

company has introduced several 'standee' buses, allowing more commuters to be packed into a bus. Although these are now common overseas, local commuters have dubbed them 'cattle trucks' and seem unfavourably disposed towards them. But the standee buses alone don't solve the bus driver shortage, said Mr Krause. 'We still need many more,' he said. 'I can only once again appeal to people to come forward so that this essential service can be maintained. The secretary of the Tramways and Omnibus Workers' Union, Mr D C Benade, could not comment as he was ill. The chairman of the union, Mr M Soeker, declined to comment, saying he preferred not to take 'these things' upon himself.

Tramway for 200

HIGHER busfares aren't all City Tramways wants — the company is looking for 200 new bus drivers.

Last week the company placed prominent newspaper advertisements in an effort to recruit the workers.

'It's simply because of the economic boom,' said Mr Bob Krause, head of public relations at Tramways.

He appealed to the public to co-operate so that a service as essential as bus transport would not be further threatened by a lack of staff.

'Also, those who apply will have the satisfaction of providing a most essential service to the community.'

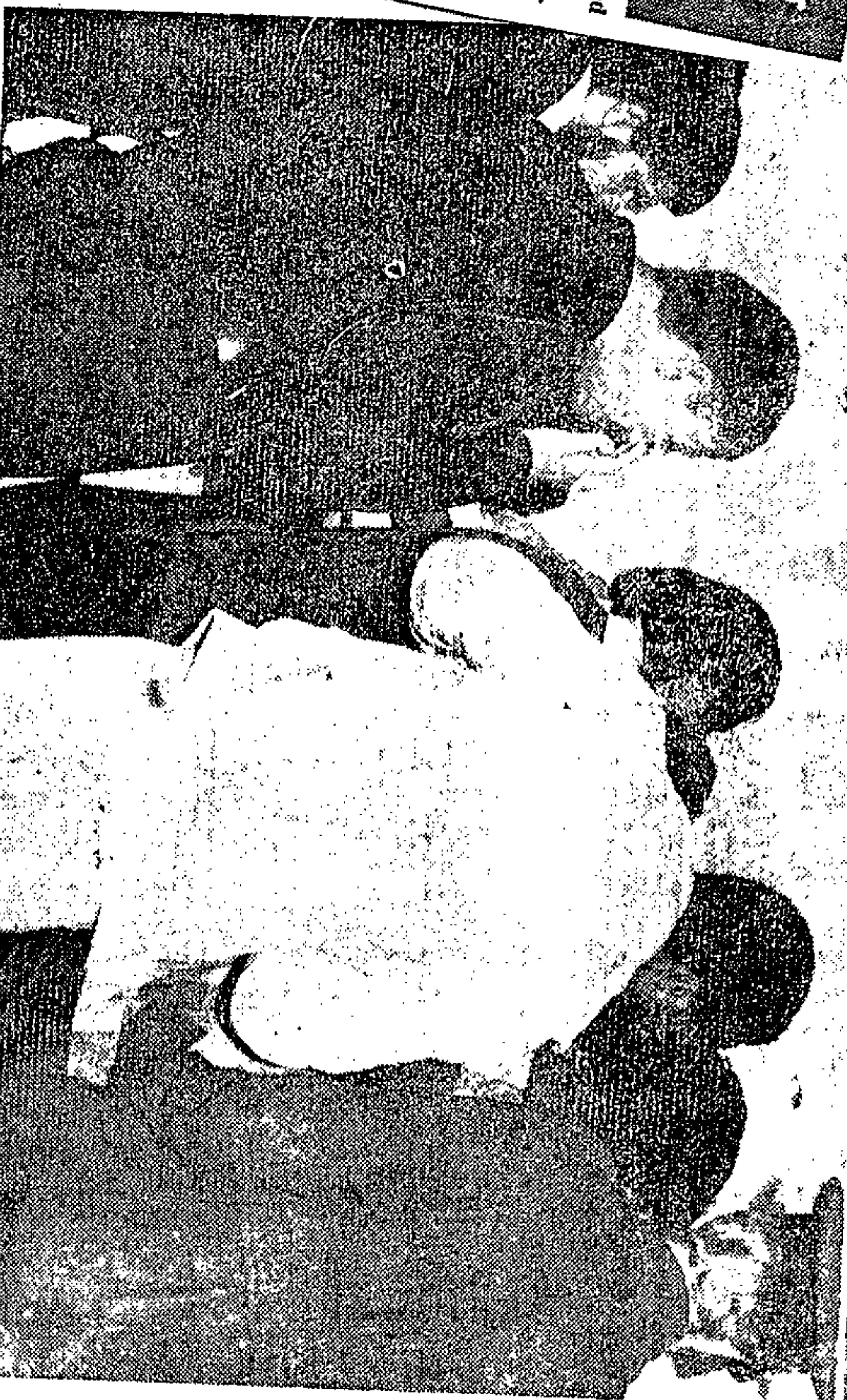
In an effort to cope with the shortage of drivers, the

Fare rise would be 'hardship'

C. Herald *18/7/81*

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REPRESENTATIVES from community organisations — watched by policemen — queue at the local Road Transportation Board offices to hand in their objections against the proposed busfare increases.



Police Watch as objections lodged

panied them on their way to hand over their objections to the secretary of the Board, Mr P G van der Westhuizen, and the chairman, Mr S C Dorling.

INFORM THEM

Mr Dorling told the group he would inform them when the objections were to be discussed.

In their memorandum the organisations said the black community would be badly hit by the increases as they were already spending a large proportion of their 'meagre wages' on public transport.

They referred to the spiralling increase in the cost of living over the last few years and said the cost of essentials had increased beyond the means of most people.

The memorandum continued: 'Last year's bus boycott showed that most people could not afford the massive 40 percent increase in fares. People simply cannot afford another increase now.'

'In general, people resent the monopoly which City Tramways has over public transport and they believe that the company is making considerable profits without giving them a proper service.'

REPRESENTATIVES from 21 community organisations and trade unions — closely watched by uniformed police — last week marched into the Road Transportation Board's Foreshore offices to lodge objections to proposed busfare increases.

Their memorandum, handed in on Friday morning hours before the noon deadline for objections, said City Tramways was already making a 'substantial profit' and there was

no reason for another increase in bus fares, 'especially in view of the hardship it would cause'.

Half a dozen policemen kept a watchful eye on proceedings after the group had refused to leave the

building until they had officially lodged their complaints.

The complainants were told they could go up to the Board's offices but had to leave 'immediately thereafter'.

Hearing on bus fares

Aug 22/7/81
332
#A
Transport Reporter

THE National Transport Commission is to sit in Cape Town on July 29 to hear the application by City Tramways, Mitchell's Plain Bus Service and Atlantis Bus Service for increased bus fares.

This was confirmed by a bus company spokesman and a representative of one of the 21 bodies objecting to increased fares.

City Tramways has applied for an average 12 percent increase.

The Associated Bus Holdings Group, which owns the Mitchell's Plain and Atlantis services, is applying for an average 28 percent increase.

Hearing on bus fare increases

Staff Reporter

332

THE National Transporta-
tion Commission will sit
from July 29 to July 31 in
Cape Town to consider appli-
cations by City Tramways
and Associated Bus Holdings
for bus fare increases.

Both companies have ap-
plied for increases of be-
tween 12 and 28 percent. Ob-
jections by more than 20
community organizations
from the Cape Flats to the
proposed fare increases will
be heard at the meeting.

Lost tanker: R2m suit by owner settled

AN ACTION involving R2-million claimed from the SA Railways and Harbours and two shipping firms over the loss of two tankers has been settled out of court.

A spokesman at Railways headquarters in Johannesburg confirmed yesterday a settlement had been reached in the case, in which the Japanese owners sued for the loss of their 40 000-ton scrap tankers off the Cape Peninsula coast four years ago.

But the spokesman said terms of the settlement were confidential. There had been no admission of liability by any of the parties involved and each party would pay its own legal costs.

The claimant was the Nissho-Iwai Company and the respondents with the SAR & H were South Africa's biggest shipping line, Safmarine, and the Yori-

gami Maritime Construction Company of Japan.

The Cape Town firm Trade Traffic (Pty), local agents for Yorigami, was also named a respondent in the case, set for hearing in the Cape Town Supreme Court on August 11.

Attorneys said the action would have been the first of its kind in South Africa.

Stranded

The R2 177 982 damages claim arose from the stranding of the tankers, the Antipolis and the Romelia, between Camps Bay and Llandudno on July 28, 1977.

They were being towed by a Japanese tug owned by Yorigami, from Greece to Taiwan, for breaking up.

The tug had engine trouble in heavy seas, and also required bunkers and stores.

It was refused entry to Table Bay harbour by port authorities.

When the tug turned back to sea the tow cables fouled the seabed, and the Antipolis and the Romelia broke adrift.

The powerful Safmarine salvage tug Wolraad Woltemade tried to retrieve the Antipolis in the dark, but was seriously damaged on the shallow, rocky bottom and had to give up.

A marine court of inquiry found the groundings were caused jointly by the negligence of Table Bay port staff and the master of the Japanese tug, Kiyo Maru 2.

The court also criticised Yorigami for dispatching the tiny, 252-ton tug on a winter voyage around the Cape, towing two unmanned tankers, without adequate preparations. — Sapa.

PLANNING
REGIONAL
URBAN &

the best student in each of
courses of Building Economics I,
and III in the third, fourth &
th years respectively.
I : N D G Sessions
II : A R Low Keen
III : No award

Prizes

The Committee of the Western
Cape Chapter of Quantity
Surveyors' Prize
For the student obtaining
the highest marks in
Professional Practice.
P R Swift

Bell-John Prize
For the best all-round student
in any year of study.
P C Key

QUANTITY
SURVEYING
(Continued)

E. Herald 25/7/81

Boycott ends at last

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DURBAN. — A bus boycott which lasted more than a year on the route between Wembezi and Estcourt has ended after a new company took over the route and charged the old fare.

The boycott started when fares were increased from 25c to 32c, when hundreds of commuters decided to walk the 8 km to work instead of paying the higher fare.

Buses had been stoned and set alight and several unsuccessful meetings were arranged between the Zakhensizwe bus company officials and representatives of the commuters.

Are tour buses safe?

THREE months ago a bus carrying soccer players and their supporters from Hawston towards Stellenbosch crashed over the side of Sir Lowry's Pass and was wrecked more than a hundred metres down the side of the mountain. Twenty-two people died and many were injured.

A few years earlier, a bus carrying rugby players between Hawston and Paarl crashed into the side of a bridge and 19 people were killed.

Two weekends ago, a bus returning from Port Elizabeth with schoolboy sportsmen aboard caught fire and burnt out along the road near George. Nobody was injured, but the occupants of the bus had to leave through the windows.

During the March school holidays some soccer players returning from Port Elizabeth hitch-hiked their way home through the night after the bus in which they had been travelling broke down.

In fact, not a holiday passes without some report of a bus accident, often fatal, or at least a breakdown causing inconvenience to the passengers, and worry to their families at home.

UNLUCKY

Cape Herald decided to look into the matter, and came up with results which suggested, if the buses are as well-maintained as their owners claim, passengers on these

**Horrific
smashes,
fires and
breakdowns
on road**

buses must be among the most unlucky to set off on a trip.

Among the other incidents we uncovered were the following:

- The engine of the bus cut out when the hooter was sounded as the bus a former Western Province schools' cricketer, went up Dutoit'skloof, said

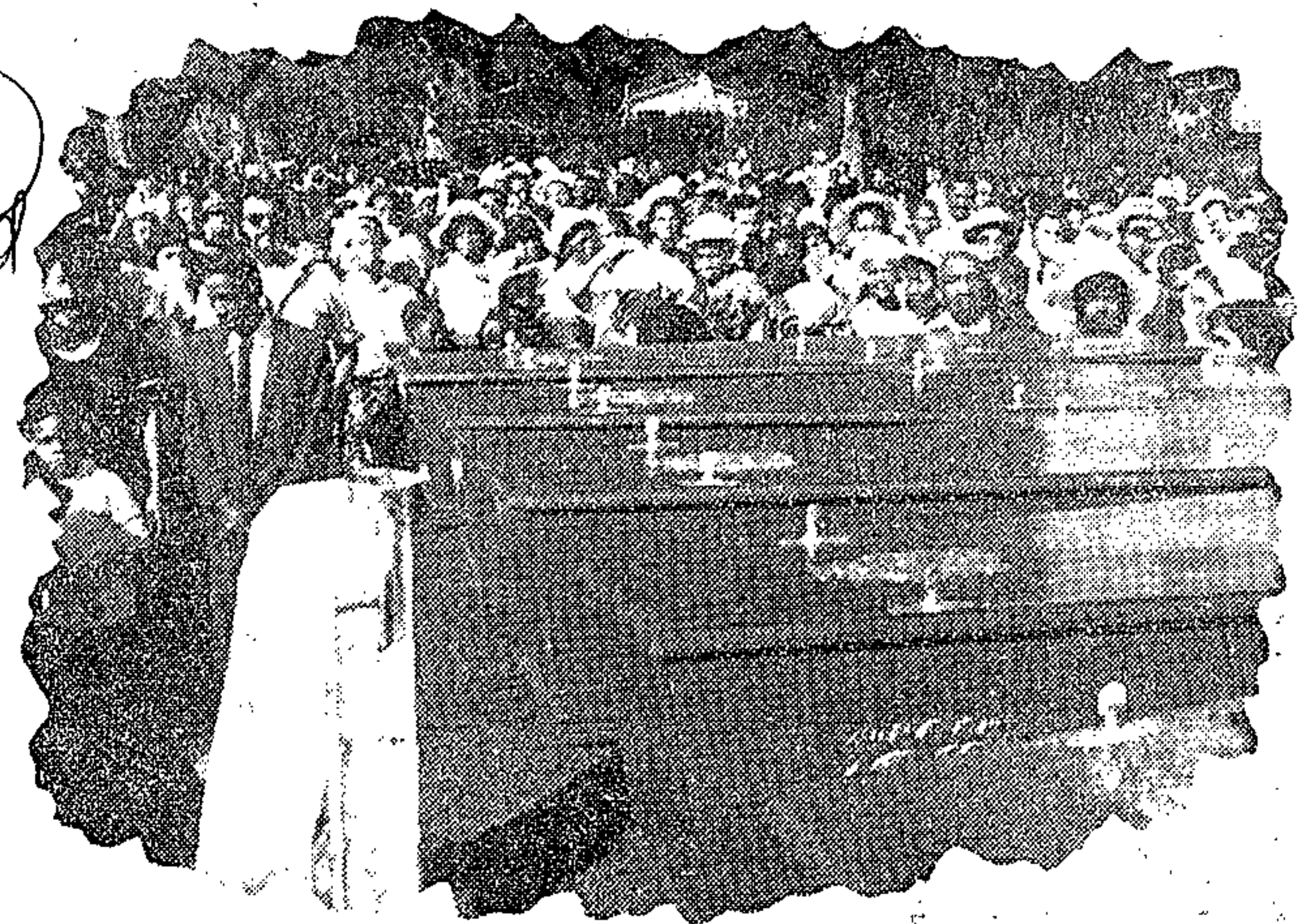
- Another cricketer remembers that that same bus was taken off the road by traffic police in Johannesburg and had to be repaired and roadworthy

before it could bring the teams back.

'That was that nineteen forty something Bedford, with the upright wooden seats, said yet another.

- The Western Province soccer team, on its way to Maritzburg three weeks ago, spent nine hours on the road near Bloemfontein after the bus they were in broke down.

- A schools' soccer team spent eight hours on the road near Bloemfontein in 1978.



● FLASHBACK: Victims of the recent Sir Lowry's Pass bus disaster are laid to rest at a funeral service attended by more than 2 000 people.

We maintain buses well, say owners

'OUR buses are well-maintained and taken for regular, compulsory road-worthy examinations,' say owners of some of the privately-owned buses in Cape Town.

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C. Herald.
25/1/81

No claim because of indemnity form

IF a pupil is injured while on a bus tour (on the way to a sports venue, for instance) the parents have no claim against the Coloured Affairs Department because the parents would have signed an indemnity form.

Mr Randall van den Heever, acting principal of Spes Bona Senior Secondary School and executive member of the Cape Teachers' Professional Association (CTPA), said that he was worried about the indemnity that parents had to sign before sending their children on tour.

'Before going on a tour our pupils must let their parents declare that they do not hold the organisers of the tour responsible for any accidents that could happen.

'That means that people's lives are in the hands of the bus company.

ASLEEP

'Thus it is disturbing that so many accidents have taken place in recent times. How many times don't we hear about a driver who has fallen asleep behind the wheel?

'It is high time that an in-depth inquiry into the maintenance of buses and the qualifications that drivers must have be made. We cannot entrust the lives of our children to careless hands.'

Mr van den Heever thought that school principals should be consulted by the WPSSSU when buses for a tour are chosen.

SAFE

A WPSSSU official said that, as far as he was concerned, the signing of the indemnity was a safe undertaking.

'It is very simple to understand — should something happen to the pupils we take out, the insurance of the bus company covers them.

'We do, however, choose only the best buses when going on a tour. It is our policy to ask local, private companies to take us and make sure that the buses are safe,' he said.

They were reacting to the incident last week in which pupils were trapped in a blazing bus while on tour.

One of the coaches of Solly's Transport was gutted by fire and members of the Western Province Senior Schools' Sports Union volleyball squad had to struggle to escape from the burning bus while they were on the road last Sunday.

The owner of Solly's Transport, Mr Suleiman Ismail, explained afterwards that his company took the necessary precautions to reduce the risk of such accidents.

ROADWORTHY TESTS

'We have to take our buses to the local traffic department for compulsory roadworthy tests every six months, and besides that we work regularly on our buses in our workshops,' he said.

'We check the smallest things on the buses to ensure a safe ride. The accident we had was just one of these things that happen to a bus once in a while.'

'And that report about there not being a fire extinguisher on the bus is

incorrect. There was an extinguisher.'

Mrs Nazeema Adams, wife of the owner of Adams Transport, Mr Ishmail Adams, told the same story about regular checks.

'As far as insurance of passengers is concerned, we have no problems. Our buses as well as the passengers are covered by third party insurance over a certain distance radius. If we want to go beyond that radius we have to apply to the Transportation Board for a special insurance permit,' Mrs Adams said.

The owners of other bus companies also said they exercised the greatest care in maintaining their buses and that accidents were 'freaks' more than anything else.

REGULAR

Mr Pat Melly, City Council Traffic Chief, confirmed the regular tests that buses must undergo.

'We must see the buses every six months and the tests we put them through are really tough. Even a cracked window or a slashed seat could cost the owner his roadworthy certificate,' he said.

Most taxi, bus fares are going up

Save for
SOWETAN
30/7/81 Reporters

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Saulsville and Atteridgeville townships; and Tsakane, near Brakpan.

BLACK commuters are likely to be shocked by the rocketing bus and taxi fares in most areas.

Fares are scheduled to go up from Saturday in Soweto, Kagiso, near Krugersdorp; Mokoleng, near Randfontein; Pretoria's Mamelodi,

tion (WATA) are going up by five cents, according to Mr. Naphalie Sekwati, the association's secretary.

Angry residents in Kagiso have planned protest meetings for the weekend. Their bus fare hike came shortly after the announcement of their house rent increases. Taxi fares on all routes regulated by the Witwatersrand African Taxi Association played people.

The reason for the fare hike, he said, was the recent petrol price increase. He said his association regretted the increases because the areas served by his group were mostly made up of unemployed people.

Meanwhile Mr Jimmy Sojane, chairman of the Soweto Taxi Owners' Association, said his group had not yet decided on the increases. Such a decision would be taken at a meeting to be held soon.

Mr L. Ngoma, vice chairman of the Mamelodi branch of the Pretoria and district Black Taxi Association, said the fare between Mamelodi and Pretoria, including suburbs, will increase from 60 cents to 80 cents and from 30 cents to 40 cents daily on all routes within the township.

The fare between the township and Sigma Motor Corporation at Waltham will increase from 40 cents to 50 cents daily.

In Atteridgeville, fares have been increased from 50 cents to 60 cents daily to the city. The fares between Atteridgeville/Saulsville stations and townships, Kalafong hospital and Iscor will be 30 cents from Tuesday to Thursday and 40 cents from Friday to Monday and on public holidays.

The fare between Saulsville and Laudium has been increased from 50 cents to 60 cents daily, including public holidays. Scholars travelling within the township will pay 20 cents daily from Monday

to Friday.

Delivery between Atteridgeville/Saulsville and town has been increased from 50 cents to R1, plus the normal fare. This applies to all routes in and around Atteridgeville/Saulsville.

Ga-Rankuwa commuters will pay an extra 20 cents to town and 10 cents more within the township on a daily basis. Currently, the fares are: R1 to town daily, and 40 cents within the township.

Mr Ngoma said his association last increased fares in 1978 and that motor car spares had increased in price about six times since that period, while petrol prices had increased for the fourth time. "We feel the fares increases are very reasonable". He added: "The Road Transportation Board have also increased the renewal fee for the public carrying licence from R2 to R20 per year, and temporary permits from R1 to R11 fortnightly."

"The Pretoria City Council has also increased the car licence fee from R40 to R60, and public carriers' licences from R12 to R40 a year. Our drivers should also make a living."

Mr. P.J. Mthimku, secretary of the Atteridgeville

and Saulsville Taxi-owners' Association, said the fare increases were an interim arrangement in the light of the ever-changing increases in petrol prices. "Much consideration has been made to try and meet the commuter half way," he said.

The Mokoleng Taxi Association in the West Rand has increased its weekend fares by 10 cents, starting from Friday noon.

But the weekday fares will remain at 20 cents a single trip from the township to the Randfontein Station. The taxi association increased the weekend fares from 40 cents to 50 cents.

The increased weekend fares are applicable from Friday 12 noon to Monday noon. After 12 noon on Monday the fares go back to 30 cents again. A spokesman for the association has requested commuters to take note of this.

He said the increases were a result of the rent and fuel rises.

"We had to increase the weekend fares to keep our profits stable. We had decided against increasing the weekday fares because we don't want to chase customers away."

PROTESTS PLAN OVER NEW HIKE

By LEN KALANE

KAGISO residents in the West Rand, still recovering from the shock news of house rent increases, have another hike coming on Monday - on bus fares.

Greyhound Bus Lines is increasing fares by between one and two cents on its major routes.

The company will also increase fares in Bekkersdal, Carltonville and part of its routes in Randfontein.

In Mohlakeng township fares will only be increased on the route between the township and Delmas.

Commuters will now have to pay two cents more to travel to Delmas (increase from 25 to 27 cents). Bekkersdal commuters will have to pay 27 cents to travel to Westonaria (from 25 cents).

Commuters in Kagiso will pay 32 cents to travel to Krugersdorp (increase from 30 cents) and 26 cents to travel to the Luipaardsvlei Station (the old fare was 25 cents).

In Khutsong Township commuters will pay 32 cents to travel to Carltonville. The old fare was 30 cents.

The Kagiso community, facing R5,70 rent hikes for their houses as from August 1, are planning protest meetings to oppose both rent and fare increases.

The local Krugersdorp Residents Organisation (KRO), has planned a public meeting tonight at the Lutheran Church Kagiso 1.

A second mass meeting will be held tomorrow at the Kagiso 2 Roman Catholic

Church. Both start at 6 pm.

Chairman of KRO, Mr Joshua Magotto, said they held discussions with the local women's organisation and the two mass meetings were decided on. He said residents will decide at the meeting what should be

done to oppose increases.

He said the meetings were also going to decide on steps to be taken against the R20-million single men's hostel being built in the township.

A spokesman for Greyhound said the present bus

fare increase is the first since January 1980. He said the increase was a direct result of the fuel price increase implemented on July 6, 1981 when the price of diesel fuel rose by 6 cents or 15 percent.

He said: "The fare increases will enable the company to recover their increased expenditure. Fares will not be increased by more than 10 per cent."

A list of bus routes, fares, and other information is provided in the accompanying table.

was due to a general wage increase for civil servants. More significantly, for the same year, the staff making beer and liquor outlets were under-employed due to the destruction of beer and liquor structures. They were relegated to clerical posts until the halls were rebuilt. The costs of personnel involved in control have therefore made severe inroads into the capital available for accommodation and services.

What patterns of expenditure are discernable in the actual accommodation of, and provision of services to, workers?

Most housing in the three townships was built prior to the creation of the boards. (The provision of housing was frozen in 1964 in terms of a decision to reduce the African labour complement of Cape Town). Contributions to actual capital expenditure have been uniformly low since 1973. The modest allocations to capital expenditure, as reflected in Pen RAE's accounts (see Appendix B), are used largely for alterations and additions to RAE's own offices and property. Of more crucial significance to residents is the extent to which housing is maintained.

Repairs and maintenance for the 1974-75 financial year were estimated at R100,000. In the 1973-74 financial year, only for the maintenance of the existing stock of houses and the leasing of properties. What of the future? In 1974-75, the total expenditure was R527,000. As a percentage of total expenditure, the expenditure on housing was 19.2%.

| | |
|--------------------------------------|-------|
| As a percentage of total expenditure | 19.2% |
| Capital Expenditure | 527 |
| | 256 |
| | 352 |
| | 412 |
| | 412 |

was in 1974-5,

SAA on trial

FM 3/17/81

The ongoing saga of Sky Couriers, the Cape Town delivery company banned last March by SAA (FM May 1), continued this week. In Pretoria, the Department of Transportation's National Transport Commission began hearing a request from National Airways Corporation, in conjunction with Sky Couriers, and another firm, the Durban-based Air Carriers, for li-

cences to operate scheduled delivery flights.

The commission was still hearing testimony as the FM went to press, and no decision was expected until later in the week at the earliest.

Since the banning order was imposed by SAA, Sky Couriers has been operating regular delivery services using National Airways aircraft — even though they did not have the licence applied for this week.

The SAA prohibition order, giving Sky Couriers just 11 days to stop using domes-

tic flights, sparked an avalanche of protest from at least 340 of the firm's 4 000 corporate and government clients.

At the time of the banning, SAA officials claimed that Sky Couriers was causing "serious operational problems" by clogging passenger terminals and delaying the loading of aircraft.

But for some the issue has become a contest between free enterprise and the monolithic power of a state-controlled service.

National importance

At this week's hearing, the Advocate for National Airways, Louis Weyers, said that it was "of national importance" that SAA had a reliable, efficient courier service to meet the needs of a rapidly changing corporate environment.

"Like inflation, courier services are here to stay," he said.

Weyers submitted to the commission a mass of evidence — including 343 letters from irate customers praising Sky Couriers and details of courier services in the US and Europe — that, he said, conclusively showed that SAA has not been able to provide the necessary expertise.

Weyers said that SAA, "with incredible disregard for the need of the public and its duties to the public, had abdicated its responsibilities" by banning Sky Couriers.

Weyers also said that Sky Couriers had offered to negotiate a compromise with SAA but that the airline had pandered "to the whims of the SA Association of Air Freight Forwarders," which had allegedly asked SAA to ban Sky Couriers.

"Is SAA there to protect a small commercial sector or is it there to serve the public?" Weyers asked.

He requested that the application be granted so that National Airways could be allowed to operate flights on behalf of Sky Couriers between Johannesburg, Cape Town, Durban and Port Elizabeth.

Weyers said that the proof of the demand for Sky Couriers' door-to-door courier service was the increase of its payments to SAA for passenger tickets for its couriers. In 1979, Sky Couriers paid SAA R296 200. That figure jumped to R554 000 last year, and the company had planned to pay SAA R850 000 this year.

Application

The other delivery company, Air Carriers, also asked for a licence at the hear-

develop a secondary service to back up SAA," Edelson said.

SAA was expected to object to both applications on the grounds that section 10 of the 1949 Air Services Act specifically outlaws competing services when an existing one "sufficiently" meets the needs of the public.

The point in contention, then, is whether or not SAA provides a "sufficient" service.

Deputy State Attorney Chris Benkes, representing SAA, told the FM that SAA did not want "to run our own courier service. We are merely saying that they must use our existing express cargo facilities and not check the packages in as baggage."

Benkes said the letters from disillusioned clients "were based on a false premise." Advocate John Coetzee, representing SAA, went further, telling the FM that it was "a gross misrepresentation" and "untrue" to say that SAA had operated inefficiently.

Weyers, in turn, hit back, saying in his statement that "SAA cannot and will not fulfil this proven need, and it is fantastic that they should attempt to frustrate (National Airways) and the public by such a spurious recourse to a section of the Act transparently not applicable. Not applicable because the dissimilarity of the service renders section 10 totally irrelevant."

TRANSPORT — PRIVATE,
GENERAL

1/8/81 — 31/12/81

Randburg bus fares chopped

332 51912 1/8/81

By Elaine Reyneke

Johannesburg bus fares increase today by 15 percent but fares for Randburg commuters travelling into Johannesburg's Zones 2 and 3 will drop substantially.

This was announced by Mr Paul Browning, of the National Institute for Transport and Road Research.

He said Randburg commuters were previously paying a set fare from the town to anywhere within the Johannesburg municipal boundary.

"The set rate was unfair to commuters travelling short journeys to just within Johannesburg's boundaries, and we have now decided to put things in their right perspective," said Mr Browning.

Randburg's cash fares into Zones 2 and 3 will drop by 23 percent.

Coupon fares into Zones 2 and 3 will drop by 38 percent.

Single fares for commuters travelling from Randburg to Rosebank will decrease from 65 cents to 50 cents on cash fares and from 51 to 34 cents on coupon fares.

Fares for scholars travelling into Johannesburg's Zones 2 and 3 will plummet by 23 percent. For instance journeys that previously cost 26 cents for coupon holders will now cost 20 cents.

Randburg commuters travelling into Johannesburg's Zone 1 will pay the increased fare.

Mr Browning said the news of the decreases for Randburg commuters had been well received.

Mr David Curry, president of the Association of Management Committees, has slammed the Director-General of Transport as an 'arrogant bureaucrat' for his attitude to the association's concern over proposed increased bus fares.

The association sent a telex to the Director-General Mr A. B. Eksteen in which it expressed deep concern at the increases and has also requested a meeting with the Minister of Transport, Mr H. Schoeman, to ask him to increase the State subsidy for bus fares, among other things.

Mr Eksteen replied that an interview with the Minister would serve no purpose and referred Assomac to the Road Transportation Board.

He also rejected Assomac's call for greater subsidisation of bus fares.

A livid Mr Curry told Cape Herald that if the Government efficiently policed the payment of levies instead of leaving it to the discretion of employers, there would not be such a tremendous shortfall.

Assomac will not let the matter rest and will seek

Cape Herald 1/8/81 Curry hits at transport boss

an interview with the Minister directly. 'We don't need arrogant bureaucrats,' Mr Curry said with reference to Mr Eksteen.

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the payment of rates would be less ar that they expressed, though undoubtedly lual purpose of alerting the middle-class to demic, whilst being the means by which that rol of Town House affairs.¹²

ote was done to reform sanitation or decrease izen' asked readers of the Cape Times in aining about the sanctimoniousness of those ed Houses:

e those well clad and comfortably seen visiting the wretched dwell-labouring poor in the back and fever-s of the city, or making any effort se abodes of filth and disease clean, abitable for them?"¹³

This questioning, by implication, part of the assumption that had helped to rationalise the visible signs of distress amongst the lower classes. The assumption was that all you needed to do was to inculcate morality in the labouring classes (i.e. those that could help themselves) and any distress that they now appeared to experience would disappear.¹⁴ The attack on drink was informed by this assumption,¹⁵ allied to the interest that employers of labour might have in a sober work-force. It was the lynchpin of the argument for 'Do-Nothingness'. The threat of disease made some kind of action seem necessary.

Fears of an epidemic striking Cape Town proved well-founded when smallpox hit the city in June 1882. The Cape Times led with an easily justifiable attack on the Town Council:

"Now they hope in a week to accomplish the reforming work of years, and by a few buckets of whitewash or chloride of lime to compensate for the continuous stolid neglect of every sanitary precaution until the city is simply ripe for plague".

Putco ³³² applies for 35 pc fare increase ^{Star}

Transport Reporter

Putco is seeking a 35 percent revenue increase on all its bus services in South Africa by October.

Announcing the application this morning, Putco's financial executive Mr J L Coetzee, said: "Only through fare increases can Putco keep abreast of rising costs and continue to provide a top class service. We regret the necessity to increase fares, but for economic reasons it is unavoidable."

He said a 33.7 percent rise in operating costs over the past two years had resulted in the 35 percent proposed increase.

The new fares covered the recent six cents a litre fuel increase, but did not take into account any passenger subsidies paid by the Department of Transport.

"It is important for the public to realise that only after it has gone to the local transportation boards in Johannesburg, Pretoria and Durban, and then to the National Transport Commission, and been approved, negotiations over government subsidies begin. We cannot, therefore, say how much the actual increases will be."

WITWATERSRAND

The application comes just a month after Putco increased its fares by an average of 7.5 percent on the Witwatersrand for the first time since May 1979.

Last month's increase came after several months of negotiation and covered increased expenses incurred during 1979 only, particularly the massive fuel rise during that year.

To recover higher costs for the subsequent two years and to make up for an 8.5 percent government subsidy which fell away on July 6 — the date the new fares were implemented — the company said at the time that much bigger increases would be necessary before the end of 1981.

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for element, the filename of the previous specification field is assumed. If there is no filename in the previous specification field or if this is the first specification field, the temporary program file (TPF\$.) which is automatically generated for any run is assumed.

For element, TPF\$ is always assumed.

8. In the examples, when a file is referred to as F, this includes the qualifier, whether implied by the run card or the QUAL statement, or typed in specifically as QUALIFIER*FILENAME. If a file with a qualifier other than F is being accessed, or if two files are being used, then their names are included specifically in the file name.

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Because of its location, use of this site would not disturb abutting residential areas but would allow shopping and other facilities to be provided for the convenience of passengers.

The proposed Montague Gardens site is one of seven in the city already surfaced and would be close to a railway line and a possible future railway station.

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New Atlantis bus depot is proposed

Municipal Reporter

BY 2000 half the work force of Atlantis or about 70 000 people will be commuting to the Cape Town metropolitan area and, to handle this number of people, a properly established bus interchange will have to replace the present one near the Kil-

larney Hotel on Koeberg Road, Milnerton.

The city engineer's department has now proposed a new site, just north of Goodwood, along the national road leading to Malmesbury. The site, at Montague Gardens, is next to the suburb of Bothasig.

Studies had shown that 69 percent of all passengers presently arriving at the Kil-larney City Tramways interchange were bound for the central city and Salt River area. The remainder dispersed throughout the metropolitan area. The city engineer felt that a bus station with easy rail access to the northern areas such as Bellville and Parow, should be provided.

The Milnerton Municipality had previously drawn the attention of the Metropolitan Transport Advisory Board (MTAB) to the poor conditions at the Kil-larney interchange, to the large number of people being handled at this point, and to the lack of passenger facilities such as toilets which caused a major problem in the area.

U-TURN

Bus were forced to make a U-turn in Koeberg Road for their return trip, and this contributed to poor operating and safety conditions on Koeberg Road.

The proposed Montague Gardens site is one of seven in the city already surfaced and would be close to a railway line and a possible future railway station.

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Mon. 11.15 a.m.

CHAUCER

AND CRISEYDE

LIROILUS

Farquharson

Spearing, A.C. : Criticism
Brewer, D.S. : Chaucer (Longmans) p/v
Spearing, A.C. & T.E. (eds) : Poetry of the Age of Chaucer (Arnold)

Pay rises for employees increased by 47 percent over the same period and were costing the company in excess of R15-million extra a year, and Provincial bus licences went up by 30 percent, costing R750 per bus, and tyres are now R300 each.

To date, none of these costs had been passed on to passengers," Mr Coetzee said.

Bishop Desmond Tutu, general-secretary of the SACC, said Puteo was now becoming arrogant. "They have not faced a well-organised resistance from the black commuters."

b) Certain seminars will be set aside for the specific purpose of comparing the two writers under the headings

tradition and spontaneity
'free verse', and
the definition of culture.

to the major critics and themselves, which

By SAM MABE
PUTCO bus fares may go up again.

This shocking announcement, coming exactly one month after their fares on all Witwatersrand routes were increased, was made yesterday by Puteo's financial executive, Mr J L Coetzee, who said the increases are "unavoidable."

He told the SOWETAN that an application has been made to the Road Transportation Board in Johannesburg for a 35 percent increase in fares which are meant to cover the recent six cents a litre fuel hike and other rising operating costs.

"But," Mr Coetzee emphasised, "it is not the commuter alone who will have to pay the entire 35 percent increase we need in our revenue. We are still going to negotiate with the Government and all will depend on the subsidy they will be prepared to give to the commuter."

"We regret the necessity to increase fares but for economic reasons, it is unavoidable. The overall cost of a bus has gone up by 35 percent in the past two years to R60 000 a vehicle."

Farquharson

24.

Page 3

Putco fares to rise again?

a) Robert Frost. Lecturer :

An unhurried appreciation of attractive, accomplished and intriguing poetry by a regional American poet of the twentieth century.

b) Emily Dickinson. Lecturer : Mrs. N.H. Farquharson

The course will concern itself critically mainly with the poetry and prose of Emily Dickinson, and, in part, with the work of some New England writers: Emerson, Holmes, Longfellow, Thoreau and Whittier.

Prescribed Books:

Frost, R : Selected Poems, ed; Ian Hamilton (Penguin)

Dickinson, E : The Complete Poems, ed. T.H. Johnson, (Little, Brown) p/b

25. TWENTIETH CENTURY ENGLISH POETRY

Lecturer : Mr. M. M. Carlin Mon. 3.15 p.m.

This option will cover poetry in the British Isles for the whole period excluding the last decade. Most time will be given to Yeats, Eliot, the poets of the Great War, and poetry after the Hitler War. The poetry of the Thirties will also be considered.

Prescribed Books: (see page 15)

TERM II.

A. PERIOD OPTIONS

13. ROMANTIC POETRY

Lecturer : Mr. T. J. Boxall

This course will be an introduction to the English Romantic poets. A selection of poems from the works of Blake, Wordsworth, Coleridge, Byron, Shelley and Keats will be studied in detail and attention will be given to the poetic and philosophical traditions which can be traced through them.

Prescribed Books:

Texts will be drawn from the English II compulsory course set works and from the Norton Anthology.

Plan to boycott Putco if bus fares rise

DR JOE Joshua, national chairman of the National Association for the Advancement of Coloured People (NAACP) yesterday said his organisation was planning a nationwide boycott of Putco buses if fares were increased.

The boycott, which he said needed to be carefully planned, "is just as unavoidable as they want us to believe that the increases in fares are unavoidable."

"We have resolved to issue a nationwide direc-

tive to boycott the Putco transport service if, as has been reported, bus fares are increased. We feel that the black commuters, who include coloureds and Indians are already undergoing tremendous economic hardships.

An increase in bus fares will only help in aggravating the situation and this calls for action on our part. We learn from reports in the media that the Government is subsidising Putco.

"If this is so, we see no reason why the Putco bus

company should increase the bus fares for the majority of the black commuters in this country. The Government should pay, because it was only recently that fares were increased and this was much against the wishes of the poor commuters.

Bishop Desmond Tutu, general secretary of the SACC said Putco was taking the black commuter for granted.

"This is sheer highway robbery and all it means is that we are paying for apartheid. If Putco wants money, that money must come from the Government, and not from us."

6/8/81
AGGRAVATE
332

Inkatha to join US talks

By PATRICK LAURENCE

THE Inkatha movement has accepted an invitation to meet the nine-man American congressional delegation under Mr Howard Wolpe due arrive in South Africa tomorrow.

Inkatha's publicity and strategy secretary, Mr Gibson Thula, yesterday said: "There is no buffer zone. We can either engage in serious political dia-

logue or we can join those already shooting it out in the bush war."

Most supra-tribal black organisations will not meet American politicians least it be interpreted as endorsement of the Reagan Administration.

But two prominent black leaders, Bishop Desmond Tutu of the SA Council of Churches and Dr Nthato Motlana of the

Soweto Committee of 10, will meet the delegation.

Bishop Tutu has agreed because of the strong anti-apartheid record of Mr Howard Wolpe, who is chairman of the United States House of Representatives sub-committee on Africa, and Dr Motlana because he feels it is time someone detailed black resentment of Reagan's policies on Africa.

Boost for small bus operators

NM 6/8/81 147 332

Mercury Reporter

THE KwaZulu Development Corporation (KDC) believes it has found a way of obviating the problem of the disappearance of the small bus operator in the region as well as of promoting the development of the black bus entrepreneur.

According to Mr T P Steenekamp, the solution lies in the Sihlangeni system. The word means 'we come together' and the system is based on the co-operative 'moshav' concept adopted in Israel from an Argentinian model. The KwaZulu experiment is unique in South Africa.

Mr Steenekamp said yesterday that the Sihlangeni system had been devised for the small bus operator who could not carry the overhead costs incurred by KwaZulu Transport or

Putco.

The KDC was negotiating the best possible fuel price for the operator and obtained spares for him at maximum discount. Labour was booked out at cost.

He pointed out that all legal and administrative work was done free of charge. In addition, the KDC trained the drivers free of charge.

Financed

Mr Steenekamp said the operators had all been financed completely by the KDC. They were all operators of long standing who had not been able to beat rising costs.

Each member, he said, was a shareholder in Sihlangeni on an equal basis, whether he owned one bus or 10.

The buses are registered

in the name of the various operators,' Mr Steenekamp said. 'The staff involved in the operation belong to him.'

He said that four bus operators were involved in the scheme at present — Mr F F Mazibuko, Mr Henry Ngema, Mr Steven Mkasibe, and Mr B A Sithole. It was hoped to extend the concept throughout KwaZulu, he added, and involve other operators.

The question of the operation of large bus operators in KwaZulu was an issue during the recent session of the Legislative Assembly and speakers lamented the demise of the small bus-owner. The Sihlangeni system would appear to be the answer to criticism of bus monopolies in the region.

FARE INCREASE (332) (213)
Putco applies for a 35% revenue in-
crease on all its bus services, only a
month after its fares were increased
7.5% on the Witwatersrand for the first
time since May 1979. Putco financial
executive J.L. Coetzee says a fare in-
crease is necessary to cover rising
costs. FM 7/9/81

The long haul

FM 7/8/81

The battle between public hauliers and the Department of Transport's Road Transportation boards continues over the intricate permit system controlling the regular movement of goods by road.

Hauliers say the boards continue to refuse temporary permits or permanent exemptions for the transportation of commodities. Permits, when issued, allow road freight to be moved only on a particular date and in particular circumstances, with the onus of proving necessity resting with the applicant.

The boards are thought to be protecting the SAR, whose GM Kobus Loubser has said that if private enterprise is invited into the act it will cream off the high-rated traffic and leave SAR the unprofitable dregs.

Recently, the deputy Director General

of Transport, Ronnie Meyer, said: "There is no question of a concerted effort to disrupt traffic to neighbouring territories." He said, too, that the "SAR cannot influence those boards. SAR is regarded as a carrier and treated in exactly the same manner as other carriers."

Few hauliers are prepared to accept Meyer's statements, but all refuse to be identified for fear of victimisation. The following points were made to the FM:

□ The most serious complaints come from hauliers supplying goods to, or out of, neighbouring territories. They say operations are hamstrung. "It's a stalemate situation. Every permit application is opposed by the SAR," they say.

One man said he had taken every application on appeal. "I have won every appeal but legal costs run at R15 000-R20 000." He says that if permits were granted more readily, he could expand his fleet by 25%-35%.

□ Some hauliers claim that frequent applications based on "extreme urgency and fragility of cargo" have proved unsuccessful. No reasons are ever given by the boards. Furthermore, the boards' attitude seems to have hardened over the last two months.

□ One haulier complained that he applies as often as five times a week for a temporary permit. Applications have cost him R700 a month. "And that's for one client. Not only do I lose money, but time as well."

□ Exemptions can be changed should a board regard operations as infringements of the SAR's territory. Says one: "How can I be expected to invest up to R3m on additional equipment when the board can change existing exemptions at any time?"

□ "Empty leg" hauls add considerably to cost. According to information given to the FM, 95% of hauliers have "empty leg" problems.

Says one: "I travel down to Durban with eight empty vehicles. I am allowed to transport goods from there. Obviously I

charge the customer for the empty leg, effectively doubling his transport costs." He points out that the man in the street pays for increased transport costs because these increase the final cost of goods.

□ Another haulier claims that cargo transported by the SAR from the northern border to points where he was allowed to step in, is often damaged.

"We had a R1 500 claim on a tea consignment from Malawi. Another claim on cargo out of Durban was in excess of R2 000. We've lost the contract as a result."

Some smaller hauliers are carrying on without permits. One says that is the only way he can survive. But others say the Department of Transport inspectorate are very busy checking permits, and if a haulier without a permit is apprehended, legal costs and the cost of a standing truck — said to be R300 a day — are prohibitive.

□ Meyer told the FM that any haulier organisation recognised by the department is free to discuss its problems with the department.

"We would be only too willing to find a solution to their supposed problems. However, we've had no approach from them collectively."

"I want to point out that the Act protects the existing haulier. Obviously, in many cases this is the SAR."

Prescribed Books:

Yeats : Selected Poetry, ed.A.N.Jeffares (Pan)
 Eliot : Collected Poems 1919-1962 (Faber)
 : Men Who March Away: Poems of World War I, (Chatto/Windus)
 Lucie-Smith, E(ed): British Poetry Since 1945 (Penguin)
 Eastman : Norton Anthology of Poetry (Norton)

Recommended Reading:

Unterecker, J : A Reader's Guide to W.B. Yeats(Thames/Hudson)
 Williamson, G : A Reader's Guide to T.S. Eliot (Thames/Hudson)
 Skelton, R(ed): Poetry of the Thirties (Penguin)
 Lawrence, D.H : Selected Poems, ed.K.Sagar (Penguin)
 Press, John : A Map of Modern English Verse (OUP)p/b

Note: Students who also take Modern British Poetry may prefer to buy T.S.Eliot: The Complete Poems and Plays, (Faber) p/b.

26.

CONTEMPORARY BRITISH POETRY

Wed. 3.15 p.m.

Lecturer : Dr. I. E. Glenn

An introduction to contemporary British Poetry, with special emphasis on the work of Seamus Heaney, Ted Hughes, and Philip Larkin.

Prescribed Books:

Lucie-Smith, E.D.(ed) : British Poetry Since 1945 (Penguin)
 Heaney, Seamus : Selected Poems 1945-1975 (Faber)
 Hughes, Ted : Selected Poems 1957-1967 (Faber)

Larkin, Philip : High Windows (Faber) p/b
 : North Ship (Faber) p/b

B. LANGUAGE AND MEDIEVAL OPTIONS

10. * LANGUAGE AND ATTITUDES

10A: Thurs. 11.15 a.m.
 10B: Thurs. 2.15 p.m.

Lecturer: Ms. K. McCormick

In this course we shall be examining attitudes to language in terms of (i) the perceived status and range of functions of the languages and dialects of a country relative to one another; (ii) the way speakers are perceived as a result of their choice of dialect, register, jargon, form of address.

We shall look at studies done abroad and try to relate those findings to what is observable in South Africa, especially with regard to the use of English.

Prescribed Books:

Taxi fares rise today

THE JOHANNESBURG region of the Soweto Taxi Owners' Association yesterday officially released new taxi fares for their main routes between Soweto and the city.

Mr Jimmy Sojane, chairman of the association, said the delay to announce the fare increases — due to the recent petrol price hike — was caused by other associations failing to supply their price lists on time.

"Despite these increases I hope the commuters will be happy in that we have now extended routes we operate on to the benefit of everyone," Mr Sojane said.

The new fares are: from Zola to city, weekdays (R1.10), public holidays and weekends (R1.30); Crossroads via Dube Station to End Street (90c); holidays and weekends (R1.00); Meadowlands to End or Noord Streets weekdays (90c), holidays and weekends (R1.00); Bara to Diagonal Street daily (80c), Bara to End or Noord Streets (daily (90c); Diepkloof to Eloff Street daily (80c); Bara to Meadowlands daily (stays the same) and Pheloni to Western Township, daily (70c).

These fares will be enforced from today.

Key aspects which may come under consideration include the portrayal of King Arthur, the relationship between Lancelot and Guinevere, and between Tristan and Isolde, and the significance of the supernatural elements of the legend. The course concludes with examination of more recent treatments of the legend (those of Tennyson, T. S. Eliot and White, for example), seen particularly as a reflection of contemporary social and moral attitudes.

Prescribed Books:

Vinaver, E (ed): The Works of Sir Thomas Malory, (OUP) p/b
 Tennyson : Idylls of the King (Signet)

Recommended Reading:

White, T.H : The Once and Future King (Fontana)
 White, T.H : The Book of Merlyn (Fontana)
 Twain, Mark : A Connecticut Yankee in King Arthur's Court (Penguin or Signet)

23 killed as bus plunges into ravine

332

By DAVID CAPEL and
MARK HEYWOOD

TWENTY three people plunged to their deaths when a bus left the road and crashed into a 30m ravine outside Nelspruit yesterday.

Of the 23 killed, 11 died in hospital.

At least 30 were in a serious condition last night.

One of the injured was a pregnant woman, Mrs Joyce Thapbete, who lost her child in an emergency operation and was said last night to be in a critical condition at the Rob Ferreira Hospital.

Worst

The accident was described by Nelspruit's fire chief, Mr Eldine Smit, as the worst he has seen.

The bus, travelling from Pienaar, a small town near Nelspruit, overturned on the Kaynamazane road 20km from Nelspruit early yesterday.

Of the injured, 40 were taken to the Temba Hospital near White River and four were admitted to the Rob Ferreira Hospital in Nelspruit.

New ward

A senior Temba Hospital spokesman said a special ward had been opened to treat the injured. He said many of the victims were too shocked to remember their names.

The names of the dead have not been released.

One of the seriously injured victims has a fractured pelvis.

A Rob Ferreira Hospital spokesman said two people had been discharged after being treated for shock.

Fire chief Mr Smit said some of the passengers were thrown out of the bus which then fell into the ravine on top of them.

Many of the injured were taken from the scene of the tragedy by passers-by.

Officials from the fire brigade removed two bodies from under the wreckage — a man and a woman.

The driver of the bus, whose name has also not been released, died while on the way to hospital.

Step up use of PE port, says chamber

332 EV Pat 8/8/81

ALARMED at the fall-off in cargo moving through Port Elizabeth, the Port Elizabeth Chamber of Commerce has approached the general manager of the South African Railways and Harbours and the South Africa Far East Conference organisation with suggestions on how to step up utilisation of the port.

Facts and figures supplied by the chamber show how under-utilised the port facilities

The present container throughput at Port Elizabeth is about 7 400 TEUs a month yet the throughput can easily be increased to 12 500 TEUs/month without any addition to the present equipment.

With the addition of one container crane, this could be increased to 16 650 TEUs/month. The chamber points out that the SAR&H has provided Port Elizabeth with a container terminal at a cost of about R80 million, and since its opening in 1977 the terminal has compared favourably with terminals elsewhere in the world in respect of equipment and backup facilities, while the handling figures achieved have ranked the terminal as a world leader.

Port Elizabeth also has commercial berths which for the period January, 1979, to March, 1981, had an average utilisation of 52% against a figure of about 90% for Durban.

The chamber says that shipowners' agents estimate that the turn-round time of general cargo vessels at Port Elizabeth is half of that of Durban.

In a letter to the SAR&H, the chamber says:

"During the winter months of 1980 your administration requested a number of selected shippers, who were normally using Durban as an export port, to re-route their cargoes via Port Elizabeth at the same rail rates that would have applied had they used Durban.

"This diversion was of a temporary nature, but during the few months that the cargo was handled through this port there were no delays and the port clearly demonstrated its ability to handle additional tonnages in its normal efficient manner.

"This chamber recommends that such cargoes that were re-routed during the winter of 1980 be permanently moved through Port Elizabeth up to a tonnage equalling the maximum capacity of the port's general cargo and container facilities, at rail rates which are equalised on Durban.

"This chamber believes it is in the interests of the overall economy of South Africa that expensive facilities such as have been established at Port Elizabeth should be used to the full capacity.

"Furthermore, the temporary re-routing of cargo is an uneconomic exercise when taking into account not only the



By Fred Roffey

Business Editor

but private enterprise which has to provide warehousing, handling equipment, agency staff, etc, at both ports of export.

"Should there be a permanent diversion of the cargo to Port Elizabeth, as recommended, then the necessary infrastructure would be established at one port, thus creating an overall cost saving."

The letter points out that in the same way the Railways Administration would not be involved in having an unproductive staff in Port Elizabeth for many months of the year.

In its approach to the South Africa/Far East Conference, the chamber says that in view of the South Africa/Far East trade being fully containerised from 1982, the chamber recommends that the members of the conference route all containers manifested for Johannesburg through Port Elizabeth.

"It is generally known there is congestion on the Durban/City Deep route which results in delays," says the chamber in a letter to the

sent via Durban."

The letter says the only factor which could weigh against using the Port Elizabeth/City Deep route is the existing box rate tariff.

It points out that freight rates are equalised to all ports in the Cape Town-Durban range, yet Johannesburg — which with the introduction of containerisation was officially declared a port — does not have equalised rates.

This means that ports other than Durban are at a disadvantage.

"However, it is our belief that should you take a policy decision regarding routing Far East traffic through Port Elizabeth, you will be in a position to negotiate a special box rate from Port Elizabeth to City Deep with the Railways Administration, who we feel would welcome the additional traffic through the Port Elizabeth terminal and the increased use of unit trains from this port to City Deep.

"In addition, if the Government could be persuaded to pursue its principle of equalisation to include City Deep, then any cost disadvantages would automatically fall away," says the letter.

**DOWNTOWN
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Big row over Putco bus fares

swollen 10/8/81 332

By Z B MOLEFE

THE Government does not subsidise Putco but instead subsidises passengers who travel on the company's buses on uneconomic routes, a company spokesman said.

The spokesman was replying to Dr Joe Joshua, national chairman of the National Association for the Advancement of Coloured People (NAACP), who has called for a nation-wide boycott of Putco buses if fares were increased.

In his boycott call Dr Joshua had said: "An increase in bus fares will only help in aggravating the situation and this calls for action on our part. We learn from reports in the

media that the Government is subsidising Putco."

Because passengers actually have to travel on the uneconomic routes, Putco has to actually produce proof of this before the Government will pay the subsidy on the passenger's fare, the spokesman added.

The spokesman, Mr Denzil Bradley, went on: "Insofar as the recent application for a 35% increase in revenue is concerned, it must be remembered that Putco is a public company which must operate on an economic base."

The recent fare rise, pointed out Mr Bradley, is reflected in the increase of fuel costs, wages and bus parts: "the company cannot absorb such costs indefinitely and it is for that reason that it has made an application to the Transportation Board for an increase in revenue."

UNIVERSITY OF CAPE TOWN
DEPARTMENT OF ACCOUNTING
TAXATION AND ESTATE DUTY II - 1981
COURSE OUTLINE/READING LIST 3rd & 4th QUARTER

| LECTURE DATE | LECTURE NO. | TOPIC | THE INCOME TAX ACT | MEYEROWITZ | ILLUSTRATIVE EXAMPLES | TUTORIALS |
|--------------|-------------|-----------------------|--|-------------------|----------------------------|------------------------|
| 10 August | 17 | Source | s.1 'gross income' definition paras. (gA), (k), (n); s.9, s.10(1)(w), s.22A(2), s.24A(3) | Chapter 7 | - | 10.4 10.6 T.1523 |
| | | Double Tax Agreements | s.108 and peruse double tax agreements noted below with emphasis on articles listed - | Chapter 27 (skim) | Summarised table on D.T.A. | |

Firing leads to drivers strike

Mail Reporter

DRIVERS at the British Petroleum depot at Industria, Johannesburg — which supplies petrol to service stations in the central and western Reef — refused to make deliveries yesterday in protest against the sacking of a colleague.

The drivers returned to their trucks shortly after noon after a work stoppage lasting six hours, during which deliveries to BP, Shell and Trek petrol stations in Johannesburg, Randburg, Sandton, Soweto, Rondepont, Krugersdorp and Randfontein were disrupted.

Spokesmen for the drivers, all members of the Transport and Allied Workers Union, telephoned the manager, Mr Chris Horn, at his home before 6am yesterday to tell him they would not work because of the decision to dismiss fellow driver Mr Phinda Shange.

Grievances

An emergency meeting was held with management at 8am. The drivers resumed work only after management promised to suspend Mr Shange instead of firing him.

Mr Horn would not comment on the workers' allegations or their grievances. "All I am prepared to say is that we had a meeting with the workers," he said.

Dispatchers and other workers at the depot joined the drivers in the work stoppage. The workers said Mr Shange was their representative in the company's works committee.

They said the company wanted to fire Mr Shange because police had laid a charge of reckless driving against him after his truck was involved in an accident last March.

They said he was being victimised because of his "outspoken leadership".

The workers also demanded from the management:

- A minimum monthly salary of R750;

Allowance

- A special allowance for night shift;
- Equality in compensation pay-outs for white and black drivers as well as office staff;
- That pension money should be paid out to workers before the end of the year; and
- That the company clarified company policy regarding drivers who became involved in accidents while on duty;

They also wanted the company to make workers do the same shift and claimed that some workers did 11 hours shift while others only worked 8 hours shift.

| | | | | | |
|-----------|----|--|---|-----------------------------------|-------------------------|
| 24 August | 19 | Tax Planning | S.1 definition of 'South African Company', 'Republic', 'territory', definition of 'permanent establishment' in various DTA's; ss.28bis, 37A, 30, 31, 24B. | Handout on U.K. Imputation System | T.1423 T.1430 8.9 |
| | | Foreign Companies/Foreign Transactions | | | |
| | | S.W.A. Income | | | |
| | | Walvis Bay Residents | | | |
| | | N.R.S.T. | | | |
| | | N.R.T.I. | | | |
| | | Foreign Exchange | | | |
| | | U.K. Imputation System | | | |

IN addition to asking for an average 12 percent increase in fares City Tramways is asking for a penalty fare for overriding and for a system whereby drivers do not handle money late at night.

The National Transport Commission is hearing the application — and a multitude of objections — at a sitting in Cape Town.

Appearing for City Tramways, Mr Selwyn Sellikowitz, instructed by R Asherson and Asherson, said that for many years legitimate passengers had subsidised those who deliberately over-rode.

ATTACKS

This created a burden on people who paid full fare. It was nothing less than stealing a ride.

He said the company sought the right not to have to oblige drivers and conductors to give change late at night.

Drivers had been attacked and brutally beaten up more frequently lately.

The company wanted to provide a situation whereby drivers did not carry money, and that fares were deposited in a box to which the driver had no access.

The present fares were fixed during July 1979, and costs had increased.

COSTS

If fares were fixed according to what the poorest person could afford they would be very low

indeed. However, a certain amount of money was required to operate the service.

'The company has come under a lot of attacks. It stood up in public and was subjected to an inquiry when it wanted to increase the cost of fares, whereas when bread and milk are increased no one is asked to account for this.'

It was clearly in the interests of the company to have as low a fare as it

could afford. But until the time when public transport in Cape Town was no longer in the hands of a company, a profit would be made.

OBJECTOR

The hearing came to a halt when one of the 140 objectors present started to shout: 'It is all lies.'

The chairman of the commission, Mr H C van Zyl, called an adjournment for 10 minutes then changed it to the luncheon adjournment. He asked the objector, who was from Elsie's River, to leave the hall.

Earlier he asked the objector to remain quiet as his representatives would have a chance to put his views.

It was one of several interruptions.

Mr van Zyl repeatedly asked objectors not to interrupt so that the commission could concentrate on hearing the application.

Tramways put case to raise fares

Aug 17/8/81

332

WAT

Whatever the motive, the education tended to transform the pupils into English ladies and gentlemen: to so immerse them in European culture that their African identities were submerged. They were clothed in Western dress and fed a Western diet. Their day was taken up with instruction and improvement, and there was no time for play. Their only venture into the outside world was attending St John's Church, Wynberg, occasionally for divine service.

The Revd Edward Glover, Bishop Gray's son-in-law and a leading theologian at the Cape, was appointed Warden in 1859. He fully expected to find the pupils "a compound of the wild beast and of the spirit of evil, with passions uncontrolled, and full of that mixture of duplicity and cruelty which is generally considered the characteristic of those who for long years have sat in darkness".¹⁷ He was greatly relieved, therefore, to find a properly functioning school, with some very promising students; and he could not fault his charges' conduct.

However, not all the boys were happy with their education. There were some who resented the practical side of their training and wished to return home. The College had been established as part of Grey's countrywide scheme of industrial education for

It's a dice of death

SOUTH AFRICA appears to be the No. 1 contender for a title without honour — world champion road accident country, according to Mr. Willem Cruywagen, administrator of the Department of Transport.

Cruywagen says SA vying for world's worst road toll

And he warned that only a change of attitude among South Africans — devil-take-the-wheel road drivers — would reduce the soaring accident rate.

Opening the congress of the Southern Africa Institute of Traffic Officers in Durban on Monday, Mr. Cruywagen said that South Africa was approaching an estimated

rate of 1 000 a day. There were 2 818 fatal road accidents in the first four months of this year, a massive jump from 1 877 last year. The death rate in South Africa per 100km travelled was 14.4, far above that of the best Western countries — 1.0 to 1.5. In 1977, 10 000 lives were lost in road accidents in Britain, 2 500 in Australia, 8 500 in Germany, 4 900 in France, 5 000 in Portugal, was ahead of South Africa with 14.4 deaths per 100km travelled.

It is clear that South Africa has the reputation of continuously vying for the title as the Western world's champion for road accidents, Mr. Cruywagen said. An analysis of the causes of road accidents showed about 77% were blamed on human error, about 14% on the road and about 9% on the vehicle.

Most were caused by a combination of factors. If the accident rate in South Africa was to be reduced, the attitude of many motorists would have to change, he said.

The main causes of road accidents were still drunken driving, ignoring elementary road signs such as stop signs, ignoring speed limits and solid white lines, bad driving and, in many cases, sheer laxity and a devil-may-care attitude.

An investigation into the use of seatbelts during the past few months had shown a drop of more than 20% in the casualty figure for drivers and front-

passenger seats using belts. Many people resented using seatbelts because they were forced to do so by law.

"The attitude seem to be that it is, after all, their lives, limbs and faces which are involved," Mr. Cruywagen said.

But in the end, the community suffered. The cost of road accidents in a single year was R50-million — an average of more than R1 500 000 a day.

Key task

Some people were a threat to themselves and other road-users and it was a difficult task to reverse their attitudes.

Traffic officials had a thankless but essential task. He urged the Institute of Traffic Officers to strive for centralised training of officers.

This would enhance the image of traffic officers and improve their relationship with the public, Mr. Cruywagen said.

— Sapa.

PE drivers say their buses are overloaded

Ev Post 18/8/81 (332)

By SANDRA SMITH

EMPLOYEES of PE Tramways claim that buses carrying passengers to Port Elizabeth's black residential areas are overloaded regularly.

This is the latest development in the city's year-long bus crisis which has resulted in thousands of commuters battling daily to get to work on time.

But the deputy general manager of PE Tramways, Mr G Shields, said that overloading was against company rules and the law.

"Every bus has a legal capacity determined by the Traffic Department when a bus is first licenced," he said.

"Drivers are not allowed to overload and can be prosecuted."

Told that two of his drivers had said they were overloading their vehicles, he said he hoped they would get caught by the Traffic Department.

Two officials controlling the flow of passengers at one point

told the Evening Post yesterday that some buses carried more than the legal capacity of passengers. Neither wanted to be named.

"Most of the time they overload these buses because there are so many people in the queues," said one.

Another said: "The double-decker buses can carry 88 passengers, and the smaller buses 77. We do overload, but by only a few passengers in case the buses break down."

Yesterday, some buses did appear to be overloaded. They were jammed to capacity with not even standing room available.

One of the people in the queue outside the New Law Courts, Mrs L Davies, of Arcadia, said: "Of course they overload these buses. You can wait more than an hour for a bus with space to arrive. If they didn't overload, you could stand here all night. Often the people are packed in like sardines, otherwise we'd never get home."

Said Mr Shields: "Drivers do have a problem if, for example, four people too many board a bus and refuse to get off when the driver asks them to."

"Some drivers turn off the engine and wait for them to get off. Then the passengers get angry and put them off themselves."

Mr Shields said the company had no way of checking whether drivers were overloading their buses.

The Municipal Traffic Department could not be reached for comment today.

As a result of talks between the Midland Chamber of Industries and PE Tramways last month, a survey is being undertaken to establish the transport requirements of industry in Port Elizabeth and Uitenhage.

The bus transport crisis in Port Elizabeth's black residential areas is taking its toll in industry, where high levels of absenteeism are being recorded.

Tramways ask for 12 pc fares rise

Staff Reporter

CITY Tramways earnings were reduced by R267 000 a month because of a delay in obtaining an increase in bus fares, a National Transport Commission hearing was told yesterday.

City Tramways asked for an average 12 percent fares increase.

"The increase applied for would provide shareholders in City Tramways with a profit of R2,6 million if the new fares had been granted last July," said Mr Selwyn Selikowitz, who appeared for City Tramways.

The bus operation was a capital-intensive one, and with the replacement cost of buses running at R56 000 each, and a with fleet of 711 vehicles needed to provide the service, the vast amount of capital, R29,6 million, invested by shareholders in City Tramways was understandable.

Mr Selikowitz said that since this increase was the first applied for since 1979, the proposed increase of 12 percent on average represented an increase of 6 percent a year.

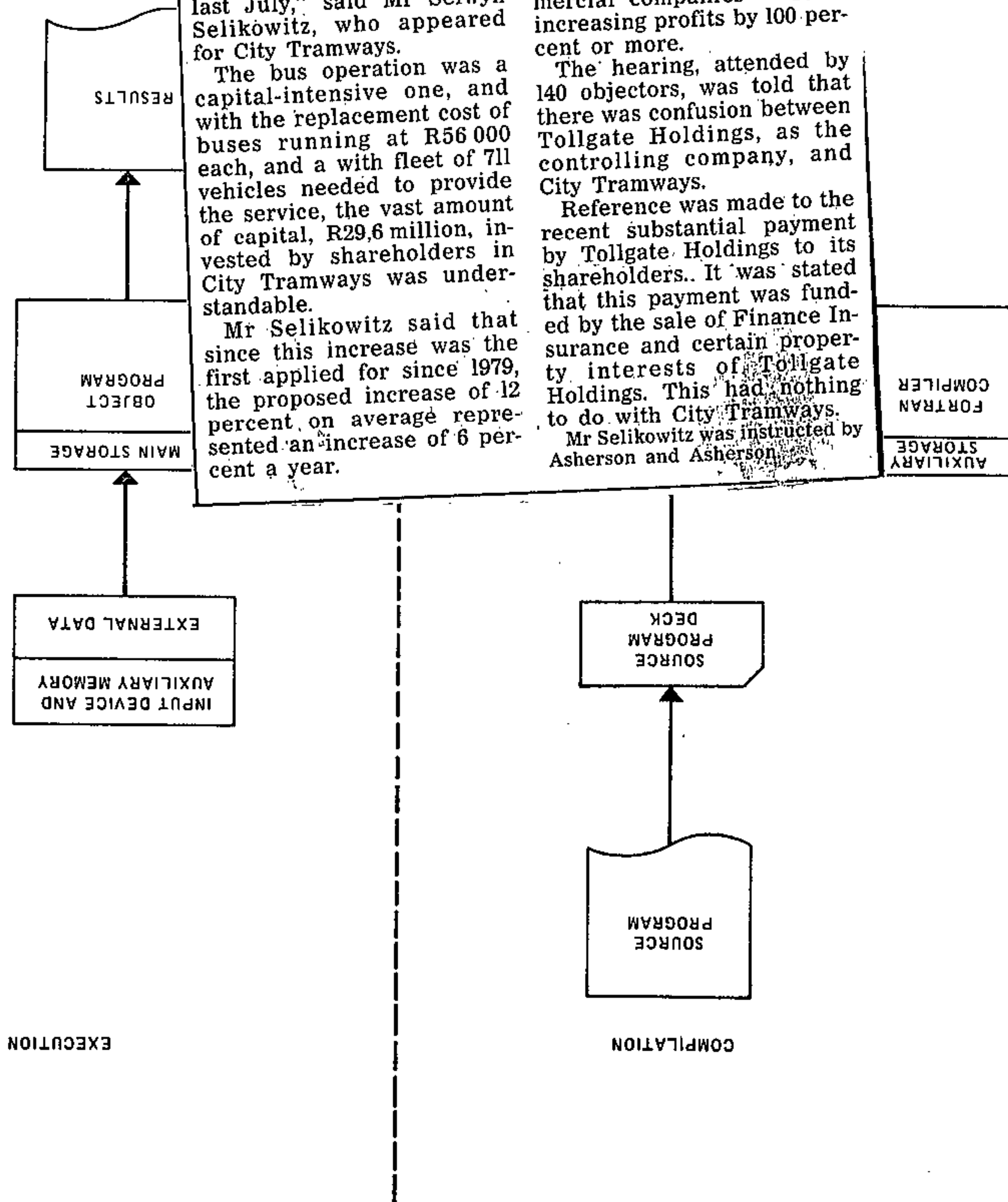
"Seen against the Consumer Price Index, which shows a cost-of-living increase for Cape Town of 30 percent since June 1979, the new fares applied for cannot be seen as having a significant effect on the inflationary spiral."

He said the company was asking for a return on capital invested of only 8,72 percent. This constituted "a very modest return indeed", in the light of very large profits currently being made by many industrial and commercial companies — some increasing profits by 100 percent or more.

The hearing, attended by 140 objectors, was told that there was confusion between Tollgate Holdings, as the controlling company, and City Tramways.

Reference was made to the recent substantial payment by Tollgate Holdings to its shareholders. It was stated that this payment was funded by the sale of Finance Insurance and certain property interests of Tollgate Holdings. This had nothing to do with City Tramways.

Mr Selikowitz was instructed by Asherson and Asherson.



Steps 1 through 4 can be performed in a fairly rapid sequence referred to as "the compile and execute process" shown in Figure 1-4. The object program is placed in main storage as it is created by the compiler (rather than being transmitted in the form of punched cards as described in step 3) and immediately executed.

Bus fare rises cause anger says counsel

WHEN schoolchildren became angry they directed their anger at schools; when groups became angry they directed their anger at buses, the National Transport Commission hearing of the City Transport application for an increase in bus fares was told today.

Mr Geoff Budlender, for 22 of the 32 objections lodged against the application, quoted this warning by Bishop Desmond Tutu of the SA Council of Churches to a similar hearing in Johannesburg recently.

He said this hearing by the commission was a very important one because many people represented by substantial organisations were very concerned at bus fare increases. And they were people who used the buses and who would have to pay the additional prices.

PETITIONS

He told the commission that he would hand in petitions signed by many of the people and pointed to a large pile of foolscap pages which he had at his table.

Buses he said, often became the symbol and focus of anger which might not be sourced in the buses themselves but the effects of such increases should be fresh in the memory of the Cape Town people from the events of just a year ago.

City Tramways, far from being a beneficiary of a holding company, Tollgate Holdings' philanthropy, as

had been suggested by the counsel for Tramways, Mr S Selikowitz, was a major contributor to their profits.

And Tollgate Holdings, was one of the top companies in the top 100 judged by any standards.

Discussing the penalty fare which City Tramways had applied for, he said that the refusal to give change would lead to a great deal of anger among commuters.

While researching among commuters in Johannesburg for a similar hearing, one of the main causes of complaint that he had repeatedly encountered was that when tendering 50c for a 45c fare, drivers often claimed not to have change.

And the anger of a commuter at having to pay that extra 5c was very great indeed, Mr Budlender said.

Mr Budlender said the council should take note of four facts which in his opinion were enough to negate the application by City Tramways for increased bus fares.

In the first place he pointed out that during

their last application they underestimated the income by R4 750 000, which amounted to a deviation of 14 percent.

This new claim, for earnings estimated at R3,9-million was less than the 1979 estimate as compared with R3,47-million estimated in this application.

Mr Budlender said a year ago the company was already earning more than they say they will need next year.

CAPITAL

In the fourth case he said that to judge on their past record the company could not estimate passenger resistance with any accuracy.

Dealing in detail with the company's accounts, Mr Budlender alleged the company wanted an inflated capital and on top of that they were also asking for a substantial return.

In other words they want super profits. None of us can get our investments at the rate of inflation and on top of that nearly nine percent interest.

(Poitei Zion), a group of Zionist Socialist activists trying to

operate between Zionism and Internationalism, 60 active in Cape

Town since 1918, was one of the major 'blood-donors' to the

League. Most of its members, led by Joe Pick, 61 joined the

organisation en masse at the end of 1920 when a Cape Town Jewish

branch was established. 62 This amalgamation followed the split

in 1920 between the Left Poitei Zion and the Poitei Zion, the

former being more internationally inclined by seeking affiliation

to the Comintern. 63

Police records of the period are contradictory in nature. Although

stating that the vast majority of the League's following and

membership was composed of 'Russian Jews', 64 they also mention that

"the League cannot be said to be making progress... and it is

certainly not popular in the responsible section of the Jewish

Govt is accused of wasting transport

By Richard Paris,
Transport Reporter

The Government was encouraging industry to waste fuel, time and money through its illogical method of granting temporary licences to road hauliers, say transport spokesmen.

Criticising the Local Road Transportation Board, which grants temporary licences to haul goods, a Reef transport haulier, Mr J W S Lategan, said: "I applied for a permit to transport a lorry load of soft drinks which were in short supply, to the Northern Transvaal.

"My lorry can hold 2160 cases of canned beverages but the permit finally approved by the Road Transportation Board was for only 1000 cases.

"This means I have to send a large vehicle as far as Louis Trichardt less than half full, wasting petrol, a driver's time and money."

He said permits were often refused altogether or the quantity requested was cut by half or more without reasons supplied to the applicant.

An attorney acting for

several road hauliers told The Star road transportation boards in South African cities had gone from one extreme to the other in just two years.

"Before 1979 it was so easy to get a temporary permit to transport goods that many transport companies were created which could thrive without ever bothering to get permanent licences.

"Admittedly this had to be stopped.

"Since that time the number of permits granted has been greatly reduced but there does not appear to be any logic in the system applied.

"It is making life very frustrating indeed for road hauliers."

The attorney said it was not unusual to have an application turned down by the board only to have it accepted half an hour later without the transport company making any alterations to the form.

"Of course South African Railways has to be protected along with the permanent licensees but the local Road Transportation Board is seriously holding up urgently needed goods when it turns down an application.

"At best all the officials will say is that there are already permanent licence holders on the route in question.

"In fact the services are inadequate for the demand otherwise the client would not employ a haulier that has to get a temporary permit," he said.

There was no central record office for road hauliers to determine which company was licensed to transport what and where.

Another transport spokesman, Mr Nel Swart, said he believed companies were turned down for temporary permits often because they lacked the motivation to give sufficient reasons for the necessity of a permit.

"The applicant must prove the facilities that already exist for transporting goods are unreasonable.

Mr Nel said the board had to be careful not to grant permits too easily as "many of these companies wanted to take the cream of the crop to the detriment of the SAR and private companies which hold permanent licences."

But the attorney interviewed rejected this, pointing out that almost 80 percent of all applications to the board came from transport consultants who were experts on how the permits should be obtained, yet they still lost out much of the time.

All road hauliers interviewed admitted that applications for temporary permits fluctuated rather than remaining constant throughout the year.

But the numbers, they said, did not increase greatly over a long period of time.

When asked why it did not give reasons for applications being rejected, the Road Transportation Board in Johannesburg referred The Star to the Director-General of Transport in Pretoria.

A spokesman for the Director-General said hauliers could appeal to the department to have their applications reviewed.

But as one haulier said: "We try this and it usually amounts to nothing.

"Anyway, temporary permits are for goods that need to go almost immediately so an appeal would be useless."

status which will ensure the economic and political equality which you are seeking",¹³⁷ or as the Burger puts it: "Die regering sal altyd probeer om aan die Slamsse n hoër status te gee as wat hulle best, en dit is gelyke regte met die blanke man."¹³⁸ He went on to show that these were not idle promises, but that the government was already moving in the direction of removing the colour-bar for the Malays and coloured people. In conclusion, he said: "The interests of the Europeans are the interests of the Malays, and the policy for which the present Government stands is based on three great principles - South Africa first, co-operation of all the civilised sections

Tramways deny that PE buses are overloaded

AV Post 19/8/81
(332)

Post Reporter

ALTHOUGH some Port Elizabeth buses seemed to be overloaded this was not necessarily the case — it was just that a new type of bus accommodated more standing passengers, the deputy general manager of PE Tramways, Mr G Shields, said today.

He added that the firm had not been given a traffic ticket for overloading "for some time".

He was reacting to a report yesterday which quoted employees of PE Tramways as saying that buses run by the company were often overloaded. "A bus driver, just like any other citizen, is required to obey the law, and the company does not condone the breaking of any law by an employee," Mr Shields said.

However, the company often defended a driver in court if it was satisfied that he did not commit the offence he was being charged with, or if there were mitigating circumstances.

"One type of offence is, for example, where a bus has defective headlights. As long as a driver has checked his bus before leaving the depot, we will defend him in court or pay admission of guilt — we take over the responsibility."

Mr Shields said many of the company's buses were now of the type which allowed more passengers than before to stand. This made buses appear to be overcrowded. The number of passengers permitted to stand depended on the type of vehicle.

The company was working towards using a type of bus which carried 60 seated and 40 standing passengers.

'Time to call halt to super profits'

By ENRICO KEMP

CITY Tramways had more than doubled the value of its capital in the five years from 1976 to 1980, an attorney told a National Transport Commission hearing yesterday.

Mr Geoff Budlender, of the Legal Resources Centre in Johannesburg, was representing 22 of 32 community organizations objecting to applications for bus fare increases by City Tramways and Associated Bus Holdings.

Quoting from the company's published balance sheets, he said capital investment had grown from R5 million in 1976 to R10,647 m in 1980. During the same period, dividends paid out to their holding company, Cape Tramways, had increased from R750 000 to R3 m. Total dividends for the five years amounted to R11,050 m.

"This represents an annual capital growth rate of about 16,3 percent and means that the company's capital has grown at more than the rate of inflation. Also, City Tramways has got back more than double their investment in the past five years," Mr Budlender said.

He said the company wanted to continue earning "super profits" by inflating its capital at the rate of inflation and simultaneously earning substantial dividends.

"The bulk of profits are made from commuters in the poorest section of the community. City Tramways has a captive market of the poorest citizens of Cape Town out on the Cape Flats. It is

this that makes their parent company (Tollgate Holdings) one of the giants in South African industry.

"The question is whether they should be allowed to make super profits at the expense of the poorer section of the community. The time has now come to call a halt to these super profits," Mr Budlender told the commission.

If bus fares were increased, he said, they could be carried by either commuters, the government (in the form of a higher subsidy) or by employers (by increasing wages). Alternatively, Tollgate Holdings or City Tramways should carry part of the increased costs.

"The people who can most afford to pull in their belt is City Tramways. With their monopoly and State subsidies, there is no free enterprise in the City Tramways. The only resemblance to free enterprise is that, at the end of the day, money goes into the pockets of private individuals. Sooner or later, the government will have to intervene," Mr Budlender said.

Petition

He handed in a petition signed by 20 028 people protesting against the proposed fare increases and called on the commission to "consider an economic fare, not only for the company, but also for the commuter".

Giving evidence in support of objections, the chairman of the Cape Areas Housing Action Committee (Cahac), Mr Wilfred Rhodes, called on the commission not to grant the proposed fare in-

creases and warned that "a concession to any of the bus companies" could lead to discontent and social disorder. Mr Rhodes said public transport services should be provided by either the local authority or the State.

The chairman of the Cape Town Municipal Workers' Association, Mr John Erentzen, told the commission his association represented 10 500 workers, of whom about 80 percent were semi-skilled or unskilled. These people lived as far afield as Atlantis. In the past, they lived near their places of work, but were forced to move when the Group Areas Act was implemented.

Transport costs

Mr Erentzen said transport costs were "enormous" and a wage increase to municipal workers in January this year was found to be inadequate. The average worker, who earned about R37,26 a week, spent about 12 to 15 percent of his wage on transport costs.

The vice-chairman of the Federation of Cape Civic Associations, Mr Abraham Fortuin, said people were "upset" by the recent increase in the price of bread and a similar increase in bus fares would lead to further discontent.

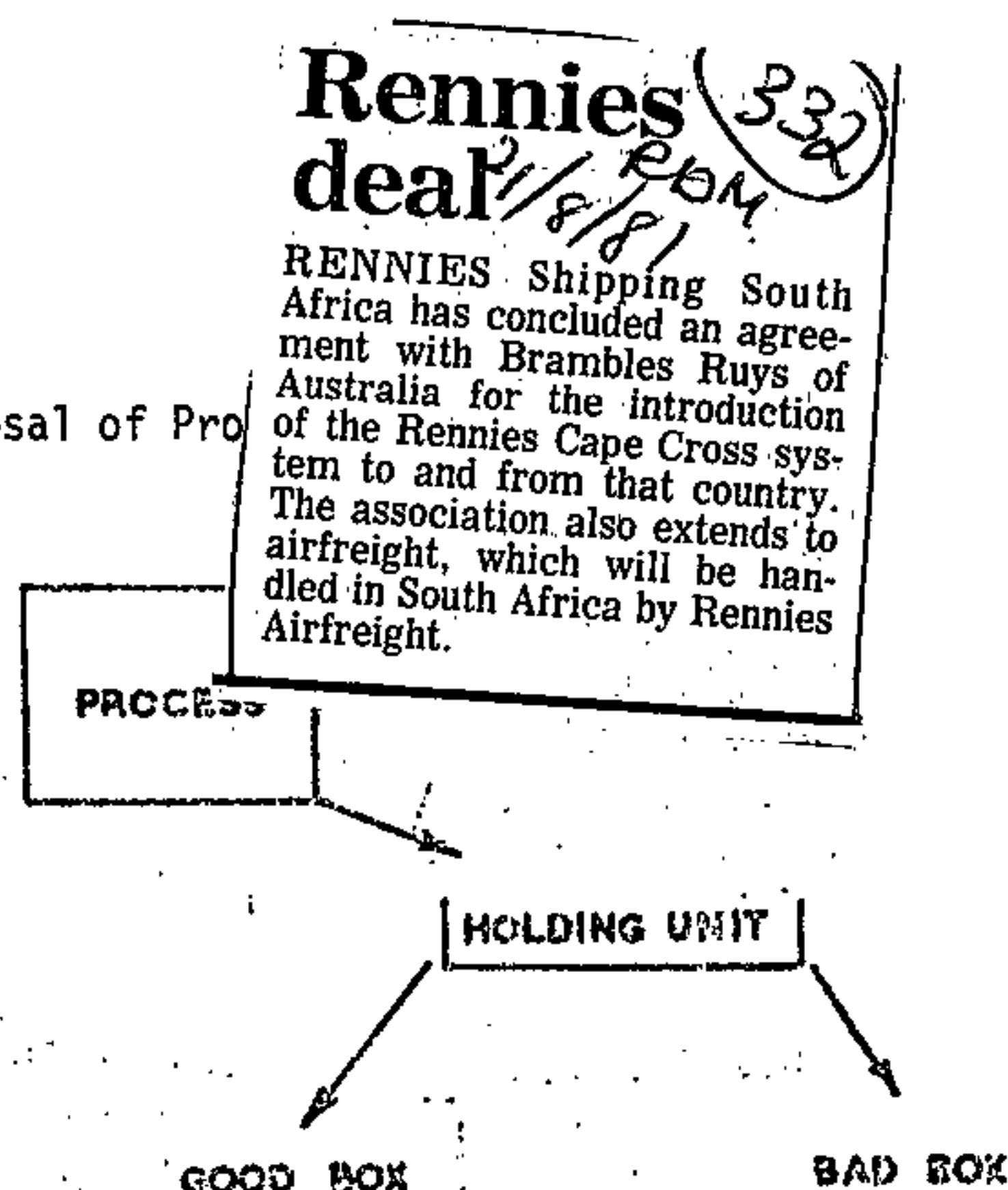
The hearing continues today.

The commission is chaired by Mr H C van Zyl, assisted by Mr B Slabber, Mr E F Niksch and Mr J Louw. Mr S Selikowitz, instructed by Asherson and Asherson, appears for City Tramways. Mr G Budlender, Mr A M Omar, Mr P Sonn, Mr E Daniels, Mr Z Ebrahim and Miss Y S Meer appear for the 32 objectors.

SECTION:

2

Disposal of Pro



'THE CONTROL PROCEDURE'

The diagram above shows two alternative routes for products leaving the holding unit. If both the sample and the pattern of points generated by the sample are satisfactory, the contents of the holding unit are emptied into the 'Good Box'. If the process requires attention, either as a result of the sample chosen by the quality control, or as a result of information collected by any of the production staff, then the contents of the holding unit are emptied into the 'Bad Box'. Thus disposal of the product is not carried out until the process has been successfully corrected.

10.9

SAMPLING INSPECTION

Inspection, either one-hundred percent inspection or sampling inspection, is primarily concerned with ensuring that satisfactory products pass the inspection point. It may happen that the product must be inspected as individual items and that if some of these are defective then one-hundred percent inspection is essential. If on the other hand, if some acceptable level of quality for the mass can be agreed, then the amount of inspection need only be sufficient to ensure, with a reasonable degree of assurance, that the batch or 'lot' of work being inspected has achieved the required level of quality. Consequently, there exists many situations in which the whole of the lot need not be inspected, a decision being taken on a sample chosen from it. When the method of inspection is destructive, taking decisions based on evidence collected from samples is unavoidable.

10.9.1

PURPOSES OF SAMPLING INSPECTION

The chief purposes of sampling inspection are:

- 1 To separate bad lots from good lots, accepting the good, rejecting the bad.
- 2 To accumulate information about the manufacturing process, whether it is situated in the supplier's factory or in the inspector's own factory. This information should be fed back to the supplier to exert pressure to achieve and maintain a satisfactory standard.

PFP amendment CT 22/8/81 (267) (332) saves R40 000

Staff Reporter

AN amendment proposed this week by the opposition in the Provincial Council and accepted by the MEC for Roads, Mr J Pienaar, will save City Tramways about R40 000 in licence fees next year.

According to the original draft ordinance, buses fell into two main categories, with those over the 10 000kg mark being liable for licence fees of R900 and those below this mark to licence fees of R660.

With the company's new fleet of single decker buses just exceeding 10 000kg, this would have entailed a large increase in licence fee costs for Tramways.

The Progressive Federal Party amendment raised the cut-off mark of the first category to 10 500kg, thus saving the bus company R240 on each of its new buses.

A Tramways spokesman said the estimated saving, which had not yet been calculated, would be so small in terms of total expenditure, on the basis of which fare increases were applied for, that it would make no appreciable difference to future fares.

But the saving would certainly be taken into account when the company applied for its next increase in fares, he said.

The opposition has been more successful in the number of amendments it has had accepted by the National Party this session than in previous sessions.

The leader of the opposition, Mr Herbert Hirsch, has attributed this to a number of factors, the most significant being a bigger PFP team in the Provincial Council than before resulting in more expertise, and the apolitical nature of many of

these amendments.

While the NP had shown more flexibility than before when it came to these politically uncontentious amendments, Mr Hirsch said, it had remained inflexible on any issues which touched on politics.

Mr Hirsch mentioned also the part played by one of the PFP's new acquisitions to the council, former economics professor, Mr Geoff Everingham (Pinelands).

He had framed the amendment on licence fees for buses, as well as an amendment which saved money for about 225 000 drivers by dropping fees for cars in one category from R12 to R6, and saving the owners of cars in another weight group any increase at all.

These amendments had been framed in such a way, said Mr Hirsch, that the government could not easily reject them.

11.9.2 CHART OF PERMANENT INJURY ACCORDING TO LOCATION OF INJURY

For each location of injury the number of permanent disablement injuries as a percentage of the total number of permanent disablement cases is shown.

| | |
|---------|--------|
| head | 4.27% |
| eyes | 3.85% |
| arms | 6.73% |
| trunk | 7.68% |
| hands | 3.23% |
| fingers | 50.70% |
| legs | 13.85% |
| feet | 2.31% |
| toes | 2.19% |
| general | 5.19% |



E.A.C.

| | |
|-------|-------|
| head | 4.97% |
| eyes | 4.71% |
| arms | 5.79% |
| trunk | 2.40% |
| hands | 2.93% |



BANTU

Fight to keep busfares down

CITY Tramways not only want an increase in bus fares but also a penalty for over-riding and a system whereby drivers would not have to provide change late at night.

This was said by Mr S Selikowitz, SC, who is presenting the bus company's case in an application for an increase in fares.

Representatives of about 30 community organisations, churches and trade unions are opposing it in 'round two' of their fight to keep the bus fares down.

The objectors won the first round last month when the National Transport Commission post-



C-Herald 22/8/81

poned the hearing to allow the objectors time to study books and accounts of the company.

More than 100 representatives packed the board room in the Nedbank

Building on the Fore-shore, while many more were forced to stand outside.

About 70 people arrived by bus from Grassy Park at 11 am.

Mr Selikowitz said the increases were necessary because of the increase in costs and the higher wages needed to pay workers.

The hearing is continuing.

332 #4

Call for Atlantis bus subsidies

THE Government must help the residents of Atlantis to pay their busfares, seeing that it is the Government who 'forced us to come here' a resident told a crowded busfare protest meeting at Atlantis last week.

The Government helps the industries with subsidies, and it should do the same for residents, said the assistant secretary of the Atlantis Civic Association, Mr Noel Williams.

Even with help industry cannot cope financially, yet we, without the advantages of huge financial resources, are expected to cope on our own.

The Government should start making some concessions to us now, Mr Williams said.

He is the representative of the association in its

fight against higher busfares, for which Atlantis Bus Holdings has applied.

The company wants a 40 percent increase.

The chairman of the Atlantis Civic Association, Mr Andy van Aswegen said a rise in busfares would hit Atlantis residents particularly hard since they were completely dependent on the only bus company in the township. There is no train service.

Buses also have to be used for shopping and to obtain specialist medical attention.

'Without the buses we are as good as cut off from the outside world,' Mr van Aswegen said.

A former chairman of the association, Mr Jeff Leonard, referred to Secunda in the Eastern Transvaal as an example of what could be done for the people of Atlantis.

Secunda is a white decentralised area which house workers at Sason Two and Three.

With Secunda the Government first took industry there and then people.



MR Noel Williams, who called for Government subsidies for Atlantis residents.

'But with Atlantis, the Government first took the people there and then hopes to take industry there,' Mr Leonard said.

A boycott of buses by Atlantis residents would be difficult he said.

'Atlantis is 50 kilometres from Cape Town and that is a long way to walk.'

The following

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'Prevention is

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1

Safety inspectio

SAFE 11.3.1

Procedures should exist within the company's safety policy for bringing about the measures listed above.

on the subject available from various safety organisations.

and Building Work Act, must be observed. Furthermore there is a great deal of reference material

In respect of the above the relevant legal and health requirements as laid out in the Factories, Machinery

Suitable provision of screening for adequate noise reduction.

Provision of adequate and effective heating and ventilation systems.

The provision of safe and adequate lighting.

Safe plant layout in accordance with statutory regulations.

The safe design of machines and equipment.

New Ford Cargo range may be in SA soon

By JOHANN van RHEEDE

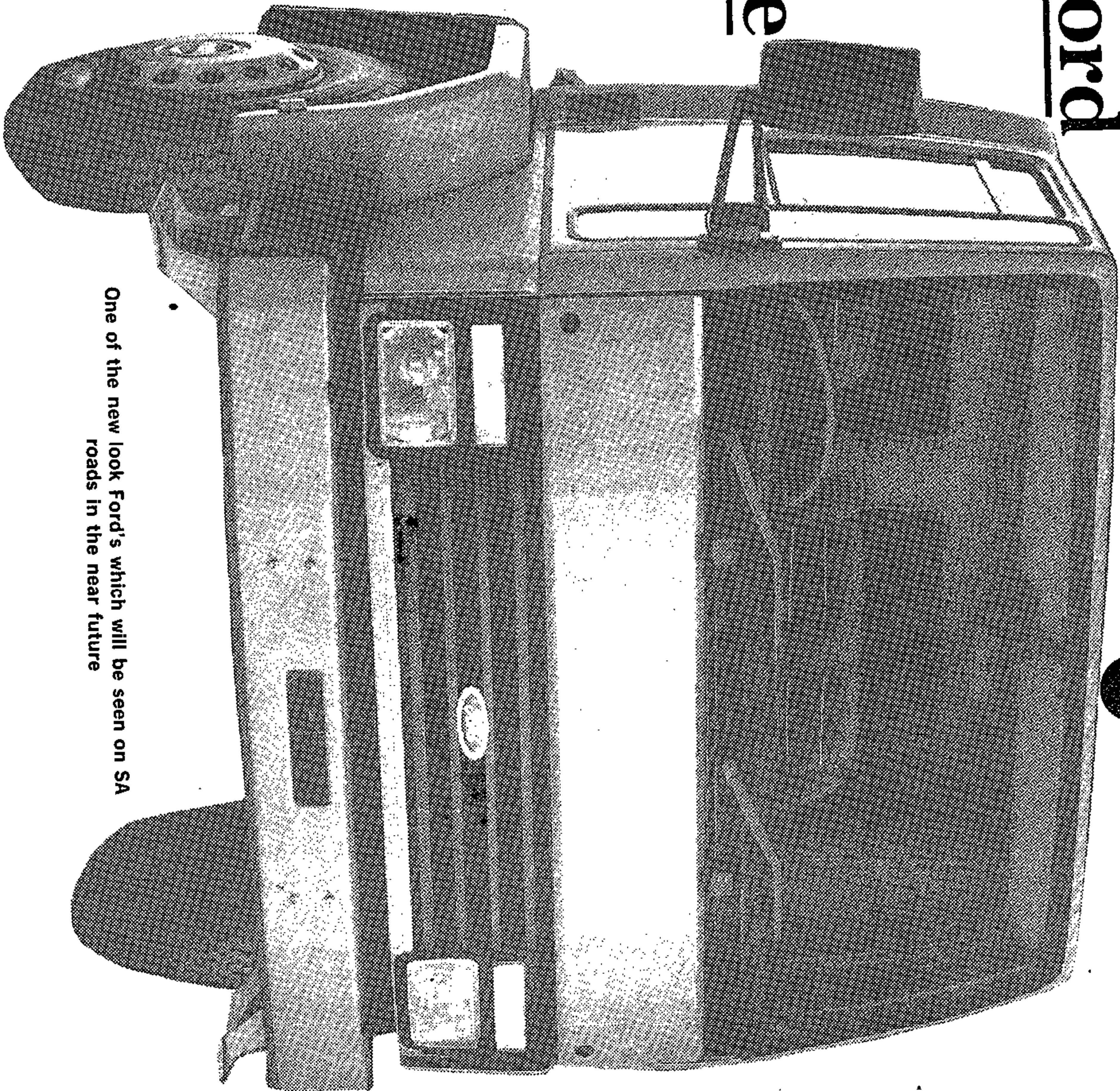
EXPECTATIONS are that Ford will soon launch its new Cargo range of trucks in South Africa — although the local company has remained silent over the issue for some months now following earlier announcements that Ford engineers had visited South Africa to obtain a profile of local requirements for the new range.

The Cargo range is the successor to the D-series and development work in the UK started six years ago with close to R246-million invested in the project. It resulted in a futuristic new range including 27 basic models from six tons through to 28 tons.

Production of the first units, six to 14 ton rigid and 17,2 to 21,3 ton articulated units began early this year and 16 ton rigid and 25 to 28 ton articulated units were launched in April. It is expected that 16 ton tippers and 26 ton six-wheelers will start coming off the production lines in September.

roughly the time when Ford SA is expected to launch the local configuration of the Cargo range.

Some commonality in D-



One of the new look Ford's which will be seen on SA roads in the near future

series components exists but approximately 2 000 new components were required and some 2 000 re-engineered. The new cab, some 100mm taller than the D-series with increased headroom and driver visibility is the most revolutionary concept of the new range.

Heavier

The new cab has fewer panels than its predecessor, although it is somewhat heavier and is mounted on

the chassis at four points. The cab tilts at 40 degrees for normal maintenance and 50 degrees for major repairs. Counter balance is obtained by means of torsion bars.

Among the most distinct features are a 25 percent larger windscreen and 75 percent more side glass areas, oblong halogen headlights and indicators and a corporate grille. Seats are comfortable and finished in black woven cloth. The aerodynamic design is

claimed to reduce drag and to result in greater fuel efficiency.

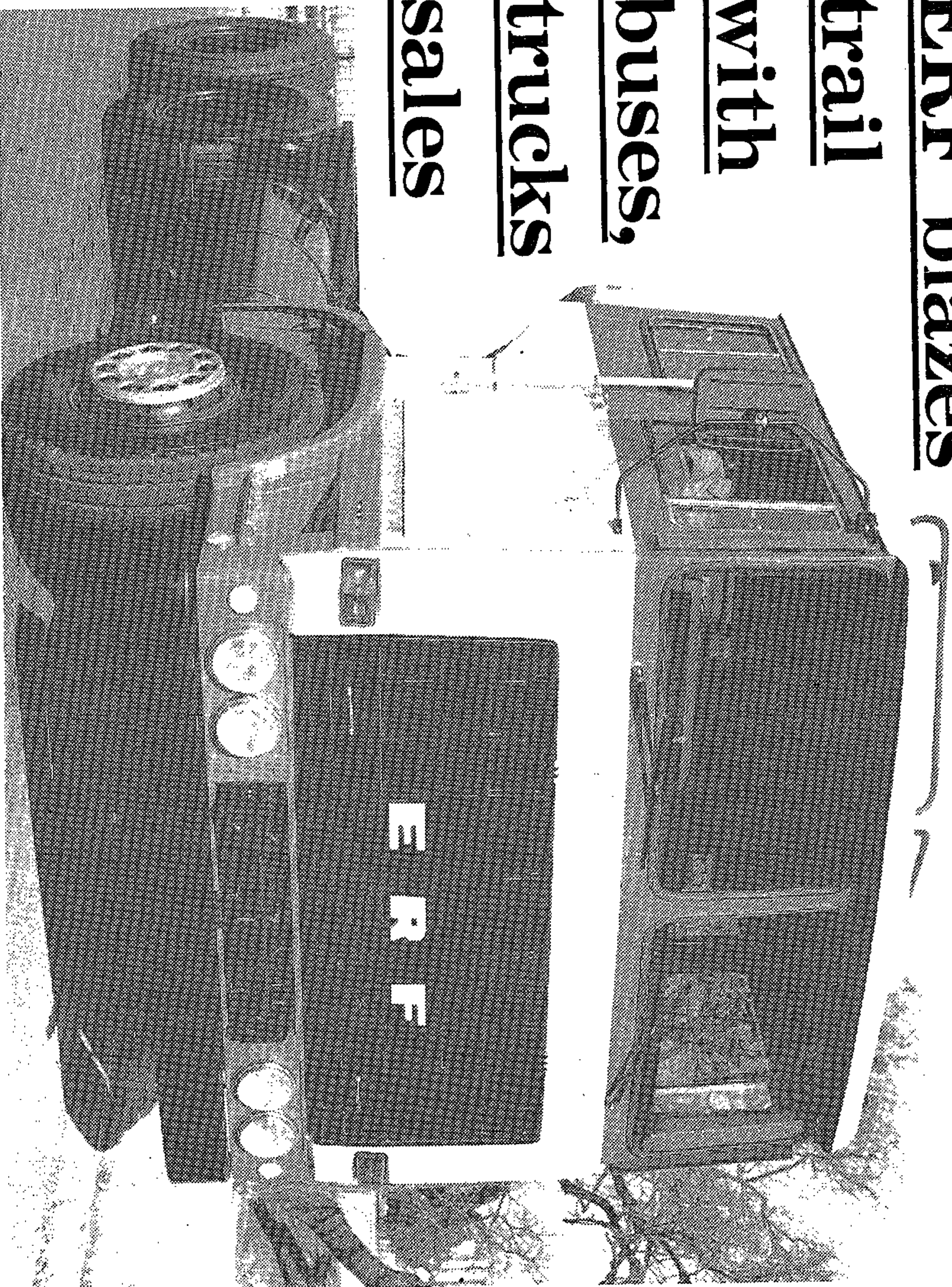
Diesel

Power for the Cargo range in Europe is a choice of six diesel engines, including Cummins and Perkins V8s, and Ford's 4.2L, 6.0L, 6.2L, and the 6.0L turbo-charged version. It has been suggested that Ford SA models above 13 tons, both may experience some difficulty in installing the ADE

range should the Cargo range be launched in South Africa after all. All models in the Cargo range will be fitted with hydraulic self-adjusting clutches and air assistance on V8 models will be optional.

A total of six transmissions are offered with four of these coming from Ford and two from ZF. Power steering is standard on models above 13 tons. Both minimum and multi-leaf suspensions are employed.

ERF blazes trail with buses, trucks sales



ERF's new Goldstar

ERF is blazing a trail with its sales of trucks and buses and, in line with most of the smaller local manufacturers, has denied that it has any intention of being squashed out of the market by major manufacturers bent on reducing the list of local manufacturers from 13 to six.

"The popularity of our custom-built trucks has shown a steady increase and I am sure that we will maintain or even improve on our five percent market share in the 20 000 GVM and

over category," says sales director John Barnett.

He said that the company last year increased sales by almost 80 percent and that similar growth could be expected this year.

"It has never been our intention to regard ERF as a main contender in the challenge for the top market spot. It has, and will, however, always be our intention to get a fair share of the category of the market that we are competing in."

"Recent developments in the trucking industry indicate that a decidedly changing pattern will occur and

we are keeping our options wide open providing a premium quality type of vehicle which will always have a sound market," he said.

ERF recently showed its new Goldstar range of vehicles comprising the 66(CU/450B) and the 66(CU/475)B 6 x 4 three-axled tractive units for the first time to South African operators at the ITEC '81 exhibition.

"It is particularly suitable for use in line-hauling units operating with twin trailer combinations or as an abnormal indivisible load with a GCM of up to

150 000kg," Mr Barnett said.

Both new models are available with the twin turbo-charged Cummins NTC 450/475 engines with a torque output of 1932 Nm and a power rating of up to 354 Kw.

Transmission is optional and can be either a Fuller nine-speed range change or a Dana Spicer 20-speed. Final drives will be Rockwell or Kirkstall with Hendrickson rubber suspension on the indivisible load model.

25 Hinos for Jo'burg

A fleet of 25 new Toyota Hino trucks supplied by Toyota South Africa's Heavy Truck Division to Cargo Carriers recently formed truck rental and leasing division will be used by the Johannesburg City Council's Road and Works Department.

The trucks, which are expected to do about 8 000 hard-working kilometres a month once they start rolling, will be driven by Cargo's drivers and the company will also be responsible for maintenance and spares replacement.

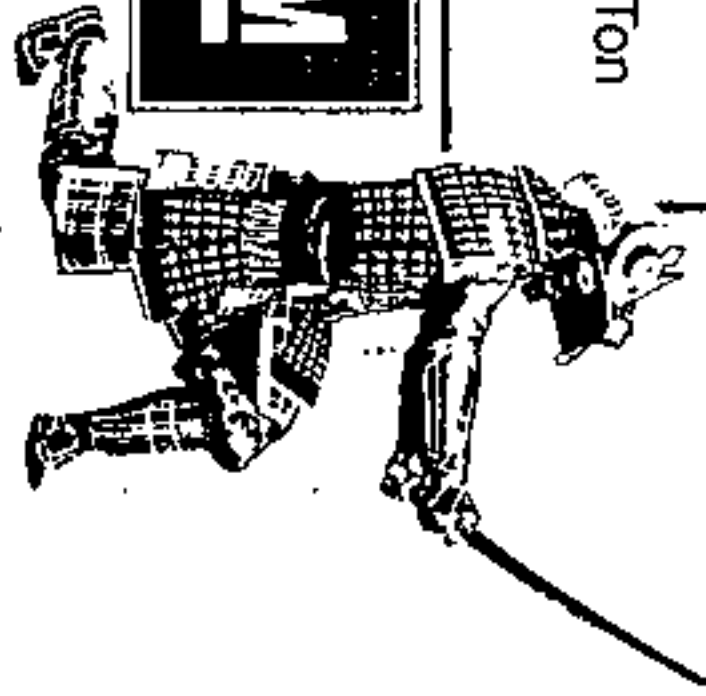
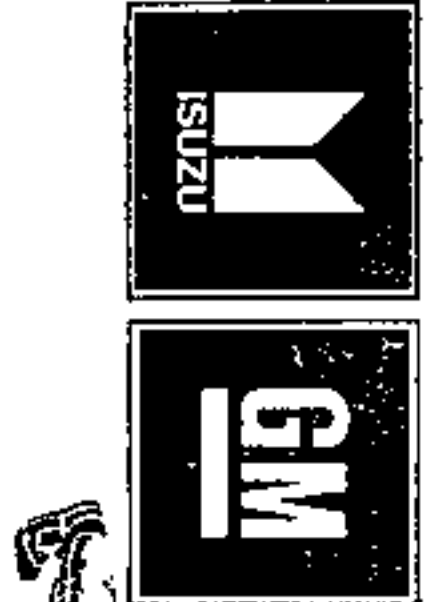
VPZ 441S 38 TON GCM TRACTOR. TURBOCHARGED PROFITPOWER.

Good news for the beedy end of the truck market. Isuzu has brought in their biggest competitor yet, Isuzu VPZ 441S. A turbocharged 6 x 4 tractor that hauls up to 38 tons, no sweat. And because it's turbocharged, it minimises power loss at high altitudes, making the VPZ totally suited to long hauls. As further evidence of its Big Pig qualities, just look at VPZ's cab, handsomely equipped with controls and instruments and with more than adequate sleeper space. The suspension seat is easily adjusted for height and rake for optimum comfort and minimum driver fatigue. Brakes are full air dual circuit service brake with auxiliary exhaust brake. The parking brake is spring-operated on all four rear wheels. Obviously in a truck this big and this modern you're going to have tons of questions no advertisement will be able to answer. However, your General Motors dealer is waiting with the information you need. Give him a call and let yourself in on Isuzu turbocharged profitpower.

ISUZU HAS A TRUCK FOR EVERY APPLICATION.

The Isuzu range is wider than ever before, so contact your Isuzu truck specialist at the nearest General Motors dealer and get him to help you choose the one that'll save you the most money.

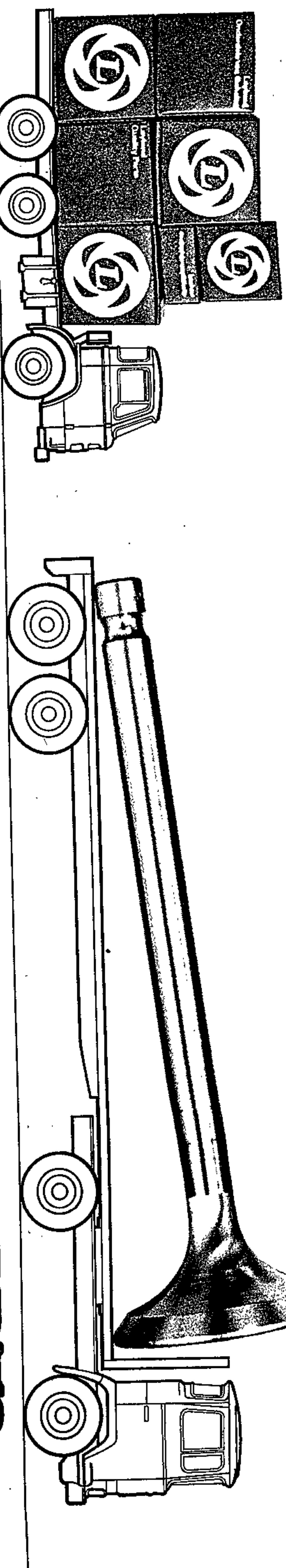
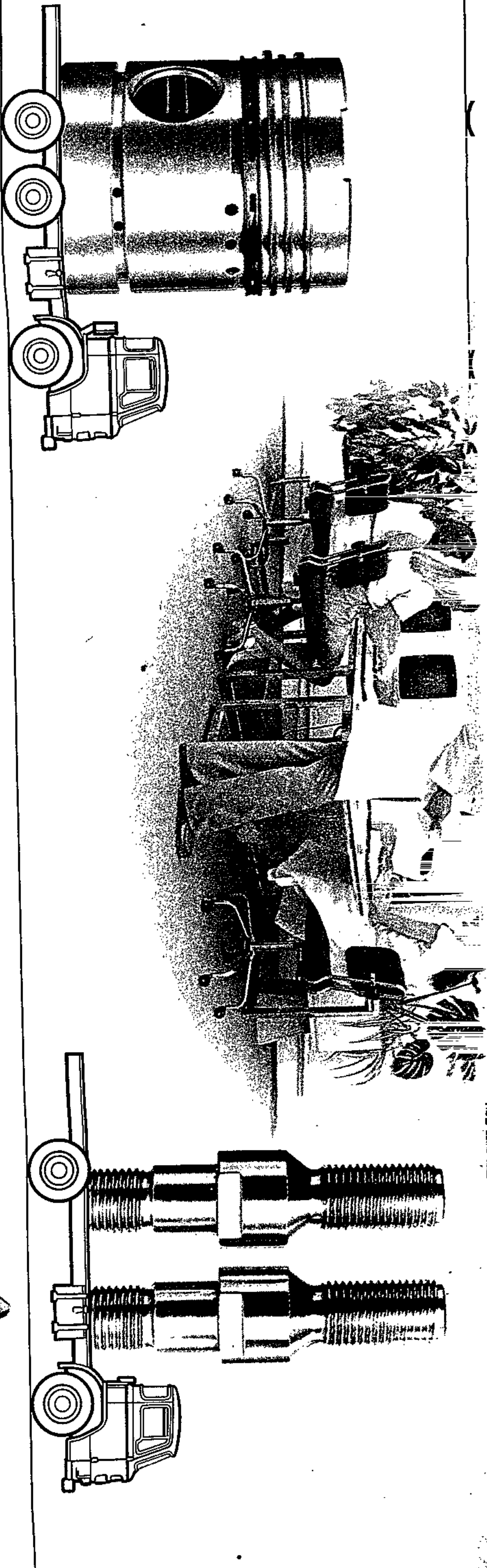
| FREIGHTERS | Payload | TIPPER/TANKERS | Payload |
|-----------------|------------|----------------|-----------|
| TLD 24 | 2 ton | TLD 44 | 2 ton |
| TLD 44 | 2½ ton | *TXD 45 | 7½ ton |
| TLD 54 | 2½ - 3 ton | *TXD 55 | 7½ ton |
| SBR 422 | 5 ton | JCR 360 | 12 ton |
| SBR 422B | 6½ ton | SPZ 451 | 32/38 ton |
| *TXD 45 | 7½ ton | MECHANICAL | |
| *TXD 55 | 7½ ton | HORSES | |
| JCR 500 | 8 ton | JCR 360 | 21 ton |
| SPZ 581 / 581S | 14 ton | SPR 361 / 361S | 32/38 ton |
| *Normal Control | | VPZ 441S | 38 ton |



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EASTERN REGION Dundee Tel: 034 2-1916 Durban Tel: 031 42-2181
Empangeni Tel: 0351 2-6811 Estcourt Tel: 03631 4021/2180 Newcastle Tel: 0345 2-9530
Pietermaritzburg Tel: 0331 4-1921 Pongola Tel: 03842 41 Port Shepstone Tel: 0391 2-1136/7
Queenstown Tel: 0451 3552 BOTSWANA Francistown Tel: 602 Maun Tel: 320
LESOTHO Maseru Tel: 2-2136 SWAZILAND Manzini Tel: 0194 5-2371/2
TRANSEKEL Umtata Tel: 0471 3365/6/7
SOUTH WEST AFRICA — NAMIBIA Windhoek Tel: 061 3-5116/7/8

goes back to 1973 when two German Daimler-Benz-trained engineers started a small factory in Johannesburg," says Dennis Kayser, general manager of MEPP.

In 1977 the greatly expanded MEPP became part of and in 1977 a wholly owned subsidiary of UCDD. The company operates to strict Daimler-Benz standards and besides engines also specialises in the re-manufacture of gearboxes and axles.

Guarantee

Mr Kayser explained that the replacement cost of a new engine was so great that new engines for trucks are just about never bought in South Africa.

One of the major advantages of investing in a re-manufactured engine, instead of investing in a new truck, is that it sells for approximately 30 per cent of the price of a new engine.

To endorse the quality of the re-manufacturing process all engines are guaranteed for 50 000 km or one year. Traveling distances of well over 130 000 km have been recorded with re-manufactured engines and a given engine can be "re-cycled" up to five times in its lifetime.

"We are equipped to re-manufacture up to 300 engines a month and in addition carry a surplus stock of approximately 500 units to satisfy immediate demands. We have the capability of delivering an exchange unit to any part of South Africa in 24 hours should an emergency occur," Mr Kayser said.

Re-manufactured engines and other components are available to transport operators through 125 Mercedes-Benz dealer outlets. Stocks are held in Johannesburg, Cape Town, East London, Durban and Windhoek.

Mr Kayser explained that close to 80 percent of the parts pulled out of the engine submitted for exchange, and approximately 75 percent of the axle and transmission components, are replaced by new parts.

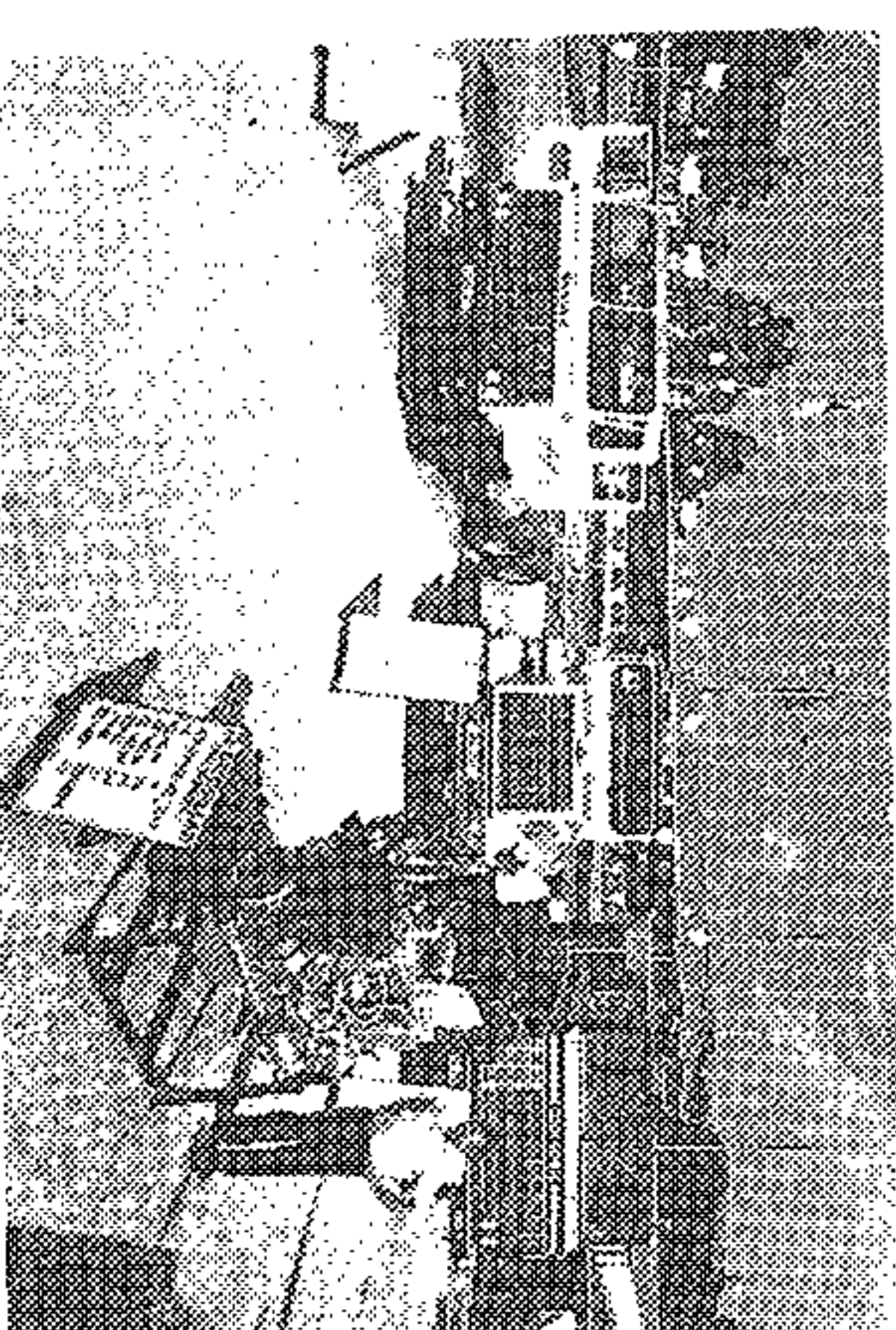
Inventory

Engine re-manufacture accounts for 60 percent of the business with the remaining 40 percent split up between axles and transmissions. Approximately 12 000 re-manufactured engines were sold by the company last year.

Engines due for exchange are transported to MEPP from its dealers in specially designed containers. On arrival, the crankshaft and block of every individual engine is identified and marked for future reference before offloading occurs. The next step is to obtain special clearance from the police before stripping can commence.

Once an inventory has been taken to determine if it arrived complete, the unit is transferred to the stripping bay. Only genuine parts are used in

parts are washed, automatic washing machine and moved on to the assembly line. Quality control is maintained through every stage of assembly and the engine tested for two hours on a dynamometer.



The Oskosh line-up at ITEC '81. On the left is the ADE-powered E-series with the S-series semi-forward truck and the E-series cab-over-engine configuration on the right

Oskosh OK — but stocks needed

OSKOSH reports a fairly good supply position but, like most other truck manufacturers in South Africa, is faced with a lack of adequate stocks to supply the market at short notice.

The company recently delivered its 30th vehicle to the SAR & H, whose fleet consists of automatic transmission units for the container service, and the manual transmissions for the Road Motor Transport service.

Like many of the smaller truck manufacturers operating in South Africa, the company has to a large extent been dependent on SAR & H contracts for the bulk of its income.

Units sold to the SAR & H to date account for almost exactly half the number of Oskosh vehicles on South Africa's roads today.

"In the first six months of this year Oskosh has enjoyed a fair share of the market segment in which it competes — despite the general shortage of manpower and local commodities," says sales manager of Oskosh Truck Supply Co (Pty) Ltd, Mr Ronnie Glennin.

He foresees little change in the truck sales market over the next six months but is in agreement with most other suppliers to the local market that a slight downturn can be expected next year due to recent economic developments, the sagging gold price and higher interest rates.

Oskosh which came to South Africa in the late sixties and today is entirely owned and controlled by the Barlow Rand Group, produces a range of heavy trucks tailored specifically to South African conditions. Although of American origin, the local vehicles are designed and engineered in South Africa and bear little resemblance to their counterparts in the USA and other parts of the world.

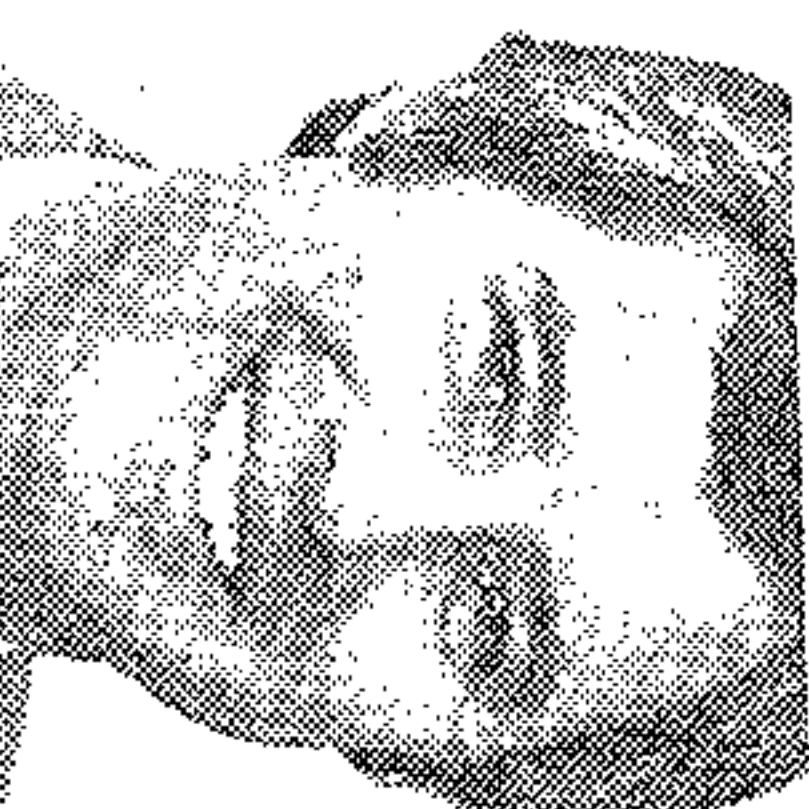
Besides supplying the SAR & H and numerous local operators with its range of trucks the company has also made inroads with vehicle suppliers in Zimbabwe and Malawi.

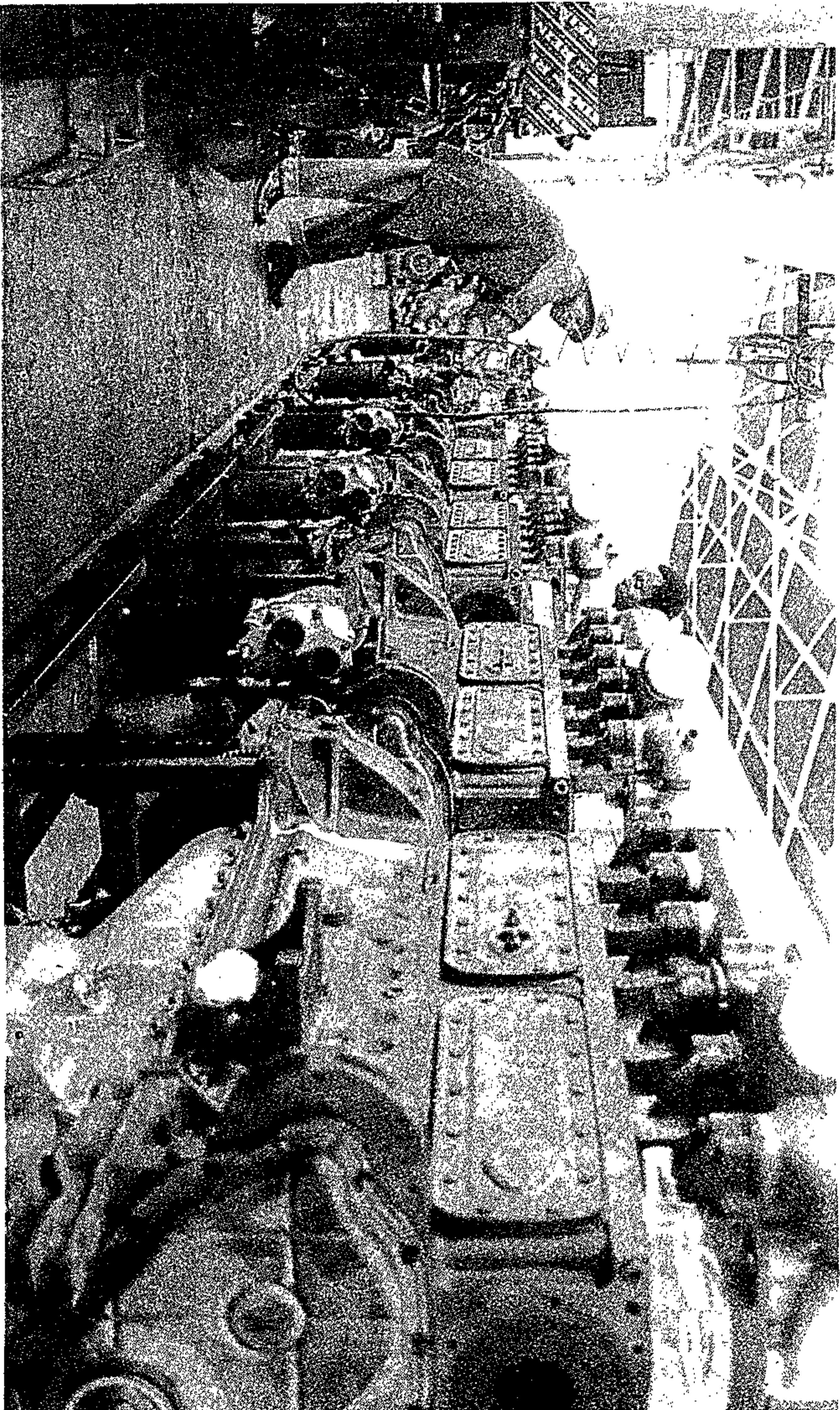
More substantial orders including SAR & H contracts will, however, to a large extent determine the future success of the Oskosh range of trucks, both on and off-highway applications on South African roads.

A company spokesman said six sales and a number of potential orders were sufficient for Oskosh to regard its participation at the ITEC '81 Exhibition as successful and worthwhile.

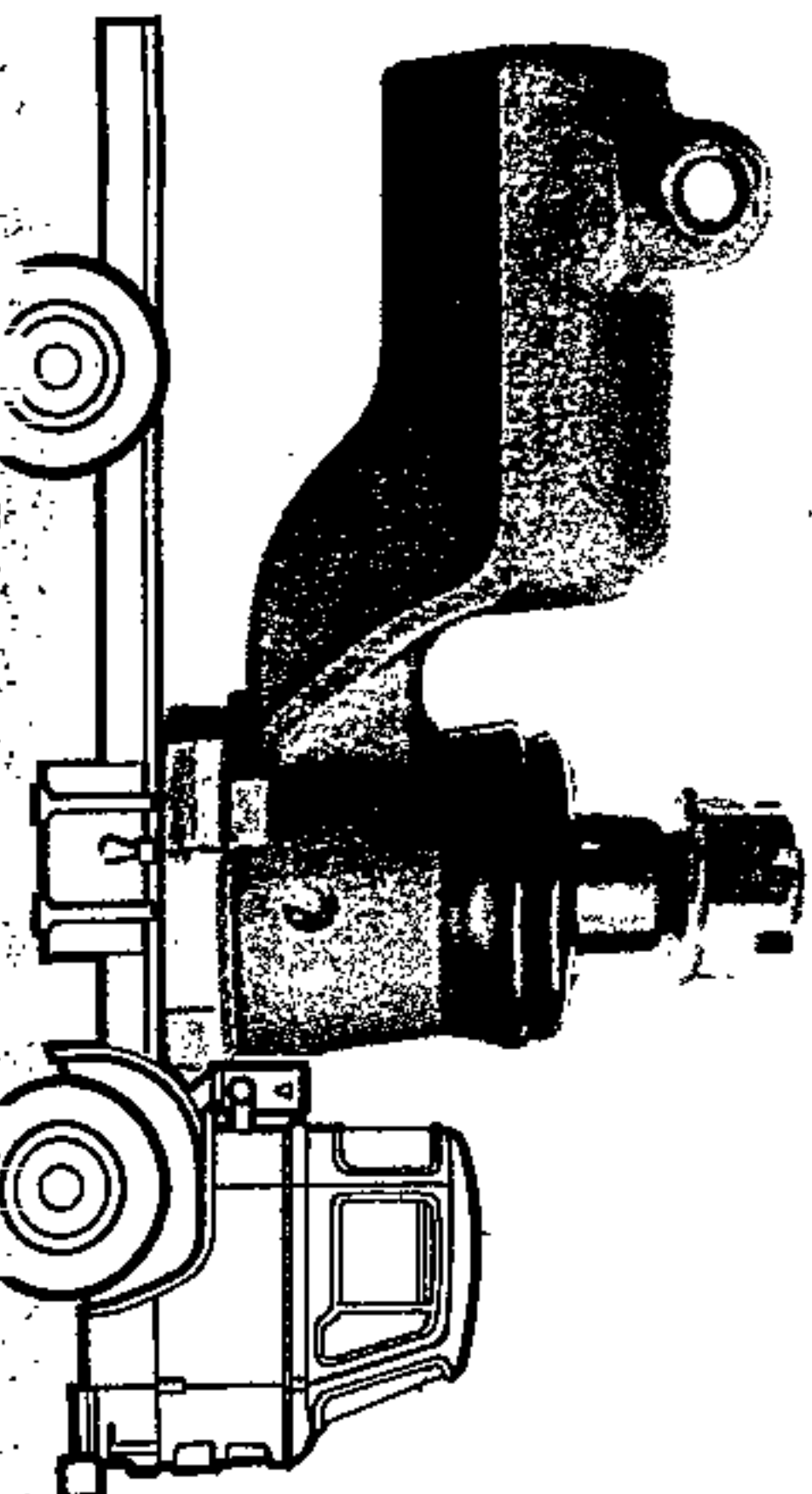
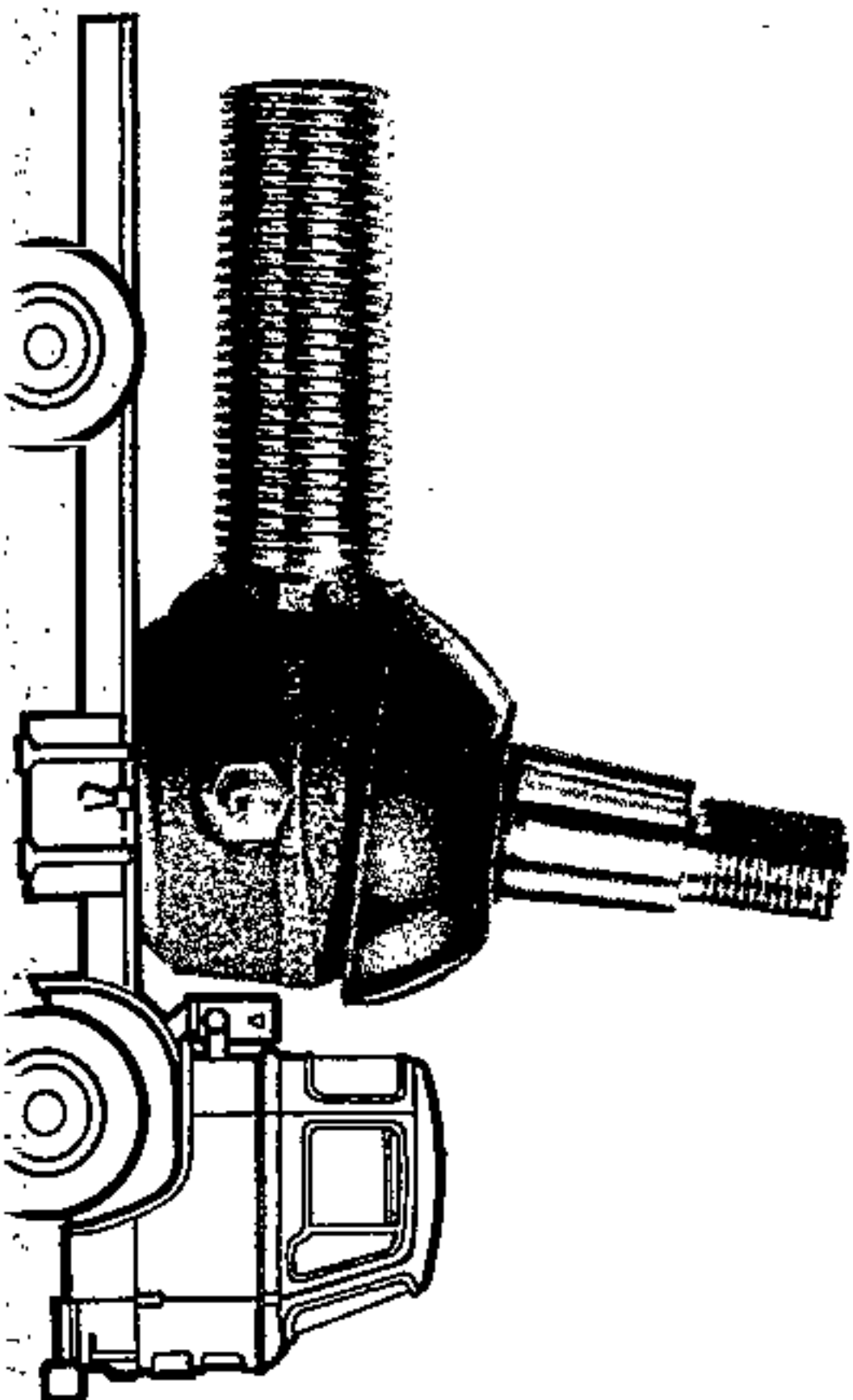
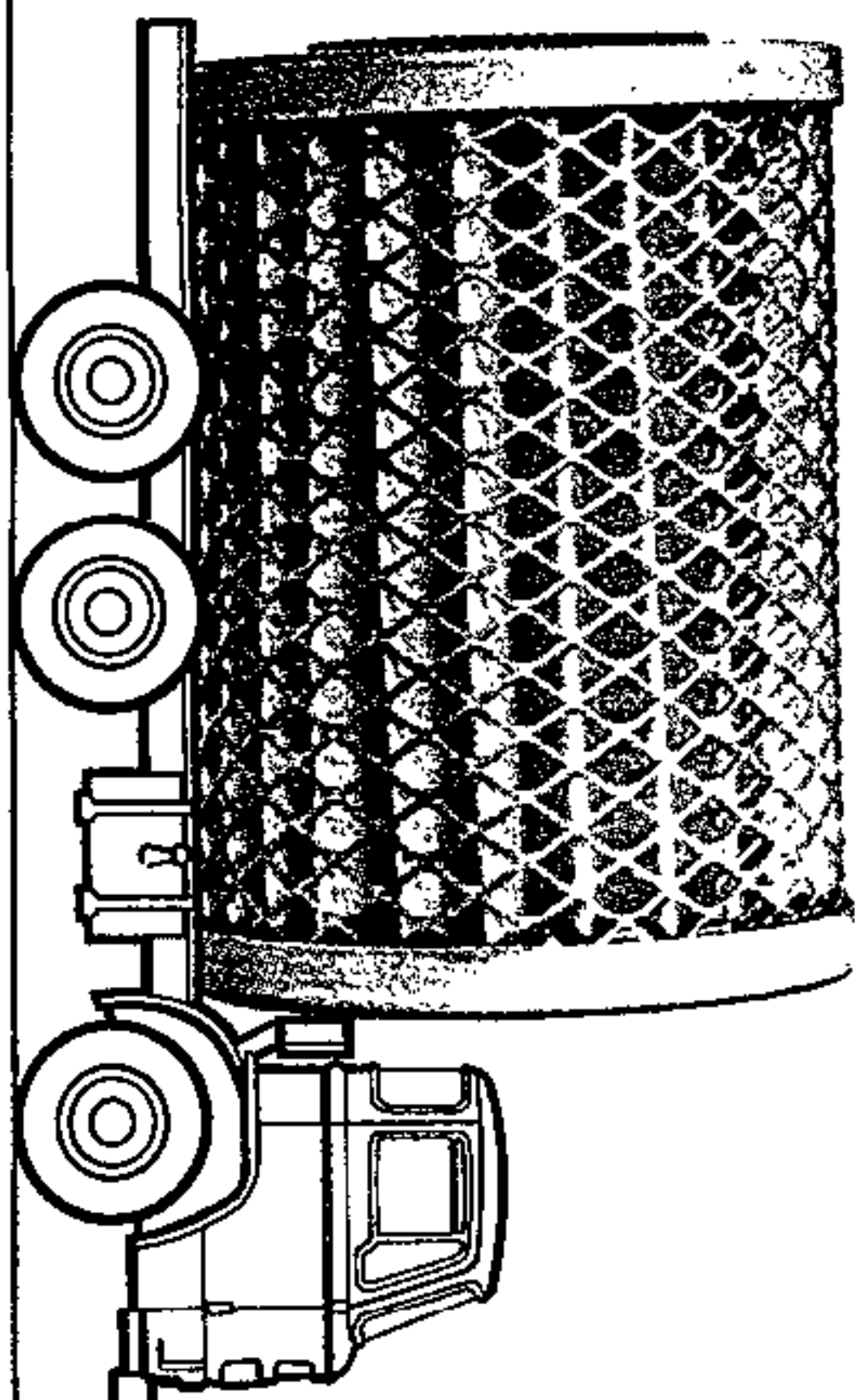
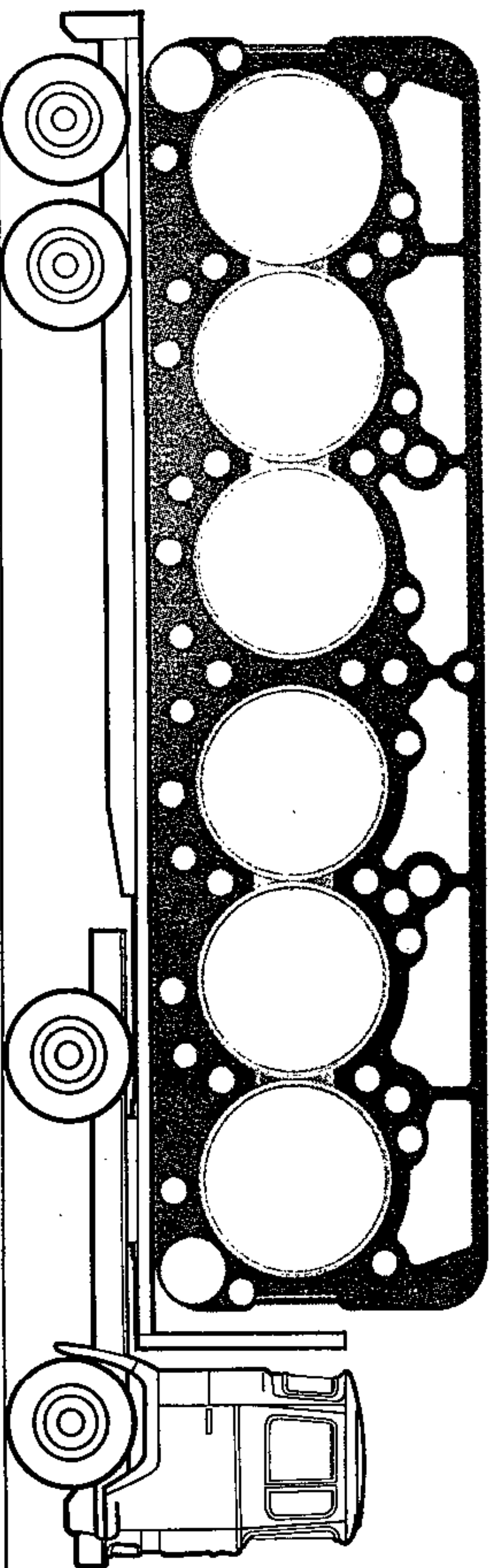
"The 6 x 4 truck-tractor, powered by a Daimler-Benz 1000 cc engine, which in future will be replaced by and AD engine aroused a lot of interest," Mr Glennin said.

MR RONNIE GLENNIN





LEFT: A view down one of the three assembly lines. RIGHT: Workmen assemble an engine



MERP invest R500 000 in expansion

By JOHANN VAN RHEEDE

MERP Products, the exclusive re-manufacturer of Mercedes-Benz commercial vehicle components in South Africa, is investing R500 000 in an expansion programme which will nearly double existing manufacturing capacity.

The company, which last year recorded a 56 percent increase over the previous financial year pushing current turnover to R15-million, is launching an all-out assault in an attempt to secure a 100 percent share of the Mercedes-Benz truck engine re-manufacturing market in South Africa.

Its current share is estimated to be in the region of 85 percent with the remainder being held by smaller engineering workshops and truck operators bent on dealing with engine re-manufacturing in their own workshops.

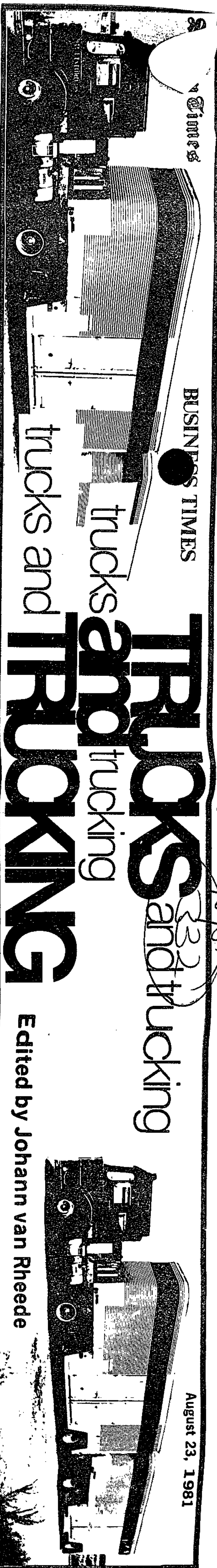
"We have been the exclusive re-manufacturers of Mercedes-Benz truck components in South Africa for many years," says the company's managing director, Mr. J. van Rhee.

The company, which last year recorded a 56 percent increase over the previous financial year pushing current turnover to R15-million, is launching an all-out assault in an attempt to secure a 100 percent share of the Mercedes-Benz truck engine re-manufacturing market in South Africa.

the re-manufacturing process which takes place as follows:

- Parts such as crankshafts and crankcases which may be unusable after being stripped down are clearly marked and numbered for later identification before dismantling of the unit takes place.
- The unit loses its identity when completely dismantled with the exception of the crankcase and crankshaft.
- All parts are sorted out and immersed in an acid bath for thorough cleaning.
- After cleaning all components are carefully measured and examined for defects before being machined.
- Sophisticated equipment such as the magnalux is used to ensure that the crankshaft, cranks

- All cylinder heads and, if applicable, crankcase surfaces are ground.
- Correct honing patterns are enforced to ensure long engine life.
- Crankshafts are ground to strict specifications.
- The re-sizing of all connecting rods, including the fitting of new bushes, is part of the re-manufacturing process.
- All flywheels are surface ground and fitted with new ring gears.
- The replacement of injectors for pump elements and delivery valves and calibration of completely overhauled pumps is standard practice.
- Waterpumps are fitted with new fits, including impellers.



S. Times 25/8/81

TRUCKS and trucking

Edited by Johann van Rheede

Messina heading for the top in local trucking industry

By JOHANN VAN RHEEDE

THE Messina (Transvaal) Development Company Limited, which last year generated a turnover of R438-million, is about to become a major force in the local trucking industry through its subsidiary, Truck-makers Holdings.

Truckmakers will launch a totally new range of commercial trucks with an exceptionally high local content in 1982, and is geared to boost its annual turnover from R130-million last year to a targeted R300-million by 1985.

To achieve this it will have to produce close to 12 000 trucks (4 000 kg+) by 1983, which, in the process, would make it the undisputed leader in the local truck manufacturing industry.

While it is not our aim at this stage to grab the top spot of the market, it certainly is our objective to gain an extensive share of the market in years to come," says managing director Don Fyfe.

Expansions

What should, however, make the main contenders in the truck manufacturing industry take more than just casual interest, is the fact that Truckmakers will enter the market with a range of proven trucks produced to the high quality assurance specifications of South Africa's largest fleet owner.

In addition, tooling facilities to the tune of R5.5 million are being installed for the 100 percent local manufacture of the most-

used by international leaders of the trucking industry. Chassis manufacturing facilities are also being established.

Also under consideration is the provision of facilities for the manufacture of major items which the company is keeping under wraps for the time being.

The company will also invest heavily in test beds and other quality assurance equipment, and a special test track — the first of its kind in South Africa — will be constructed close to the main plant at Rosslyn near Pretoria.

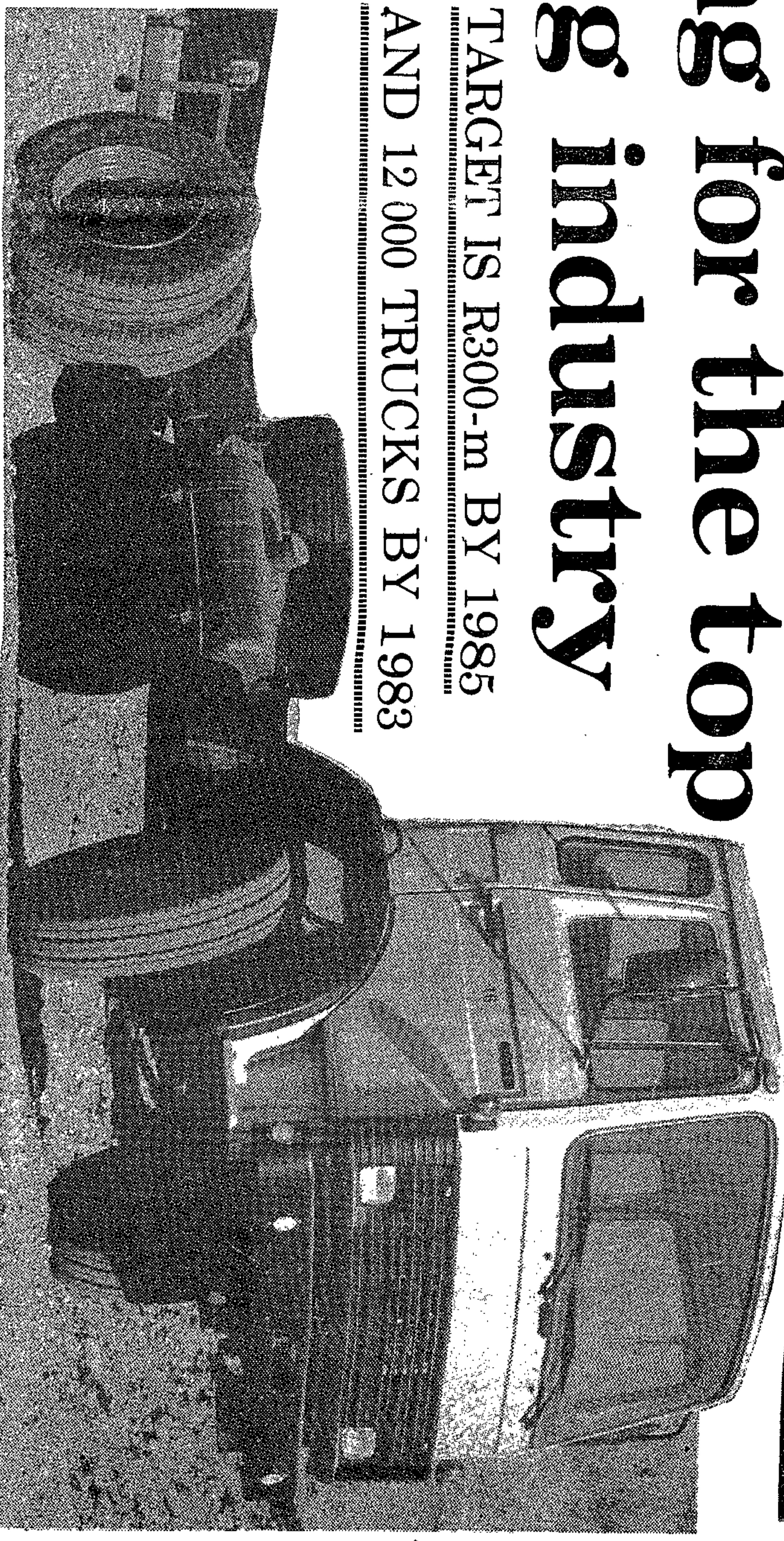
Record

Mr Fyfe said existing assembly facilities need not be expanded for at least the next few years. The company recently achieved an all-time record by assembling 1 200 trucks in July.

These new developments will give Truckmakers a definite edge in the race to achieve higher local content and if viewed in a broader context means that the opportunity for many local truck suppliers to delete major items from the CKD pack will become reality.

While formal launching dates can't be announced at this stage, Mr Fyfe indicated that the new commercial range will extend from the

TARGET IS R300-m BY 1985
AND 12 000 TRUCKS BY 1983



ton to 15-ton range to heavy trucks with a GCM of up to 55 tons. The range will include trucks for both on- and off-highway applications such as tippers, cargo carriers and truck tractors.

Modular

The full range will comprise some 29 trucks and will be launched over the next 24 months. The range will be based on a highly modular design lending itself to the maximum degree of component commonality.

The name under which the new vehicles will be sold has not yet been decided.

One of the new truck tractors which will be launched over the next 24 months

man Magirus design. The Magirus-Deutz (Southern Africa) Pty was acquired in May from the Iveco to become a wholly owned subsidiary of the Messina Group.

Mr Fyfe said the major design features will fall within Magirus parameters but stated that the commercial range will have a definite South African look. He said indications are that a local content of 95 percent (value) and between 80 and 90 percent (weight) will be achieved by 1985 when most of the new trucks will have been launched.

Mr Fyfe said his company would concentrate on premium trucks selling in the Mercedes-Benz, MAN price range.

He said Truckmaker Holdings had a distinct advantage in quality assurance acquired through the years while producing a great number of on and off highway vehicles for local fleet operators.

"In the process we have proven that local content development must extend far beyond the production of a local product which merely looks the same as its overseas counterpart. We insist that all vehicles and components that fall under our design control must perform at least as well as the overseas product. All the know-how and experience acquired in the past by our more than 25 qualified engineers who are devoting their time and efforts to provide premium quality design and absolute product performance reliability, will be passed on to the commercial range making it superior and in a class of its own for local operating conditions," he said.



Mr Don Fyfe... trucks with a South African look

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Eaton move into SA holds no fears for ZF... Page 5
FA P... ready to supply all... Page 6
New... Page 7

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| | | | | |
|---|--|--|---|---|
| Cold Water HR 1120 MS/WMS 380V, 3 Ph, 50 Hz Capacity: 900 l/hr Operating Pressure: 150 bars (2100 p.s.i.) | Cold Water HR 1115 WMS 220 V, 1 Ph, 50 Hz Capacity: 690 l/hr Operating Pressure: 80 bars (1100 p.s.i.) | Portable HR 1108 MS 220 V, 1 Ph, 50 Hz Capacity: 600 l/hr Operating Pressure: 50 bars (700 p.s.i.) | Hot Water/Steam HW 2020 DMS 380 V, 3 Ph, 50 Hz Capacity: 1800 l/hr Operating Pressure: 150 bars (2100 p.s.i.) | Hot Water/Steam HW 810 DMS 380 V, 3 Ph, 50 Hz Capacity: 750 l/hr Operating Pressure: 110 bars (1540 p.s.i.) |
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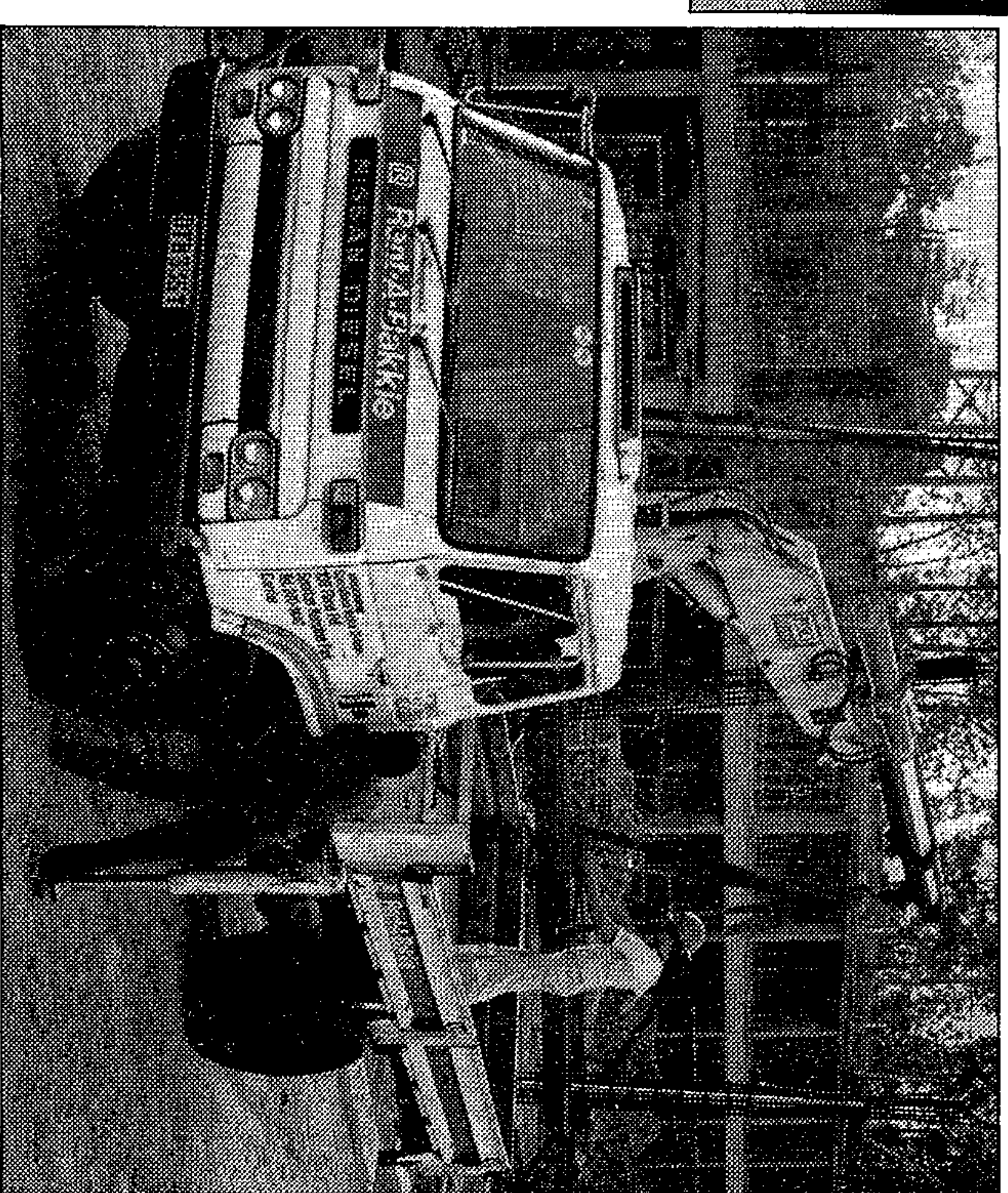
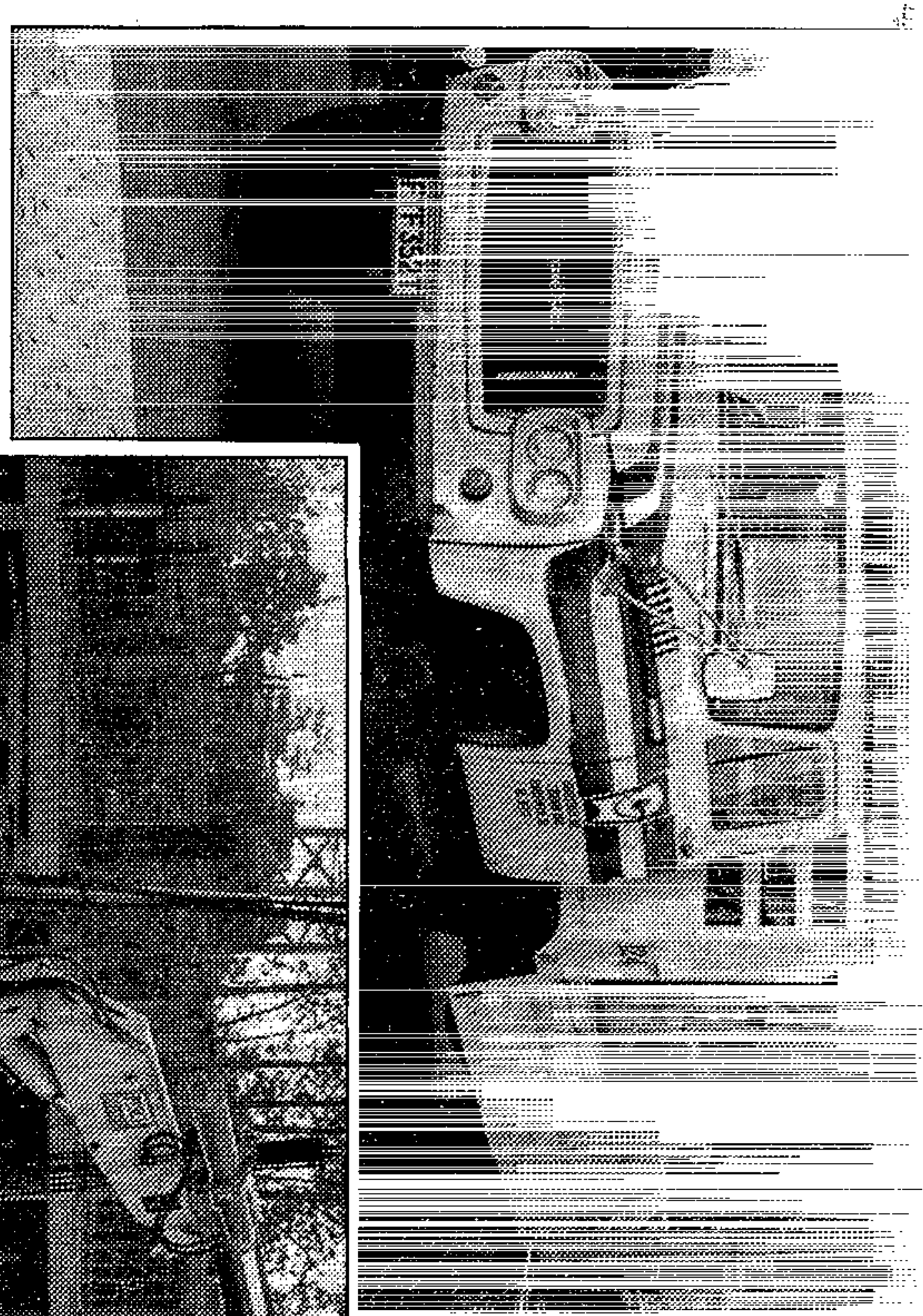
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Nissan keeps trucking on the road **NISSAN**

RIGHT: Product training in ADE's training centre for truck industry representatives. **FAR RIGHT:** ADE 236-engines on the production line



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| 1979 Mercedes-Benz L508D Bus | R16 500 |
| 1978 Mercedes-Benz 1213K32 | R22 500 |
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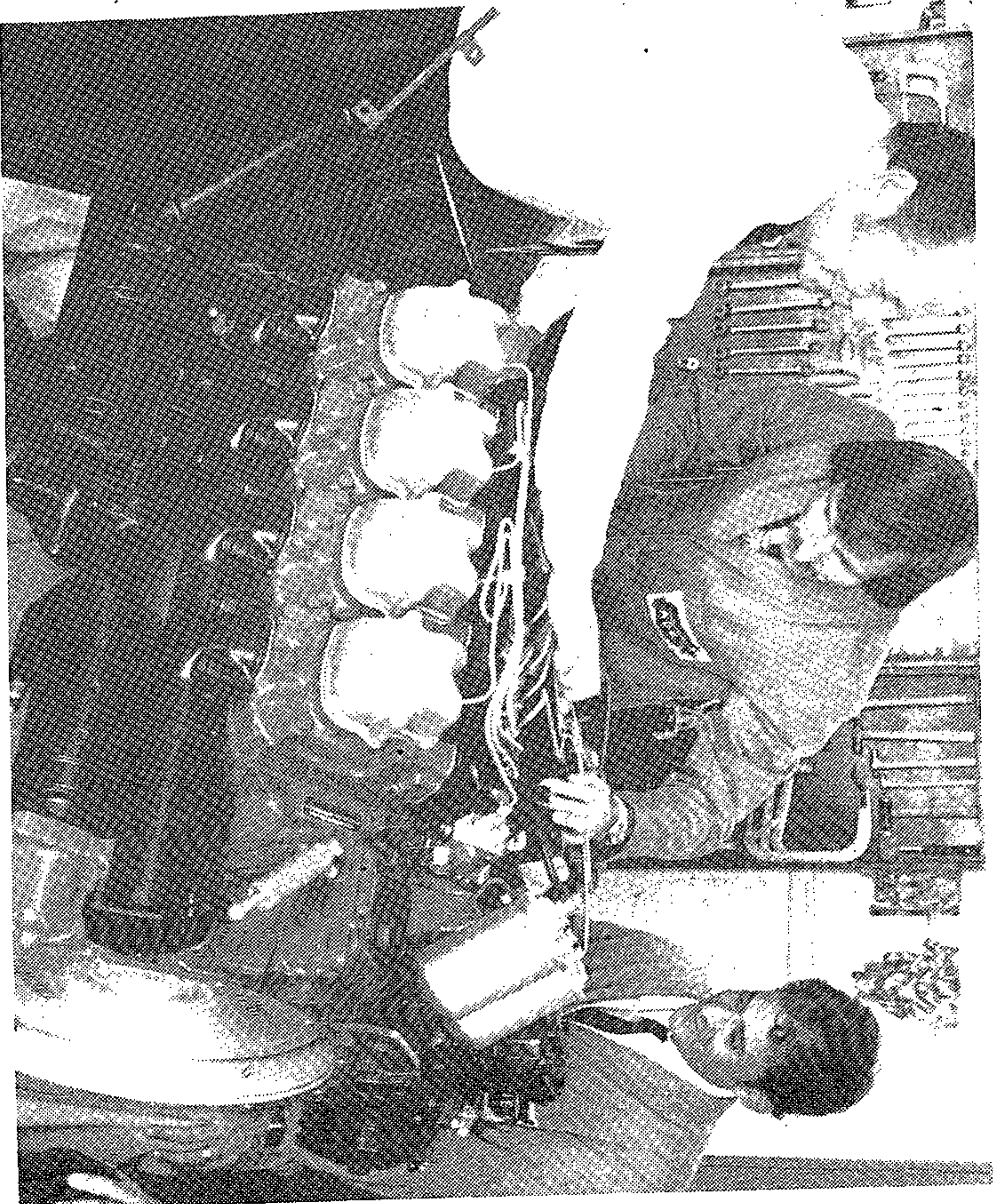


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ADE ahead of schedule with engine building

Fleet operators seek new ways of beating high insurance costs

WITH truck fleet operators reeling under inflation, an increasing number of fleet managers are looking at sophisticated risk finance and other insurance techniques to ward off the effects of higher insurance premiums while keeping their risk exposure at minimum levels.

Higher insurance premiums are a definite side effect of the spiralling cost of labour and material and the combined impact of these factors on inflation has resulted in many operators no longer being able to afford conventional insurance for total cover.

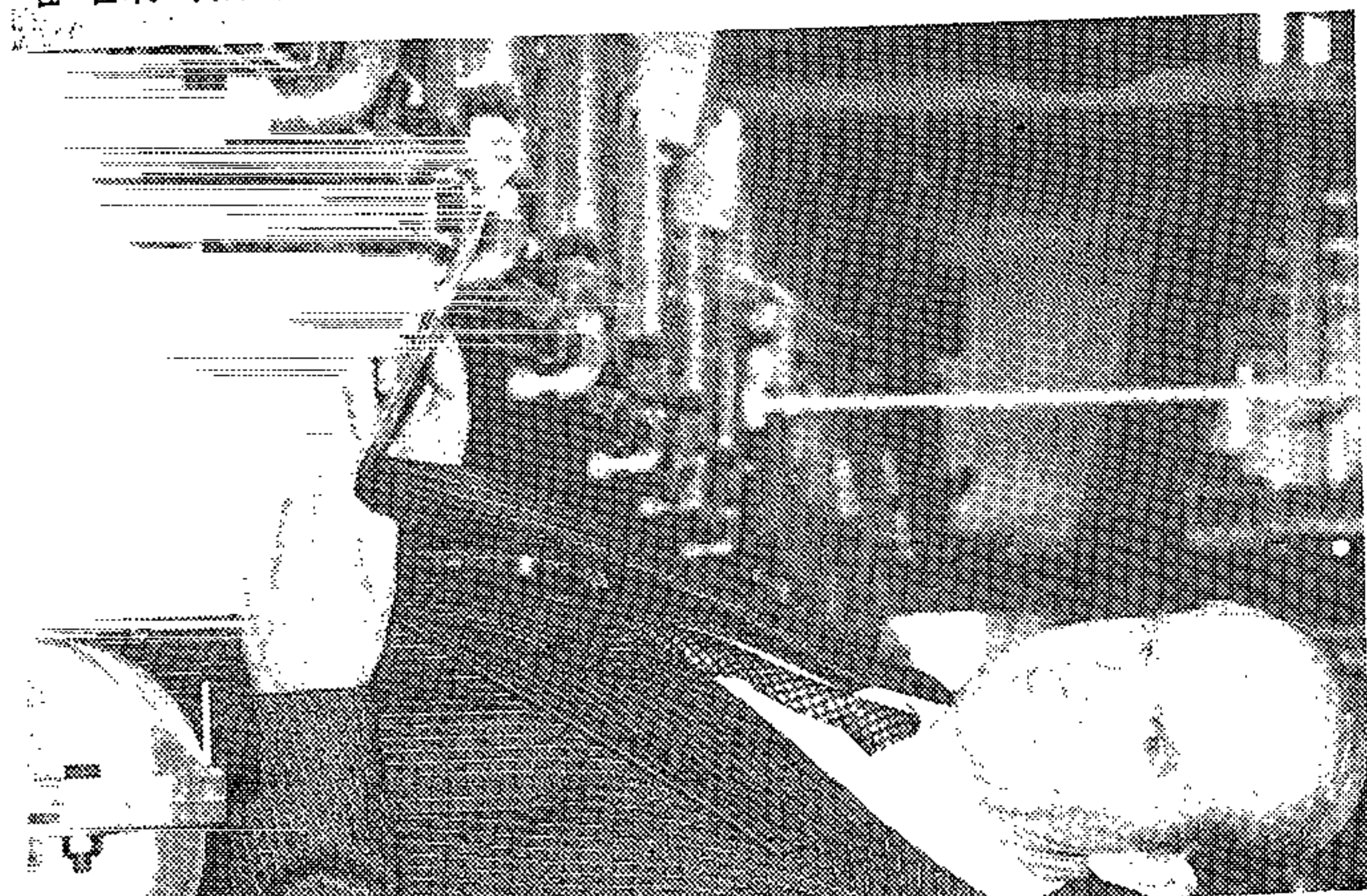
Other facets which have

THE ADE project is running ahead of schedule in its engine building programme and the first consignment of locally assembled engines has already been delivered. Other positive developments which will help speed-up the development of locally produced engines at ADE include:

- Progress being made with the construction of the Atlantis Foundry.
- The announcement that ADE will start with the recruitment of apprentices for training next year.
- The first 154 engines delivered — 60 from ADE's Daimler-Benz factory and 94 from its Perkins factory — have been bought by two major truck and tractor assembly plants.
- Mr H Beckurts, managing director of ADE, says a concerted effort and particularly the excellent progress with the training of assembly and test operators has made it possible to beat the engine building deadline.
- The early start with the intensive in-house training scheme for operators has deftly paid off. Not only are we ahead of schedule but the results obtained on ADE as-

With a capital commitment of R41-million, excluding a further R7-million in tooling and fixtures which have been produced by ADE, capital expenditure to date is about R22-million.

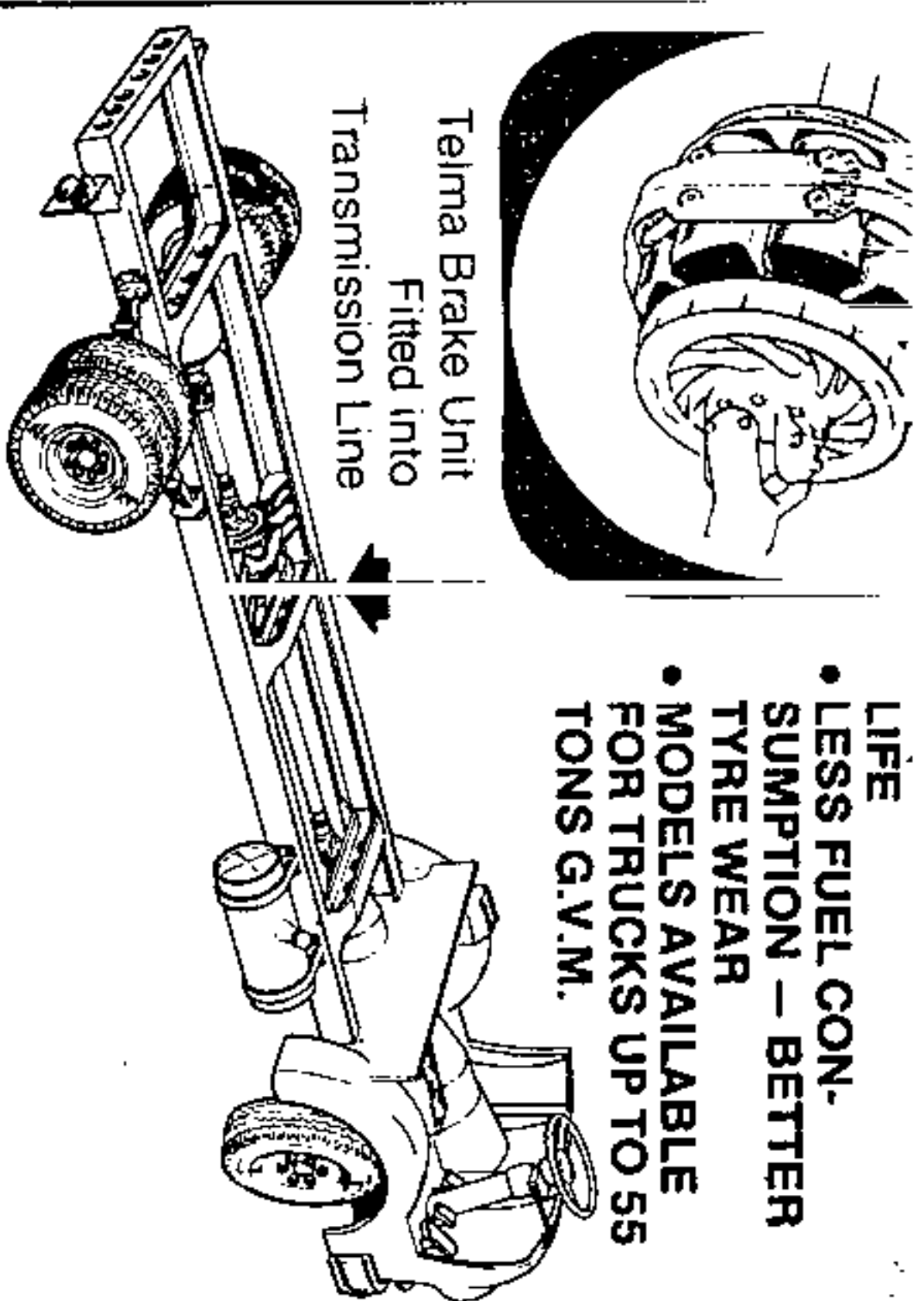
Dedicated to the supply of cylinder blocks and head castings for the ADE project, the foundry is scheduled for completion by 1982.



Huge new range of parts next month

FROM next month ADE's R15-million parts department begins supplying the South African market with a range of 10 000 different items.

At present, the same dealers have to service more than 200 different diesel engines and ADE's reduced engine range will at least enable dealers to offer better service



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years are in-house training, the present day fleet manager has a number of risk control areas to view, two of which lead to direct cost savings.

"The first is by employing correctly trained drivers and, secondly, on-going vehicle maintenance programmes. Correct management of these aspects shows up dramatically in the accident record of any fleet owner and substantially helps in holding down premiums," he said.

Mr Poolley claims that these techniques can save anything up to 30 percent on "own damage" insurance premiums as compared to conventional premiums.

The company has exper-

Vintage buy is a big saver

THE Perkins cylinder block machining line at ADE would cost double its second-hand price if purchased new today.

Bought now, it would have set ADE back R16-million instead of the R8-million it cost in 1979.

"What we basically bought is a line of 1975/1976 technology vintage which had only been run for 13 months on very low volumes," says Barry Le Hair, Perkins manufacturing engineer at ADE.

"In real terms it was a tremendous investment and just sufficiently run in to enable us to identify the inevitable minor teething problems in areas where we could make improvements," he said.

When asked whether the line was outdated, he said the addition of three machine tools to achieve required volumes and technology levels meant that the quality of block machining is at least the equal of anywhere else in the world.

To date, all 76 machine tools in the machining line have been proved-off and quality repeatability tests are now being done. Buffer stock levels are also being built up in anticipation of full-scale production. Imported machine blocks have been deleted from the CKD package.

Mr Le Hair said the line has the capacity to machine

previous expectations and are totally up to standard," he said.

The completed diesel engines are subject to dynamometer and inspection programmes in line with the specifications drawn up by ADE's two international partners. For validation purposes a proportion of the engines are endurance tested to severe duty cycles before being dismantled and thoroughly rechecked.

"Every ADE engine will be hotly tested before being released to the market. This is part of our overall quality control."

The detailed findings will be entered into an audited report which will cover 20 engines a month and will serve as a mirror for all quality control work.

At present, every engine is opened after the first test run in the reassembly area so that bearing and piston checks can be made.

Ferrovorn's Atlantis Foundry, which is scheduled to be the largest and most modern of its kind to be constructed in South Africa, is rapidly taking shape on its 8/ha site alongside the ADE complex.

ADE requirements in a single shift with only some of the radial drills running part of a night shift. "We therefore have an inherent capacity in excess of current requirements, which could open the door to export orders," he said.

Lack of training is pushing insurance

LACK of driver training and general supervision in the road transport industry should carry part of the blame for the high accident rate on our roads — and the resultant increase in insurance premiums.

A representative of the insurance industry said it was ironic that a haulier would entrust equipment worth thousands of rands to a person not always capable of handling it. The average price of a mechanical horse is R60 000 and for a trailer about R20 000.

The hectic tempo of the economy and the demand for internal transport was often responsible for drivers not getting enough rest. But, fortunately, quite a number of companies had started extensive training programmes which, in some instances, were 200 percent tax deductible.

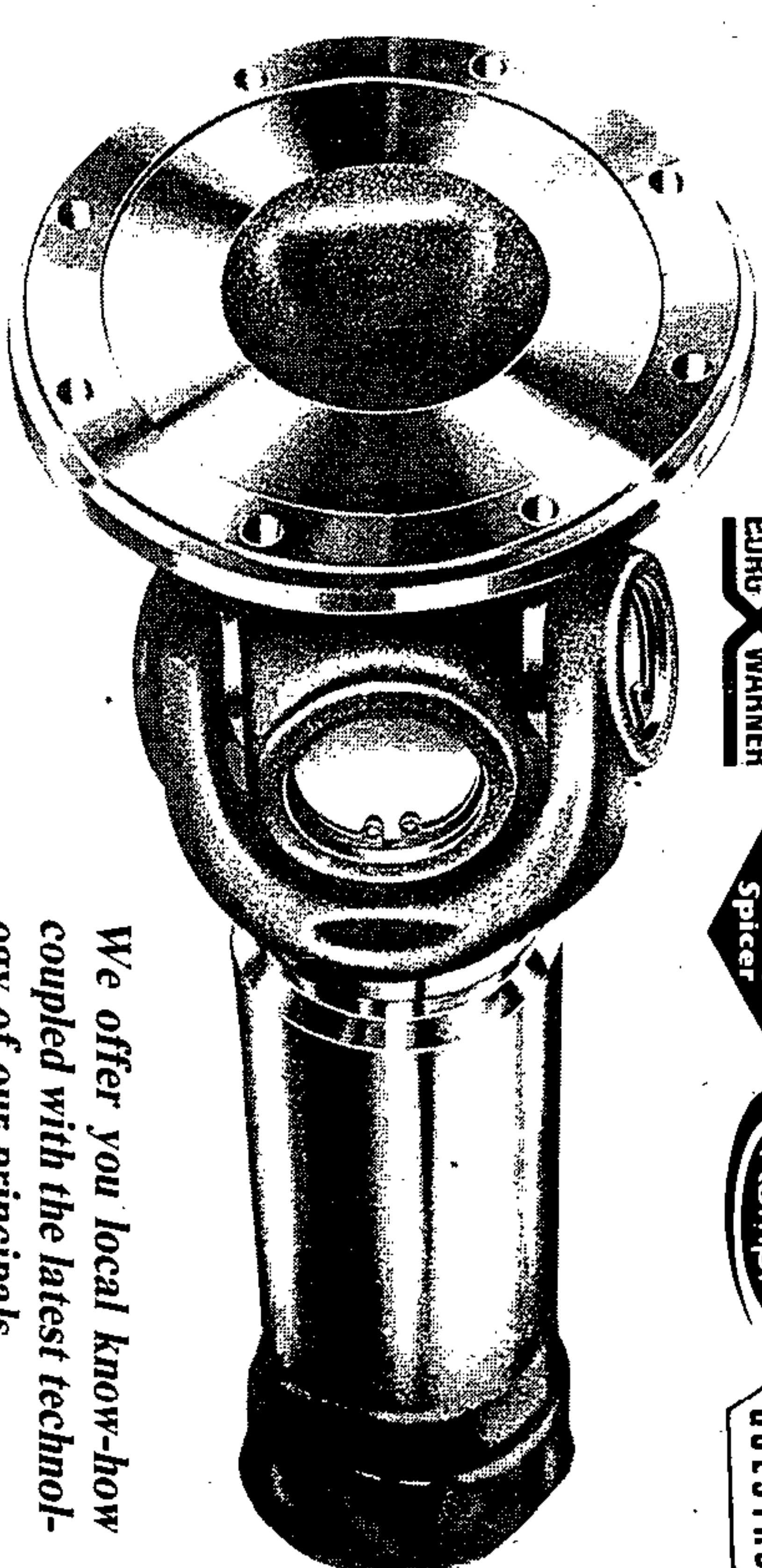
A spokesman for Louis Volks said a special group insurance scheme had been designed for the Federation of Road Transport Associations and that it was being successfully implemented in South Africa.

The company says it has been amply demonstrated that there are material benefits of insuring on a group basis as distinct from those effected on an individual firm method. A plus factor is that each member is guaranteed insurance cover at all times, no matter how adverse his claim may be in any year of insurance. Premium rates and excesses are determined on a group basis after thorough discussion and consideration with the consortium of insurers underwriting this group insurance scheme.

year, about 100 representatives of truck and tractor manufacturers received product training at ADE.

H H Beckurts

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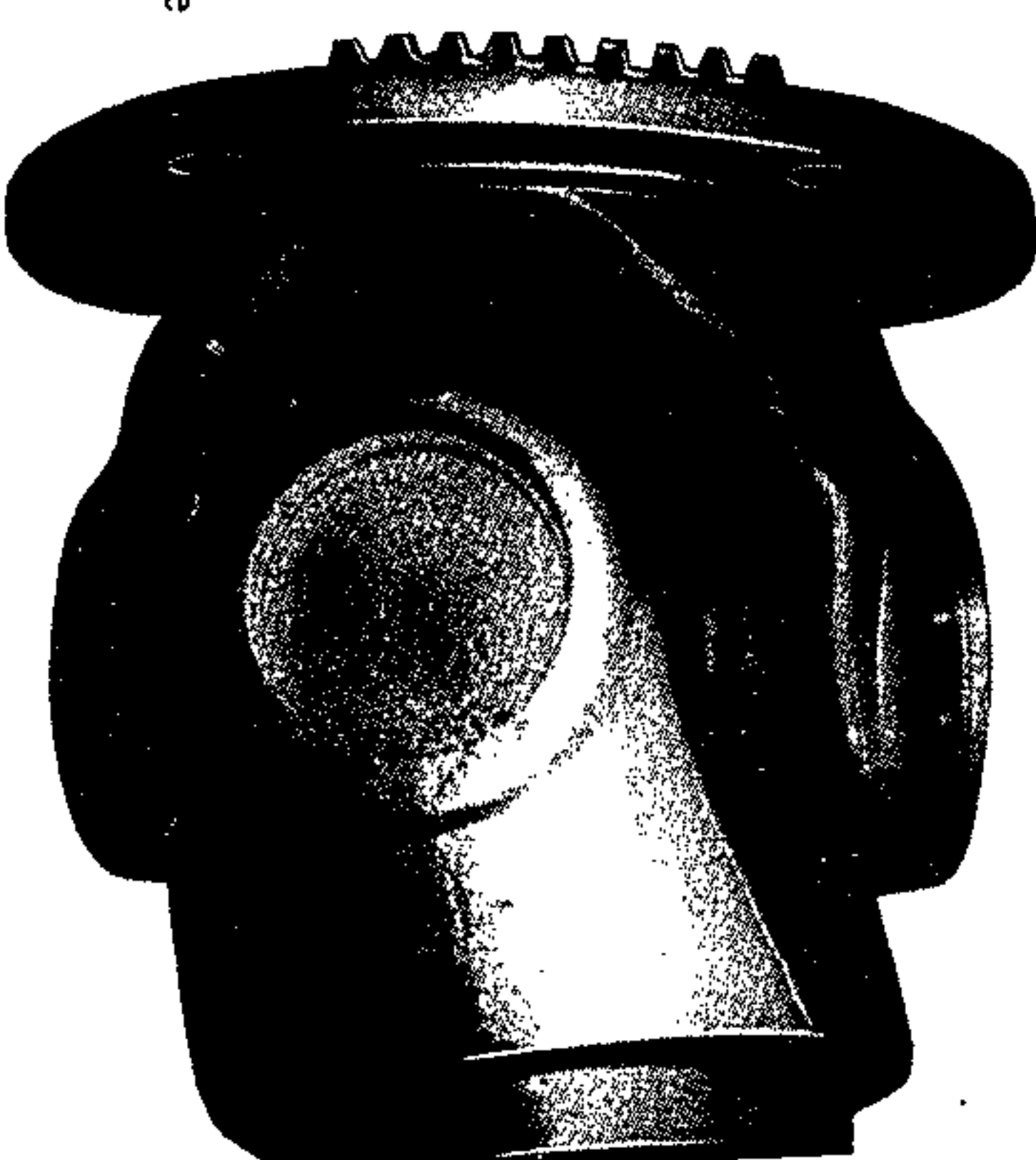
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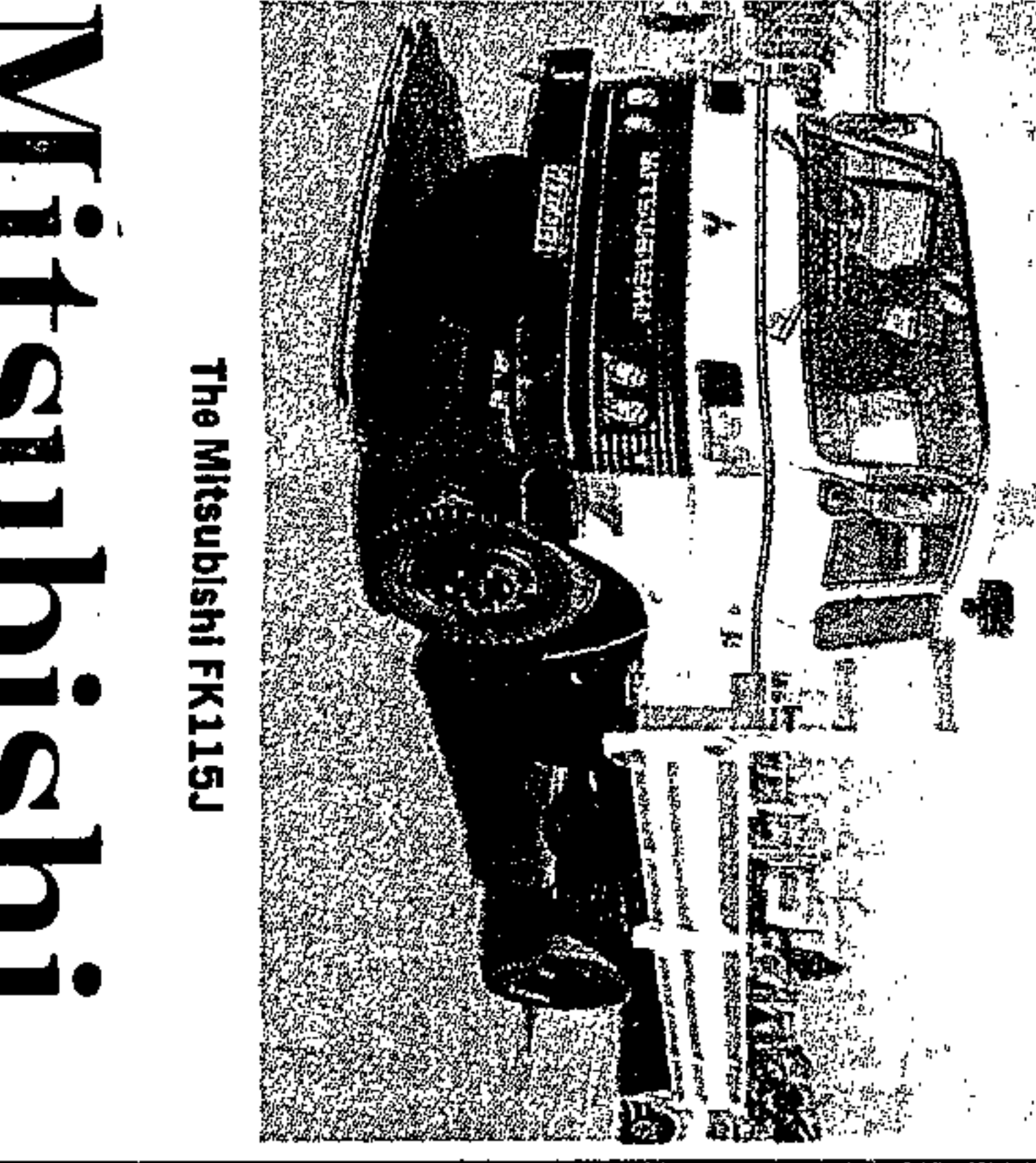
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The Mitsubishi FK115J

Mitsubishi Sales up more than 100pc

MITSUBISHI has increased its market penetration in the heavy trucking industry by more than 100 percent in the first six months of this year.

Figures released by Jim Knight, director of Sigma Power Corporation, indicate that this trend will continue despite the predicted downturn which he directly links to the local content programme. The newcomers in the Mitsubishi range achieved a total market penetration during the first six months of this year of 7.31 percent, which is more than last year's total figure.

In the 7 500 kg to 10 000 kg freight carrier market the Mitsubishi FK115J achieved a total market penetration of 6.70 percent. This truck was introduced in October last year.

Another new model introduced at the same time, the FK115K, recorded a market penetration of 7.78 percent in the 10 000 to 12 000 kilogram freight carrying sector.

In the 12 500 to 15 000 kilogram tipper sector, the FM215F reflected a market

penetration of 18.40 percent during the first six months of this year compared with 14.12 percent during the same period last year.

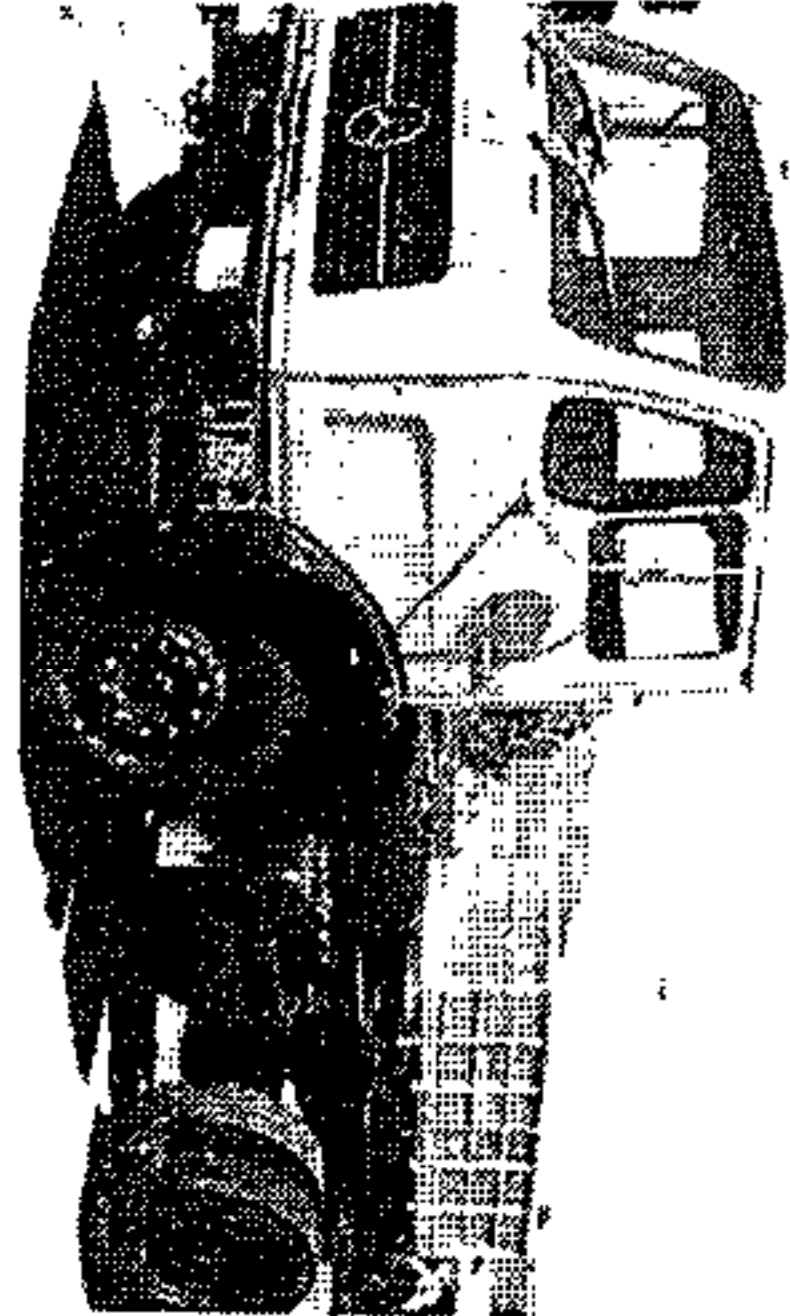
The FM215L freight carrier, competing in the same category, achieved a market penetration of 16.96 percent in the first six months of 1981, compared with 9.44 percent last year.

According to Jim Knight, the FM215L captured 61.11 percent of Government business in this category of freight carriers in a six-month spell.

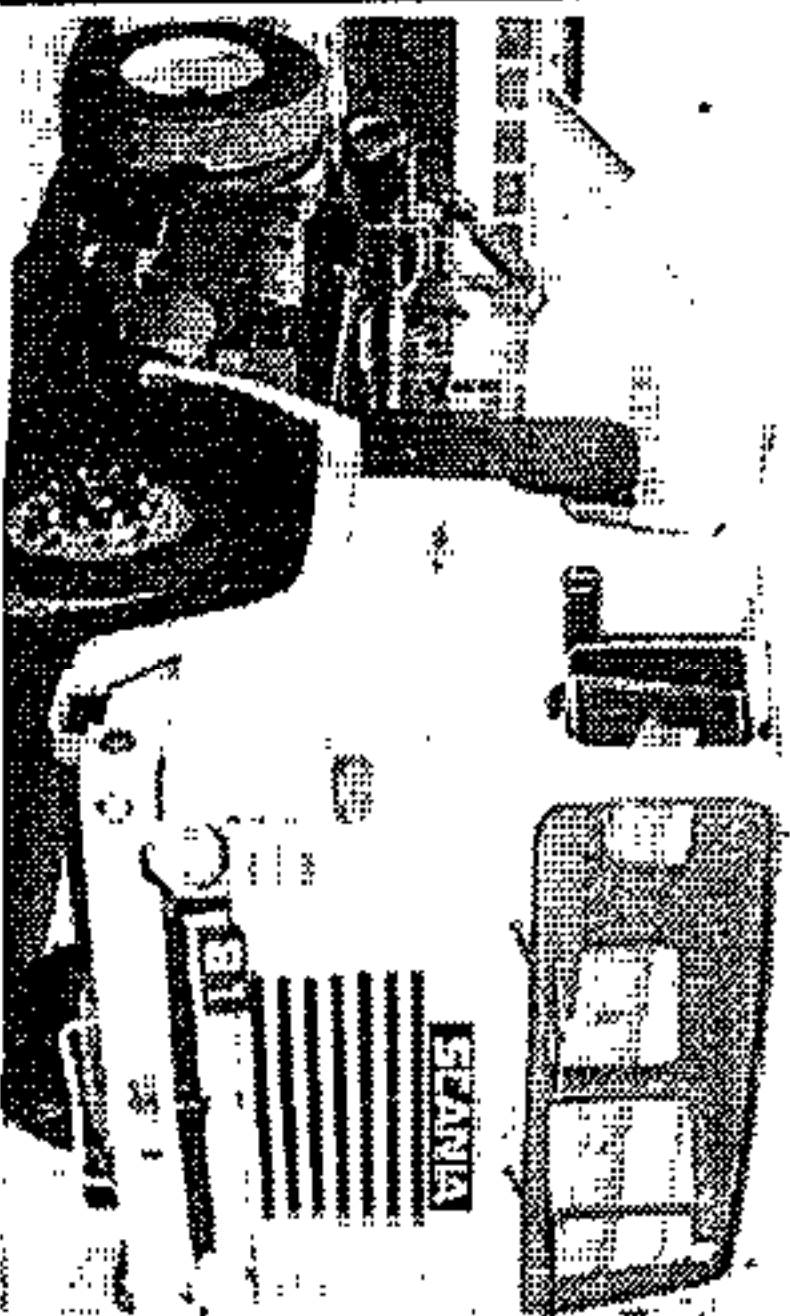
He noted that a downturn in truck sales has been predicted for 1982 when the full impact of the local content programme will be felt by truck operators.

"But I don't believe that this trend will seriously hamper the substantial progress we have made on the trucking scene. We have established the specification parameters for our locally made engines and these are with ADE in Cape Town," he said.

The first locally powered Mitsubishi trucks will be available early in 1982.

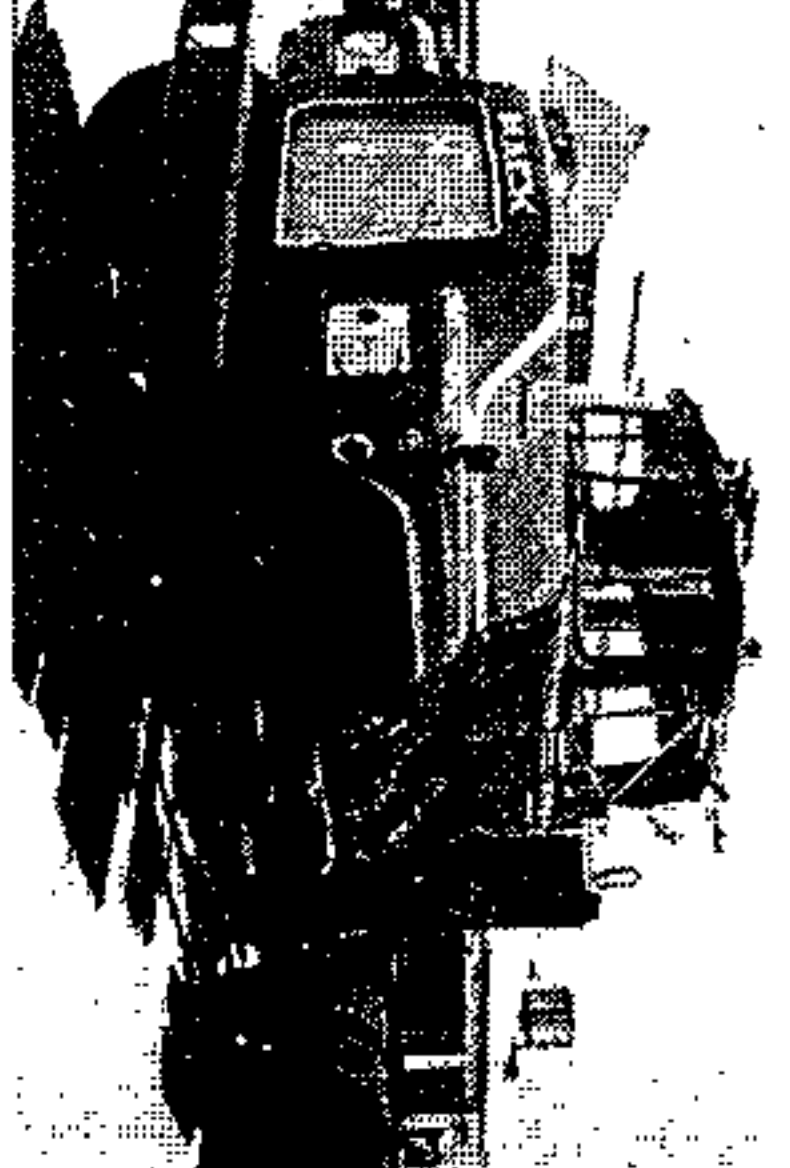


MERCEDES BENZ 2632 Mechanical Horse Price R34 000

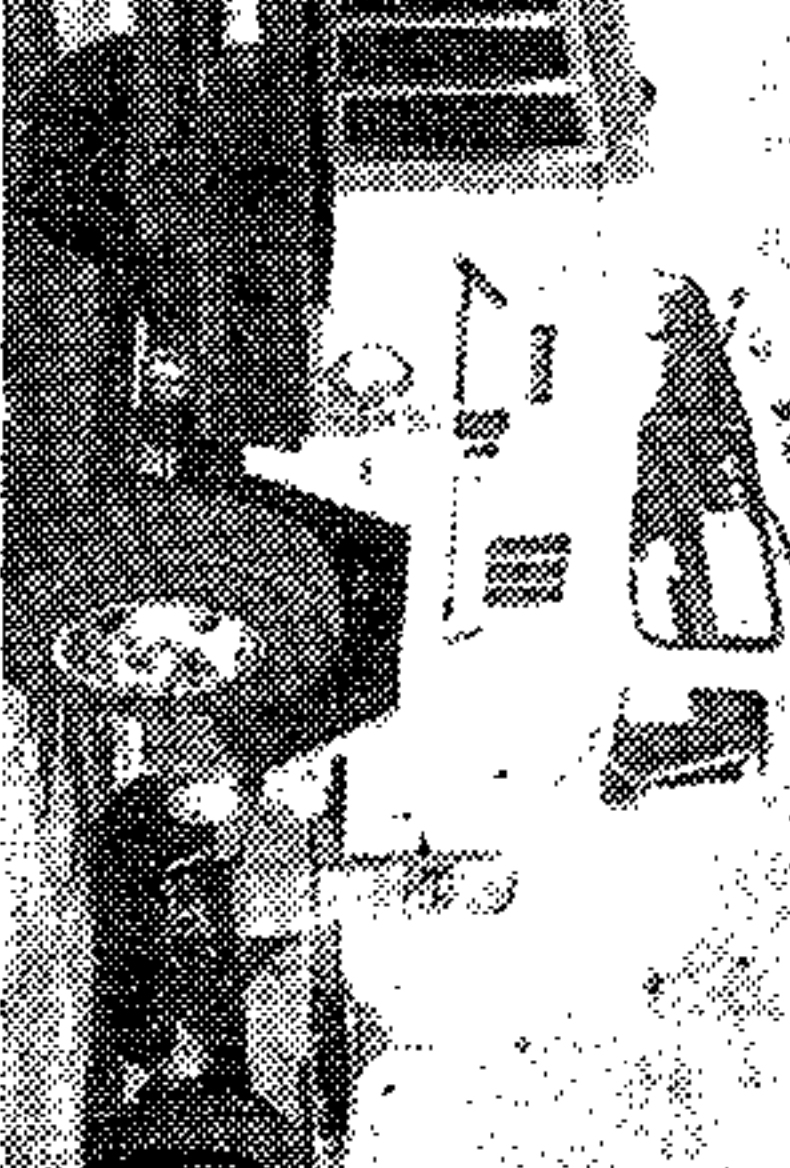


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An 18.40 percent market penetration for the FM215F tipper

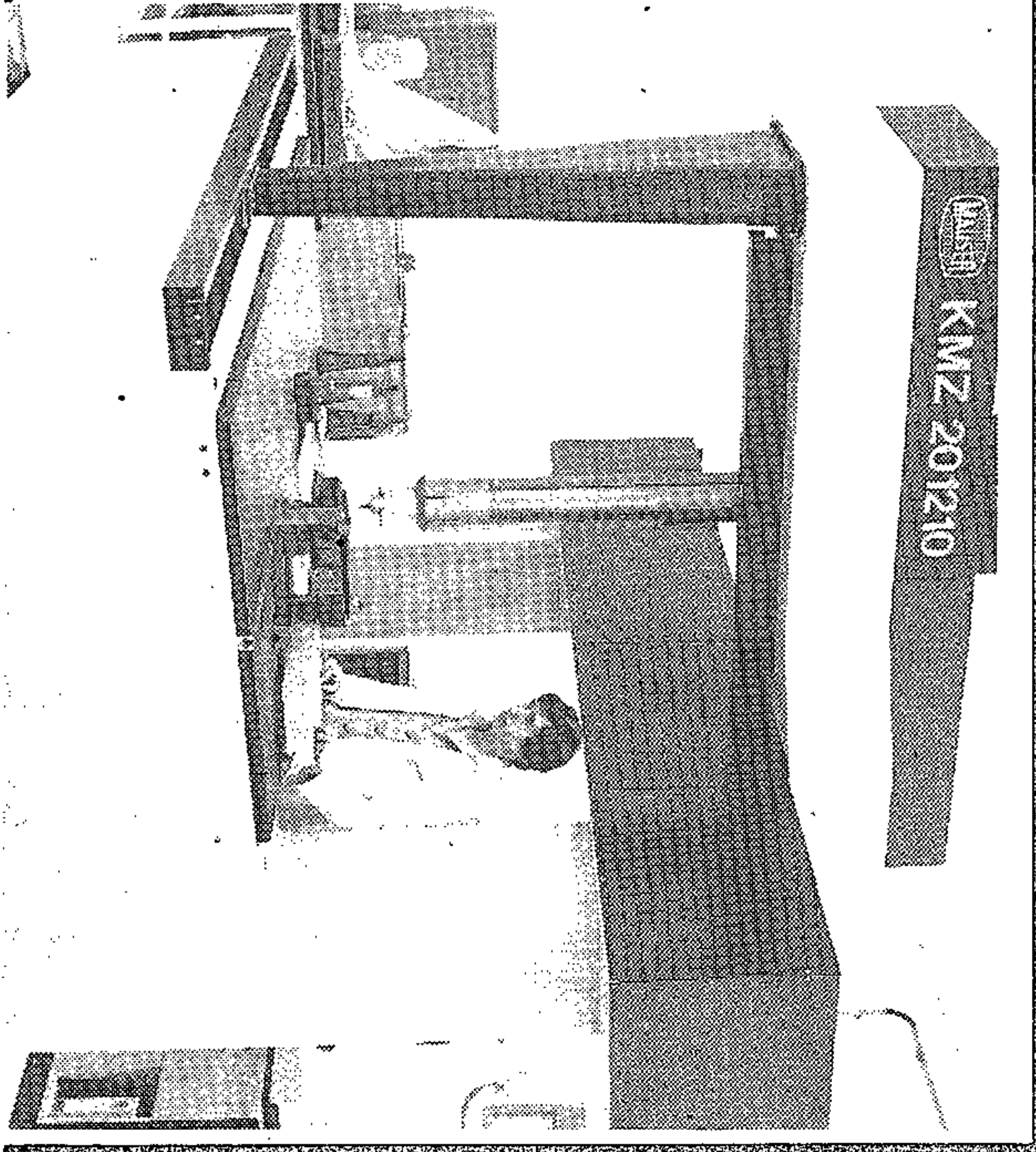
Adeu acy is the name of the game

ADE has strengthened its arsenal of quality control equipment further with a sophisticated machine which will be used as final quality check on all machined components.

Believed to be the only one of its kind in South Africa, the KMZ 201210 three dimensional computer controlled measuring machine (right) is accurate to seven microns or 0.007mm over two metres.

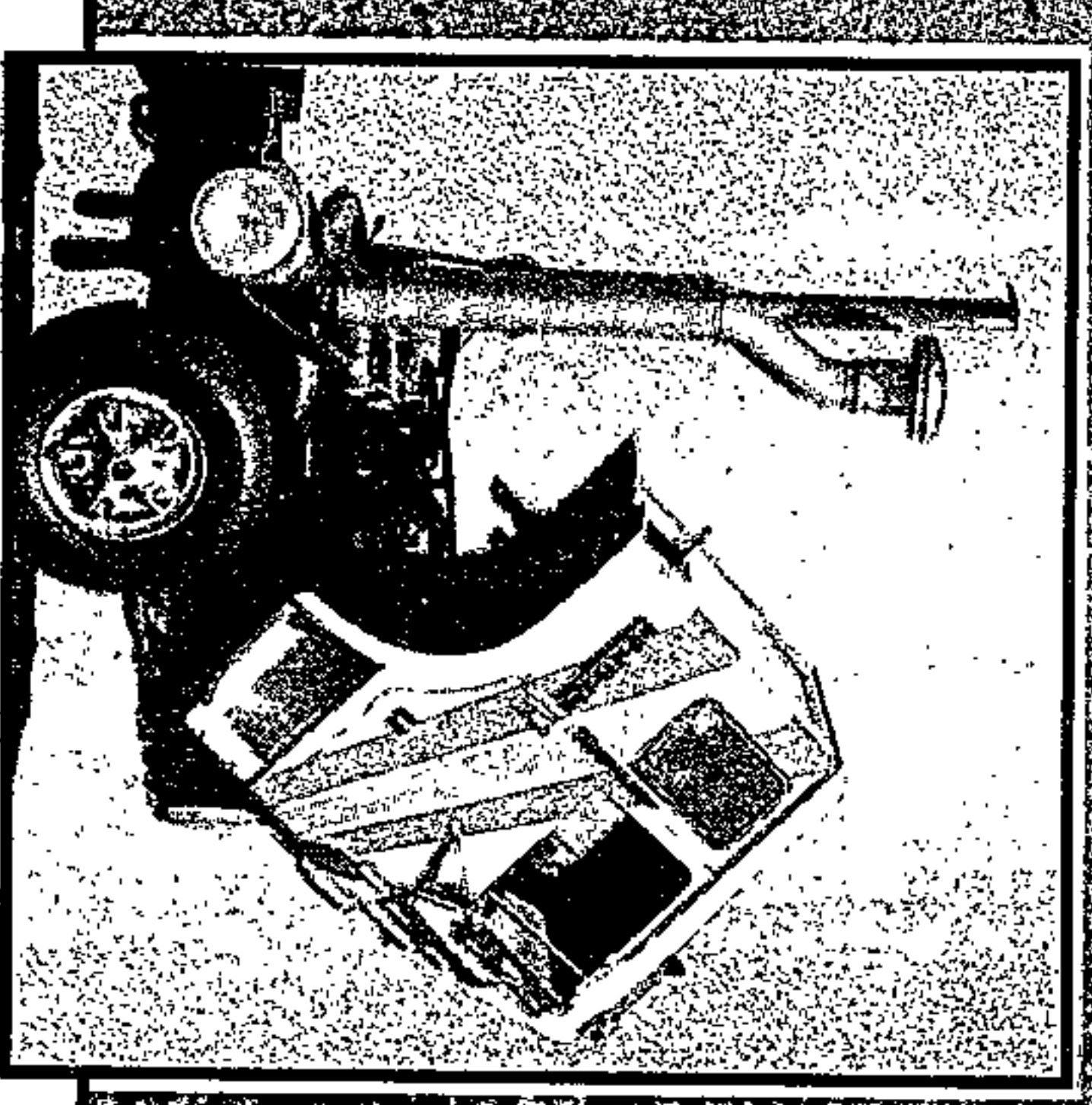
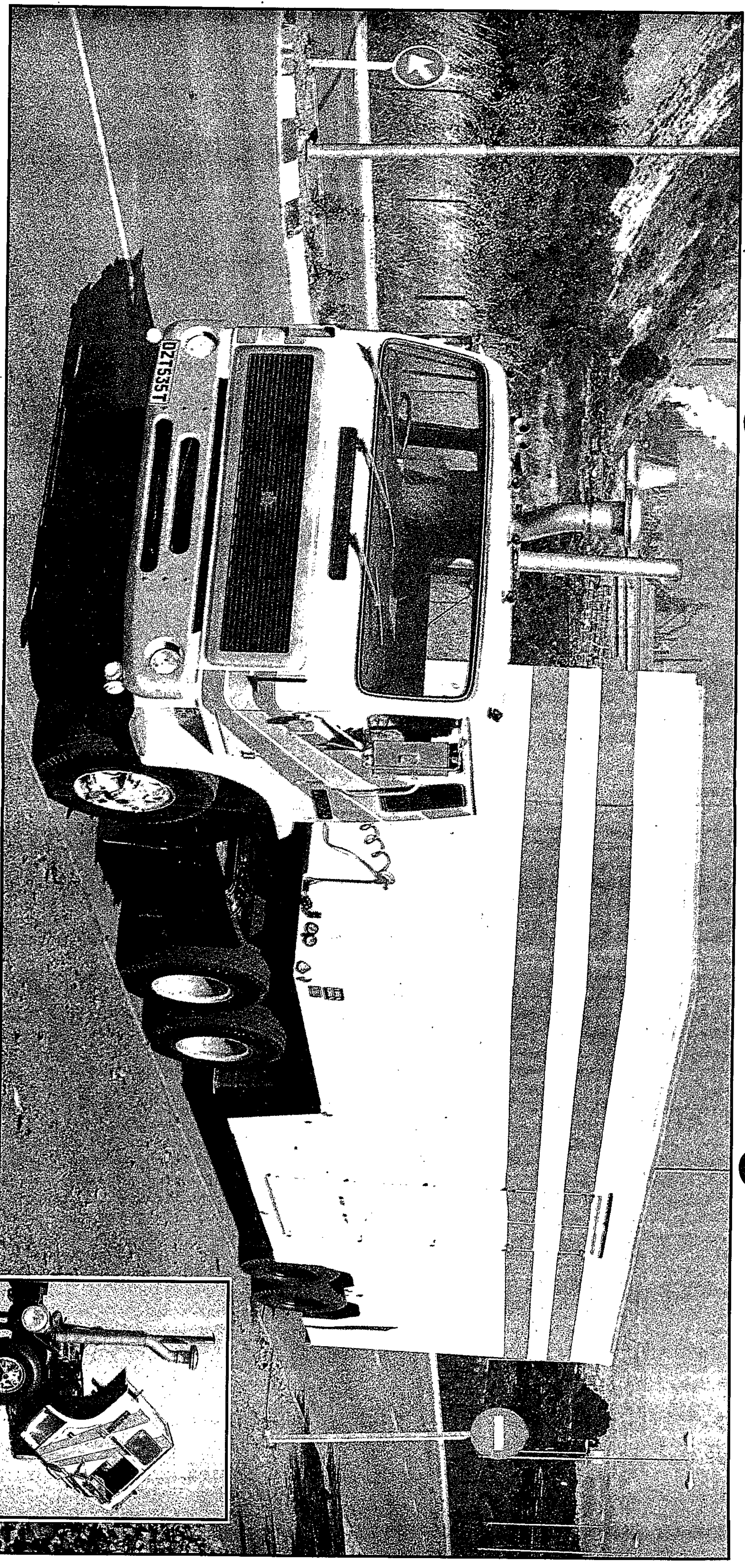
The machine has been installed and laser calibrated in the metrology laboratory at ADE.

Among the features of the machine is that it is learn-programmable. This means that once the machine has been programmed to measure a component it will execute subsequent measurements on its own.



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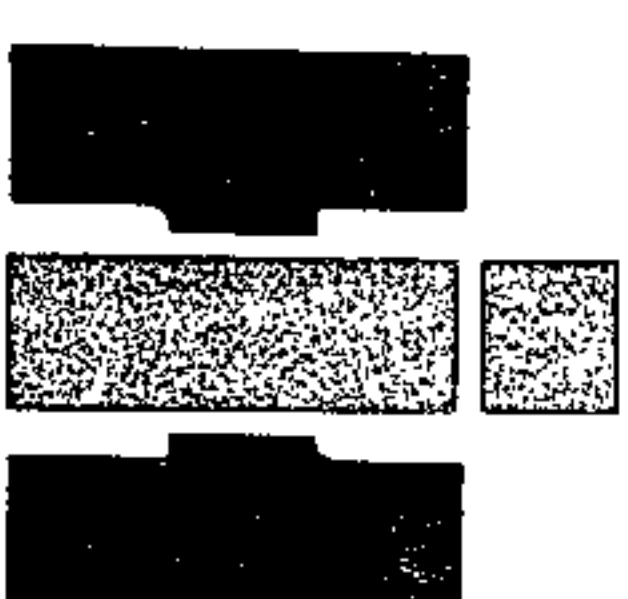
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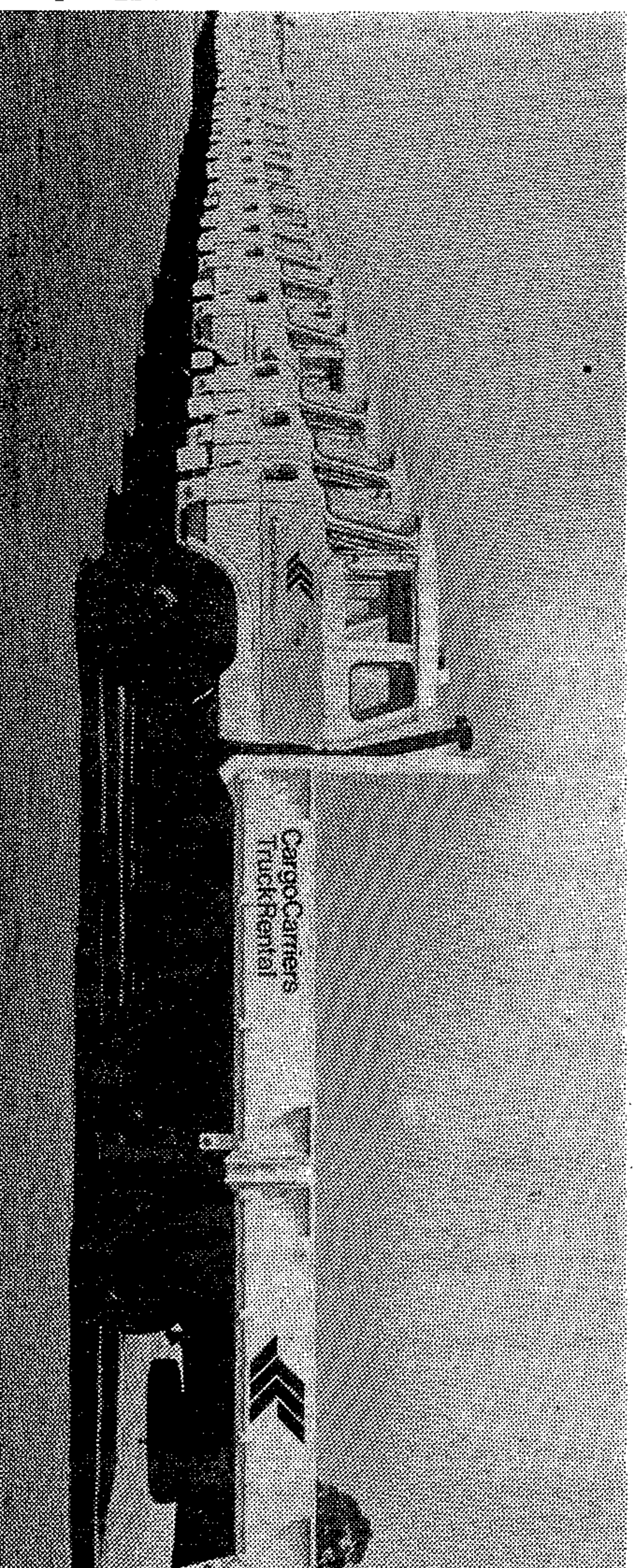
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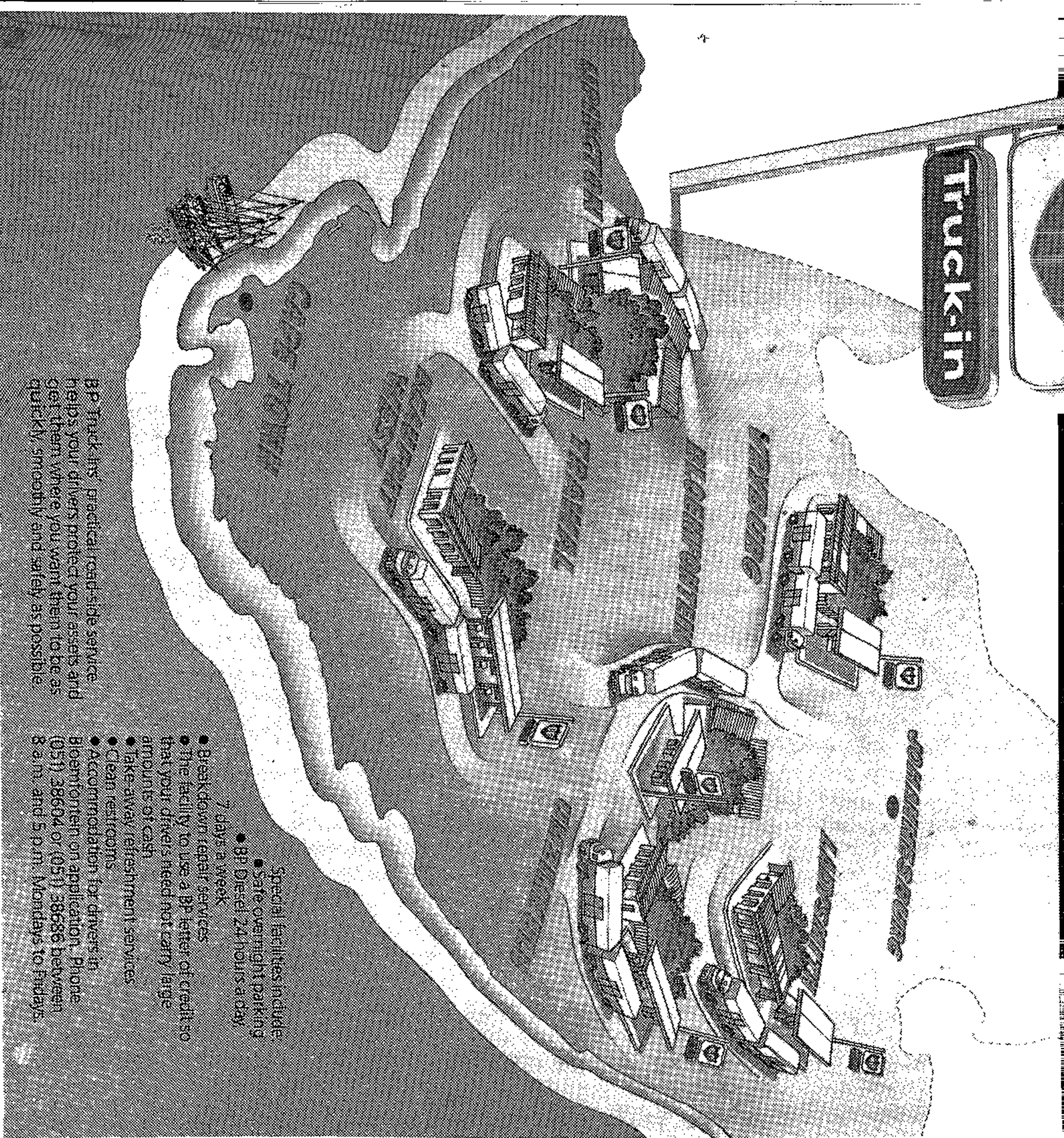


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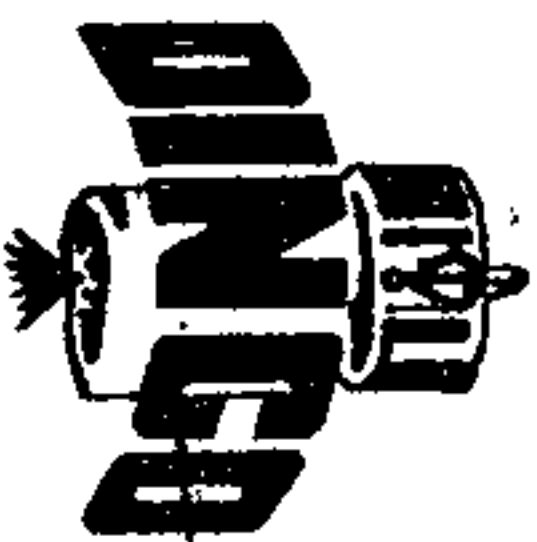
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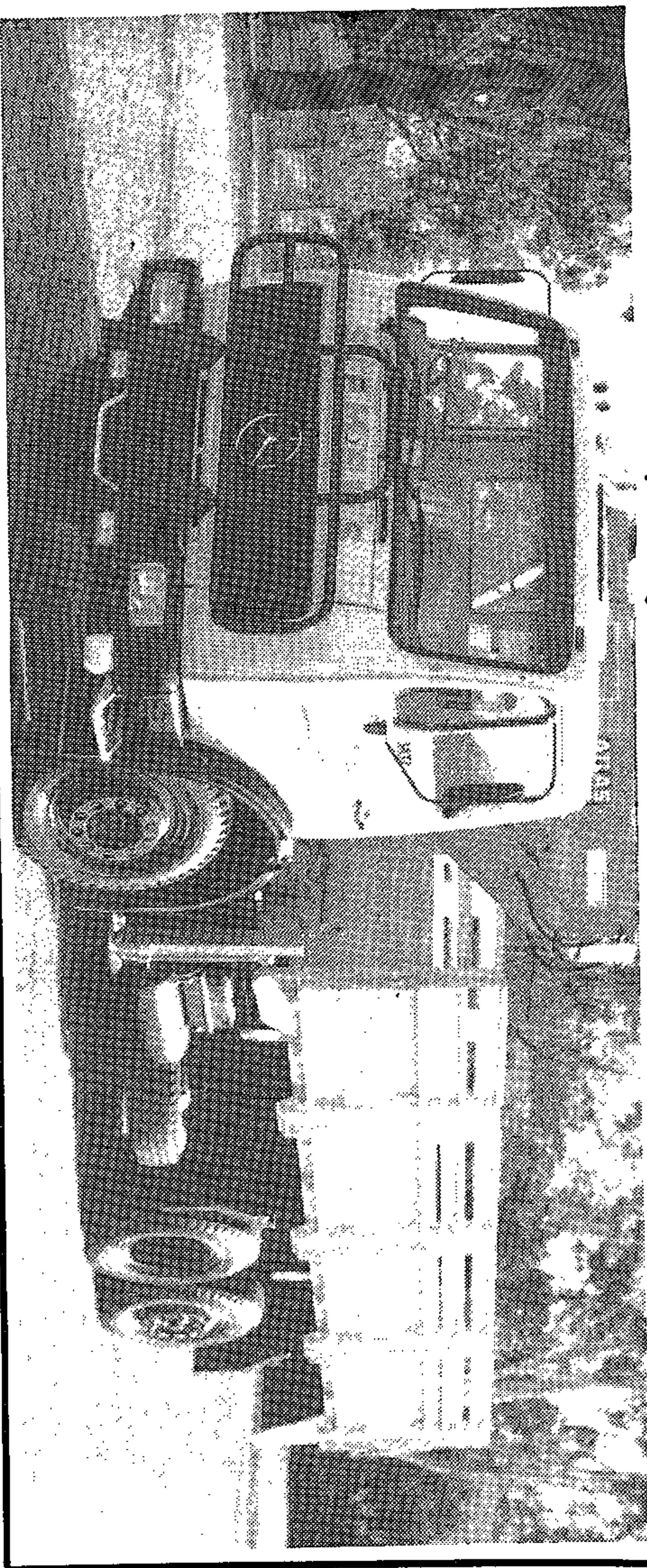
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Interesting truck for Siemens

Siemens Limited recently ordered a tailor-made new Mercedes-Benz 1417/48 freight carrier with some interesting modifications. The truck has an extended chassis of 6,9 metres, a trailing axle and is fitted with a crane, fog lights and special high dropside. Standard features for safety and comfort include an all-steel full-forward control tilt cab with fully adjustable driver seat.



Truckmakers lead way in testing

Special chassis rig is unique in SA

sign in terms of dimensional and material specifications " a spokesman for the company said.

To counter this situation, all components are subjected to rigorous quality and endurance tests and released for production only after extensive development periods.

"With the introduction of major locally sourced components such as engines, chassis frames and cabs, we view it essential to continue this policy and will only support top quality products," the spokesman said.

For Truckmakers testing, evaluation, redesigning, retesting and a host of other factors which constitute product development is the only sure way of achieving high reliability.

Obviously such tests must be repeatable if meaningful performance comparisons are to be made.

To this end, the company conducts all testing in strict accordance with its own formalised acceptance procedures developed by qualified engineers to simulate South African operating conditions.

"In drawing up the test programme it was first necessary to establish how each vehicle or component will be used, and in the light of this knowledge all the modes of failures likely to occur were listed. Tests were then devised to promote these failures under controlled conditions in order to assess the impact on the operation of the vehicle.

"Full-scale testing under real conditions is very expensive and real condition may not be available for sufficient time due to the many variables and unknowns involved such as driver error, and driver technique, which makes it unlikely to complete this type of test

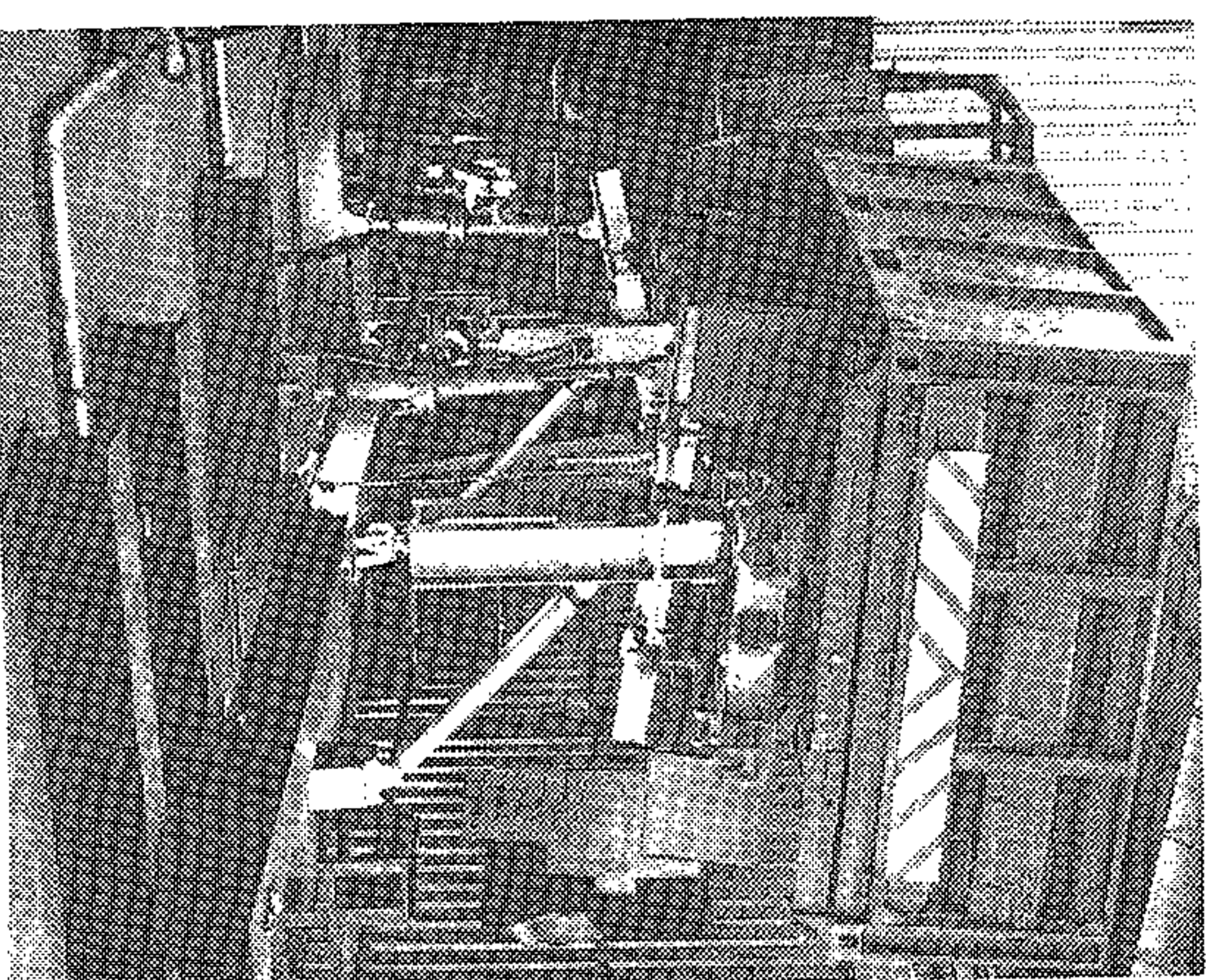
under totally controlled conditions.

In addition, factors such as the introduction of non-representative failures would seriously question the validity of any results obtained and it is often impossible to include all the detailed instrumentation essential for development work.

"The only answer, therefore, is to concentrate on full-scale testing under simulated conditions and full-scale component rig testing. Full-scale testing under simulated conditions is the most powerful development technique because conditions can be closely controlled and a detailed planned investigation carried out.

"After simulation components proving unsatisfactory are isolated and, rig tested. More detailed information is obtained utilising sophisticated instrumentation. The component can now also be subjected to a wider range of conditions than possible when confined within the complete vehicle."

Among the sophisticated test rigs in use with the company is a locally designed servo-hydraulic chassis frame test rig



The locally designed servo-hydraulic chassis frame test rig

This rig has proven so successful that Truckmakers intends investing a further R150 000 in additional servo-hydraulic equipment and R100 000 in a chassis dynamometer. Testing time has been reduced to such an extent that 5000 000 km of normal operating conditions can be simulated in just 40 hours on the chassis frame rig.

This rig has proven so successful that Truckmakers intends investing a further R150 000 in additional servo-hydraulic equipment and R100 000 in a chassis dynamometer. Testing time has been reduced to such an extent that 5000 000 km of normal operating conditions can be simulated in just 40 hours on the chassis frame rig.

BP Trucks protectively your assets

Eaton move into SA market holds no fears for ZF

By JOHANN van RHEEDE

NEWS that the US-based Eaton group will invest close to R30-million for the local production of Fuller gearboxes and Eaton rear axles leaves ZF of SA cold. Mr Jürgen Dickomeit, managing director of ZF South Africa, the after sales service and marketing organisation of ZF AG in South Africa, believes that the ZF range of gearboxes has proven itself internationally to the extent where the fear of a possible Eaton go-ahead to establish local facilities will have little effect or impact on the local market.



JÜRGEN DICKOMEIT

“The ZF range, which will be locally manufactured by ASTAS, incorporates the most advanced technology in this field in the world today,” said Mr Dickomeit. “The high level of international acceptance — ZF holds 70 percent of the market in Europe — and the fact that our parent company will establish manufacturing facilities in the USA in direct competition with Eaton is adequate proof of our faith that we have the best technology available to the trucking industry today.” Mr Dickomeit admitted at the same time that Eaton was very big in USA and a number of other international markets. Among the examples listed by him to back his statement that ZF has far greater international acceptance than most other transmission manufacturers is the fact that ZF transmissions are installed at a percentage of almost 100 percent by a number of leading world truck suppliers.

MD says advances will make a major impact

est specialist transmission company with an annual turnover in the region of 2 000 million DM and employing some 65 000 people in Friedrichshafen alone, he said. In addition, ZF has plants and associate companies in the Federal Republic of Germany, France, Britain, Austria, Denmark, Spain, Italy, Brazil, Argentina and the USA. The statement that ZF gearboxes will hold little in store for SA's Japanese truck manufacturers holds little water as a great deal of business has been done with Japanese manufacturers.

Ratios

The gearboxes are rated for nominal input torques from 900 to 1600 Nm and can be of constant-mesh or synchromesh pattern. Provision for attaching all the customary forms of power take off and for an integrated transfer box is claimed to make the ZF Ecospilt suitable for every area of commercial vehicle operation.

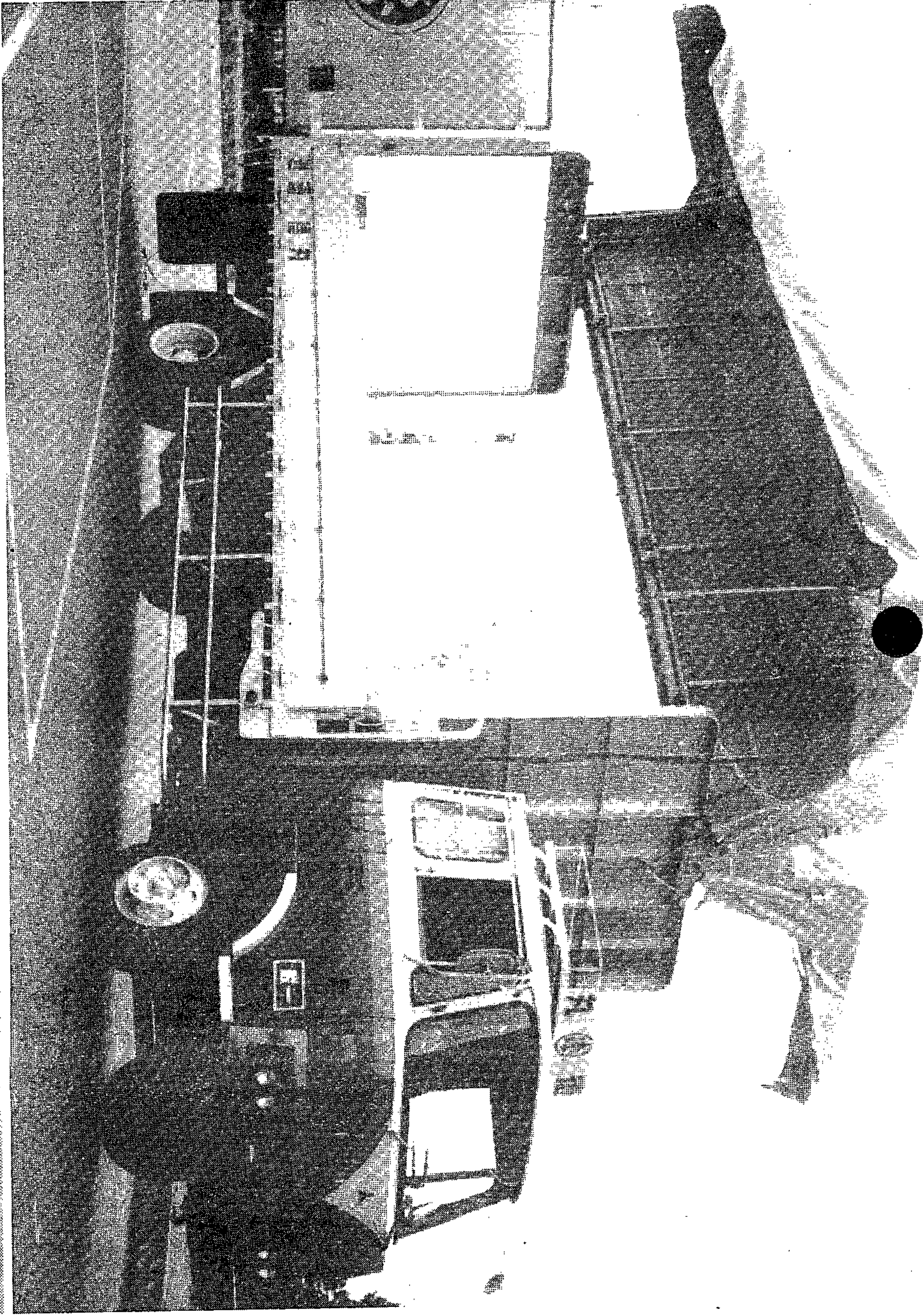
Diverse

While transmissions for commercial vehicles and buses form the main part of ZF AG's business, it is actively involved in other forms of transmission on land, water and in the air. Examples are anything from fork-lift trucks to mobile cranes, track and rail vehicles, helicopters and supersonic jets.

Huge strides in drive to top

INTERNATIONAL. Harvester has made tremendous strides in an all out drive to secure a larger share of the truck market that it is competing in. The demand for the company's range of trucks is such that the Friedrichshafen plant

lowered the recent launch of the T-line range while the established S-line range is continuing its successful run in South Africa. In order to increase its market share, the company has invested in the upgrading of information and service support systems

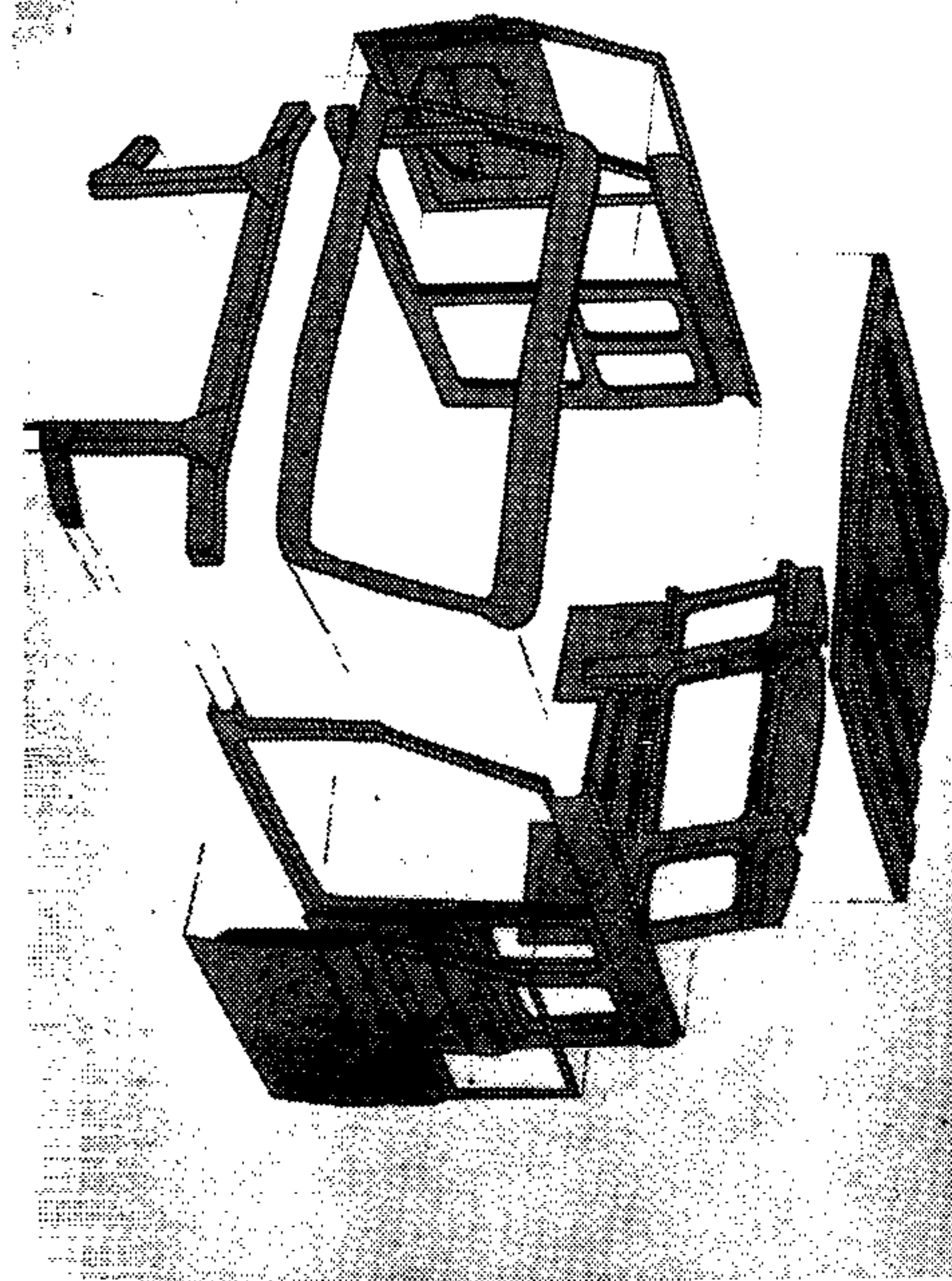


An example of the Gulfling fully opened permitting accessibility to load compartments from both sides

Rowen out to get share of truck cab trade

ROWEN (SA) Limited will shortly establish cab manufacturing facilities in a bid to capture a major share of the growing heavy and light commercial market.

The company will introduce the standard panel concept which it claims will give the commercial vehicle manufacturer the flexibility to use a basic set of fully toolled panels for a wide variety of cabs, each engineered to suit the exact requirements of the



building bottling semi-trailers capable of accepting 12 and 18 pallet loads and is about to start manufacturing the first of six 50-ton low-bed semi-trailers for the SAR & H. It is also investigating the introduction of a push-button control bridge crane that can be fitted to a pantechmion or panel van designed to load and

a specialist fleet sales department of skilled and experienced salesmen has been established. Other advances include schools for salesmen and service vicemen to improve knowledge, the upgrading of information and service support systems

cabs, special purpose cabs, day cabs, crew cabs and sleeper cabs.

"By using this cab system the vehicle manufacturer benefits from reduced tooling investment as compared to what is required for an individually designed cab range. The standard panels represent 70 percent of the complete cab shell and can be adapted to suit virtually all the commercial vehicle manufacturers' production requirements while still allowing the opportunity to personalise the front exterior panels, fascia and interior trim," a spokesman for Rowen said.

In addition to this development, Rowen has obtained the know-how of an overseas company to build a "one touch roof" canopy configuration of the "Gullwing" design in South Africa.

The sides of the canopy can be closed and opened independently by one man. The angle of the required aperture can be adjusted and some of the safety features that can introduced are an axle-locking device which prevents vehicle movement while the canopy is open and a warning light installed in the cab for additional safety.

The Gullwing is constructed of rust-protected light-weight steel tubing with water-proof canvases covering. It is claimed to be suitable for trucks and trailers from one to 20 ton capacity.

Rowen is an engineering company situated in Durban. The company is part of the Wesco group of companies and has two plants—at Jacobs and Mobern. The Mobern plant is one of the largest independent press shops in the Republic.

The company has been supplying component parts to most of the major motor manufacturing companies in the

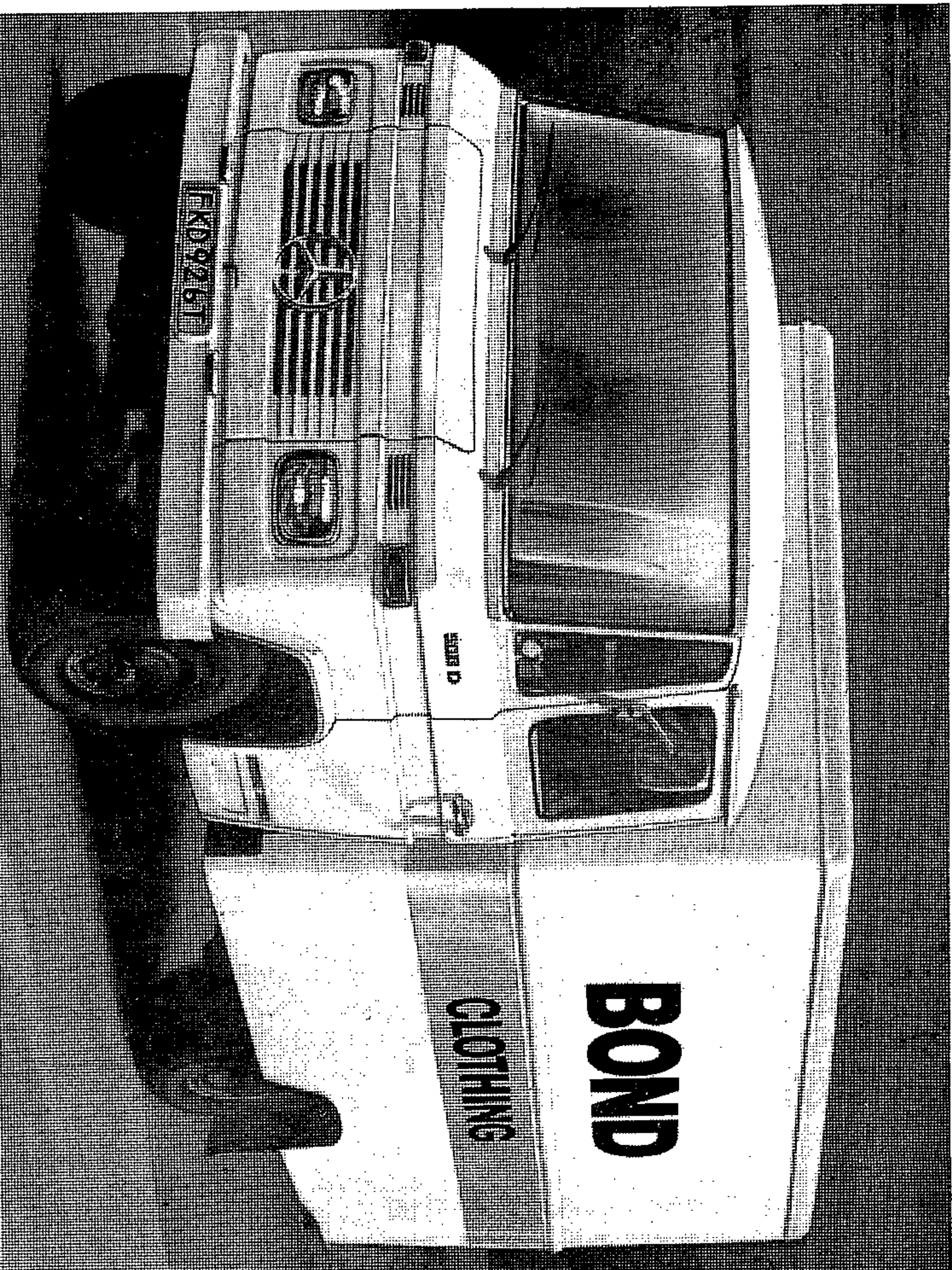
Lean time for used trucks

THE used truck industry of South Africa is going through a lean phase with sales of second-hand trucks dropping by almost 50 percent.

Fear has been expressed by several specialist dealers that the market could decline even further towards the end of the year.

Further losses can be expected once the number of truck refurbishing facilities being established by some of the leading local truck manufacturers come on stream in 1982.

While sales of used trucks are declining, dealers in the used truck component industry have not looked back since truck sales started spiralling in the second half of 1980. Long overseas delivery times and lack of adequate local supplies have increased the demand for used spares.



The incredibly versatile Mercedes-Benz 508 D and 608 D.

FROM RAGS TO RICHES

Some businesses can get by with a delivery vehicle off the peg. Other businesses, of which the rag trade and the money bag trade are but two, have specific needs.

Hence the Mercedes-Benz 508 D and 608 D.

These units can be adapted to ferry pumpkins or people, flowers or fridges. They can come with tailboards, refrigerated bodies, box-type superstructures or removable tanks.

They are also especially suitable where large volume loading is required. And with their three wheelbase versions and many body variations you can be sure there's one right up your street.

What will also appeal to you about the 508 D and 608 D is their economy.

Unlike most delivery vehicles they don't use

petrol. They use diesel, which could result in a fuel saving of up to 50%, depending on the operation.

In every sense a diesel engine is an economical piece of machinery. It has no plugs, carburettor or distributor. So servicing is less complicated, less frequent and less costly.

It is also inherently durable with a life expectancy that is often double the life of a petrol engine.

The proven Mercedes-Benz OM314 diesel engine in the 508 D and 608 D is light, compact and perfectly suited to the vehicle.

It is neither an over-powered guzzler nor an under-powered slugard. Which is important, because the right power to mass ratio saves you money.

A GCM of 8 000 kg on the 508 D, and 10 500 kg on the 608 D provides for excellent trailer application.



From a driving point of view these vehicles are typically Mercedes-Benz: safe, comfortable and easy to handle.

Panoramic windows let you see in all directions.

And the steering and gear change are so smooth, they are almost as easy to manoeuvre as a car.

Other features in a well-appointed cab include: Hydraulically activated clutch. Twin-circuit vacuum-assisted brakes. A highly efficient heating and ventilation system. A driver's seat that is adjustable forwards, backwards, for height and for rake. Plus a double co-drivers seat.

Above all else, consider the economics. The high resale value added to the fuel savings, reduced operating costs and excellent back-up services mean a 508 D or 608 D actually cost you less in the long term.

If you would like more information on these vehicles, we suggest you contact your Mercedes-Benz dealer and arrange for a demonstration.



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| 1981 Mercedes Benz L 1313/51 8 Ton Truck | R22 500 |
| 1981 Mercedes Benz L 1418/50 8 Ton Truck | R22 000 |
| 1981 Mercedes Benz LS 1418/37 Mechanical Horse (Two Speed Axle) | R28 500 |
| 1981 Mercedes Benz L 1113/48 7 Ton Truck | R20 500 |
| 1980 Mercedes Benz LK 2624/36 Heavy duty tipper truck (Sew boot body) | R55 000 |
| 1980 Mercedes Benz L213K/32 Mechanical Horse plus 5-ton Miller Type 12 Ton Single Axle Semi-trailer | R30 500 |
| 1979 Mercedes Benz LS 1921/36 Mechanical Horse with Trailing Axle | R29 000 |
| 1978 Mercedes Benz LK 1517/42 Tipper Truck | R26 000 |
| 1978 Mercedes Benz LS 2624/36 Mechanical Horse | R42 000 |
| 1978 Mercedes Benz L 1517/48 with Trailing Axle 12 ton truck | R27 000 |
| 1977 Mercedes Benz 1928/32 Mechanical Horse with Trailing Axle | R31 500 |
| 1976 Mercedes Benz LS 2624/36 Mechanical Horse (Two Speed Axle) | R22 500 |
| 1975 Mercedes Benz LS 1924/36 Mechanical Horse | R15 000 |
| 1975 Mercedes Benz LK 1313/36 Tipper Truck | R22 500 |
| 1974 Mercedes Benz LK 1513/36 Mechanical Horse together with Broderick 11m ² and tipping semi-trailer | R25 000 |
| 1972 Mercedes Benz LS 1924/36 plus Trailing Axle together with 36' Double Axle semi-trailer | R25 000 |
| 1980 Ford B1314 Mechanical Horse (Model 2200 turbo charged) | R17 500 |
| 1978 Nissan CK 20 8 Ton Truck with Moire and Cattle | R19 000 |
| 1977 Toyota DA 316 7 Ton Truck | R12 500 |
| 1977 Fiat 654 T 8 Ton Truck | R10 000 |
| 1976 Ford B 1414 8 Ton Truck | R10 000 |
| 1976 Leyland Boxer 1300 8 Ton Truck | R10 000 |
| 1976 Toyota DA 310 Tipper Truck | R 3 500 |
| 1976 Bedford J1 1 1/2 Ton Truck | R12 500 |
| 1976 Ford B 1414 8 Ton Truck (8 Speed) | |
| 1974 Mack K700 Mechanical Horse (Trailing Axle) plus trailer with which | R65 000 |
| 1973 Ford Model 5000 Tractor | R 5 500 |
| 1973 David Brown Model 1212 Tractor | R 5 000 |
| 1972 Fiat 673 8 Ton Truck | R 5 000 |
| 1970 Isuzu 8 Ton Truck | R 7 500 |

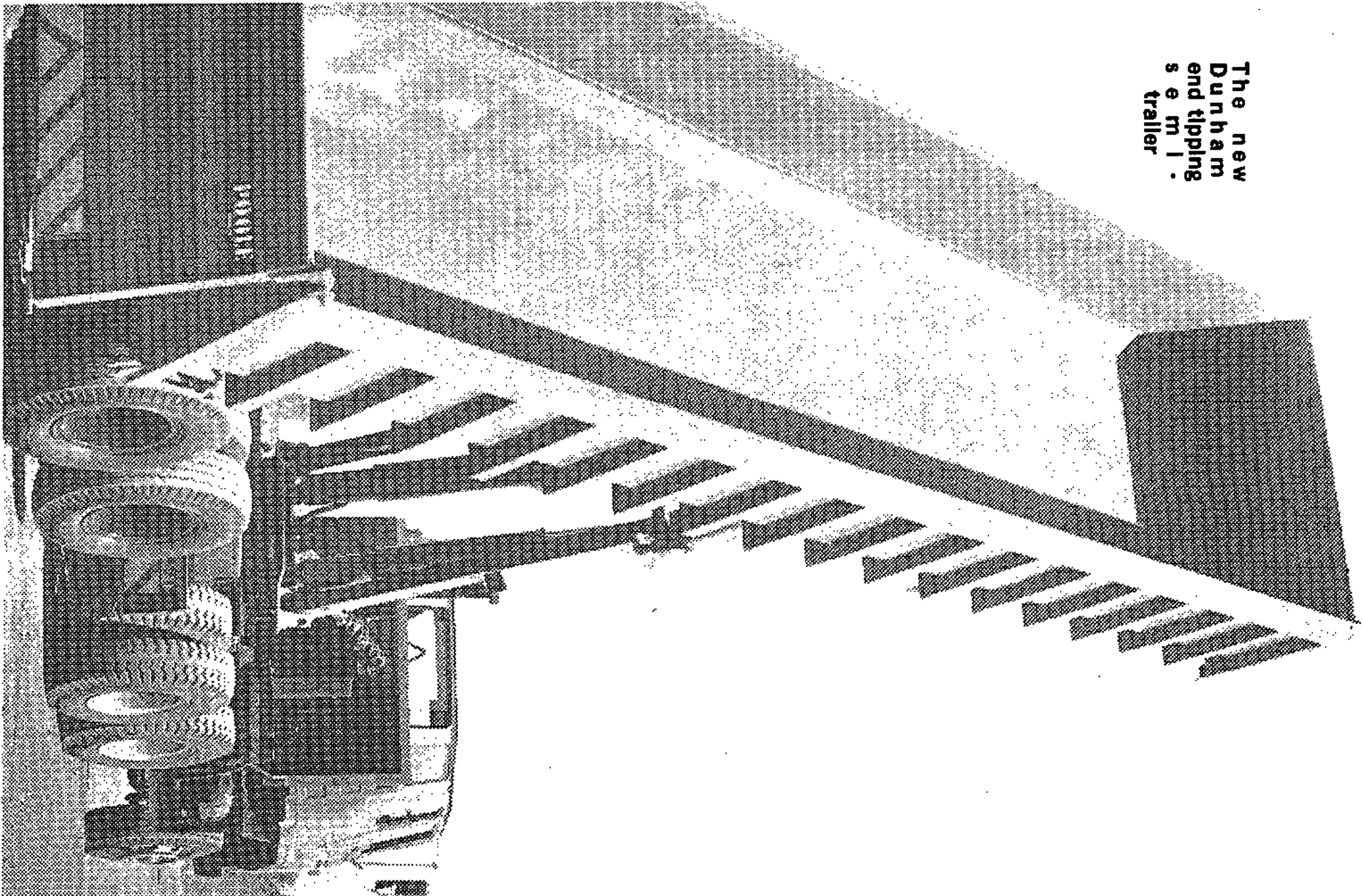
VOEST100TS

| | |
|--|---------|
| 1976 Toyota DA 310 Tipper Truck | R 5 000 |
| 1976 Nissan UC 290 6 Ton Truck | R 3 000 |
| 1975 Leyland Bus (64 seats) plus 18 standing | R12 500 |
| 1974 Bedford Isuzu TDX 40 Mechanical Horse | R 5 000 |
| 1974 Nissan CK 20 Mechanical Horse plus 13m ² and tipping semi-trailer | R12 500 |
| 1973 Dodge V8 Cummins Tipper Truck | R 3 500 |
| 1972 International F2100 Mechanical Horse (Cummins Engine and Fuller gearbox) | R 7 500 |
| 1970 Leyland Albion 14 Ton Truck with hydraulic tail-lift | R 5 000 |
| 1969 Henschel F221 double axle Mechanical Horse | R 5 000 |
| 1965 Atchafecs Simple Axle Mechanical Horse together with 10m ² Heavy Capacity and tipping semi-trailer | R 5 000 |
| 1958 Chevrolet Viking 1 1/2 ton C.D.V. | R500 |

All prices exclude GST

IMPORTANT

The new
Dunham
end tipping
semi-trailer



FA Poole now ready to supply all tipper needs

FA Poole of Rosslyn has moved into its new R2-million facility and now claims to be in a position to provide the entire local tipper market with all requirements.

Managing director Nathan Lubie earlier this year announced that the company had consolidated its manufacturing facilities and promised that a number of exciting new products would be launched in the near future.

In a most recent development the company has taken the latest American design in end tipping semi-trailers and adapted it in its own way to suit local market applications.

The new trailer went on display at ITREC '81 and is the result of extensive research and stringent testing.

Robust

The 26 cubic metre semi-trailer has twin hydraulic cylinders which are placed in a horizontal position under the trailer body floor. These cylinders, mounted to the robust main frame, eliminate protrusion in the trailer body. The mass of the body is spread over two cylinders to ensure that it stays flat and does not buckle.

When tipped, the rear end of the trailer box comes very close to ground level, making it ideal for transporting bricks and various other commodities. An automatic tailgate latch is part of the standard equipment and the trailer tips at a high angle.

Although the trailer body has a floor of 3mm and sides of 3mm, the tare mass is only 7 000kg. The heavy duty main frame is built on to the trailer

structure, making for stronger total unit without extra unnecessary mass.

Concentrating on safety aspects, Poole recently released the first of its kind in South Africa. The body prop marks the end of the tipper trap and boasts a number of safety advantages.

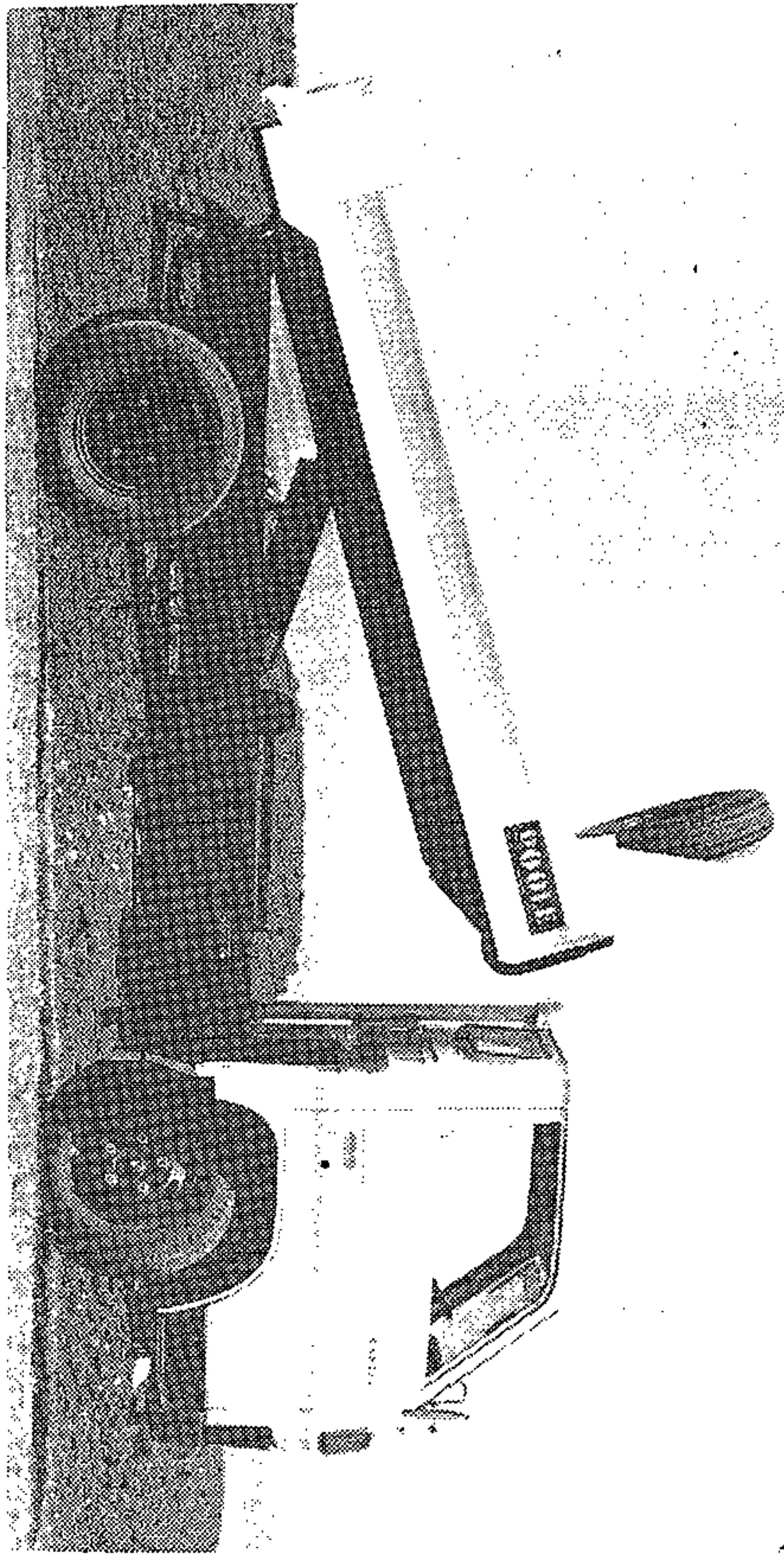
Safety

In the past, getting to the lubrication points of a tipper has been a somewhat hazardous operation which at times had fatal results. This, Poole claims, is no longer the case, as the body prop will now be a standard free feature on all its tipper bodies, and it can be specially designed to fit any other tipper body already in operation.

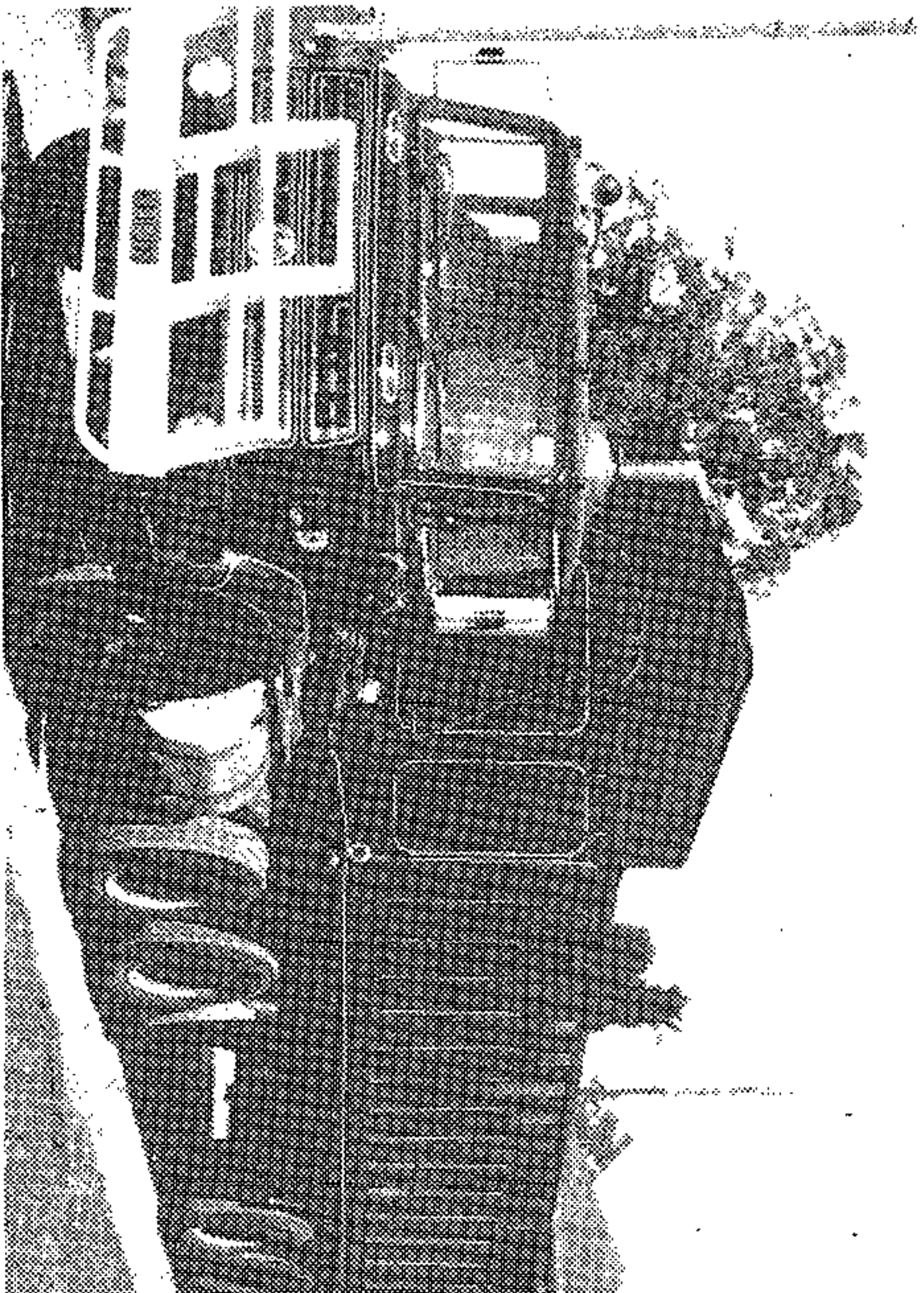
The body prop allows the mechanic to complete all hydraulic body work in reasonable safety without any danger of the tipper body collapsing on him. The prop is constructed of tough steel.

The company is also making headway with its low-cost mini tipper which, with the exception of the pump which is imported from the USA, now boasts an almost 100 percent local content.

The body capacity is 1.8m³ and the floor is made of 3mm mild steel supported on rolled steel longitudinal and cross-members. The mini tipper can be fitted to most two- or three-ton payload carrying vehicles. Maximum dumping speed is 28 seconds.



The Poole mini tipper



The Perkins V8.640 Leyland Harrier in action

Leyland revamps Reiver

LEYLAND Australia has taken its successful Reiver truck and redesigned the cab interior and replaced the inline Leyland 410 engine with a Perkins V8.640, 10.5 litre diesel engine.

The revamped truck has been issued as the Harrier. The diesel, a comparatively new Perkins unit, offers 168kW compared with the Reiver's 111 kW and a 38 percent increase in torque.

This is the first installations of the Perkins V8.640 in a truck outside Europe and it is claimed to be ideal for metropolitan and rural short-haul work, demanding either high power to weight ratio or maximum gross weights. A large piston displacement and a fairly low compression ratio of 15.9 : 1 results in a flexible engine. The turbocharged version of the same unit offers 250 bhp.

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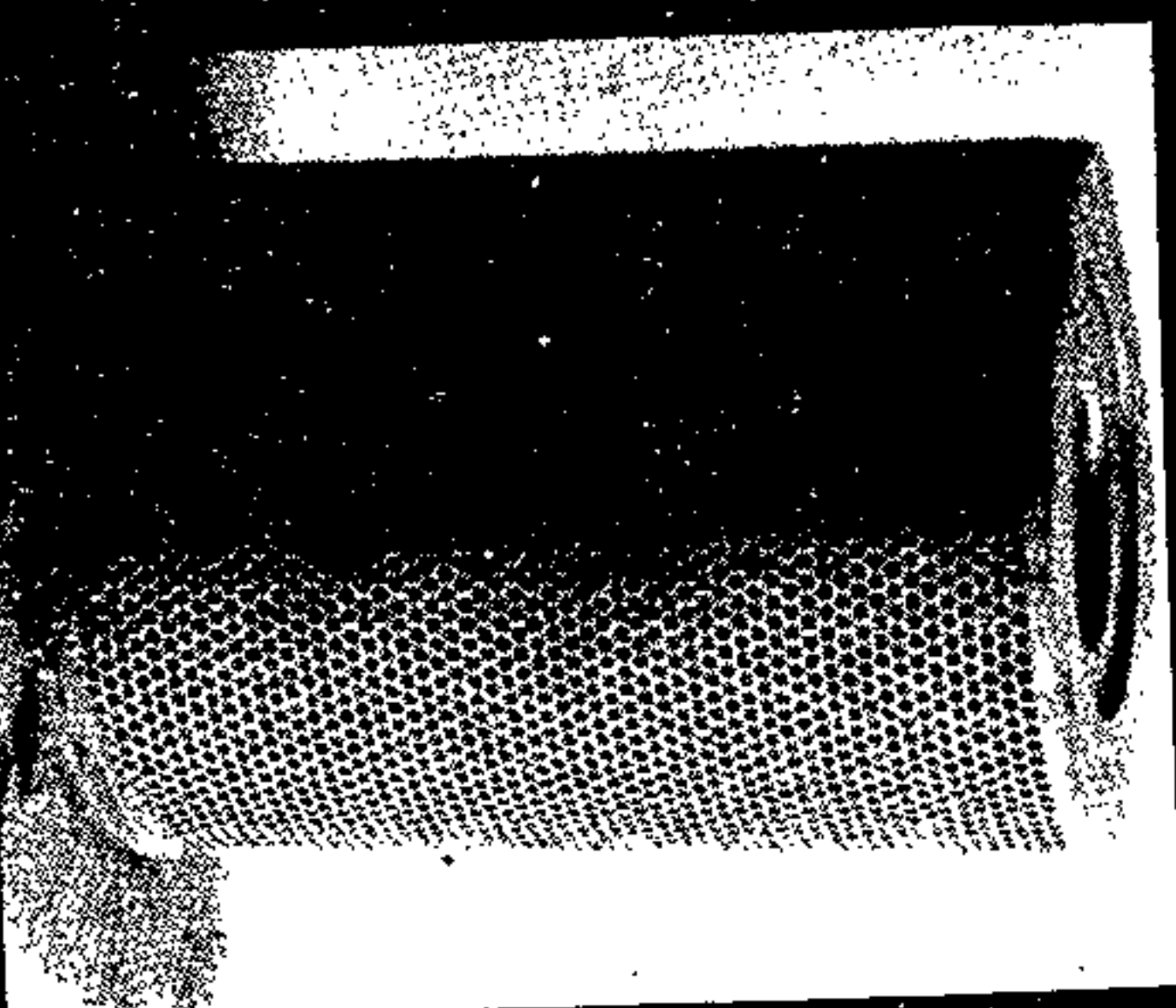
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paper deterioration and dangerous filter damage. Now Fil-T-Vac, the heavy-duty filter cleaning specialists, offer you a fast, safe and dependable system for cleaning air filters. The system is called Fil-T-Vac and the process of cleaning is completely dry. No water or chemicals are used. Whether you own 1 Diesel or 1 000 Diesels, call or write to us and let us talk to you.

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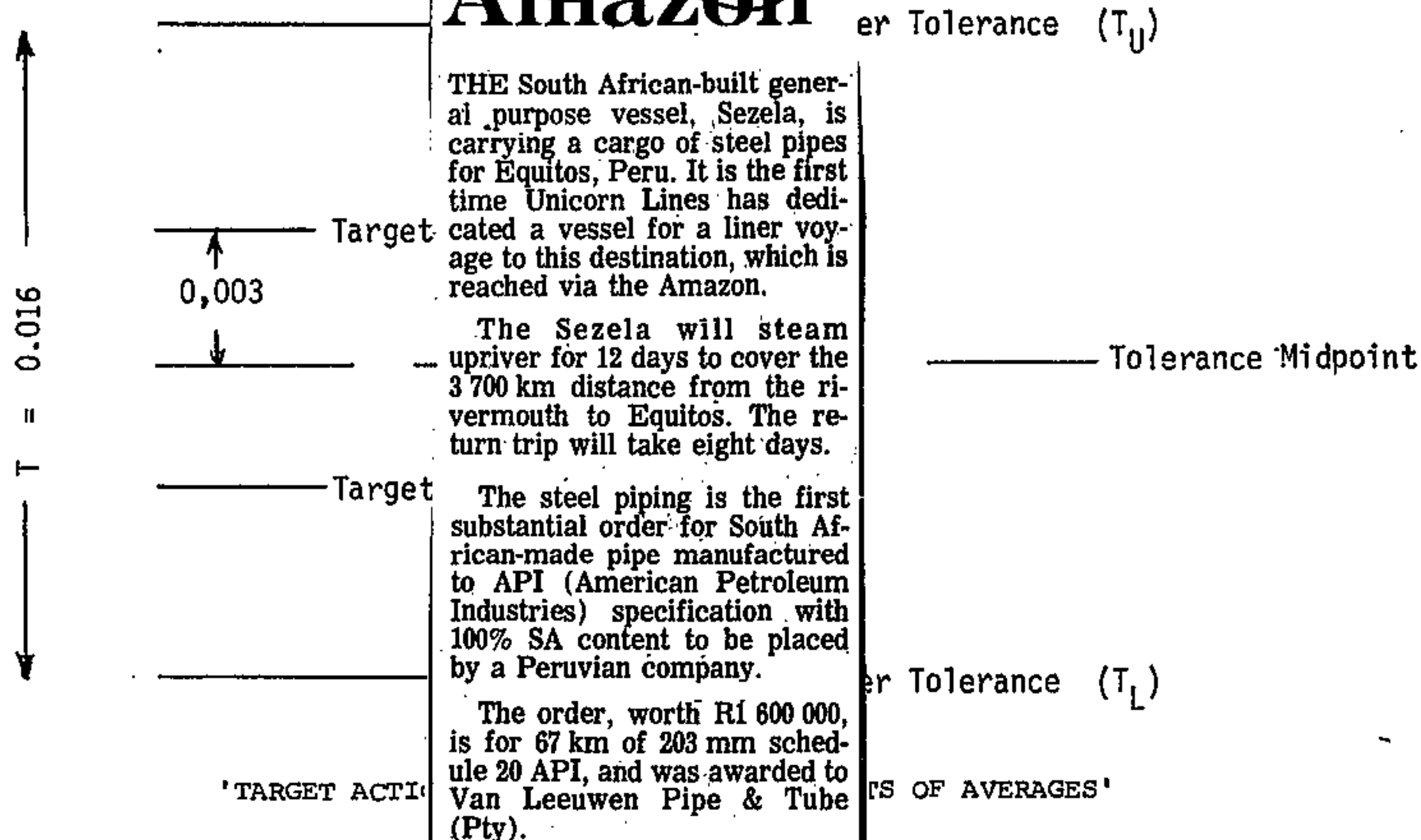
BOSCH
DIESEL-ELECTRIC
AUTOMOTIVE

Source S.A. Transport, October 1980

Steel cargo sails up Amazon

RDY 24/8/81

332 464



10.10.2 DEFECTIVES

Suppose a process is actually making 5% defectives expected in the sample is 1, that it was economically desirable to reduce the number of defectives in a sample of 20 would be 0,2 when this target would be 3 and the quality target would be target limit.

THE South African-built general purpose vessel, Sezela, is carrying a cargo of steel pipes for Equitos, Peru. It is the first time Unicorn Lines has dedicated a vessel for a liner voyage to this destination, which is reached via the Amazon.

The Sezela will steam upriver for 12 days to cover the 3 700 km distance from the rivermouth to Equitos. The return trip will take eight days.

The steel piping is the first substantial order for South African-made pipe manufactured to API (American Petroleum Industries) specification with 100% SA content to be placed by a Peruvian company.

The order, worth R1 600 000, is for 67 km of 203 mm schedule 20 API, and was awarded to Van Leeuwen Pipe & Tube (Pty).

Van Leeuwen is part of one of the world's largest steel-pipe producers and has secured export orders in recent months in neighbouring African territories, the Indian Ocean islands and the Far East. The company has been concentrating on the South American market for some time, and received its first export order for Ecuador last year.

The piping was made from Iscor steel by Hall Longmore & Co (Pty) of Krugersdorp. The total tonnage is 2 300.

TS OF AVERAGES'

ample of 20 is taken then the number of could be drawn at 6. If it was felt, then the number of defectives expected the appropriate (target) action limit al action limit fell on or below the

10.10.3 HOW TO ACHIEVE BETTER MANUFACTURING TECHNIQUES THROUGH PROCESS INVESTIGATION

Processes do not usually improve themselves of their own free will, although where the operator's skill affects quality there have been many instances in which the psychological impact of control charts has resulted in better quality. All improvements are as a result of either insuring that the correct manufacturing technique is followed, or in developing a better technique. Nevertheless, the control charts provide a stimulus to insure that better quality is achieved.

10.10.4 METHODS OF PROCESS INVESTIGATION

Generally there are four (4) methods available for investigating a process, these being:

- 1 TABULATION OF FAULTS
- 2 REPLACE COUNTING OF DEFECTIVES BY MEASUREMENT
- 3 GRAPHICAL REPRESENTATION OF MEASUREMENTS
- 4 DESIGNED EXPERIMENTS

Women

Ev Dot 26/8/81
to meet

284 132 332
bus chief

Post Reporter

THE Domestic Workers and Salesladies Association (Dwasa) has arranged a meeting with Mr Carl Coetzer, general manager of PE Tramways, on Wednesday to discuss transport problems for domestic workers in Port Elizabeth.

Miss Leonora Netti, secretary for Dwasa, said today domestic workers had complained to the association about poor bus services during morning peak hours.

"Mr Coetzer has agreed to meet our association on Wednesday and we hope the meeting will be fruitful," she said.

Nationwide conference for taximen

Sowetan 25/8/81
332
By NKOPANE
MAKOBANE
THE Southern Africa
Black Taxi Association
(Sabta) is preparing for
its first national confer-
ence to be held in Durban
next month.

Mr Jimmy Sojane,
chairman of the associa-
tion, told SOWETAN that
in the last few weeks,
the national executive
committee has been
working very hard to
mobilise taxi associations
throughout the country.

Last week the commit-

tee visited Port Elizabeth
to combine taxi associa-
tions in the Eastern Cape
in places like Queenstown,
King William's Town,
East London and Port
Elizabeth.

This week the commit-
tee will travel to Bloem-
fontein to try and put to-
gether associations in the
whole of the Orange Free
State. Sabta's conference
will be held at Umlazi
Hotel on September 23 and
24. On the last evening of
the gathering, a big braai
will be held?

Urban bus services
*26. Mr. S. S. VAN DER MERWE asked
the Minister of Finance:†

- (1) Whether companies operating urban bus services are exempted from the payment of general sales tax on materials required for the provision of such services; if so, what is the nature of the exemption; if not,

- (2) whether he will consider granting such exemption?

†The MINISTER OF FINANCE:

(1) No.

(2) No.

at Halévy's distinction is often
My own feeling is that the
"artificial harmony of interests" (achieved by legi-
timate means) versus the
anarchy of
not exist.
in
factors have

is a
ct in
genial
spite the
English
the study
seeds of
ism in
liberals;

No.
(a) and (b) fall away.
In the light of the next question of the
Order Paper I want to point out in order
to prevent confusion, that my reply refers
to the Equalization Fund Levy and not to
the customs and excise portion of the fuel
price.

Urban bus services
*28. Mr. S. S. VAN DER MERWE asked
the Minister of Finance:†

Whether companies operating urban bus services are exempted from the pay-
ment of any duty forming part of the price
of petrol or diesel; if so, what is the (a)
nature, and (b) amount per litre, of such
exemption?

The MINISTER OF FINANCE:

Petrol—No.
Diesel—Yes.

- (a) Partial rebate of customs and excise
duty for use in road transport for
public passenger bus transport in

(Clear but not altogether helpful, as neo-classical
views keep breaking through. The same is true of the
next item, which also presupposes a more sophisticated
background in economic theory.)

(N) E. Halévy: Thomas Hodgskin.

Halévy is also the author of
Ricardian socialists:

Urban bus services
*27. Mr. S. S. VAN DER MERWE asked
the Minister of Mineral and Energy Affairs:†

Whether companies operating urban

terms of item 410.04/27.10(2) of
Schedule No. 4 and item 609.05.10(1)
of Schedule No. 6 to the Customs and
Excise Act.

(b) Customs duty 9.976c per litre
Excise duty 9.975c per litre

For written reply:

(E. Halévy was

E. Halévy: The growth of Philo-
sophy of Ricardo.)
of the development
(Despite the borin

F.W. Fetter: The Development

Historical Background
S. Hollander: The Economics o
in total disagree
A recent controver
Economic Theory. C
Luigi Pasinetti: Growth and I
Paul Samuelson: Collected Sci

numerous. Two of t
Ricardo's model of
Attempts to provid

M. Blaug: Ricardian Economics

O. St. Clair: A Key to Ricardo

Modern Commentators

4 dead, 55 hurt in school bus disaster

332

KPM
27/6/81

FOUR children died and 55 were injured — many critically — when a 30-ton truck smashed into a school bus in Eldorado Park yesterday.

As trapped children screamed and moaned for help, frantic parents and bystanders pushed the overturned bus onto its wheels to free them.

Johannesburg's special disaster bus and four ambulances, manned by the special emergency team, ferried the dead and injured to the Baragwanath and Coronation hospitals.

Some of the injured were taken to hospital in private cars.

Two boys and two girls were killed in the smash which took place at the intersections of Slagberg Road and Mahomanie Crescent.

The impact was so great that the bus was pushed 40m back before overturning.

Those killed were Ganges Amhod, Sharleen Johannessen and Ahmed Faisel. The fourth girl's identity was still not known late last night.

A police spokesman said they had not yet been able to get

By CHRIS OLCKERS and DOC BIKITSHA

their ages and addresses.

Thirty-nine of the injured, between six and 18 years old, were treated at Baragwanath while 16 were treated at the Coronation Hospital.

Before being treated, 18-year-old Lesley Long, a matric pupil at Bosmont High School, said he was very lucky to have escaped death.

"But some of my friends were not so lucky. They are dead," he said.

"The bus had just pulled away from the stop when this truck hit us from the side. When I came to, many children began panicking and trampled each other in an effort to get out.

"Others were moaning as they lay trapped under the bus."

Another survivor, Gamat Abrahams, 14, from Bosmont High School, said when the truck hit them he was knocked unconscious.

Bloodied school books littered the street as bystanders attended to the injured.

Hero of the day was 12-year-old Ricardo Billings who ran home to call for help.

"I saw the bus overturning and I heard the children screaming. My dad is a member of the Eldorado Park Emergency Club and he taught me to use the CB radio.

Sprawled

"I immediately called the traffic police and asked them to get ambulances before rushing back to help the injured," he said.

Mrs Marlene Idries used her linen to bandage the injured children as they lay sprawled in the street.

"It was a horrible sight. When we pushed the bus over we found children crushed to death. They did not stand a chance," she said.

Mr Edries Toffie, who lives nearby, said he heard the crash and rushed to the scene.

"I dragged six children from under the bus. Two were alive but the others were already dead."

The driver, Mr Samuel Mudfhe, of Chiawelo, suffered injuries to his legs and chest.

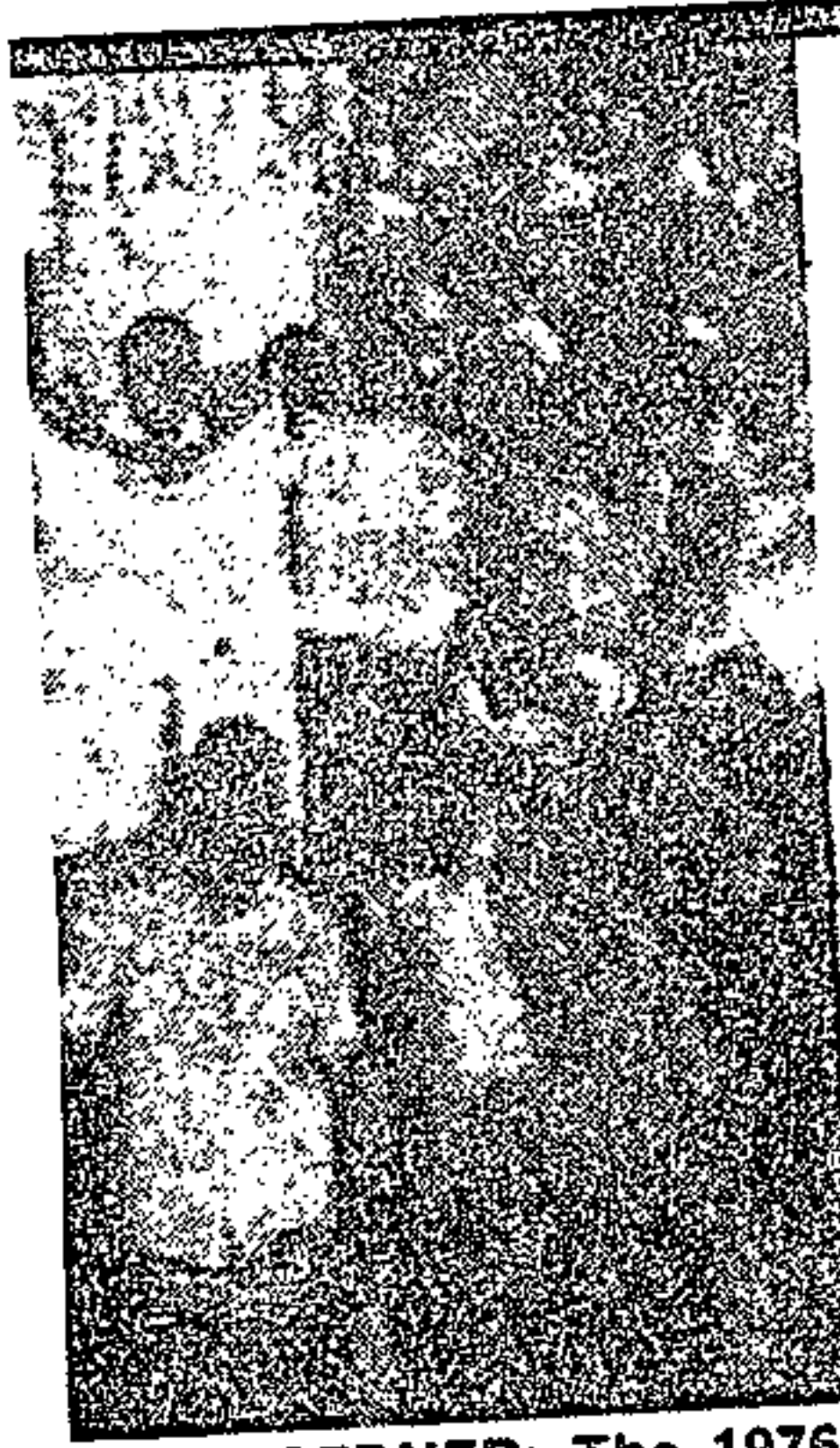
Police are investigating.

27/08/81

282

DEATH WRECKAGE . . . bystanders gaze at the mangled remains of the 30-ton cement truck which smashed into a school bus full of children.





CONCERNED: The 1976 student unrest of great concern to Sabswa.

Cosas discuss Vaal bus fare increases

THE Vaal branch of Cosas will hold a meeting this Sunday to discuss the pending bus fare increases in the area.

A Cosas spokesman said they will be meeting with residents to discuss the students' stand regarding the increases.

The Vaal Transport Corporation will increase the fares by five cents at the end of next month, according to

the spokesman.

The Sunday meeting will be held at the Roman Catholic Church in Sebokeng, Zone 10. It starts at noon.

The spokesman said they have invited Azapo, the Azanian National Youth Unity (Azanyu) and the Women Federation of South Africa. Everybody is welcome to attend.

Saulha
27/8/81

HA

32

HA

Appeal Soweto 27/8/81 made to (332) Putco

for night service

By SELLO RABOTHATA

MORE than 700 Soweto residents and some companies in Johannesburg have appealed to Putco to provide them with a special night service.

This was said by a senior Putco official yesterday, after the bus company had received pleas from residents and companies, where the service is said to be poor.

According to the official, Mr George Hall, most of the pleas were for a service to Braamfontein and companies were asking for a service to help their employees who either knocked off late or did overtime and for those who worked night shifts.

Mr Hall said the snag at present was that for the company to provide services in the different areas in town, it had to get permission from the City Council to put up bus stops and this had not been granted as yet.

Meanwhile, residents interviewed on the need for a special night service, said such a move would be very welcome, especially for those who had to travel at night to work.

Mr Josiah Radebe said he supported the idea as he worked a three shift routine. He said that he sometimes knocked off at 10 pm and after that he found it difficult to get transport home.

"One runs the risk of being attacked by thugs at this time of the night, but what can we do, as we have to work. I really think this is a great idea. The sooner the service starts the sooner one will get to work in peace," he said.

Mrs Betty Masango said that it was really great news and she hoped the service would eventually be run around Soweto at night as it was also a risk travelling in the townships at night. Buses were the safest way to travel, she said.

Call for private bus companies in effort to improve service in PE

SV Post 27/8/81 (332)

Post Reporters

PORT ELIZABETH City Councillor Mr Danie Dorfling and the Domestic Workers and Salesladies Association have called for private bus companies to compete with PE Tramways and thus improve the service.

For months, Port Elizabeth has had a bus-service crisis. Thousands of commuters have been struggling each day to get to and from work.

Buses are overcrowded and often way behind schedules. And there are not enough of them.

Mr Dorfling, who is vice-chairman of the council's Works and Traffic Committee, said today: "If PE Tramways feels it is incapable of coping, then private enterprise should be allowed in."

Applications would have to go to the local Road Transportation Board. They would have to demonstrate that the city's existing service was inadequate.

Mr Dorfling said the council constantly received complaints about the transport service.

"The biggest problem is in our black and coloured communities, where people can wait two hours for a bus," he said.

"Outside the New Law Courts you see hundreds of people waiting after a long day at work, in any weather conditions, and with no facilities. People are going through great inconvenience.

"Is this a service for the community?" he asked.

The general manager of PE Tramways, Mr Carl Coetzer,

yesterday met representatives of the Domestic Workers and Salesladies Association (Dwasa). They suggested the introduction of a railway through the townships, and also independent privately-owned buses as a means of easing the problem.

Dwasa is to seek an interview with the City Engineer and the local System Manager of the South African Railways.

Mr T Konto, a member of the Dwasa delegation, said today that the meeting was cordial and fruitful, and that Mr Coetzer agreed to comply with requests.

Among the requests were that buses from Harrower Road conveying domestic workers from Soweto and Veeplaas should proceed to Johnson Road and Veeplaas, and not end at Njoli bus terminus.

He said Mr Coetzer promised to put on an extra bus on the route to Bluewater Bay on Fridays, and to introduce in the morning and evening a circle bus to Algoa Park. Also, Walmer buses would run every half-hour.

Mr Konto said Mr Coetzer also promised to implement a plan for areas such as Rowallan Park and Kabega Park after Dwasa pointed out that domestic workers had to change buses to get to the outlying areas of the city.

A spokesman for the Road Transportation Board said that where a private company applied to carry passengers on scheduled routes, the application would be dealt with on its merits.

The applicant had to be a "fit and proper person to operate a service of that nature".

Bustfares decision in a few weeks'

THE three major Western Cape bus companies — and the objectors to their application for higher bustfares — will have to wait for a few weeks before the National Transport Commission decides whether or not to grant the increases.

Thirty two community organisations, churches and trade unions have lodged objections to the increases of between 12 and 28 percent applied for by City Tramways, Mitchells Plain and Atlantis Bus companies.

This delay will cost City Tramways about R267 000 a month, according to Mr Selwyn Selikowitz, who appeared on their behalf at the three-day hearing last week.

Mr Selikowitz said Mitchells Plain Bus Services Limited had lost revenue since a railway service was supplied to the area.

COMPENSATION

In reply Mr Geoff Budlender, appearing on behalf of 22 organisations, said the commission could not give compensation for loss because of the train service. The bus companies could put in a claim to the Government.

Mr Budlender showed how, even though the two companies had losses, the holding company, ABH, did not have a loss last year.

He said business in the two areas had started slowly but was picking up because more people were moving in almost daily.

Mr Pieter le Roux, the director of the Institute for Social Development at the University of the Western Cape, said more than 30 percent of the residents in Atlantis were living below the breadline and this figure would increase if the bustfares were increased.

Mr le Roux said the bustfares should not be increased because of the human aspect involved and because of the political resentment it would cause.

Mr Noel Williams, assistant secretary of the Atlantis Civic Affairs Association, said Atlantis residents were forced to rely on buses because of a lack of work, health services, shopping facilities and entertainment in the area.

He said almost 60 percent of the people worked in Cape Town. Many of them had lived close to their places of work before they were forced to move because of the Group Areas Act.

Mr Marcus Solomon, speaking on behalf of Mitchells Plain's Electricity Petition, said many residents in Mitchells Plain travelled by bus because of the high crime rate on trains.

He handed in petitions signed by 2 500 Mitchells Plain residents objecting to the bustfares increases.

where: D = Annual Demand for the product

$$EOQ = \sqrt{\frac{2 \times D \times C_o}{P \times Z}}$$

has been designed:

In order to determine the Economical Ordering Quantity the following formula

where: P_c = Purchase cost of stock
Z = Interest rate
A = Average stock held

$$P_c \times Z$$

by applying the following formula:

It is possible to convert this 'interest rate factor' into a cost per stock unit

Actions: Times are changing...

C. Herald 29/8/81 #A (332)

2

shown as balance
count in such
It may be de
records.

A record should be kept to tabulate
difference or adjustment from the

| DEPARTMENT: | | |
|-------------|------|----|
| STOCK No | ITEM | UN |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

In cases where unit prices are
by the accounting department.

The inventory tags are then listed
material so that a group of sheets
account. These sheets are sent to the accounting department
ment of material control accounts. Work-in-progress tags are reconciled to work-in-progress accounts
and records.

TIMES are indeed changing when an average of 100 people turn up
on each of three days to listen to the arguments for and against the
introduction of new (higher) busfares. In the past the bus companies
would make their application for higher fares, the National Transport
Commission would hear from them the reasons why they wanted an
increase, the busfares would rise, the bus-users would complain, perhaps
boycott the buses for a few weeks. Then, slowly, the boycotters would
trickle back, and the whole thing would start all over again.

No more. Since last
year, when people became
aware of their right to
object, they have objected,
and the extent to which
they objected was demon-
strated in no uncertain
terms last week.

Some of them, un-
schooled in the ways of
formal discussion and
leading of evidence, would
pipe up with impromptu
exclamations, and cause
adjournments.

Which all added some
realism to the proceed-
ings.

Thus one man shouted:
'It's all lies' while Mr
Selwyn Selikowitz, City
Tramways' lawyer, was ex-
plaining why the company
needed to increase the
busfares.

Many of those present
had taken time off from
work. Some had brought
their babies along. Most
had come prepared to
spend the three days at
the hearing. They came
with their sandwiches
and their coffee, and in a
community unity shared
their food with others,
many of whom they might
never have seen before.

Some ran the risk of
losing their jobs. One man
spoken to outside the
hearing said he knew his
work was important 'and I
always work hard, but my
people's struggle is my
struggle and I have to be
here where they are.'

Others became bored
with the formal court pro-
ceedings. Some even fell
asleep while the lawyers
spoke about the income
and expenditure, past and
expected profits of the
companies.

But when their repre-
sentatives spoke, every-
body listened eagerly,
ready to applaud at any
time.

This gave an opportu-
nity for many to interject
and add comments.

'Old people have to
stand in the cattle trucks,'
a community representa-
tive said, to which many
shouts of 'Dis waar, ja dis
waar' were added by the
people.

Another added: 'They
give us third class buses.'

At many times during
the hearing comments had
to be stopped by the
commission while at other
times the people whis-
pered among one another
about points with which
they disagreed, or were
unclear about.

The people who had
gathered there were not
intellectuals, radicals or
young hotheaded students.
They were ordinary people
who cared about their
communities.

The arguments they had
against the fare increases
were simple arguments,
based only on the experi-
ence of having been
moved far from the city
centre by the Group Areas

Act and of having to cope
on low wages while prices
escalated with painful
regularity.

'We once lived close to
where we worked. We
could walk down Hanover
Street and straight into
central Cape Town.'

This was the argument
put across by many of the
representatives.

One of the witnesses
said he was still walking
after the last increases,
and the resulting boycott.

But this year it seems
the people are determined
to stop the busfare in-
creases before they resort
to boycotting.

They have planned this
time. More than 23,000
people have signed a peti-
tion to object against an
increase in busfares.

'This shows the serious-
ness with which the
people see the busfare
increases,' said Mr Geoff
Budlender, appearing for
22 of the 32 objecting
organisations.

Whatever the result of
the application, what has
been shown is that if the
people stand together,
they will get some action.
So far, because of the
objections to the increased
fare applications, the bus
companies claim that they
will be losing thousands of
rand.

Which might make them
even more careful when
making similar applica-
tions in future.

Segregation of materials for 'Selective Control', called the "A-B-C PLAN", is an analytical approach
based upon statistical averages. Often only a few items account for a substantial portion of the total
cost and inventory value, while the large majority of material items represent a small fraction of the
total cost.

Hauliers' stand on monopolies

Under pressure from the giants of South African road transport, five medium-sized companies have formed a countrywide consortium of autonomous operators to block what they term "monopolistic tendencies in the industry."

Based in Johannesburg, Pretoria, Cape Town, Grahamstown and Durban, they have registered their consortium as Intertrans Movers.

With a total investment of R7-million, they are together projecting a turnover of R6,5-million for the next 12 months, while carrying goods worth R60-million.

By combining resources, Intertrans will rationalise on vehicles, running costs and staff training and also secure maximum utilisation

by cutting out empty legs.

Intertrans president Mr Don Tager said: "The main motivation behind our merger is staving off monopolistic tendencies: but it will also give customers the benefits of an integrated national group without losing the personal touch of the local operator."

The trend towards bigger and fewer road-transport combines in South Africa has grown over the past five years, he adds. Practically every month sees one or other of the big groups taking over small independent hauliers.

In Europe, North America and Canada road haulage is concentrated in the hands of a couple of giant national lines which from their size and organisation, inevitably bring bureaucracy. "They become aloof and insensitive

to needs of individual customers. Worse still, they can charge what they like and dictate terms to the public," said Mr Tager.

Intertrans is the first consortium of independent regional hauliers in South Africa. A British prototype, Pelicon, has operated effectively for three years, giving the public a positive alternative to the big national groups.

CONVINCED

Mr John Hartzenberg, managing director of Vanpak International and a director of Intertrans spent several months last year studying the latest road-haulage developments in Europe, the British Isles and North America.

The success of Pelicon in Britain convinced him it was the answer to over-concentration of business in South Africa.

Since November he has been stumping the country to drum up support for a similar consortium. "It wants members in all the main regions," says Mr Tager. "Currently, they are Vanpak International of Johannesburg, Daly International of Pretoria, Kings Transport of Cape Town, Beaumont & Rice of Grahamstown and Freightpak of Durban."

Intertrans is also negotiating with a substantial company in Bloemfontein and also plans to spread its network to Pietersburg in the Northern Transvaal, Nelspruit in the Eastern Transvaal, George in the southern Cape, and South West Africa and to sign reciprocal contracts with major overseas companies.

Cape bus company warned

KNYSNA's bus company has been told by the Road Transportation Board to "put its house in order" within the next three months.

The town's chief traffic officer, Mr H S du Preez, said he had been asked by the board to investigate the efficiency of the Aristocrat Bus Company service during this period.

The town clerk, Mr V W Smit, said if the company's service did not improve, its transportation licence could be withdrawn.

Passengers have complained about the bus service. Mr Du Preez told a transportation board inquiry on August 13 that some of the buses were not roadworthy and the service was unsatisfactory. — Sapa.

An extremely well-written answer — shows a real appreciation of the issues. BUT is it really worth 13 percentage points more than the extremely sound answer to q 8 on the money paper, for example? Comparing with other answers by this

Bus firm is warned to improve service

SV Post 2/9/81 332
KNYSNA — Knysna's bus company has been told by the Road Transportation Board to "put its house in order" within the next three months.

The town's chief traffic officer, Mr H S du Preez, said he had been asked by the Road Transportation Board to inves-

tigate the efficiency of the Aristocrat Bus Company service during this period.

The Town Clerk, Mr V W Smit, said if the company's service did not improve, its licence could be withdrawn.

Serious complaints were made by passengers earlier this year about the bus service.

At an investigation, held on August 13 by the board, Mr Du Preez said in evidence that some of the buses were not roadworthy and the service generally was unsatisfactory.

— Sapa

Squatter blitz hits bus firms

EAST LONDON — Bus companies running passengers between Transkei and Cape Town had found that the blitz on squatters in the Western Cape had had a negative effect on their businesses, a spokesman for Motale's bus company, of Cape Town, said yesterday.

The spokesman was one of several bus owners who were asked about the more than 8 000 people turned back on their way to the Western Cape between last Thursday and last Monday.

The figure of 8 984 was given in Parliament by the Minister of Co-operation and Development, Dr P. Koornhof, when he accused the Border Council of Churches of having encouraged squatters to break the law and return to the Western Cape from Transkei.

The spokesman for Motale's said: "If anything this thing on squatters has led to a drop in business."

"Many people would rather postpone their journey to the Western Cape until the dust has cleared on the matter and this has led to a drop in the number of passengers our buses carry."

She said there was always a good traffic between Ciskei and Transkei and the Western Cape and this included many people who went to the Western Cape legally, to visit relatives or for business.

Many soft goods sellers are known to get their stocks from Cape Town.

Mr Gaby Naidoo, of Queenstown, owner of Gaby's Bus Services, said he had had two buses stopped at Cradock and Wor-

cester and turned back within three days last week.

"On Sunday, August 23 we had two buses conveying 115 passengers to Cape Town, stopped at Cradock," Mr Naidoo said.

Of those passengers 48 had been left at Cradock after travel documents and other papers had been checked. He said he had to take one bus back and the rest of the passengers left for the Western Cape.

Two days later another bus carrying 91 passengers had been stopped at Worcester where the authorities seemed to be stopping any bus going towards Cape Town.

He said all the passengers on that bus were taken off and the bus had to return to Queenstown.

Mr Naidoo said the Border Council of Churches

had paid for the first two buses only.

He said the third bus, carrying 91 people, had been ordered by the Catholic Welfare Bureau, of Cape Town.

"We were ordered to invoice the bureau and we have done so," he said.

He did not know where all the 91 passengers ended up.

Mr Naidoo said his passengers to the Western Cape were normally migrant workers at factories and farms. He had not noticed any increase in traffic as a result of the squatters.

Mr M. Malusi, of Blue Line Bus Service, of Idutywa — a company running a regular service between Transkei and Cape Town — said he would know today whether the squatters' issue had led to an increase in business.—DDR.

Road Transportation Act: commission

1978 5 28 1 352
*7. Mr. P. H. P. GASTROW asked the
Minister of Transport Affairs:

- (1) Whether the commission under the chairmanship of Mr. H. C. van Zyl appointed in terms of section 28(1) of the Road Transportation Act, No. 74 of 1977, to inquire into public transport in the Greater Durban area has submitted its report to him; if not, when will it be submitted to him; if so,
- (2) whether such report will be made available to the public prior to his acting on the recommendations contained in it;
- (3) whether he will announce his views on the recommendations contained in such report; if so, when?

*The MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Transport Affairs):

- (1) No, during the current session of Parliament.
- (2) and (3) Fall away.

Putco sets it to music

By Khulu Sibiyi

Commuters gaped in disbelief when they boarded the first Putco "musical bus" from Alexandra, to Noord Street this week.

Schoolboys who sell peanuts, apples and sweets to passengers forgot that they were in business as they gyrated to the music.

Mr Bob Button, Putco's financial controller, says the idea is to create a relaxed atmosphere for commuters.

He said the programmes will consist of 80 percent music and 20 percent advertising.

ON TRIAL

"Installation costs will be met by advertisers so there will be no extra expense to passengers," he said.

The company is to fit audio sets in 10 buses for a month's trial. Initially sets will be put in five Soweto buses and five Alexandra buses.

"If the idea goes down well, hundreds of musical buses, will be on the road," said Mr Denzil Bradley, a public relations officer.

The musical buses will operate only in the Transvaal and the languages used will be Zulu and English.

| All homelands | | | Urban dwellers | | | Population | | | Urban dwellers | | | Population | | | % Urban | | | Homelands, ex Transkei and Bophuthatswana | | | Urban dwellers | | | Population | | | % Urban | | |
|---------------|------|------|----------------|---------|-----|------------|---------|-----|----------------|---------|-----|------------|---------|-----|-----------|-----------|------|---|------------|---------|----------------|------------|---------|----------------|------------|---------|----------------|------------|---------|
| 1960 | 1970 | 1978 | 594 420 | 385 954 | 8,0 | 400 380 | 571 640 | 8,8 | 400 380 | 571 640 | 8,8 | 400 380 | 571 640 | 8,8 | 1 263 033 | 6 221 730 | 20,3 | Urban dwellers | Population | % Urban | Urban dwellers | Population | % Urban | Urban dwellers | Population | % Urban | Urban dwellers | Population | % Urban |

TABLE 7: HOMELAND URBANISATION, 1960, 1970 & 1978

1960, 1970 and 1978.

Table 7 shows the extent of homeland urbanisation in

a) Homeland urbanisation

two tables indicate.

of it were more true in 1960 than in 1980, as the following
 clined to less than 20% by the end of the 1960's. Other parts
 from their own agricultural production. This proportion de-



HUNDREDS of pupils patrolled the roads in Ndwedwe, carrying sticks to prevent buses entering the reserve. They were demanding that a new bus company should take over.

Three hurt in school bus row

NM 10/9/81 (SD) 332

African Affairs Reporter

A FIVE-year-old girl and two men were injured yesterday when stick-wielding pupils from five Ndwedwe schools tried to stop people catching the early morning bus.

Police were called in to control the pupils who patrolled the roads and stopped buses operated by the Ndwedwe Mail Passenger Service from entering the reserve because 'the buses were not punctual to take them to school and were very irregular', they told the Mercury.

Yesterday there were no buses operating between Verulam and Ndwedwe.

The girl, whose name was not available, was injured as she sat on her mother's knee. She received seven stitches as a result.

Mr Tutuzi Khumalo was under observation in Osindlawoni Hospital last night after he had allegedly been assaulted by the pupils.

The schoolchildren also allegedly stoned Mr Wilson

Chamase who was driving his car.

The pupils told the Mercury that they arrived late at school and were punished by the teachers, but the fault was with the buses which had failed on many occasions to keep to schedule.

They demanded that a new bus company should take over the service.

Although the schools were open yesterday the pupils were not at classes. The children began stopping buses on Monday, but events took a new turn yesterday when they prevented workers boarding them.

Buses carrying the workers from Verulam on Tuesday night had to be escorted by the police. On their return one bus was stoned and windows smashed.

The owner of the bus company, Mr K Dabeesad, was not available for comment, but a spokesman, Mr Mack Sudeen said they would wait until Friday to see if it was safe to send the buses to Ndwedwe.

DEPARTEMENT VAN VERVOER

No. 1940

11 September 1981

AANSTELLING VAN KOMMISSIE VAN ONDERSOEK
NA BUSPASSASIEVERVOER IN DIE REPUBLIEK
VAN SUID-AFRIKA

Hierby word vir algemene kennisname bekendgemaak dat dit die Staatspresident behaag het om 'n Kommissie van Onderzoek aan te stel om sekere aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika te ondersoek en daarvoor verslag te doen, met die opdrag vervat in die Bylae hiervan.

Enige vertoë in bogemelde verband moet gerig word tot:

Die Sekretaris
Kommissie van Onderzoek na Buspassasiersvervoer in
die Republiek van Suid-Afrika
Seksie Padvervoer
Privaatsak X193
Pretoria
0001

BYLAE
OPDRAG

van die Staatspresident van die Republiek van Suid-Afrika

KOMMISSIE VAN ONDERSOEK NA BUSPASSASIE-
VERVOER IN DIE REPUBLIEK VAN SUID-
AFRIKA

Aan:

Dr. PETER JOHANNES WELGEMOED, L.V.;
BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr. GERT CORNELIS PRINSLOO;
Dr. FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

Saluut!

Nademaal ek dit dienstig ag om 'n kommissie aan te stel om ondersoek in te stel na en verslag te doen oor die aangeleenthede hieronder vermeld;

So is dit dat ek, omdat ek groot vertroue in u kennis en bekwaamheid stel, u—

Dr. PETER JOHANNES WELGEMOED, L.V. as
Voorsitter en u

BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr. GERT CORNELIS PRINSLOO;
Dr. FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LINAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

DEPARTMENT OF TRANSPORT

No. 1940

11 September

APPOINTMENT OF COMMISSION OF INQUIRY
BUS PASSENGER TRANSPORTATION IN
REPUBLIC OF SOUTH AFRICA

It is hereby notified for general information that the President has been pleased to appoint a Commission of Inquiry to inquire into and report on certain aspects of passenger transportation in the Republic of South Africa with the terms of reference contained in the Schedule hereto.

Any representations in connection with the above shall be directed to:

The Secretary
Commission of Inquiry into Bus Passenger Transpor-
tation in the Republic of South Africa
Road Transportation Section
Private Bag X193
Pretoria
0001.

332 SCHEDULE
COMMISSION

by the State President of the Republic of South Africa

COMMISSION OF INQUIRY INTO BUS PASSENGER
TRANSPORTATION IN THE REPUBLIC OF SOUTH
AFRICA

To:

Dr PETER JOHANNES WELGEMOED, M.P.;
BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr GERT CORNELIS PRINSLOO;
Dr FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

Greetings!

Whereas I deem it expedient to appoint a commission to inquire into and report on the matters mentioned herein;

Now, therefore, by reason of the great trust I repose in your knowledge and ability, I hereby authorise and appoint you—

Dr PETER JOHANNES WELGEMOED, M.P. as
Chairman; and you

BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr GERT CORNELIS PRINSLOO;
Dr FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

Keeping busfares down?

CT 3/8/81
INTERESTING things are happening in and around this dear old Mother City of ours. The latest is that City Tramways, our one and only bus company, has asked the Cape Town City Council to be the leading light in buying a large tract of land near Bellville South and then lease it back to Tramways for the establishment of a bus depot.

Only four days ago the council rejected the idea. Acquiring the seven-hectare piece of land (part of the King David Country Club) and putting up the buildings to house something like 400 buses, would cost about R7½-million at current levels.

This capital cost, the bus company suggested, could be shared by the National Transport Commission and the Provincial Administration (80 percent) and Cape Town (20 percent). In monetary terms the City would have to find something like R1 million.

The question immediately arises: Is the bus company, so short of money that it cannot do its own thing? Why involve the City Council who itself is in a difficult financial position?

The question was duly put and the reply from a Tramways spokesman was: Of course, we could afford to buy the land, but it would simply mean pushing up our operating costs and passing it on in the form of higher fares to passengers.

Heaven forbid. As things stand now, one can hardly travel from Salt River to Cape Town because of the price of bread. But let's not drift.

The City Tramways reasoning is that if the King David development was subsidized, the bus company itself would not need to raise capital, the repayment of which would have to be recouped from fares.

Arguing against the whole idea of City Council participation in the project, the City Engineer's department said it was reluctant to recommend that the council should become involved in the ownership of bus transport facilities since the ultimate cost to the council was open-ended and could not be assessed.

The City Engineer, however, conceded that the provision and promotion of a sound public transport system was essential for the future welfare of the metropolitan transport area. But, he added, if a subsidy was needed, as it undoubtedly was, it should be applied directly to fares. Such a subsidy would be seen to be of

That being so, it is only reasonable that the government itself should foot the bill of an improved bus service.

Most of the citizens of Cape Town, I believe, are opposed to legislation such as the Group Areas Act, and it would be patently unfair to expect this majority to pay up in the form of increased rates if the City Council were to become a financier of City Tramways developments.

Another thought in passing: City Tramways is a private enterprise. It should take its chances in the free market system just like any other privately-run business. If the public will not support it because of prohibitive

the council on its unanimous acceptance of the Bloomberg recommendation that every property owner and occupier (meaning also tenants of council housing schemes) be given the municipal vote and have the right to be elected to council.

He said: "We came as friends not seeking confrontation but to make a peaceful, creative and constructive contribution on an issue which is fundamental to us. In due course we shall resume intensive communication with the City Council on franchise proposals and all matters concerning Mitchells Plain."

Mr Kai told me he was not going to take up more than a minute of the council's time. As we all know, he did not get that minute as the Mayor, Mr Louis Kreiner, cut him short by calling the lunch adjournment.

That's history now, but one would like to see Comprá get its house in order.

The latest is that Mr James Petersen is no longer chairman of Comprá because of an executive committee vote of no confidence. In his place is former chairman, Mr Chris Stevens, who not so long ago was not the most popular man in Comprá.

My advice is: Make up your minds, Comprá, and get rid of what appears to be personality conflicts.

Also, Comprá was outflanked and outmanoeuvred by the Mitchells Plain Electricity Petition Committee (EPC) who claimed to have scored a resounding victory when the City Council decided to scrap the surcharge on overdue electricity accounts of up to R30.

For being upstaged by the EPC one should not blame Comprá for licking its wounds, but in doing so, Comprá should not bite at its own flesh.

CIVIC DIARY

By

NEVILLE FRANSMAN



benefit to the public, and not the shareholders of Tramways, he pointed out.

The City Engineer therefore recommended — and the full City Council concurred — that the government should consider a further subsidy on fares.

There is little wrong with this argument, which has been articulated often in the past. Most of the thousands who are forced to make use of the transport provided by Cape Town's monopolistic bus company have been pushed out into the bundu because of political considerations, due to ideology which germinated in central government thinking.

prices (fares) it must lump it and hand over to someone else.

It is a pity that the Tramways virtual protected monopoly does not leave much room for handing over.

MR EDDIE KAI of Comprá (Combined Mitchells Plain Residents' Association) rang to make it clear that when he and his deputation tried to address the City Council from the public gallery of the council chamber the other day, they were not seeking confrontation or to stage a "demo".

On the contrary, he said, they wanted to congratulate

| DIMENSION | | N = 0 | | N = 1 | | N = 2 | | N = 3 | |
|-----------|---|-------|---|-------|---|-------|---|-------|---|
| 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 5 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 6 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 7 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 8 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 9 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 10 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |

(2) This program finds the values of y for $y = 3x^2 + 2x + 5$ for values of x between 0.1 and 0.2 at intervals of 0.001, that is, $x = 0.100, 0.101, 0.102, \dots, 0.199, 0.200$. This gives 101 values of y, stored in array Y.

285 JQ. Gedeeltes 12, 6, restant van Gedeelte 9, restant van Gedeelte 10, restant van Gedeelte 2 en die restant van die plaas Klipplaat 77 JQ.

Distrik Marico

Gebied 85

Omskrywing.—Gedeelte 1 van die plaas Bedford 142 KP en die restant van Wolwehoek 135 KP.

Distrik Marico

Gebied 86

Omskrywing.—Gedeelte 10 en die restant van Gedeelte 5 van die plaas Rooderand 41 JP.

No. 169, 1981

KOMMISSIE VAN ONDERSOEK NA BUSPASSASIERSTVERVOER IN DIE REPUBLIEK VAN SUID-AFRIKA

Kragtens die bevoegdheid my verleen by artikel 1 (1) (a) van die Kommissiewet, 1947 (Wet 8 van 1947), soos gewysig, verklaar ek hierby dat die bepalings van genoemde Wet van toepassing is op die Kommissie van Onderzoek na Buspassasiersvervoer in die Republiek van Suid-Afrika.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Kaapstad, op hede die Twintigste dag van Augustus Eenduisend Negehoenderd Een-en-tagtig.

M. VILJOEN, Staatspresident.

Op las van die Staatspresident-in-rade:

H. S. J. SCHOEMAN.

No. 170, 1981

WYSIGING VAN PROKLAMASIE 91 VAN 1980 IN GEVOLGE WAARVAN DIE BEPALINGS VAN DIE WET OP HUURBEHEER, 1976, ONDER SEKERE OMSTANDIGHEDEN VAN TOEPASSING IS OP SEKERE WONINGS, MOTORHUISE EN MOTORSTAANPLEKKE WAT VIR DIE EERSTE KEER NA DIE 20STE DAG VAN OKTOBER 1949 EN VOOR DIE 1STE DAG VAN JUNIE 1966 GEOKKUPEER OF GEBRUIK IS

Kragtens die bevoegdheid my verleen by artikel 52 (1) van die Wet op Huurbeheer, 1976 (Wet 80 van 1976), wysig ek hierby Proklamasie 91 van 1980 deur die uitsluiting daaruit van die woning en motorstaanplek omskryf in die Bylae hiervan, onderworpe aan die volgende uitsonderings naamlik dat—

(a) die woonstel nie verkoop mag word nie vir solank dit deur die huidige huurder bewoon word nie maar dat hy toegelaat word om aan te bly as huurder tot tyd en wyl hy die woonstel uit vrye wil ontruim of vir solank hy binne die inkomstekategorieë val soos bepaal ingevolge artikel 19 (1) (a) van die Behuisingwet, 1966 (Wet 4 van 1966), welke perke op datum van uitvaardiging hiervan bepaal is op R360 per maand in die geval van enkellopendes en R650 per maand in die geval van gesinne;

(b) die huidige huurgeld van die woonstel soos bepaal deur die Huurraad nie verhoog mag word nie, statutêre verhogings ten opsigte van munisipale belastinge, elektrisiteit- en waterheffings, assuransiëpremies, lone en heffings betaalbaar deur Swart werknemers uitgesluit, vir solank die woonstel deur die huidige huurder bewoon word of vir solank sy inkomste nie die perke in (a) hierbo genoem, oorskry nie; en

(c) 'n huurooreenkoms met die huurder aangegaan word waarin die voorwaardes in (a) en (b) ingelyf is.

6, remainder of Portion 9; remainder of Portion 10, remainder of Portion 2 and the remainder of the farm Klipplaat 77 JQ.

District of Marico

Area 85

Description.—Portion 1 of the farm Bedford 142 KP and the remainder of the farm Wolwehoek 135 KP.

District of Marico

Area 86

Description.—Portion 10 and the remainder of Portion 5 of the farm Rooderand 41 JP.

No. 169, 1981

COMMISSION OF INQUIRY INTO BUS PASSENGER TRANSPORTATION IN THE REPUBLIC OF SOUTH AFRICA

Under the powers vested in me by section 1 (1) (a) of the Commissions Act, 1947 (Act 8 of 1947), as amended, I hereby declare that the provisions of the said Act shall be applicable to the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa.

Given under my Hand and the Seal of the Republic of South Africa at Cape Town this Twentieth day of August, One thousand Nine hundred and Eighty-one.

M. VILJOEN, State President.

By Order of the State President-in-Council:

H. S. J. SCHOEMAN.

No. 170, 1981

AMENDMENT OF PROCLAMATION 91 OF 1980 IN TERMS OF WHICH THE PROVISIONS OF THE RENT CONTROL ACT, 1976, ARE APPLICABLE UNDER CERTAIN CIRCUMSTANCES TO CERTAIN DWELLINGS, GARAGES AND PARKING SPACES, OCCUPIED OR USED FOR THE FIRST TIME AFTER THE 20TH DAY OF OCTOBER 1949 AND BEFORE THE 1ST DAY OF JUNE 1966

Under the powers vested in me by section 52 (1) of the Rent Control Act, 1976 (Act 80 of 1976), I hereby amend Proclamation 91 of 1980 by the exclusion therefrom of the dwelling and parking space defined in the Schedule hereto, subject to the following exceptions, namely that—

(a) the flat may not be sold for as long as it is occupied by the present tenant but that he be allowed to remain on as a tenant until such time as he vacates the flat of his own free will or for as long as he falls within the income categories as determined in terms of section 19 (1) (a) of the Housing Act, 1966 (Act 4 of 1966), which limits on the date of promulgation hereof are R360 per month in the case of single persons and R650 per month in the case of families;

(b) the present rental of the flat as determined by the Rent Board may not be increased, statutory increases in respect of municipal rates and taxes, electricity and water charges, insurance premiums, wages, and levies payable by Black employees excluded, for as long as the flat is occupied by the present tenant or for as long as the tenant's income does not exceed the limits mentioned in (a) above; and

(c) an agreement of lease be entered into with the tenant in which the conditions in (a) and (b) above are incorporated.

DEPARTEMENT VAN VERVOER

No. 1940

11 September 1981

AANSTELLING VAN KOMMISSIE VAN ONDERSOEK
NA BUSPASSASIEVERVOER IN DIE REPUBLIEK
VAN SUID-AFRIKA

Hierby word vir algemene kennisname bekendgemaak dat dit die Staatspresident behaag het om 'n Kommissie van Onderzoek aan te stel om sekere aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika te ondersoek en daarvoor verslag te doen, met die opdrag vervat in die Bylae hiervan.

Enige vertoë in bogemelde verband moet gerig word tot:

Die Sekretaris
Kommissie van Onderzoek na Buspassasiersvervoer in
die Republiek van Suid-Afrika
Seksie Padvervoer
Privaatsak X193
Pretoria
0001

BYLAE
OPDRAG

van die Staatspresident van die Republiek van Suid-Afrika
KOMMISSIE VAN ONDERSOEK NA BUSPASSASIE-
VERVOER IN DIE REPUBLIEK VAN SUID-
AFRIKA

Aan:

Dr. PETER JOHANNES WELGEMOED, L.V.;
BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr. GERT CORNELIS PRINSLOO;
Dr. FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

Saluut!

Nademaal ek dit dienstig ag om 'n kommissie aan te stel om ondersoek in te stel na en verslag te doen oor die aangeleenthede hieronder vermeld;

So is dit dat ek, omdat ek groot vertroue in u kennis en bekwaamheid stel, u—

Dr. PETER JOHANNES WELGEMOED, L.V. as
Voorsitter en u

BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr. GERT CORNELIS PRINSLOO;
Dr. FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LINAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

DEPARTMENT OF TRANSPORT

No. 1940

11 September

APPOINTMENT OF COMMISSION OF INQUIRY
BUS PASSENGER TRANSPORTATION IN
REPUBLIC OF SOUTH AFRICA

It is hereby notified for general information that the President has been pleased to appoint a Commission of Inquiry to inquire into and report on certain aspects of passenger transportation in the Republic of South Africa with the terms of reference contained in the Schedule hereto.

Any representations in connection with the above should be directed to:

The Secretary
Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa
Road Transportation Section
Private Bag X193
Pretoria
0001.

SCHEDULE
COMMISSION

by the State President of the Republic of South Africa
COMMISSION OF INQUIRY INTO BUS PASSENGER
TRANSPORTATION IN THE REPUBLIC OF SOUTH
AFRICA

To:

Dr PETER JOHANNES WELGEMOED, M.P.;
BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr GERT CORNELIS PRINSLOO;
Dr FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

Greetings!

Whereas I deem it expedient to appoint a commission to inquire into and report on the matters mentioned hereinabove;

Now, therefore, by reason of the great trust I repose in your knowledge and ability, I hereby authorise and appoint you—

Dr PETER JOHANNES WELGEMOED, M.P. as
Chairman; and you

BERNARD LINDHOLM CARLSSON;
ADRIAAN JOHAN DE VILLIERS;
Dr GERT CORNELIS PRINSLOO;
Dr FREDERICK BERKHOUT;
EGMONT GIOBERTI KEMP;
JOHAN GERT HENDRIK BOTHA;
FREDERICK LAURENCE ERASMUS;
RANJI SEETHARAM NOWBATH;
DIKLOFF OMPHITLHETSE LENAMILE;
RAYMOND ANTON FRANKLIN SMITH;
HENNING JACOBUS CLAASSENS;

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hierby magtig en aanstel as lede van 'n kommissie met die volgende opdrag:

Om ondersoek in te stel na 'n verslag uit te bring en aanbevelings te doen oor die volgende aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika:

1. Tariewe.

1.1 Die doeltreffendheid al dan nie van die huidige prosedure wat gevolg word by die oorweging van aansoeke om tariefaanpassings;

1.2 die basis van tariefvasstelling;

1.3 die bekendstelling en implementering van tariefaanpassings;

1.4 die wenslikheid van tariefaanpassings op 'n individuele basis en slegs binne sekere gebiede op sekere tye of, as alternatief, 'n eenvormige landswye tariefverhoging maksimums per jaar;

1.5 die uitwerking van tariefverhogings binne die Republiek van Suid-Afrika op interstaatlike gebiede.

2. Subsidies.

2.1 Die subsidiëring van buspendelaars en of dit hoegenaamd nodig en wenslik is;

2.2 indien die subsidiëring in 2.1 gemeld, nodig en wenslik bevind word—

2.2.1 die basis van subsidiëring;

2.2.2 die prosedure vir die toepassing en eenvormige berekening van subsidiës;

2.2.3 die betaling van subsidiës;

met inagneming van die huidige en beoogde finansiële bronne (soos deur die Franszen-komitee aanbeveel) en met inagneming van die aanbevelings van vorige komitees en kommissies van ondersoek.

3. Toekomsbeleid.

3.1 Energievoorsiening;

3.2 stedelike beplanning en fasiliteite vir busse en hulle passasiers;

3.3 die verskaffing, standaardisering en onderhoud van bedryfstoerusting;

3.4 vorme van bestuur en beleidsbepaling;

3.5 eienaarskap en bedryfsdoelstellingsbeleid;

3.6 die wenslikheid van komplementêre aktiwiteite en hul inskakeling by bedryfsdoelstellings; en

3.7 interstaatlike vervoer.

4. Die uitwerking van huurmotors op die busbedryf en die bepaling van riglyne in dié verband.

5. Die noodsaaklikheid van die sekerheid van die busbedryf in die belang van Suid-Afrika.

6. Die wenslikheid van 'n koördinerende liggaam of liggame vir die verskillende metropolitaanse gebiede.

7. Die wenslikheid van die stigting van 'n nasionale busvervoerkorporasie.

7.1 Die metode waarvolgens so 'n korporasie gestig moet word.

7.2 die wyse van beheer, bestuur en bedryf van so 'n korporasie;

7.3 die onderskeie belange van die Staat, die private sektor en die gebruiker van busdienste in so 'n korporasie; en

7.4 die finansiële bydraes deur die Staat, plaaslike owerhede en werkgewers tot so 'n korporasie.

8. Algemeen.

8.1 Enige ander aangeleentheid wat deur die Minister van Vervoer aan die Kommissie opgedra mag word.

En ek vereis hierby van u dat u so spoedig moontlik en met alle toewerping aan my verslag sal doen oor die uitslag van u ondersoek.

to be members of a commission with the following terms of reference;

To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa:

1. Tariffs.

1.1 The effectiveness or otherwise of the existing procedure followed with regard to the consideration of applications for tariff adjustments;

1.2 the basis of tariff determination;

1.3 the announcement and implementation of tariff adjustments;

1.4 the desirability of tariff adjustments on an individual basis and only within certain areas at certain times or alternatively by a uniform country wide tariff increase more than once a year; and

1.5 the effect of tariff increases within the Republic of South Africa on interstate areas.

2. Subsidies.

2.1 The subsidisation of bus commuters and whether it is at all necessary and desirable;

2.2 if the subsidisation referred to in 2.1 is found to be necessary and desirable—

2.2.1 the basis of subsidisation;

2.2.2 the procedure for the application and uniform calculation of subsidies;

2.2.3 the payment of subsidies;

due regard being had to the existing and proposed sources (as recommended by the Franszen Commission) and to the recommendations of previous committees and commissions of inquiry.

3. Future Policy.

3.1 Energy supply;

3.2 urban planning and facilities for buses and their passengers;

3.3 the supply, standardisation and maintenance of plant;

3.4 forms of management and policy determination;

3.5 ownership and policy relating to operating objectives;

3.6 the desirability of complementary activities and the way these fit in with operating objectives; and

3.7 interstate transportation.

4. The effect of taxis on the bus industry and the laying down of guidelines in this regard.

5. The necessity of the security of the bus industry in the interests of South Africa.

6. The desirability of a co-ordinating body or bodies for the various metropolitan areas.

7. The desirability of establishing a national bus transportation corporation:

7.1 The method of establishing such a corporation;

7.2 the manner in which such a corporation should be controlled, managed and operated;

7.3 the respective interests of the State, private enterprise and the user of bus services in such a corporation; and

7.4 the financial contributions by the State, local authorities and employers to such a corporation.

8. General.

8.1 Any other matter which may be assigned to the Commission by the Minister of Transport Affairs.

And I do hereby desire and require that you do, as soon as this can be conveniently done, using all diligence, report to me the result of your inquiry;

En ek gelas voorts dat hierdie Opdrag van krag bly totdat u finaal oor bogenoemde aangeleenthede verslag gedoen het en voornoemde pligte vervul het, of anders totdat die Opdrag deur my herroep word, en dat u van tyd tot tyd en op die plek of plekke wat u vir voornoemde doel nodig ag, sittings moet hou;

En ten einde u beter in staat en in die geleentheid te stel om die doel van hierdie Opdrag van my te bereik, gee en verleen ek u hierby volle bevoegdheid en gesag om alle persone te ondervra wat u nodig ag of wat volgens u mening nodig is om u beter in te lig oor die aangeleenthede wat hierby ter oorweging aan u voorgelê word en alle aangeleenthede wat daarmee in verband staan, en ook om alle boeke, dokumente, stukke en registers van die Regering wat u nodig ag en wat inligting kan bevat oor die onderwerp van hierdie ondersoek, op te vra, toegang daartoe te hê, te verkry, insae daarin te hê en uittreksels daaruit te maak en om op enige ander wettige wyse ondersoek in te stel na die onderwerp van hierdie ondersoek.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Kaapstad, op hede die Twintigste dag van Augustus Eenduisend Negehonderd Een-en-tagtig.

M. VILJOEN, Staatspresident.

Op las van die Staatspresident-in-rade:

H. S. J. SCHOEMAN.

No. 1947

11 September 1981

AANSTELLING VAN KOMMISSIE VAN ONDERSOEK NA PROBLEME WAT TOERISTEOPERATEURS ONDERVIND IN DIE REPUBLIEK VAN SUID-AFRIKA

Hierby word vir algemene kennisname bekendgemaak dat dit die Staatspresident behaag het om 'n Kommissie van Onderzoek aan te stel om die probleme wat toeristeoperateurs ondervind in die Republiek van Suid-Afrika te ondersoek en daarvoor verslag te doen, met die opdrag verset in die Bylae hierby.

G. C. Pretorius

Kommissie van Onderzoek na probleme wat Toeristeoperateurs ondervind in die Republiek van Suid-Afrika
Seksie Padvervoer
Privaatsak X193
Pretoria
0001

BYLAE OPDRAG

van die Staatspresident van die Republiek van Suid-Afrika

KOMMISSIE VAN ONDERSOEK NA PROBLEME WAT TOERISTEOPERATEURS ONDERVIND IN DIE REPUBLIEK VAN SUID-AFRIKA

Aan:

Dr. ROCCO KNOBEL;
Dr. HARALD HAMBURGER;
HENDRIK HAMERSMA;
ABRAHAM HERMANUS LE ROUX;
Dr. ARNOLDUS MAURITEUS PRETORIUS;
JOHAN BARNARD REITZ;
DALE BARRY FORSSMAN;
GUSTAV WILHELM THEODOR BEHRENS.

Saluut!

Nademaal ek dit dienstig ag om 'n kommissie aan te stel om ondersoek in te stel na en verslag te doen oor die aangeleenthede hieronder vermeld;

And I further direct that this Commission shall continue in force until you have finally reported upon the matters carried out the duties aforesaid, or otherwise until this Commission shall by me be revoked, and that you shall sit from time to time at such place or places as you may deem necessary for the purpose aforesaid;

And in order that you may be better able and in a position to attain the purpose of this my Commission, I hereby grant you full power and authority to interrogate such persons as you may deem necessary or as are, in my opinion, necessary to furnish you with better information on the matters hereby submitted to you for consideration on any matter related to it, and also to call for, have access to, obtain, inspect and make extracts from any such books, documents, papers and registers of the Government as you may consider necessary and as may contain information on the subject of this inquiry, and to conduct investigation into the subject of this inquiry in any other lawful manner.

Given under my Hand and the Seal of the Republic of South Africa at Cape Town this Twentieth day of August One thousand Nine hundred and Eighty-one.

M. VILJOEN, State President.

By Order of the State President-in-Council:

H. S. J. SCHOEMAN.

No. 1947

11 September

APPOINTMENT OF COMMISSION OF INQUIRY INTO PROBLEMS THAT TOURIST OPERATORS EXPERIENCE IN THE REPUBLIC OF SOUTH AFRICA

It is hereby notified for general information that the President has been pleased to appoint a Commission of Inquiry to inquire into and report on problems that tourist operators experience in the Republic of South Africa, the details of which are contained in the Schedule hereto.

The Secretary

Commission of Inquiry into problems that Tourist Operators experience in the Republic of South Africa
Road Transportation Section
Private Bag X193
Pretoria
0001

SCHEDULE COMMISSION

by the State President of the Republic of South Africa

COMMISSION OF INQUIRY INTO PROBLEMS THAT TOURIST OPERATORS EXPERIENCE IN THE REPUBLIC OF SOUTH AFRICA

To:

Dr. ROCCO KNOBEL;
Dr. HARALD HAMBURGER;
HENDRIK HAMERSMA;
ABRAHAM HERMANUS LE ROUX;
Dr. ARNOLDUS MAURITEUS PRETORIUS;
JOHAN BARNARD REITZ;
DALE BARRY FORSSMAN;
GUSTAV WILHELM THEODOR BEHRENS.

Greetings!

Whereas I deem it expedient to appoint a commission to inquire into and report on the matters mentioned hereinafter;

285 JQ. Gedeeltes 12, 6, restant van Gedeelte 9, restant van Gedeelte 10, restant van Gedeelte 2 en die restant van die plaas Klipplaat 77 JQ.

Distrik Marico

Gebied 85

Omskrywing.—Gedeelte 1 van die plaas Bedford 142 KP en die restant van Wolwehoek 135 KP.

Distrik Marico

Gebied 86

Omskrywing.—Gedeelte 10 en die restant van Gedeelte 5 van die plaas Rooderand 41 JP.

No. 169, 1981

**KOMMISSIE VAN ONDERSOEK NA BUSPAS-
SIERSVERVOER IN DIE REPUBLIEK VAN SUID-
AFRIKA**

Kragtens die bevoegdheid my verleen by artikel 1 (1) (a) van die Kommissiewet, 1947 (Wet 8 van 1947), soos gewysig, verklaar ek hierby dat die bepalinge van genoemde Wet van toepassing is op die Kommissie van Onderzoek na Buspassasiersvervoer in die Republiek van Suid-Afrika.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Kaapstad, op hede die Twintigste dag van Augustus Eenduisend Negehoenderd Een-en-tagtig.

M. VILJOEN, Staatspresident.

Op las van die Staatspresident-in-rade:

H. S. J. SCHOEMAN.

No. 170, 1981

**WYSIGING VAN PROKLAMASIE 91 VAN 1980 IN-
GEVOLGE WAARVAN DIE BEPALINGS VAN DIE
WET OP HUURBEHEER, 1976, ONDER SEKERE
OMSTANDIGHEDEN VAN TOEPASSING IS OP SEKERE
WONINGS, MOTORHUISE EN MOTORSTAAN-
PLEKKE WAT VIR DIE EERSTE KEER NA DIE 20STE
DAG VAN OKTOBER 1949 EN VOOR DIE 1STE DAG
VAN JUNIE 1966 GEOKKUPEER OF GEBRUIK IS**

Kragtens die bevoegdheid my verleen by artikel 52 (1) van die Wet op Huurbeheer, 1976 (Wet 80 van 1976), wysig ek hierby Proklamasie 91 van 1980 deur die uitsluiting daaruit van die woning en motorstaanplek omskryf in die Bylae hiervan, onderworpe aan die volgende uitsonderings naamlik dat—

(a) die woonstel nie verkoop mag word nie vir solank dit deur die huidige huurder bewoon word nie maar dat hy toegelaat word om aan te bly as huurder tot tyd en wyl hy die woonstel uit vrye wil ontruim of vir solank hy binne die inkomstekategorieë val soos bepaal ingevolge artikel 19 (1) (a) van die Behuisingwet, 1966 (Wet 4 van 1966), welke perke op datum van uitvaardiging hiervan bepaal is op R360 per maand in die geval van enkel-lopendes en R650 per maand in die geval van gesinne;

(b) die huidige huurgeld van die woonstel soos bepaal deur die Huurraad nie verhoog mag word nie, statutêre verhogings ten opsigte van munisipale belastinge, elektrisiteit- en waterheffings, assuransiëpremies, lone en heffings betaalbaar deur Swart werknemers uitgesluit, vir solank die woonstel deur die huidige huurder bewoon word of vir solank sy inkomste nie die perke in (a) hierbo genoem, oorskry nie; en

(c) 'n huurooreenkoms met die huurder aangegaan word waarin die voorwaardes in (a) en (b) ingelyf is.

6, remainder of Portion 9, remainder of Portion 10, remainder of Portion 2 and the remainder of the farm Klipplaat 77 JQ.

District of Marico

Area 85

Description.—Portion 1 of the farm Bedford 142 KP and the remainder of the farm Wolwehoek 135 KP.

District of Marico

Area 86

Description.—Portion 10 and the remainder of Portion 5 of the farm Rooderand 41 JP.

No. 169, 1981

**COMMISSION OF INQUIRY INTO BUS PASSENGER
TRANSPORTATION IN THE REPUBLIC OF SOUTH
AFRICA**

Under the powers vested in me by section 1 (1) (a) of the Commissions Act, 1947 (Act 8 of 1947), as amended, I hereby declare that the provisions of the said Act shall be applicable to the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa.

Given under my Hand and the Seal of the Republic of South Africa at Cape Town this Twentieth day of August, One thousand Nine hundred and Eighty-one.

M. VILJOEN, State President.

By Order of the State President-in-Council:

H. S. J. SCHOEMAN.

No. 170, 1981

**AMENDMENT OF PROCLAMATION 91 OF 1980 IN
TERMS OF WHICH THE PROVISIONS OF THE RENT
CONTROL ACT, 1976, ARE APPLICABLE UNDER
CERTAIN CIRCUMSTANCES TO CERTAIN DWELL-
INGS, GARAGES AND PARKING SPACES, OCCU-
PIED OR USED FOR THE FIRST TIME AFTER THE
20TH DAY OF OCTOBER 1949 AND BEFORE THE 1ST
DAY OF JUNE 1966**

Under the powers vested in me by section 52 (1) of the Rent Control Act, 1976 (Act 80 of 1976), I hereby amend Proclamation 91 of 1980 by the exclusion therefrom of the dwelling and parking space defined in the Schedule hereto, subject to the following exceptions, namely that—

(a) the flat may not be sold for as long as it is occupied by the present tenant but that he be allowed to remain on as a tenant until such time as he vacates the flat of his own free will or for as long as he falls within the income categories as determined in terms of section 19 (1) (a) of the Housing Act, 1966 (Act 4 of 1966), which limits on the date of promulgation hereof are R360 per month in the case of single persons and R650 per month in the case of families;

(b) the present rental of the flat as determined by the Rent Board may not be increased, statutory increases in respect of municipal rates and taxes, electricity and water charges, insurance premiums, wages, and levies payable by Black employees excluded, for as long as the flat is occupied by the present tenant or for as long as the tenant's income does not exceed the limits mentioned in (a) above; and

(c) an agreement of lease be entered into with the tenant in which the conditions in (a) and (b) above are incorporated.

All-race inquiry on bus fares

Political Staff

THE Minister of Transport, Mr Hendrik Schoeman today announced major cutbacks in the country's road building programme and a full-scale inquiry into bus passenger transport.

Mr Schoeman, in a series of policy statements, announced the possibility of road tolls, rest and service areas on national roads, and an inquiry into the problems of tour operators.

The bus passenger transport inquiry, to be headed by Dr P J Welgemoed (Nat nominated MP), the first multiracial inquiry appointed by the Department of Transport, will investigate fares, subsidies and the effect of taxis on the bus industry.

Mr Schoeman, whose transport Vote came before Parliament today, said the possibility of road tolls on the Garden route bridge and at the Du Toitskloof tunnel was being investigated.

R1 FOR CARS

Suggested tolls at the tunnel were R1 for a passenger car and R10 for heavy vehicles.

The N3 in Natal and Garden Route tolls could be about half those amounts.

The Minister said that reduced revenue at a time costs were increasing at 25 percent a year had forced the National Transport Commission to make cutbacks including major road construction projects.

The policy of constructing new national roads as freeways only had been reversed and in future design would be based on traffic conditions.

Contracts planned for 1981 through to 1983 to be postponed included:

- A three-year delay on the R65-million extension of the Durban/Johannesburg freeway between Ladysmith and Van Reenen.

- A two-year delay on the R55-million completion of the Johannesburg ring-road.

- At least a two-year delay in R75-million in tenders on R120-million Du Toitskloof tunnel in the Western Cape.

- A three-year delay on the Warmbaths/Nylstroom section of the N1 and a two-year delay on the Middelburg bypass on the N4.

Mr Schoeman warned that more national road projects could be postponed unless income was supplemented from the next financial year.

COMMISSIONS

The bus transport commission members are Dr Welgemoed, Mr B L Carlsson, Mr A J de Villiers, Dr G C Prinsloo, Dr F Berkhout, Mr E G Kemp, Mr J G H Botha, Mr F L Erasmus, Mr R S Nowbath, Mr D O Lenamile, Mr R A Smith and Mr H J Claasens.

A commission into problems of tourist operators in South Africa was also gazetted.

The eight man commission, chaired by former Chief Director of the National Parks Board, Dr Rocco Knobel, will report on the extent and quality of tourist services.

Members are Dr Knobel, Dr H Hamburger, Mr H Hamersma, Mr A H le Roux, Dr A M Pretorius, Mr J B Reitz, Mr D B Forssman and Mr G W T Behrens.

(Report by Bruce Cameron, Press Gallery, House of Assembly.)

Govt silence on details of new commissioners.

By TONY WEAVER

WHO are Mr F L Erasmus, Mr R S Nowbath and Mr D O Lenamile, and why is the government being so secretive about them for the time being?

The three men are on the membership list of the government's first "multiracial" commission, the recently announced Commission of Inquiry into Bus Passenger Transport in the Republic of South Africa.

On the membership list they are called: "A coloured commuter, an Indian commuter and a black commuter", respectively, but no other clues as to why they have been nominated have been forthcoming.

The Department of Transport has declined to release further details on the three before September 28, "at the request of Minister (Hendrik) Schoeman".

The three names appear below those of leading transport figures like Dr P J Welgemoed (a nominated Nationalist MP, former Professor of Transport Economics at the Rand Afrikaans University, chairman of the commission and a member of the Broederbond), Mr A J de Villiers (United Municipal Executive of South Africa), Dr G C Prinsloo (South African Bus Operators' Association) and Mr B L Carlson of the Pas-

senger Transport Association of South Africa.

The civil service has five representatives on the commission. They are Dr F B Berkhout and Mr E G Kemp from the Department of Finance, Mr G G H Botha from the Department of Manpower and Messrs R A F Smith and H J Claassens from the Department of Transport.

Repeated inquiries to the Department of Transport's offices in both Pretoria and Cape Town disclosed that nobody seemed to know who the three black "commuters" were.

Finally someone suggested that Mr L J S Booyse, the department's parliamentary under-secretary be contacted.

On Wednesday he said he would obtain the details from Pretoria as he did not have them at hand.

Yesterday he said he could not disclose details of the three "at the request of Minister Schoeman" who would hold a press conference or release a statement on September 28.

South African first

He suggested that the deputy director-general of the department, Mr Ronnie Meyer, be contacted in Pretoria for further clarification about the origins and credentials of the three men who have turned the commission from just another committee into a South African first.

"We're not trying to hide anything away," Mr Meyer insisted, "but the orders I have received from Mr (A B) Ecksteen (Director-General of Transport and chairman of the National Transport Commission) are that only the minister will release the details."

He also said the Department of Transport had had very little to do with the appointment of the three and that the Department of Co-operation and Development had nominated them.

Say
(classified)

'We're pushed out of bus business'

BLACKS are being exploited and pushed out of the transportation business and replaced by whites by the local transportation board, says Mr J Gomba, director of the Black Unity Express Bus Service.

In a strongly-worded memorandum to the Minister of Transport, his company submitted that according to certain laws and Acts of Parliament, "All buses and taxis which are not black-owned must be removed" from the townships.

● He had been pushed out of his business by the Transportation Board and there are instances where black-owned businesses have been replaced by white-run companies.

● Most of the existing buses are white-owned or owned by white companies, and the prices of transportation are very high.

● Existing buses are not fit because the seats are made of wood or fibre glass and are very cold causing sickness among the community.

● Objections or complaints by black people are generally ignored.

MONK NKOMO

● The limitations placed on the number of passengers to be carried by taxis are often too severe.

The memorandum also submitted that "transportation of black people should be transferred to or handed to the department of black affairs which will serve to solve or avoid collision."

Early last month, Mr Gomba failed to obtain a road carrier permit for two buses to carry passengers on month end and holidays only, between Saulsville, Giyani and Lebowa after Putco had submitted that the move would be "fatally defective."

In opposing the application, Putco stated that through the services it operated between Pretoria and kwa-Ndebele, plus the services by the SAR and existing taxis the demand was adequately catered for.

it studied, and why?
ues within the area

13. Choose one aspect of the research project which you have participated in. Relate this as-

12. Briefly describe, and evaluate, the use of video techniques as a method of social analysis. Use examples from a project that you have participated in.

In a separate book, answer TWO of the following questions.

Simon Burton
Bill Cowan

SECTION D: Video Research Project

SOCIOLOGY (INDUSTRIAL): COURSE II (continued)

Call for public bus company

CT 12/9/81 (332)

Political Correspondent

HOUSE OF ASSEMBLY. — Mr Colin Eglin (PFP Sea Point) suggested yesterday that City Tramways bus services be turned into a public utility corporation which would have to plough back its profits into a public service.

He said during debate on the transport portfolio that City Tramways was a highly profitable business operation. It also received considerable subsidies from the government and special concessions from other authorities such as the Cape Provincial Administration and the Cape Town City Council.

"Is it appropriate that it should enjoy a monopoly in providing an essential service in the city area," Mr Eglin asked.

"Much of the subsidies that are put into this company are then redistributed in the form of profits to shareholders. Once again the public asks: Is this an appropriate way to deal with it?"

There was no advantage to the public in "pumping subsidies" into a company

which in turn paid about R2,6-million to the government in taxes last year.

City Tramways operated not only a transport service, but a wide variety of trading and property services. There was also continual tension between the company and Cape Town's commuters, which erupted when applications for fare increases were made.

Mr Eglin questioned whether a vital public service affecting millions of commuters a year was being dealt with satisfactorily.

If the service were provided by a public utility corporation it could by law only use its profits for the purposes of the corporation.

"Would it not be a better idea if one is dealing with an essential public service to see that what profits are made are ploughed back into that public service?" Mr Eglin asked.

This was especially so, he said, seeing that some of the profits resulted from subsidies, assistance by various state bodies and a monopolistic situation.

Bus fares rise by 9%

332 Mail Reporter

MUNICIPAL bus fares in Pretoria go up by an average of 9% as from today.

The tariff increase was necessary because of rising maintenance costs and wage increases, said a city council statement.

The increase meant monthly tickets would now cost R24, as against R21. The price of tickets for one stage, which are bought on the bus, would remain the same and bus coupons and tickets already bought from the council would remain valid.

Inquiry ^{com} set up ³³² on buses

TWO new commissions of inquiry were announced in a Government Gazette published in Pretoria yesterday. The inquiries will be into bus transport and tourism problems.

The announcement in Pretoria by the State President-in-Council named Dr Peter Welgemoed, MP, as the chairman of the transport inquiry and Dr Rocco Knoble as chairman of the tourism inquiry.

Among the terms of reference of the bus inquiry are: tariffs, subsidies, the subsidising of bus commuters and whether it is necessary, energy supply, urban planning and facilities for buses and their passengers, the necessity of security in the bus industry, the need for a co-ordinating body for metropolitan areas and the desirability of establishing a national bus transportation corporation.

Among the terms of reference of the tourism inquiry are: the extent, quality, and the future needs for road transportation services for tourists, the quality of services provided by tourist operators in road transport, factors that may hinder the service by these operators and steps to be taken to solve the problems identified.

— Sapa.



Mr Hendrik Schoeman

GovtCT inquiry^{12/9/5} into bus system³³²

HOUSE OF ASSEMBLY. — The Minister of Transport, Mr Hendrik Schoeman, yesterday announced the establishment of a commission of inquiry into bus passenger transportation, increasing operating costs and rising fares.

Speaking during the debate on his budget vote he said this was the first commission of inquiry which had been appointed by the Department of Transport on which the various population groups were represented.

The opposition's transport spokesman, Mr Ray Swart, had opened the debate with a challenge to the government that if it was intent in improving services it should take the lead also on the issue of bus segregation.

The 12-man commission, chaired by Dr P J Weigemoed, will look into the question of bus subsidies resulting from increased operating costs and rising fares.

It is hoped that the interim reports will be received early next year.

The commission will study the effectiveness or otherwise of the existing procedure followed in respect of considerations for tariff adjustments, the basis of tariff determination and the desirability of making adjustments on an individual basis and only within certain areas at certain times.

It will also look at the alternative of a uniform countrywide tariff increase.

Consideration will be given to all facets of the subsidization of bus commuters and whether it was at all necessary or desirable.

Energy supplies and a future policy in this regard will also be studied by the commission.

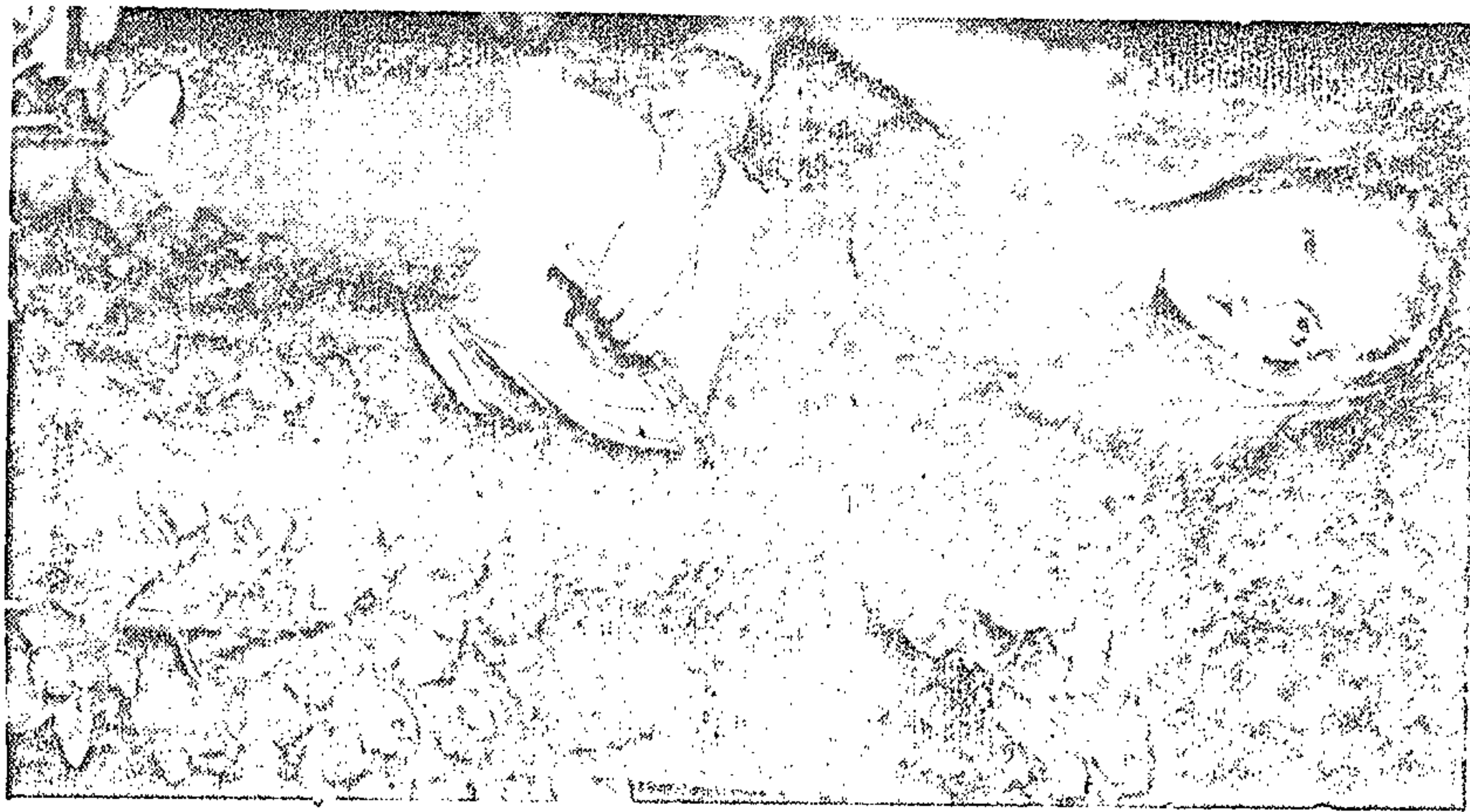
Mr Swart (PFP Berea) said the government should take a lead on the issue of desegregated bus services if it was serious about providing better public urban transport facilities.

He said the local Durban Transport Management Board, which controlled the city's bus service, had come out strongly in favour of a policy of desegregating the existing bus service.

"They are in favour of this because it cannot operate an efficient and economic service if it has to cater for separate buses for separate racial groups.

"The result is that the undertaking in Durban is constantly faced with heavy losses and the public of Durban are subjected to a bus service which is totally inadequate and inefficient.

"I would like the minister to tell us what his department's and the government's attitude is to the issue of desegregated municipal bus services." — Sapa



Puto profits soar

S. Express 13/9/81 (332)

fare hike sought

THE Puto bus company, which is now seeking a massive increase in Black transport fares, made a record profit of R4,8-million last year due to a special fuel-bridging subsidy of nearly R10-million from the Government, says a company executive.

But another Puto executive, also interviewed by the Sunday Express, denied this and said the unprecedented profit came from increased business.

This strange contradiction is one of a number of significant facts about the controversial company's financial situation spotlighted by a Sunday Express probe this week.

Puto is controlled by the Carleo family, which bought the company in 1971 for R475 000 and now owns shares in it valued at R29-million.

The group's total assets exceeded R80-million last year. According to Puto's 1980 annual report, profits went up more than fourfold — from R1.1m to R4.8m.

Against this, it is stated that the number of passengers carried rose 67 and kilometres travelled went up by 147.

The company, which has a virtual monopoly of Black bus transport in the Transvaal and also operates in Natal, is seeking a further 35% fare increase in Pretoria and on the Witwatersrand.

Last year's results moved Puto to 105th place from 194th on the list of South Africa's top profit-making companies.

There has been criticism by Black leaders of big profits made by Puto at a time when Blacks are hard-pressed to make ends meet because of rent and food price rises and inflation.

The contradictory replies on last year's profits came from Puto's financial executive, Mr J. L. Coetzee, and its group financial controller, Mr R. W. Butten, in the course of separate interviews with the Sunday Express.

The Sunday Express asked Puto: How it had made record profit.

BOSSSES DIFFER OVER REASON

BUS fare increases are always a politically sensitive issue among Blacks. Applications to the Road Transportation Board by Puto for fare increases on the Witwatersrand were gazetted this week after others for Durban and Pretoria were noted earlier this month. In announcing their hoped-for increases early in August, Puto said average increases would be 35%.

The application was granted by the Johannesburg local Road Transportation Board on September 25, and the new fares came into force on October 29.

However, on November 15, 1979, an urgent application to set aside the increase was made to the Supreme Court.

On November 21, Mr Justice Melamet ordered that fares be reduced to their previous level by not later than December 9, which was done.

On December 21, Puto re-applied for the increase. On December 26, various community organisations represented by the Legal Resources Centre filed objections to the increases.

In August, 1980, the fare increase application was granted by the National Transport Commission, but no date was set for implementation.

On January 5, 1981, the National Transport Commission approved the implementation of bus fare increases in Pretoria.

Following lengthy negotia-

tion, the fare increase application was granted by the National Transport Commission, but no date was set for implementation.

On January 5, 1981, the National Transport Commission approved the implementation of bus fare increases in Pretoria.

EXOTIC BLOOMS ON SHOW IN DURBAN

ORCHIDS thrive in steamy environments and so were quite at home when Linda Gunter wore her hot pants to browse among the rare and exotic blooms at the 10th World Orchid Conference in Durban this weekend.



13/09/81

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ing to statements, it was faced with heavily increasing costs?

○ Why it was asking for fare increases when it had made a record profit?

○ Why it was given a special fuel-bridging subsidy of R9,5m?

A Press statement issued at the time of the fare increase announcement said that the contemplated 35% increase was "unavoidable for economic reasons".

The two contradictory replies were given to the first question: Why had Putco made a record profit when it said it was faced with increasing costs?

○ Mr Coetzee said that the special fuel-bridging subsidy of R9,5m was responsible for the record profit of R4,8m made last year by Putco.

○ But Mr Button contradicted him, saying Putco had increased profits because more passengers had been carried over longer distances and because of "negotiated tariffs which were implemented in May and July, 1979, to provide a reasonable return on shareholder's funds".

"It is true that Putco had its best financial year ever last year, but there would have been growth in any case, apart from the bridging subsidy," he went on.

"The previous year's profit was exceedingly low because of two fuel price increases, in December, 1978, and February, 1979, which we were not able to recover in increased tariffs until the 1979/80 financial year.

"In order to keep pace with commuter demand we shall have to double our fleet in the next five years.

"There is no reason for us to be ashamed of our R4,8-m profit."

He confirmed that the R9,5m was part of "about R40m" paid last year to Putco in the usual subsidies to all operators of Black bus services.

The R9,5m subsidy was paid because Putco had faced increased fuel costs amounting to R4,6m on the Witwatersrand, R2,2m in Natal and R2,7m in Pretoria said Mr Button.

This was over and above the usual subsidy paid to all operators of buses for Black transport.

Mr Coetzee said: "You must bear in mind that it is the passenger and not Putco which is being subsidised."

"We've asked for a 35% increase. They may decide to pay 25% of that in subsidies and

a fare increase application for the Witwatersrand in January this year and its implementation in July. Mr Button said the timing of fare increases was "a politically sensitive issue".

Black politicians often exploited bus fare increases for their own purposes, he said.

"If we lose a bus in a riot — and buses are always attacked first, no matter what the cause of the riot — we can't replace it for 18 months. And we're short of buses as it is."

The timing of bus fare increases, once they had been approved by the National Transport Commission, was negotiated by the Lotter Commission whose members came from various Government Departments, he went on.

"They consult the Security Police, the police, the Department of Co-operation and Development and community councils, testing public opinion to find out if there are likely to be boycotts or other protests against higher bus fares.

"For instance, June 16 — the anniversary of the Soweto riots — would be a very bad day to

move over subsidies to be paid on various routes. Putco eventually increased bus fares on the Reef only on July 6, 1981.

On August 4 it announced it intended applying for a further 35% fare increase because of a 6c-per-litre increase in the fuel price and other price rises.

Mr A B Eksteen, Director-General of Transport Affairs, told the Sunday Express this week he "had no problems with Putco".

There was a furore last year when Mr Eksteen said in Press interviews that he had asked the Government to intervene and take a share in the control of Putco.

The Sunday Express understands that this followed a "disagreement" between Mr Eksteen and Mr A Carleo, who represents the Carleo family on the Putco board.

However, Mr Eksteen told the Sunday Express this week he had made certain suggestions for improving the financial control of Putco and that he was satisfied these had been implemented.

By DAVID PINCUS Staff Writer

Massive container build-up could lead to increase in cost of containerisation

THE CITY Deep container depot is now back to normal but there are now more than 11 500 privately-owned and leased containers clogging private container parks on the Reef.

It has been estimated that these parks have room for only 1 500 more empty containers. What will happen once they are filled up is anyone's guess and it is something that is

causing distinct anxiety in Railway quarters.

None of the containers languishing in private container parks belong to any of the conference lines who, according to a recent estimate, have no more than about 1 600 containers on the Reef, now that the jam at City Deep has been cleared.

Although there is plenty of train capacity to move them to the coast, there simply isn't room enough for them there.

They cannot be moved out of the country because their owners, for example the non-conference lines that brought them here when they loaded and

travelled at higher rates, do not now have the ship capacity to take them back.

Those lines find it far more profitable to pick up bulky cargo when standing north. There is a nagging thought in the industry that if the private parks on the Reef have to refuse to accept

any more containers because they are full, the SAR will have to take drastic steps.

The SAR did not want to comment this week, but in trade circles it is believed that the only logical action it can take is to refuse to unload containers from ships unless they have it in writing that they will be

shipped out of the country at the first available opportunity.

This would include proof that the container, once empty, will be moved to an inland container park — in other words, a berth will have to be reserved for it — and that clear instructions have been given for it to be moved

to the coast as soon as possible, where it will be kept and shipped out of the country on a specific ship.

Some pretty valuable cargo could be delayed if the SAR refused to offload containers because private parks were full.

Fears have also been expressed that the enormous build-up of containers in private Reef parks could lead to an increase in the cost of containerisation in general.

Feud develops NM 15/9/81 as children (10) (24) (332) stone buses in protest

Mercury Reporter

A FEUD has developed between the people of Ndwedwe and the local bus service.

Yesterday morning a bus travelling through the reserve was stoned by school-children, while teachers claim that bus drivers and conductors have threatened school children and their teachers.

Last week pupils prevented the Ndwedwe Mail Passenger Service buses from entering the reserve, stopped workers from boarding the buses and stoned buses driving past the local schools. They also boycotted classes in protest against the bus service.

They claimed the bus service was irregular and that the buses often had breakdowns, making them late for school.

Pupils returned to school yesterday morning, but were determined not to let Ndwedwe Mail Passenger Service buses pass through the reserve, a headmaster of one of the senior schools told the Mercury yesterday.

'When the children hear a bus approaching, they leave their classrooms and run down to the road to stone the bus. At the moment they are using private transport or walking to school. They refuse to use Ndwedwe Mail buses.'

The headmaster said that a Tongaat bus company was also sending buses to Ndwedwe, which the children used.

He added that he was worried about the situation, because of the alleged threats of the bus drivers and conductors. Some of them were injured in last week's stone throwing incidents.

The atmosphere was tense at the school because some of the older boys were arming themselves with knives and sticks, he said.

The owner of the bus company, Mr K Dahepersadh, could not be contacted for comment yesterday, but a spokesman for the company said they would continue carrying passengers between Verulam and Ndwedwe because this was their only route.

He said the police had agreed to escort the buses through the reserve, and the normal bus service should be resumed today.

When asked about the children's complaints that the service was irregular, he said that the buses were old but that the company intended to get new buses in the near future.

At present, he said, there was only about one breakdown a week.

Bus bay ticketing plan fails

Municipal Reporter

A PROPOSAL to give bus inspectors the power of ticketing vehicles illegally parking or stopping in bus bays failed yesterday in the Cape Town City Council's Utilities and Works Committee.

The idea, mooted some time ago at a sub-committee meeting set up by the Metropolitan Transport Advisory Board, was suggested to assist traffic police in keeping bus stops clear.

Although the recommendation to give ticketing powers to inspectors was voted down, the committee felt that traffic legislation could be changed which would make it an offence to offload passengers or goods in a bus bay — but that such offloading should be allowed in critical areas in off-peak hours.

The City's Traffic Manager, Mr Pat Melly, pointed out that the existing ordinance allowed vehicles to load and offload in bus zones and this presented problems for law enforcement agencies as a vehicle had to be observed for at least 10 minutes to establish that no loading or offloading was taking place.

A bus inspector would have to spend this time on observation and additional powers would have to be given to him to issue a ticket, issue a lawful instruction or make an arrest.

Additional powers would also be required if an inspector wanted to have a vehicle towed away.

"There are no doubt many other difficulties which will have to be overcome, and I am of the opinion that the scheme would not improve present conditions."

He recommended that bus stop zones should be included in the places where vehicles may not "stop", as was the case with loading bays. Severe hardship could, however, be caused to business dealing in heavy goods whose frontages were taken up by bus bays.

Expansion in sea links

Shipping companies are expanding their local services with particular emphasis on the growing Far East trade.

Afro Eurasia Line (AEL) which has operated its South Africa-Far East service for two years, will add another vessel to its fleet next month.

A spokesman said that MV Ocean Express would join its sister ships Ocean Ace and Yeu Flower from mid-October on the 20-day service to and from Far East ports.

CHARTER

A rapid increase in trade has caused the company to charter additional tonnage to avoid cargo backlogs.

AEL was criticised when it started its non-conference service to the Far East two years ago.

It was predicted in shipping circles that the company would be squeezed out of the market within a year.

But the company was increasing cargo tonnages monthly, had increased its fleet size and was still the only company operating a direct service between Cape Town and Colombo, Sri Lanka, a spokesman said.

The freight services group has introduced a new Far East groupage service in association with Cargo Systems, a major Hong Kong-based forwarding agent.

The service makes use of the recently introduced Safari Cellular service

from the Far East, which currently has three sailings a month, but is scheduled to go to four sailings from the beginning of next year.

Pursuing the policy of expansion of its worldwide shipbroking operations, the Jardine group in conjunction with Rennie, has established a new shipbroking company in South Africa.

ACCESS

The new company, Jardine Rennie Chartering, which started operations on September 1, is expected to provide the Jardine shipbroking offices in London, Hong Kong and its correspondents throughout the world with direct access to the increasingly important South African market.

Jardine Rennie Chartering will be headed by Mr J M Wells.

M S Irving Shipping has expanded its involvement in the southern African transport scene with the formation of its subsidiary ships agency company, Global Maritime Agencies.

Global Maritime Agencies offers ships' agency, marketing and operational services in Johannesburg, Salisbury and all South African ports.

The management, marketing and operations team is made of up people known in the industry and with the combined experience to provide a much-needed independent service to the shipowner and the South African shipper, a spokesman said.

Bus company brought to halt by schoolchildren

NM 17/9/87
(332) (70) (Ding)

Mercury Reporter

THE Ndwedwe Mail Passenger Service bus company has been brought to a standstill and is losing money following last week's stone throwing incidents, the owner of the company, Mr Kenneth Dabeepersadh,

told the Mercury yesterday.

A number of the company's buses were not able to enter the Ndwedwe district last week when local schoolchildren blocked the roads and prevented workers from boarding the buses.

Stone throwing incidents occurred and some of the drivers were injured. One driver claims he was stabbed by a schoolboy.

Mr Dabeepersadh said he was aware of the children's complaints that the bus service was irregular and that buses often broke down, but at the moment could not do anything about them.

'We do intend to buy new buses, but if the trouble in Ndwedwe does not end we will not be able to afford them. Our buses do break down, but only about once a week.'

A Tongaat bus company is presently sending buses to Ndwedwe to transport the children to school.

Mr Dabeepersadh said that he believed another reason for the children's rejection of his buses was because they wanted to use KwaZulu Development Corporation transport.

This would not be possible because his company was the permit holder for the Ndwedwe district, he said.

Mr Dabeepersadh also denied allegations made by local teachers that his drivers had threatened to run protesting children down and beat up their teachers.

The Ndwedwe police confirmed that one of the company's drivers, who claimed that he was stabbed last Wednesday, had laid an assault charge against one of the local schoolchildren.



MR Kenneth Dabeepersadh, owner of a Verulam bus company which has been out of business since last week's stone-throwing incidents in Ndwedwe.

Putco to meet SCA

THE Soweto Civic Association is to arrange a meeting with Putco to discuss the "inferior" facilities the company offers its passengers. *Sowetan*

This was disclosed yesterday by the chairman of the Diepkloof branch of the Soweto Civic Association, Mr Ike Mogase.

Putco, which made a profit of R4,8-million last year, has been accused of failing to cope with the large numbers of passengers at peak hours. The company is said to have also ignored broken windows and failed to keep the interior of the buses tidy.

With the massive profits made last year, the company did not need to raise fares as frequently as

it does, and could at least provide bus shelters for the commuters, Mr Mogase said.

The SCA would see Putco within the next two weeks, he said.

"All our 17 branches will each send about two delegates. We are seriously looking into this."

"Putco has erected some shelters in Diepkloof, but that is not enough. We will ask them to upgrade their overall services, and one of the things we will ask them is the use of coupons similar to those used by municipality buses," Mr

By CHARLES MOGALE

Mogase said. 11/1/81

Meanwhile Putco denied that it could not cope with the passengers' demands.

In a statement released by the company's public relations department, Putco said it had sufficient buses in its fleet to cope.

A statement released by Putco yesterday said a project backed by Putco, Wraab, the Johannesburg City Council and the CSIR had been started.

One of the prime objectives of the project was to uplift the standard of roads and transport for the residents of Greater Soweto, including the erection of bus shelters.

SHIPPING (332)

Mutiny brewing

FM 18/9/81

The Europe/South and South East Africa Conference and the SA Shippers Council, the private sector umbrella body representing importers and exporters, met this week for the annual freight rate review.

SA Shippers' Council chairman David Lewis won't comment on projected freight tariff increases for 1982 other than to say that "inflation hits shipping lines as well as shippers. It's a perennial problem."

Conference chairman, UK-based Neil

Foster, and local chairman Neil Semphill could not be reached for comment as they were meeting with government on rate reviews and related issues.

The *FM* understands that some shippers and lines are unhappy about the whole question of the much-criticised Ocean Freight Agreement, which compels Conference lines to convey all exports offered from SA, often at "unprofitably low" rates.

Creaming off profits

Conference evidently feels that shipping lines which are not Conference members tend to profit by creaming off high-rated incoming traffic from Europe to SA while not bound to convey low-rated exports from SA. The current import/export imbalance tends to exacerbate this problem.

It is understood that the problem is partly that trade patterns which were predicted at the time that containerisation was planned, did not eventuate. It seems that what is required is a rethink on the whole question of the Ocean Freight Agreement and the way it is applied to both shippers and lines.

Both camps would agree.

Transport board ^{DP 18/1/81 269} plans

EAST LONDON — The metropolitan area of East London was among five areas earmarked for the second phase of the introduction of Metropolitan Transport Advisory Boards, the assistant chief engineer for the Department of Transport, Mr T. C. Mackey, said here yesterday.

Mr Mackey was speaking at a Chartered Institute of Transport seminar on the Co-ordination of the Future of Passenger Transport in the Ciskei and Border areas.

He said that in terms of the Urban Transportation Act, the first five areas were already working and that the next phase would include East London, Pietermaritzburg, Bloemfontein, the Vaal Triangle and the East Rand.

The first MTAB areas were formed in Johannesburg, Cape Town, Pretoria, Durban and Port Elizabeth.

"The intention at this stage is that the area should comprise local authorities in East London, Beacon Bay, Gonubie and

the divisional council," he said.

He added that it was important there should be co-operation with the people of the Ciskei when the scheme got going.

If such an arrangement were reached, the area would include Mdantsane, Berlin, King William's Town and Dimbaza.

Mr Mackey said consulting engineers were already at work formulating possible ways to operate the plan — especially as regards organisation of transport from the black

areas to the city centre. The engineers would also undertake studies for urban transport in metropolitan area.

Mr Mackey explained that the MTAB was responsible for a metropolitan transport area declared by the Minister of Transport in consultation with the National Transport Commission and the province concerned.

"This metropolitan transport area consists of a number of local authorities as well as adjoining areas.

"One of these local au-

Better planning called for

EAST LONDON — Duplication of infrastructure, facilities, plant and equipment, coupled with time wastage associated with unco-ordinated regional transport planning was causing a heavy drain on resources, the general manager of the Ciskei Transport Corporation, Mr Hans Kaiser, said at the transport seminar.

Mr Kaiser, who delivered a paper which stood out among outstanding contributions, said this duplication did not only affect the level of bus fares but affected every property-owner and salary-earner through rates and taxes, income tax, lateness, absenteeism and inefficiency.

He called for the elimination of this duplication in passenger transport in the area and recommended the establishment of a permanent working committee to monitor rail, municipal and other scheduling and timetable co-ordination to obviate

the wastage.

Analysing the transport arrangement in the Ciskei, he said there were three main areas of operation — East London-Mdantsane; Zwelitsha-King William's Town and Dimbaza and the Hewu area.

Because the Ciskei and the Border area were in a common region with similar interests it was important that a fully integrated transport network was developed.

He emphasised that passenger transportation was not an end in itself but rather a means to an end.

Listing problems created by a lack of forward planning in the past, Mr Kaiser said his company required road transportation permits from both South Africa and the Ciskei even for unbroken single routes.

"The one transportation board grants authority up to the Ciskei-South African border and the other in respect of Ciskeian au-

thority," he said.

"Besides burdening the operator with double costs — which in turn affects the level of bus fares — disagreement between the boards causes problems.

"It has happened that a particular board has granted its part of a route while the other has refused the section within its jurisdiction. The unenviable position of the operator is that he is left with half or 75 per cent of a route, which is useless."

He called for a regional transportation board which would see to uniformity.

On subsidisation of passenger fares he said as soon as a passenger crossed the border, for example from Mdantsane to the West Bank, the subsidy he paid came under the administration of the National Transport Commission.

However, the same passenger, travelling on a bus route which was wholly within the Ciskei, for example the Mdantsane in-

ternal feeder service, found himself subsidised by the Department of Co-operation and Development.

This lack of co-ordination also affected passenger fares and general public relations.

He gave an example of subsidies being levied on internal services after a fares increase when a similar subsidy was not forthcoming for the service between Mdantsane and East London.

He felt a single subsidising authority would be an answer to the problem.

His company subscribed to the idea of "one ticket and one bus per journey" but this was not always feasible when other factors were taken into account.

Mr Kaiser also raised the question of bus shelters which he insisted should be provided by local authorities, who always claimed they did not have the money. — DDR.

Plea to channel meter money to transport

EAST LONDON — A suggestion that revenue from parking meters be channelled towards supporting and encouraging the use of public transport was made at the transport seminar here.

The suggestion was made by the City Mechanical Engineer, Mr C. K. Andreas, who is also in charge of the municipal transport system here.

After painting a grim

picture of the municipal bus service, which has run at a loss since 1946, Mr Andreas said since the parking meter's gain was the transport operator's loss, would it not be reasonable to suggest that the former's income be channelled to the latter.

He explained later that it was clear that if more meters were provided people were being encour-

aged to use cars rather than public transport.

Mr Andreas also pointed out that the general loss suffered by the municipal bus service was common in many major areas in South Africa and had been so for many years.

In East London the loss had risen from R12 596 in 1946 to R672 193 in 1980.

Mr Andreas said t

opening up of bus services for all races in the municipal area in 1980 had not yielded much in revenue but had made a marked contribution to tolerance between man and man.

Other speakers included the Town Clerk, Mr J. J. Human, The Chief City Engineer, Mr G. Keppie, and the man in charge of transport in the Border Chamber of Industries, Mr N

to take over services?

thorities is designated by the minister as a core city, to play an executive and co-ordinating role in the metropolitan transport area."

He said the MTAB liaised through the provincial administration concerned with the National Transport Commission.

Its membership was made up of: a chairman appointed by the administrator from his own staff, two members appointed by the core city, one member appointed by each local authority in the area

and one member each nominated by the National Transport Commission, the Railways, the Secretary for Community Development, the Secretary for Planning and the Environment, the Postmaster General and three members representing commerce and industry but appointed by the administrator.

The main functions of the MTAB are:

- To promote collaboration between local authorities within the metropolitan transport area and to

promote co-ordination of transport in the area;

- To formulate goals and objectives for transport in the area;

- To cause transport studies to be undertaken and to assist in the formulation of transport programmes;

To make recommendations to the administrator in regard to transportation matters in the area and their associated financing, and to direct the implementation of the approved transport programme. — DDR

EAST LONDON — The Ciskei Government was negotiating the take-over of certain Railway and Harbour motor transport services operating inside and to and from the Ciskei, the Ciskei Minister of Finance and Economic Affairs, Mr A. M. Tapa, said at the transport seminar here yesterday.

Mr Tapa was giving the Ciskei Government's view on Co-ordination and the Future of Passenger Transport in the Ciskei and Border Areas.

Spelling out what he called some basic principles on which his government would insist during the negotiations, he said it hoped the principle of "one person, one journey, one vehicle" would be upheld.

He said the need for people or goods to transfer from one vehicle to another was wasteful and should be avoided even if the point of origin lay outside the Ciskei.

He said the transfer of goods from motor transport of one state to that of the other would be costly.

His government felt that goods conveyance for both rail and road services should remain in the hands of the South African Railways.

Mr Tapa said all internal passenger services should be transferred to the Ciskei Government so that they could be integrated into the existing network in the region.

He said three criteria guided the reasoning of the Ciskei Government on these issues. The criteria were participation, personal comfort and punctuality and reliability.

Answering a question later Mr Tapa said a regional arrangement within this framework would be acceptable to the Ciskei Government — DDR



The chairman of the seminar, Mr C. Moore, the Ciskei Minister of Finance and Economic Affairs, Mr A. P. Tapa, and Mr T. C. Mackey of the Department of Transport at the seminar.

Mdantsane-Potsdam rail link investigated

EAST LONDON — Forward planning for possible future rail links for the Mdantsane-Potsdam area had been done by the Railways in co-operation with the Department of Co-operation and Development, a senior transport planner in the Department of Transport, Dr J. P. van der Voort, said at the Institute of Transport seminar here.

Dr Van der Voort said if undertaken the plan would mean the introduction of train services within Mdantsane.

He warned however, that no railway facilities would be provided unless a full transportation study had been carried out with a full economic analysis proving the use of trains to be the best suitable for the situation.

Dr Van der Voort ex-

had shown that for a demand larger than 40 000 passengers a day per direction along a route, rail became the cheaper mode of transport.

He added that this could be higher on mountainous terrain where considerable earthworks would be necessary.

Dr Voort assured the commuters of Mdantsane and East London that the Railways had done everything to ensure that the correct transport solution for the needs of the area would be offered.

The Mayor of Mdantsane, Mr W. Lubisi, said public transport was the link between the average Mdantsane resident's home and place of employment.

Mr Lubisi called for the introduction of an internal train service in Mdantsane.

internal bus transport system.

The deputy chairman of the East London Community Council, Mr D. D. Makatla, called for municipal bus services to Duncan Village and coloured and Indian residential areas.

He also called for an increase in subsidies on fares and suggested that the government use some of the money received from general sales tax to boost the subsidies.

The chairman of the Coloured Management Committee here, Mr W. George, said the coloured community was concerned that with Ciskei independence the Ciskei Transport Corporation bus company providing services to the community at present would belong to the Ciskei and have no obligations to them.

He felt they would

Maku: don't interfere with buses

DD 18/9/81
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EAST LONDON — The Ciskeian Minister of Health, Dr B. R. Maku, said yesterday that there should be no interference with the running of buses to and from the Ciskei, as this was a service for the benefit of passengers.

Dr Maku was guest speaker at a dinner held after a one-day seminar organised by the Chartered Institute of Transport in East London.

The theme of the seminar was "Co-ordination and Future of Passenger Transport in the Ciskei and Border Areas."

The aim of the seminar was to ensure continued co-operation and co-ordination in the field of passenger transport between the Border area and the Ciskei, now and after independence.

Dr Maku said that Ciskei would become independent on December 4 but that there was a difference between the Xhosa ver-

sion of independence and the common version.

The Xhosa version of independence meant that one had the ability to do one's own thing and the Ciskei would apply the Xhosa version of independence.

Dr Maku said there should be no interference by anyone in the running of buses to and from Ciskei as it was for the benefit of the passengers that the buses were running.

The transport committee elected at the seminar will consist of representatives still to be nominated by various bodies.

The chairman of the committee will be a representative of the Chartered Institute of Transport, and among the bodies that will be represented on the committee will be the Ciskei Government, the South African Railways, Organised Transport Organisations and local authorities. Seminar reports, page 4.

and it is the company's group policy

Boland bus company wants 3c fare rise

A BOLAND bus company has made an application to the Local Road Transportation Board for an average three cents fares increase on all its routes.

The application was made yesterday by Boland Passenger Transport, a subsidiary of City Tramways which serves The Strand, Somerset West, Stellenbosch, Paarl, Wellington and Malmesbury.

Mr D J B King, general

manager of the bus company, told the board the application was solely to meet an increase in the wages of staff.

He said it had not taken into account increases in operating costs.

Mr King said a new wage agreement with the Tramway and Omnibus Workers' Union would only come into effect if the application for increased fares was granted.

He said the agreement with the union would increase the company's wage bill by R172 525 a year.

The company was aware that any increase in bus fares would place a huge burden on the community, he said.

Mr King said the company had, however, applied to the Department of Transport for the increase to be fully subsidised.

He said the company ran before-tax loss of R49 703 last year.

The increased number of legal and illegal taxi operators had adversely affected the company, he said.

A spokesman for the board said no objections against the application were lodged.

He said it would take some time for the application to be considered.

past, fair valuations of assets may be impractical and the

comments in relation to write downs would also apply.

At present, the main emphasis in equity accounting in South Africa is the adoption thereof and thus, as could be expected, not many companies have addressed this problem although Anglo-American did indicate in an interview that premiums on acquisition of associates were written off in the year of acquisition.

The writer submits that, if it is the group company policy to amortize amounts paid for super profits, disclosure thereof is necessary in the balance sheet carrying value. This will firstly enhance the balance sheet income statement relationship and, secondly, it will reflect a fairer matching of associate earnings with amounts paid for those earnings.

8. WRITE DOWNS

The basic premise of write downs in any asset is that the value of future benefits is no longer represented by its present balance sheet value. The definition of an associated

Sabta holds first national conference

20/1/81
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By MZIKAYISE EDOM
THE Southern Africa Black
Taxi Association (Sabta)
will hold its first national
conference in Umlazi,
Durban tomorrow and on
Thursday.

SABTA, was formed in
May at a conference held in
Katlehong, Germiston with
the aim of improving the
image of the taxi business
to a high standard and to

cater for all taxi owners
throughout South Africa.

Other aims of the
association are:

- To initiate, promote or
oppose legislation affecting
taxi owners and drivers.
- To secure the fairest
practical, uniformity,
simplicity and efficiency of
the taxi businesses,
procedure and administra-
tion of justice in all matters
connected with the welfare
of the taxi businesses and of
the public generally and the
maintenance of the
standard of taxi business.

• Mr Noel Mlokoti, the
general secretary of Sabta
said yesterday: "We are
expecting about 600
delegates from Transvaal,
Natal, Orange Free State,
Bophuthatswana and the
Cape Province to attend the
conference.

He also said that the 21-
man interim committee
which was elected in
Katlehong in May was
given a mandate by
delegates to draw up and
adopt a constitution to be
presented tomorrow at the
conference.

Road Transportation Board for East
London area (332)
QC 470-1 23/9/81

*11. Mr. P. DE PONTES asked the
Minister of Transport Affairs:†

- (1) Whether the local Road Transportation Board for the East London area will again be located in East London; if so, (a) when, (b) what will the area of jurisdiction of the Board be, (c) what will the composition of the Board be and (d) how many officials will be appointed on a permanent basis in East London for the purposes of the Board;
- (2) whether premises for offices of this Board have been acquired in East London; if so, where?

The MINISTER OF TRANSPORT
AFFAIRS:

- (1) Yes.
 - (a) As soon as all the necessary accommodation and staff arrangements have been made.
 - (b) It will be the same area of jurisdiction which existed immediately prior to the closing of the Road Transportation Board with effect from 1 July 1979.
 - (c) A chairman and two members.
 - (d) Bearing in mind Treasury Instructions in this regard, the number of officials to be

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WEDNESDAY, 21

appointed on a permanent basis will depend on the recommendations of the Commission for Administration.

(2) No.

Frolicking children point to lack of sch

Fares too high for pupils

By RYLAND FISHER

C. Herald

26/9/81

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● MRS Hazel Robertson sends her children during the week so they can go to school who are supposed to be at school, frolic on Friday morning

AT all hours of the day, the streets of Tafelsig are filled with frolicking children — children obliged to stay at home because their parents can't afford to send them to school.

A survey by the Tafelsig Interim School Committee shows their township has more complaints than inhabitants.

The problem on the lips of every housewife is, however, the fact that there are no schools in the area.

The Interim Committee survey, done by interviewing 135 families, showed that more than half the children in the township go to schools outside Mitchells Plain and about one-third of schoolgoing age are at home.

Of those at home, most are in sub standards A and B.

Residents said bus and train fares for their children cost on average of R22 a week for large families.

To avoid this cost, many people send their children to stay with relatives during the week.

● Mrs Hazel Robertson, of Jonkershoek Street, said she was one of the many women in the area who have to survive on grants.

She sends her children to live with her mother in Lotus River during the week so they can be near their school.

● Mrs Laura Wolmarans has five children who do not attend school because the family does not have money for travelling.

We spotted two Standard 3 pupils from Rocklands Primary School walking around early on

money — so we cannot go to school every day.

Residents also spoke about the dangers children faced when they had to travel to school on their own.

Ten-year-old Charl Williams said he had just got out of a bus recently when he was knocked down by a car. Luckily he suffered no major injuries.

'The driver of the car then gave me 80c so I could go home,' he said.

Mrs Joan Mento said she has to take her children to school on her way to work every morning.

Her children attend the afternoon shift at a Bonteheuwel school, so they have to play around in the morning before they can actually go to school.

'One morning my daughter nearly suffocated in the train because it was so packed. A man had to lift her up so she could get some fresh air,' Mrs Mento said.

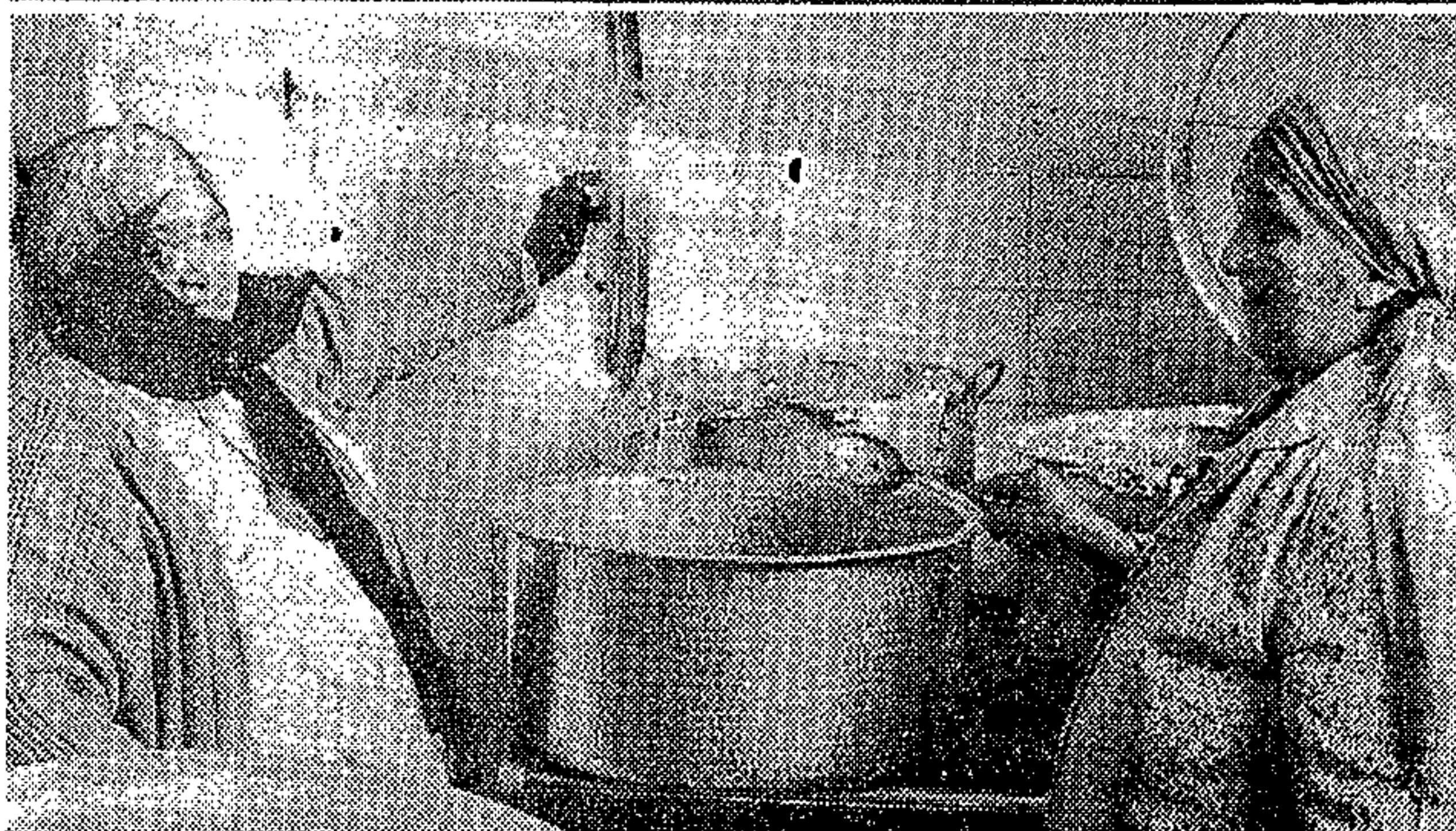
'Some mornings the trains are so full we cannot get out when we want to because it is difficult to push the people away.'

BREAKING UP

Committee member Mrs Zelda Lewis also has difficulty in getting her children to school.

She said: 'People just cannot afford to live on what they earn, let alone have the added inconveni-

Food goes to good cause



● THE caterers for last Thursday's 'big taxi-operators' indaba' were deadly serious about making sure everyone got enough to eat . . . they allowed for 6 000 people, in fact. The only problem was, only about 100 attended . . . so they were stuck with piles of cooked food. Then somebody had the brainwave of donating the food to Lilyhaven Old Age Home in Bonteheuwel — and Eric Warrington, projects manager of Mobil (who sponsored the meeting) was only too happy to oblige. Above, two of the cooks with some of the leftovers.

Taxi association formed

ABOUT 100 taxi-drivers and owners at a meeting last week decided in principle to form a Western Province Taxi Association, which will possibly affiliate to a national body, the South African Black Taxi Association (Sabta).

The meeting, held on Thursday at the Athlone Civic Centre, was initiated by the Mitchells Plain

Taxi Association in an attempt to organise the 6 428 taxi-drivers in the Western Cape.

At the end of the meeting, during which taxi-drivers and owners spoke about their problems, they decided to send a delegation to the national conference of Sabta to be held in Natal next month and to elect an interim commit-

tee. They agreed in principle to the formation of a WP Taxi Association.

City taxi-driver Mr John Valentine was elected chairman, while the secretary of the Mitchells Plain body, Mr Mogamat Abrahams, was elected secretary of the new body.

HARASSED

Mr Jimmy Sozane, national president of Sabta, said taxi operators were harassed by the traffic department and the police.

'Only when we have a strong association will we be heard by the authorities,' he said.

Sabta has more than 6 000 members in the Transvaal and branches in Natal, Free State and the Eastern Cape.

Delegates from the Eastern Province and Transvaal branches were present at the meeting, which was sponsored by Mobil SA.

Cabbies and their clients to get hearing

29/9/81
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By SEAN O'CONNOR

A PUBLIC meeting to thrash out problems related to taxi operations in central Johannesburg will be held at the city hall this month. The meeting has been called by Mrs Molly Kopel, councillor for Newtown, and discussions will centre on difficulties experienced by taxi companies, and also problems which have been caused by taxi drivers. Mrs Kopel said she hopes representatives of taxi companies, the traffic department, Johannesburg's Central Business District (CBDA), the office of the Medical Officer of Health and the police would be present.

Complaints

Mrs Kopel, whose ward includes a large part of the central city, said yesterday she had received complaints from taxi companies that there were not enough taxi ranks in the business area.

However, it is expected that complaints will also be levelled at taxi drivers, particularly those who operate pirate services in the central city.

Pirate operators, because most do not use taxi ranks, collect their fares from spots all over the central city, a practice which often causes unnecessary traffic congestion in peak periods.

Littering

Mrs Kopel said there had been several complaints about the social conduct of some taxi drivers who, it was being said, were often guilty of littering outside prestige establishments, and even relieving themselves in the lobbies of central city buildings.

The meeting to discuss these issues will be held in the old mayoress's parlour at the city hall on Wednesday, October 14, at 10am.

"We will discuss the provision of more taxi ranks in the central area, and ablution facilities for drivers," Mrs Kopel said.

"Everything to do with taxis will be raised at the meeting and anyone with a constructive contribution is welcome to attend," she said.

Transport fees up

Sawetor 30/9/81
332
A FIRM transporting commuters from Odi and Moreteli in BophuthaTswana to transfer stations at Boekenhout and Erasmus near Pretoria is to increase its weekly fares by four percent from October 5.

A statement by the firm, BophuthaTswana Transport Holdings, in Pretoria said the increase was based on one percent more per single trip. Only weekly workers' tickets were involved and daily cash trips would remain the same.

The increase had become necessary because of the recent 17 percent increase in the price of diesel fuel and increases in the price of lubricants and tyres, said the statement.

Courier service refused licence

Staff Reporter

A PRIVATE air-courier service which was thrown off South African Airways' flights earlier this year has now been refused a licence to operate its own flights between major cities.

The SAA decision, backed by other air-freight agents, to ban Cape Town-based Sky Couriers' service because of "serious operational problems" aroused the wrath of businessmen who said the private operator was more efficient than SAA.

The operation began chartering its own aircraft through National Airways Corporation to carry on the express door-to-door service and it is this facility on a scheduled basis which has now failed to gain a licence.

The decision by the National Transport Commission was not unexpected by Sky Couriers' managing director, Mr Peter Myburgh; who said it would not affect the service operated on a non-scheduled basis.

Tragedy

"The decision of the board is a tragedy for the free-enterprise system of South Africa. We have proved that our service is essential by the fact that this month alone we carried more than 30 tons of small parcels and documents between major centres on our present non-scheduled flights."

Officials of the National Transport Commission were not available for comment last night.

Star 1/10/81
**Profit at
Putco
of R5,5-m**

332

Putco, the giant transport conglomerate which carried a million passengers a day, has made a profit of R5,5-million for the year ending June 30.

Putco occupies a controversial place in the South African economy because it is the main carrier for black workers in the Pretoria-Witwatersrand area. Last year alone the company received R40-million in Government subsidies.

Putco's turnover last financial year increased by 25 percent to more than R137-million with pre-tax profits up to R13,7-million. Although pre-tax profits last year increased by only 3,6 percent compared with the previous year, Putco's profits rose by more than 300 percent between 1979 and 1980.

At present Putco is waiting to hear the outcome of its application for an average 35 percent increase in fares. The company runs 2 750 buses with another 957 on order.

Handwritten signature

Putco hanging on for increase in bus fares

By Ann Crotty

The most important issue affecting Putco's performance in the current financial year is when and to what extent its application for a 35 percent fare increase will be granted.

The annual report shows a 15 percent net profit increase to R5,5-million for the year to June. Despite the profit rise, Putco's net return on total capital employed declined from 5,7 percent to 4,4 percent.

Total revenue increased by 25 percent to R137,7-million and operating costs rose 28 percent. This resulted in an increase in pretax profit of only 3,6 percent to R13,7-million.

A feature of Putco's past results has been the staggeringly high level of taxation. Last year's interim results showed a tax bill of R4,1-million on a profit figure of R5,4-million a 76,84 percent level of taxation.

The full year's results show a tax level of 59,6 percent (63 percent in 1980).

The report says that of the R5,5-million net income figure slightly more than R2,4-million came as a result of a change in the basis of accounting for the group's major overhaul, depreciation and replacement provisions.

During the past financial year Putco invested R22-million in additions to the bus fleet. The group estimates that a further R36-million will have to be financed from internal and external resources during the current financial year to complete the expansion investment.

Star 1/16/81

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Putco profits

JOHANNESBURG. — Putco, the bus transport operator, shows a 15 percent net profit rise to R5,5m for the year to June 30.

Turnover increased 25 percent to nearly R137,7m although pre-tax profit of R13,7m recorded a 3,8 percent improvement.

Earnings per share translated to 54,1c (47,1c). A final dividend of 3,5c (1980 0,875c) was announced in June on Putco's enlarged issued capital making a total for the year of 6,5c (1,62c).

Sapa

R6m trailer orders

207 1/10/81
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HENRED Fruehauf Trailers has won orders worth more than R6-million from the Railways during the past month.

One order is for 767 20-ton skeletal, semi-trailers for the transport of containers. Delivery starts in October.

This is a design of trailer on which the SAR has virtually standardised, having already purchased well over 4 000 of these units from Henred Fruehauf in the past five years.

Safmarine tackles R130m fleet expansion as market share rises

BY PAUL DOLD
Financial Editor

SAFMARINE's market share increased once again last year in spite of increased competition and rate cutting on world trades and the group is undertaking a R130m fleet expansion programme.

The chairman, Mr A J van den Berg, says in the annual report that the continuing improvement in the debt — equity ratio to a level considered conservative for a ship-owning group and the strength of cash flows has enabled Safmarine to resume its growth programme.

In mid-1980 the group contracted for a 1600 TEU cellular container ship for the Far East trade and he disclosed that two almost new reefer ships have been bought. Safmarine has also contracted for three 35 000 dwt multi-purpose bulk carriers.

The total cost of R130m has been fully financed by favourable shipyard and other long-term loans and the group's internal cash flow.

Profits last year were about 60 percent higher with pre-tax earnings totalling R75,1m (R47,5m). Due to a less favourable tax mix net profit rose by 40 percent.

Earnings per share were 93c (68c) and a dividend of 32c (25c) paid. If the profit on investments and ship disposal is excluded earnings rose by 39 percent from 57c to 79c.

Net asset value per share rose from 290c to 350c.

The European, American and Far East services produced satisfactory results in spite of rate-cutting. The paucity of exports, however, affected the container operation and led to the costly repositioning of empty containers.

The containerization scheme proved itself during the import boom with little port congestion and steps have now been taken by the SAR to relieve the congestion at Johannesburg's City Deep terminal.

There were very high volumes of import cargo on the American services and two additional high class "con-

tainer friendly" vessels were fixed on long period charter terms.

Progress has been made on the Far East route with the new Safari cellular service to be introduced in early 1982, and in the meantime Safmarine has joined forces with Conference colleagues to provide an interim service.

The investment in reefers produced satisfactory results in spite of the generally low freight rates.

The bulk division maintained its tonnage of cargo carried to and from South Africa and participated in some cross trades. Due to the slow down in Western economies trading conditions in the international bulk markets were difficult.

Referring to the coal trade, he says Safmarine is already involved in the carriage of coal from South Africa and active steps are

Windfalls

SAFMARINE had a R35m windfall through its forward exchange contracts during the year.

The group also appeared to have a deft hand in ship trading with a 17-year-old vessel being sold at a book profit of R587 000.

being taken to increase the participation.

Some 423 special type containers were acquired at a cost of R3m and contracts have been signed for another 610. Wherever possible the group orders from South African suppliers and now owns 15 900 containers.

The air interests showed good progress with satisfactory levels of profits being achieved by all companies. Safmarine intends expanding operations wherever economically justified and looked forward to the findings of the Margo Commission into the future role of the country's ancillary air carriers.

The association companies — Unicorn, Freight Services and Willis Faber continued to perform well and made a worthwhile contribution to profits.

BULK CARRIERS (332)

Heavy weather

FM 2/10/81

Insining a R46m order for two bulkcarriers from Japanese yards this week, Durban's Bulkcharters (Pty) has made a brave decision. For the shipping business is in a bad way.

Yet MD Norman Stobs-Stobart, who entered into a joint venture with a Far Eastern shipowner for the carriers, is unperturbed about the current state of the bulk cargo market. He says the vessels are due for delivery only in 1983 and, in the cyclical shipping industry, "an awful lot can happen in two years." He adds that the company has secured long-term contracts with two of its major clients, Savage and Lovemore Mining and Rand London Coal, which will ensure full holds until 1987.

Stobart says the order would not have been placed without the contracts. "The two new ships will service these shipping contracts. They will also enable our clients to stabilise freight rates over the next five years."

One of Bulkcharters' joint venture partners, Rand London Corporation, of which Rand London Coal is a subsidiary, held a 30% equity stake in Bulkcharters until recently. Bulkcharters already operates 11 bulkcarriers, ranging from 16 000 t to

50 000 t dwt, on time charter routes throughout the world.

In 1979, its first year of operation, the company carried more than 1 Mt of bulk cargoes, including anthracite, coal, chrome, grain products, gypsum, iron ore, manganese, pig iron and refractory bricks. This year it expects to double the figure. The orders for the vessels, a 60 000 t dwt panamax and a 41 000 t dwt craned bulkcarrier, were placed with Japanese yards because they were too big to be built by local shipbuilders.

Stobart says his Far Eastern partner places orders for an average of two ships a month and consequently is able to negotiate a good deal. Bulkcharters didn't go for second-hand vessels because high interest rates and rising replacement costs are forcing owners to hold onto ageing vessels.

Economic factors are also involved. The two vessels belong to the fuel-efficient "new generation" and will use 15 t/day less fuel than other vessels of a similar size. Cost saving will be \$3 000/day. Their shallow draught design is a further asset enabling them to operate in and out of most ports in the world.

Putco needs to spend R220m

By HAROLD FRIDJHON

PUTCO envisages a capital expenditure requirement in excess of R220-million through to 1985 to meet the escalating need for buses and the supporting fixed property infrastructure, says Mr I P van Onselen in his chairman's statement.

Last year the bus fleet was increased by 466 units to 2 750, an investment of R22-million. A further 957 bus chassis are still to be delivered; an additional R36-million will have to be funded from internal and external resources during the coming year to complete this investment.

A new depot was completed at Point Road, Durban at a cost of R1 700 000 and four additional depots are being developed — at Prospecton, Durban; Selby, Johannesburg; and two at Soweto — at a cost of R21-million.

With turnover from bus operations 26% higher at R135-million, Putco's attributable income for the year to June 1981 rose by 15% to R5 520 000 from R4 809 000.

The earnings a share after a three-for-one capitalisation issue went up from 47,1c (adjusted) to 54,1c from which unchanged dividends of 6,5c were paid. But because of the capitalisation issue the current year's dividends cost R663 000 against R166 000 in the previous year.

The interest bill went up from R2-million to R3 150 000 as long term liabilities were nearly doubled, rising from R18 801 000 to R36 176 000.

Mr Van Onselen complains about the delay in the company being granted bus fare increases. An application for fare increases arising from the higher fuel price in 1979 was finally approved late in 1980.

A disadvantage of the present system is that transport opera-

tors cannot have more than one application for fares increases in the pipeline at any one time. This creates an accumulation of cost increases waiting to be passed on to the commuter. The impression is then made that the level of increase is excessive.

As at July 30 1981 Putco has applied for an average of 35% revenue increase.

(The notes to the accounts show that salaries and wages rose by 39,3% last year to R42 626 000, fuel went up by 26,5% to R28 903 000, maintenance rose by 30% to R17 449 000 and the cost of bus replacement increased by 32,6% to R16 526 000.)

Black trade unions, says Mr van Onselen, became a reality to the group last year. Once majority representation of any particular trade union is proved in any division, negotiations are conducted for the recognition of such a trade union.

"We view trade unionism as a satisfactory vehicle for the collective expression of employee concerns and ideas. Accordingly it is our belief that as union membership grows, the unions will play an increasingly important role in the development of better communications between management and employees."

Looking at future prospects, Mr Van Onselen says that the single most important issue in forecasting the current year's results is at what stage or to what extent, the present tariff increase application will be approved and implemented.

New South American shipping links with SA

CT 3/10/81 332

THE PAST year or two has seen a tremendous growth in trade between South Africa and South America, particularly on the West Coast, and this has resulted in more and more shipping services being established between the countries.

In fact, the SWA/Namibia fishing industry has virtually re-established itself in Chile and Peru and South Africa which used to be one of the world's leading exporters of canned pilchards, is now importing most of its supplies from Chile and Peru. On the other hand, the South American countries need many of the raw materials and manufactured goods produced in South Africa.

The latest shipping company to establish links with South Africa is based in Lima, Peru.

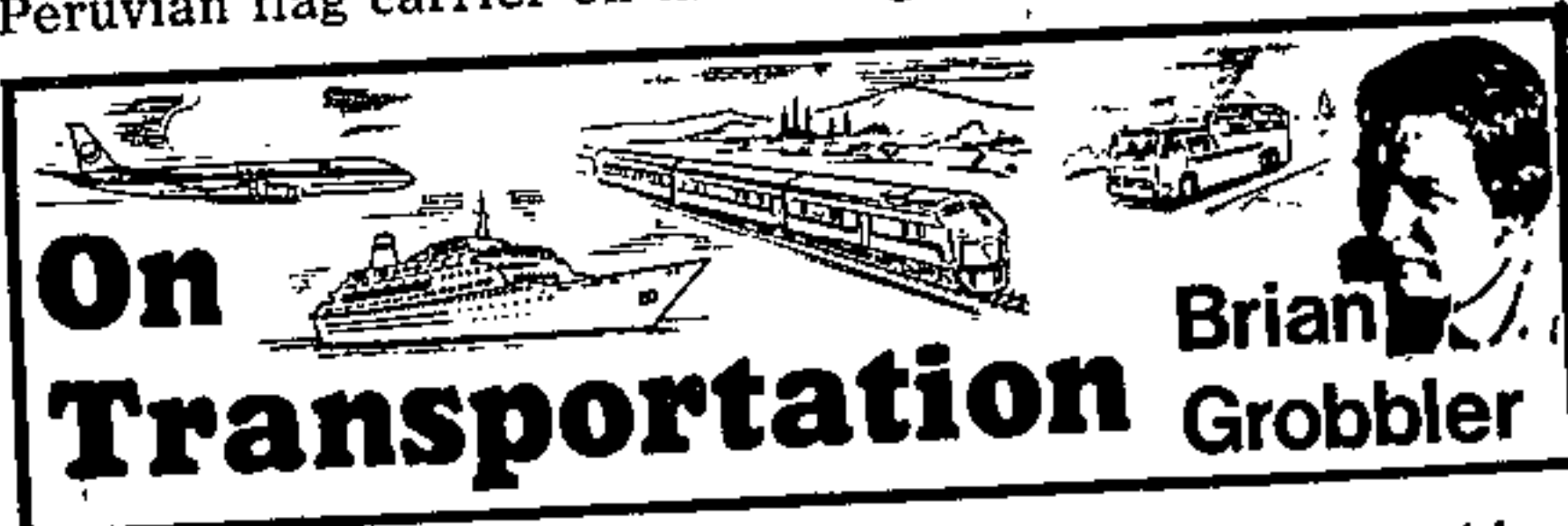
Mr Herbert C Buerger, president of Naviera Universal sa, visited Cape Town this week and said that Peru was anxious to develop trade with worldwide markets and as a result of comprehensive surveys undertaken both in Peru and in South Africa by their general agents, Freight Services, it became apparent that there was a real need to establish a Peruvian flag be-

tween the respective countries. Therefore, Naviera Universal sa known as the "Uniline" was introducing a new service.

Mr Buerger said: " 'Uniline' is registered in Lima, Peru, and is a wholly-owned Peruvian shipping company with Peruvian shareholders in accordance with governmental decree. It is recognized by the maritime authorities as the official Peruvian flag carrier on this

can national flag carrier(s) within the framework of Peruvian maritime regulations.

"It is encouraging to record that the Peruvian maritime authorities support a policy of national flag participation unlike certain other South American countries, for example, Ecuador and Colombia which recently passed legislation to the effect that their sea trade be confined to their own nation flag(s). 'Uniline's' service



specific trade route.

"As such, it enjoys flag protection in accordance with Peruvian maritime laws. However, 'Uniline' wishes to promote a more equitable participation between respective national flag carriers.

" 'Uniline's' intentions with the introduction of this South African service are essentially directed to stability in this developing trade area — regularity of service and operating in a spirit of cooperation with the South Afri-

aims have been to provide a regular four to six weekly sailing according to cargo dictates.

"Taking full cognisance of this, I am pleased to report that negotiations are presently at an advanced stage between my company and Compania Chilena de Navegacion Interoceanica sa — 'CCNI' a state-owned Chilean shipping company with a view to establishing a joint service operation effective from October, 1981."

IT'S A 'HELL'

'COMMUTING between Belhar and Elsies River is hell.'

So say a group of women who are fed up with the transport linking the two suburbs.

They have been mugged, they have arrived late for work regularly and they have to pay up to R3,00 for a single trip for a car to take them home safely late at night.

The women — most of them working at a shop in Goodwood — said they have complained to the bus company, City Tramways, and the Cape Divisional Council about the dangers on the route and have asked for a single bus trip from Elsies River to Belhar.

PETITION

At the moment they have to change over at Eureka Estate (Clarke's Estate) where they sometimes have to wait a long time for a bus.

Now, the women are considering drawing up a petition to gain support for their demand.

Mrs Patricia Smith, who has been living in Belhar for more than five years,

OF A RIDE

C. Herald 3/10/81
... say disgruntled Belhar commuters

said: 'We had great promises from the Divisional Council when we moved in, but they still have not yet seen to one of our basic services, which is transport.

'We have to change over at Eureka Estate, but as we arrive the other bus pulls off and we have to wait for another.

ROBBED

'This leaves us open to being robbed or attacked because the terminus is in the heart of crime-infested Eureka Estate,' she said.

Mrs Smith said fear sometimes forced her to take a taxi home which was much more expensive than the bus.

However, sometimes they have to wait a long time for taxis.

'I have waited for more than two hours at night for a taxi or a bus. The taxis sometimes don't want to travel between Belhar and Elsies River, but prefer to go from Belhar to Parow because it is more profitable.

NO SHELTERS

'Then we have to stand and wait in the rain because there are no shelters,' she said. 'There are hundreds of other people in the area, with a problem exactly like mine.'

Mrs Martha Kloopman, of Ravensmead, has to move to Belhar Extension in a few weeks.

'But how can I move in, if there is no proper bus service?'

She said she would have to pay R2 a day taxi fare from Belhar to Elsies River.

'Buying a clipcard won't help, because I would be too scared to stand and wait for a bus, so I would rather take a taxi home,' she said.

on the Belhar-Eureka Estates route.

'We are unable to do anything about a direct service from Elsies River to Belhar because we are waiting for improvements to the existing interchange facilities and also the provision of interchange facilities at Unibel station,' the spokesman said.

He said that they would be looking at the Eureka terminus situation.

'It is really a police problem not a bus company problem.'

A senior spokesman for City Tramways said they were aware of the problems affecting people travelling between Elsies River and Belhar.

From this week an extra bus was being added in the morning and evening

Harsh time for taxis

5/16/81
332
AT LEAST 50 taxi owners charged with various offences are expected to appear in court soon, the acting Divisional Commissioner in Soweto, Brigadier M Botes has said.

Speaking at his Protea office, Brigadier Botes said taxi people were arrested at various roadblocks on major roads entering Soweto last weekend.

Brigadier Botes warned all taxi people that roadblocks would continue if they do not comply by the regulations of the Transport Board.

"We will not spare them," said the tough-looking no-nonsense brigadier. "Our concern is the safety of the passenger," he said.

"If they do not look after their passengers we will remind them," he said. Brigadier Botes said among the people charged, five of them did not have driver's licenses, two were found with dangerous weapons in the cars, one with dagga and the last one was charged with attempting to bribe a policeman.

He said several others were charged with overloading, piracy and failing to comply with the regulation set by the Transport Board.

Brigadier Botes said not all Soweto drivers were reckless. "There are hundreds of good taxi drivers in Soweto and we would like to apologise for the inconvenience we cause at the roadblocks."

R4.8-m BUT PUTCO WANTS HIKE IN FARES

By MANDLA NDLAZI

THE more money one gets, the more one wants. That seems to be the pattern in Putco's application for increased fares, after its record R4,8 million profit last year.

Whatever way one looks at it, to do good business is to have profitable dealings. But that in itself cannot escape criticism from the public that pays the money to make the profits.

Again, the matter gives one the impression that while the rich get richer, the poor get poorer. That is why the company's desire to increase fares is being challenged by the Commuter's Watchdog Association (Comwaso).

The matter has become a bone of contention, so much that Comwaso would like to be represented at the hearing of the company application for increased fares and to participate in the inquiry.

Mr Denzil Bradley, the company's PRO, says the profit was "not excessive," taking into account the soaring fuel prices, and other items such as repairs and maintenance. Considering such expenses he said, the company's actual profit return was 5.7 percent.

return on capital, its methods of financing operations and possible alternatives to such methods, say Comwaso.

Made up of 20 black organisations, Comwaso's objection to the fare hikes is on grounds that they are "unreasonable and not in the public interest."

EXCESSIVE

The notice of objection — lodged with the secretary of the Johannesburg Road Transportation Board last week — states that if the increases are granted, Putco was likely to make "excessive profits."

Putco claims that the fare increase was unavoidable for economic reasons. The company's application was published in the Government Gazette early last month.

Comwaso represents thousands of commuters from black, coloured and Indian townships in and around Johannesburg. Among those who signed the objection were Dr Nthato Motlana, chairman of the Committee of Ten, Mrs Ina Perlman of the South African Institute of Race Relations and Mr Gibson Thula local representative of Inkatha.

But the company's financial executive, Mr J L Coetzee, explains it differently. He says the company's profit was due to the special fuel bridging subsidy of R9.5 million from the Government.

PROFIT

The subsidy it is believed, favours Putco in the making of its profit. In another explanation, Mr R W Button, the company's finance controller, said the company had increased profits because of "negotiated tariffs which were implemented in May and July 1979 to provide a reasonable return on shareholders' funds."

"It's true," said Mr Button, "that Putco had its best financial year ever last year, but there would have been growth in any case."

BLAME

Comwaso have objected strongly to Putco's bid for another increase in fares — the first was in July this year when fares went up by an average of 7.5 percent on the Witwatersrand, after an 8.5 percent Government subsidy fell away.

They call upon Putco to give full information on the application of its income, the income and costs on the routes for which it wants the increases, and the money Putco would make from the increases.

Putco must spell out how it applies the capital investments of shareholders, their

According to the company's annual report, profits went up more than fourfold — R1.1-million to R4.8-million, and Putco turned a profit of R5.5-million for the year ending June 30, according to reports last week.

This is the company that has a fleet of 538 buses operating in Greater Soweto, where it covers a total of 2 750 trips every day.

Disgusted passengers have continually complained about the filth of the buses, inside and out; breakdowns that make them get to work late or arrive home late and about the unpadded seats and broken windows — while members of other race groups travel in the comfort of better and well-kept buses

For years commuters have been drenched in the driving rain while waiting at termini without shelter. They have shivered through the winter months, with seemingly nobody to blame.

But Mr Bradley has a way to explain all this. First, he asks, "who makes the buses dirty every morning?" It is the people who "eat their breakfast in the bus" while on their way to work, he said.

He said the buses are cleaned every day, but soon after the morning peak hours they are piled with garbage. This happens again in the afternoon peak hours.

There were an average of 15 breakdowns on the 2 750 trips covered by the buses in Greater Soweto and on

illion in profits

332

5/10/81



Is Putco stuck in a rut of always making profits at the expense of its commuters?

routes to the city, he said. Considering the number of trips, the average breakdowns was "not alarming," he added.

Mr Bradley said Putco was not responsible for the erection of bus shelters. The com-

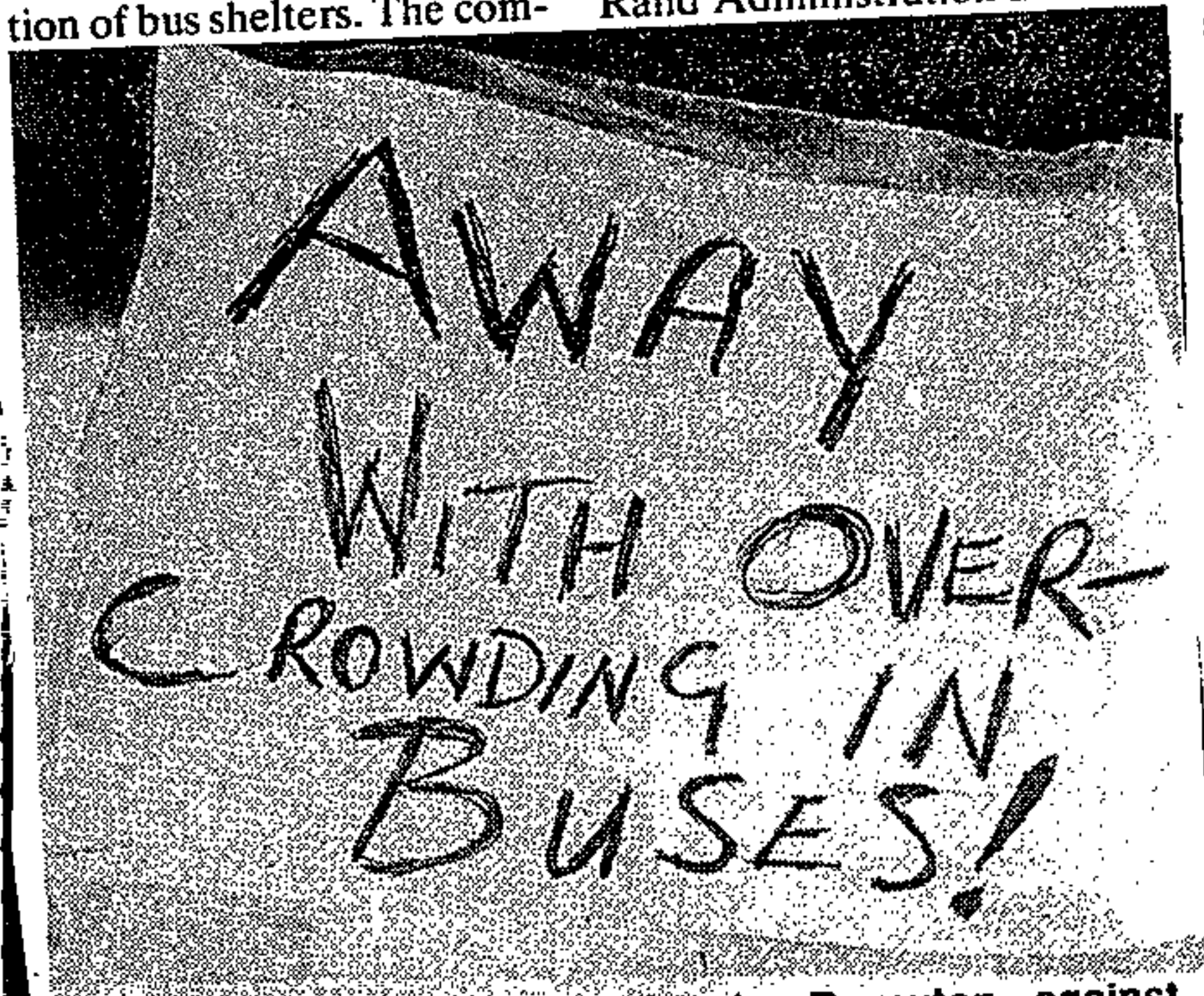
pany paid the Johannesburg City Council a levy of R170 per bus annually, but he did not know whether with the change of authority such money was transferred to the Soweto Council or the West Rand Administration Board.

He said the local authority was responsible for the building of bus shelters, toilets and erection of signs.

Mr Bradley said Putco was planning to purchase 500 new buses to keep pace with commuters' demands. He said this would cost R25-million, and such money

would come from the profits made by the company. He added that from now on all new buses will have padded seats.

He blamed the bad roads of Soweto for the filth outside the buses. During rainy days mud splashed the buses and the blame for such roads lies with the local authority.



Placard at a demonstration in Daveyton against increases in bus fares.

Hellenic Lines cuts ties with King and Sons

RBH
5/10/81 (332)
Hellenic Lines is relinquishing its relationship with its South African agents, King and Sons from November 1, 1981, and will discontinue its "purely conventional services between South Africa and Europe in the light of changing shipping methods and in line with its long-term policies".

The new agents will be John T Rennie and Sons.

Mr A J Dijkstra, Hellenic Lines representative in South Africa, said that one exception was the Hellenic Patriot whose sailing to Mediterranean ports in November will remain with King and Sons.

The last vessel in North-West Europe to be handled by King and Sons will be the Hellenic Destiny discharging late October.

Further details regarding changes in its service to the Mediterranean were expected to be released in the near future, Mr Dijkstra said.

"There will be no change in the monthly Hellenic Lines service to the US east coast and the US gulf which is maintained with modern conventional vessels loading containers, breakbulk and bulk cargoes."

TRENCOR/MOBILE

Well geared

TRENCOR **332** FM 6/11/81

Activities: Investment holding company in the road and air transport sector in the Cape and SWA/Namibia. Has trading and manufacturing interests. Mobile holds 49,3% and the directors 28,1% of the equity.

Chairman: N I Jowell.

Capital structure: 1.4m ordinaries of 50c. Market capitalisation: R23,1m.

Financial: Year to June 30 1981. Borrowings: long- and medium-term, R4,4m. Net cash: R5,3m. Debt:equity ratio: 15%. Current ratio: 2,0. Net cash flow: R10,3m. Capital commitments: R2,7m.

Share market: Price: 1 650c (1980-81: high, 1 650c; low, 560c; trading volume last quarter, 31 000 shares). Yields: 38,3% on earnings; 7,9% on dividend. Cover: 4,9. PE ratio: 2,6.

| | '78 | '79 | '80 | '81 |
|---------------------|------|-------|-------|-------|
| Return on cap (%) | 15,3 | 17,7 | 19,8 | 45,7 |
| Turnover (Rm) | 51,1 | 68,5 | 79,8 | 107,0 |
| Pre-tax profit (Rm) | 2,7 | 4,2 | 5,5 | 14,3 |
| Gross margin (%) | 7,4 | 8,2 | 8,9 | 14,9 |
| Earnings (c) | 121 | 207 | 302 | 632 |
| Dividends (c) | 35 | 44 | 70 | 130 |
| Net asset value (c) | 884 | 1 076 | 1 306 | 1 821 |

MOBILE

Share market: Price: 450c (1980-81: high, 450c; low, 185c; trading volume last quarter, 96 000 shares). Yields: 37,6% on earnings; 8,2% on dividend. Cover: 4,6. PE ratio: 2,7.

| | '78 | '79 | '80 | '81 |
|---------------------|-----|------|-----|-----|
| Earnings (c) | 38 | 59 | 82 | 169 |
| Dividends (c) | 11 | 13,5 | 21 | 37 |
| Net asset value (c) | 270 | 333 | 472 | 779 |

Financial 1981 is going to be an exceptionally hard act to follow for this transport group. Conditions in both the economy and the company were perfectly synchronised last year to push turnover 34% higher and generate a significantly higher increase in profit.

All divisions within Trenchor performed above budget. The engineering division, however, turned in the strongest gain and contributed 42% (36%) to attributable income. The trading division contributed an unchanged 29% while the transport division also contributed 29% (35%).

The high level of private investment kept the engineering division operating at full capacity. "At times we could not meet demand fully because supplies of certain key components were unable to keep pace," says

chairman Neil Jowell.

The year under review was the first full year of operation since the completion of an extensive re-organisation and rationalisation programme and it is apparent that the resultant economies of scale not only strengthened the group's market position but contributed significantly to improvements in overall margin and return on capital.

The improvement in the transport division was also above budget but, according to Jowell, there was little gain in trading margins as the profit increase was in line with the growth in turnover.

The largest part of the division, the operation in the NW Cape, did well, as did the Cape Peninsula area where a new cement distribution contract has been obtained. The SWA/Namibia operation was slack and though improved conditions are expected the uncertain political climate clouds the future.

A backbone contract for transport is for the haulage of lead, zinc and copper concentrates from Black Mountain mine to the Sishen/Saldanha railhead. However, the outlook for these metals, and the fact that there are no major mining ventures planned in the northern Cape, means this division will probably be static for some time.

The trading division, on the other hand, has been one of the most dynamic in the group and TrenTyre is now one of the country's largest tyre dealers. The outlook for tyre replacements is as good as at this time last year and the sales and profit trend is expected to continue.

Trenchor's balance sheet is finely tuned for the rougher period expected and last year's trading was used to reduce debt:equity from 66% to 15% while at the same time the current ratio is high at 2 times. That will enable the group to manage the high stock

and debtors levels built up during the boom period.

On an historic yield of 7,9% Trenchor appears fully valued in anticipation of a dividend earnings increase of 20% this year. But the higher yield of 8,2% for Mobile, the holding company, reflects the expected bite of higher interest rates and the impact this could have on Mobile Acceptances, in which Barclays has a 26% stake.

Mobile provides hire purchase and leasing facilities for the Henred-Fruehauf group subsidiary.

The gap between the yields of Mobile and Trenchor has now reversed from the position this time last year at which time the FM suggested Trenchor was the better buy. It now seems both shares are fairly though fully valued.

Jim Mull

FREIGHT RATES (332)

Saecs lives up to it

FM 6/11/81

The SA-Europe Conference Service, now in its fifth year of operation, is showing positive signs of living up to the claims that were made for it.

This week's Saecs announcement that ocean freight rates are to rise 8.5% on north and south-bound cargo trades next year is a good deal less than the 12%-weighted increase in the lines' operating costs in 1981 (the average rate of inflation of the 24 Oecd countries).

It is nearly 57% less than the Republic's projected rate of inflation for 1982. It is the first single-digit percentage increase for more than 10 years and, if a liberal imports regime is maintained and 5% real gdp growth targets are hit, it will not be the last.

The name of the game in a highly capital intensive (R1 000m) cargo liner operation like the Saecs is full utilisation. During most of 1980 and 1981 the service was fully utilised on the southbound (import) run. For substantial periods during the present year ships were running at more than 100% capacity with extra deck loads. For most of the time they carried high-rated capital goods and project cargoes. The cash stream swelled to a flood.

North-bound, the picture was bleak. It is unlikely to change. Capacity utilisation, now that the fruit export season is over, is barely 50%. Now more than ever, freight rates on imports are subsidising the conveyance of mining and agricultural goods. The trend will increase during 1982 if the external value of the rand continues to remain weak against the dollar and, moreover, if real gdp growth does increase 2.2% from 1981's higher base.

Of course, the rosy picture reflected by the lines' profit and loss accounts this year has been largely coloured by the strong performance of the dollar, the currency in which Saecs charges are denominated.

By means of an adjustment factor, which is triggered by a movement of more than 0.5% either way in the value of the dollar against a basket of currencies of countries participating in SA/Europe trade, a surcharge on published/negotiated freight rates is levied and calculated monthly.

The rand makes up 40% of the basket. From a high of plus 9.23% in November 1980, the currency adjustment factor (caf) has moved in inverse proportion to the strengthening of the dollar to minus 11.72% in November 1981. At the same time, the bunker adjustment factor, which is an index of the cost of fuelling ships, has moved down to 6.2%, reflecting, presumably, the real decline in the cost of ships' bunkers expressed in dollars.

A further significant element in the conference lines' freight rate announcement is evidence that they are moving towards full cost allocation in the recovery of landside expenses. According to Conference, they "have a long-standing objective — endorsed by the shippers' councils of Europe and SA — towards achieving a five-part tariff, each section reflecting costs where they are incurred. It has therefore been agreed to reduce the lines' current subsidy of certain landside costs in Europe and SA by increasing the terminal handling and LCL service charges to reflect more closely the actual costs incurred."

But the lines' objective of reducing the rate of cross-subsidisation between north and south-bound rates, to bring the former in line with the latter, seems now to be more remote than ever. It is said to be the gap between the two which creates the opening for "interlopers" to bring merchandise and capital goods imports to the Republic at sub-conference rates.

It is not that they charge uneconomic

rates. It is simply that conference has to provide a scheduled liner service both ways, for better or worse, which outsiders do not have to do. This means they can lure cargoes away from liner operators at up to 20% lower rates for a one-off shipment. Ship-owners are confident, however, that the influence of outsiders will decline in line with the trend towards further stabilisation of conference freight rates arising from increased utilisation.

High-volume usage of the conference service reduces unit costs of transportation and enables owners to beat inflation. "Irregulars" on the other hand find their costs rising faster than their competitors, whose rates could soon be lower.

Reports of the Department of Transport. The figures for the 1980-'81 financial year have not yet been audited and can therefore not be made available at present.

- (2) (a) Applications for and representations regarding subsidies are received from bus companies, local authorities, workers organizations and organized commerce and industry. In terms of the provisions of Act 53 of 1957 and Act 27 of 1972 the bus service or the passengers involved can be subsidized. If Act 53 of 1957 is not applicable to a particular area involved, the local authority concerned is approached with a view to ascertaining whether the number of registered workers in that area would allow for the collection of sufficient funds in order to introduce an effective subsidy scheme. If it would seem that sufficient funds for the efficient subsidization of a bus service within any area would not be collected, Act 53 of 1957 may nevertheless be applied to such an area. The same applies in respect of Act 27 of 1972.

- (b) A bus service is subsidized either by covering losses suffered or by the introduction of economical fares to enable a bus service to render an efficient service to its passengers. An economical fare is determined for a particular route. Factors taken into account in determining such an economical fare are:

- (i) Whether expected expenditure in respect of tyres, maintenance, fuel, administration costs such as wages, accommodation, etc. are based on actual expenditure of the preceding period and adjusted to known and expected increases over the following period.

- (ii) Whether expected income is based on actual income of the preceding period with consideration given to increased fares and subsidies applied for.

- (iii) Whether, where applicable, the estimated passenger resistance taken into account when determining fares, is realistic.

- (iv) Whether the calculation of the yield on capital (based on a 15-20% return) is correct and true.

Where an economical fare is approved, the difference between this fare and the existing fare is supplemented by means of a subsidy. The passengers are subsidized by reducing the approved bus fares and thus bringing the fare within the scope of the passenger. All such reductions in bus fares are supplemented by means of a subsidy.

- (c) Upon receipt by the Department of Transport (Section Tariffs and Subsidies) of an application for the payment of subsidies, the Department's Cost Accountant investigates the following:

- (i) What the approved fare of the bus service is and whether passengers can afford the economical fare applicable.

- (ii) Whether the bus service conveys workers or casual passengers.

- (iii) What the passenger density is.

- (iv) Whether the workers have been resettled.

- (v) The type of road the work-

Handwritten: 10 Passenger bus companies 332
8/10/81 Oc 692-6
459. Mr. G. B. D. McINTOSH asked the Minister of Transport Affairs:

- (1) (a) Which passenger bus companies received State subsidies on passengers carried by them, (b) in which geographic areas or magisterial districts do such companies operate and (c) what was the amount paid to each such company, in each of the latest specified three years for which figures are available;

- (2) What criteria are used in determining the amount of such subsidies?

The MINISTER OF TRANSPORT AFFAIRS:

- (1)(a), (b) and (c) The information is contained in the last three Annual

P.T.O.

ers are conveyed on. (In many cases the roads in the National States are of poor quality and not kept in constant repair with the resultant high vehicle maintenance cost to bus companies.)

(vi) The distance over which workers have to be conveyed. (Long distances are usually involved in the case of resettled workers which brings about a drastic increase in travelling costs as the economical fare as well as the subsidy is reckoned on a passenger per kilometre basis.)

(vii) The income of the workers conveyed in the area concerned in order to determine whether they are able to make a bigger contribution towards their travelling costs. For this purpose information regarding wages is obtained from the relative Administration Boards.

The applicant is further re-

Why is it that white children get free textbooks and we have to either use the books in school or not get any at all?

Don't you think that's unfair?

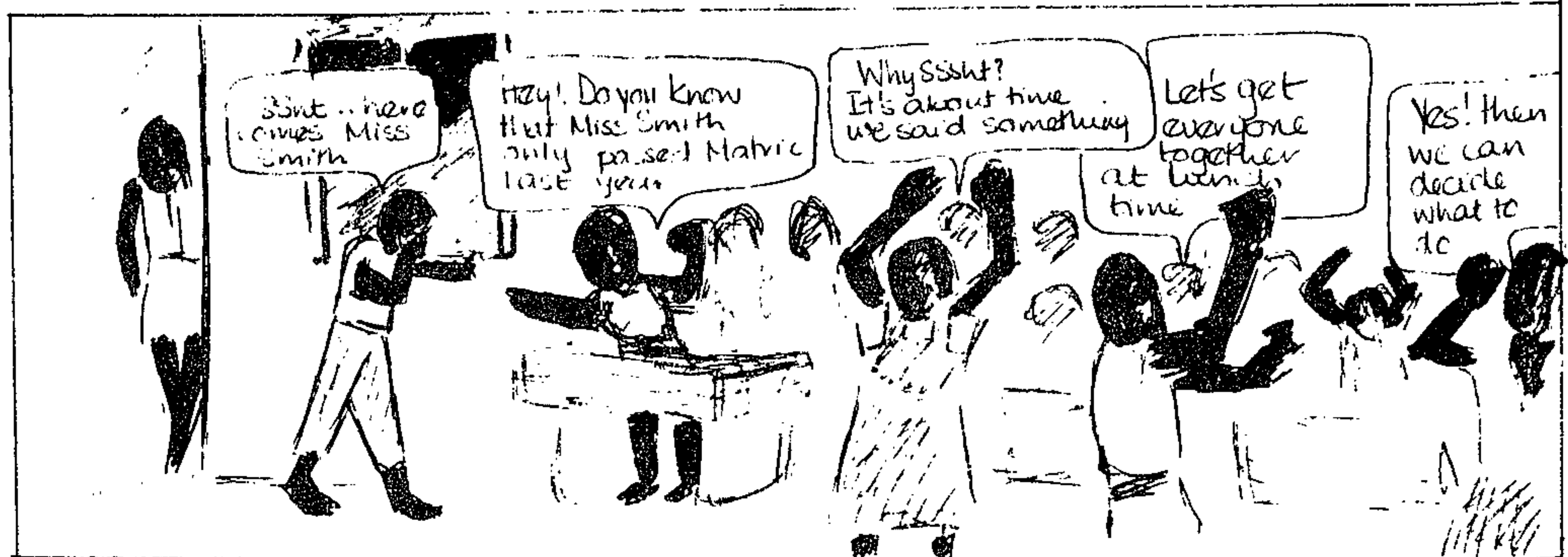
Let's ask the others what they think

OCTOBER 1981

696

quired to submit audited balance sheets for a minimum period of 3 years prior to his application for subsidy. It is then determined in the light hereof whether the fare demanded is reasonable in the circumstances as set out above in paragraph (c). The balance sheets also serve to reflect how the bus service is managed. The application is then submitted to the National Transport Commission which on its own merits considers and disposes thereof before it is finally submitted to the Minister for approval. The Treasury is then approached for funds to finance the subsidy.

I haven't had a thing to eat all day



AT THE MEETING



Harbour containerisation project nears completion

Ev Post 8/10/81 (332)

Post Reporter

THE R80 million containerisation programme for Port Elizabeth harbour is almost complete, according to the assistant general manager of SA Transport Services (Harbours), Mr B J Groenewald.

He was in Port Elizabeth today for a tour of new harbour developments, accompanied by members of the Harbour Advisory Board.

They inspected the new straddle carriers which stack containers, the service building and cartage repair shop and the Green Street bridge across the freeway. The bridge, a combined municipal-railways project, is expected to be completed by February.

A total of 70 hectares has been reclaimed from the sea since the project was started

about seven years ago.

"A total of 75% of containerisable traffic of all cargo to and from South Africa is now transported in containers," Mr Groenewald said.

Overseas visitors had been highly impressed with the design, particularly the spaciousness and efficiency of the project, he said.

Port Elizabeth had held the South African record for the handling of the greatest number of containers over a set period for some time now, Mr Groenewald said.

The highest daily average of containers handled in August was 1 233.

And, said Mr Groenewald, the plans for the harbour's containerisation project allowed for further extensions to be made.

Trencor to slow after peak year

By JOHN MULCAHY

TRANSPORT investment company Trencor, after a year of record earnings, will not achieve the same level of profits in the coming year, but is still expected to perform strongly, says the chairman, Mr Neil Jowell.

All divisions of Trencor performed well, says Mr Jowell, comfortably exceeding budgets, with engineering making the major contribution to the 159% increase in pre-tax profit.

"Naturally we will not be able to repeat this exceptional result next year, but our business plans indicate that dividends will at least keep pace with inflation while remaining adequately covered."

In the year to June Trencor's turnover rose to R107 019 000 from R79 832 000 the previous year, and Mr Jowell says the group's financial position again strengthened during the year, with borrowings declining to 36% from 64% of equity.

Total liabilities to equity, after adjustment for the large cash balances on hand at the yearend, dropped to 115% from 130%.

Mr Jowell says the project to make diesel engines at Atlantis (ADE) will have a significant and early impact on the cost of heavy trucks and of transport.

ADE may also cause an increase in operating costs because in the long term the industry will depend for technology and development on one overseas supplier — "a policy that is dangerous when we consider the efficiency of products from economies such as the US and Japan, which are highly competitive markets".

Mr Jowell makes a plea to the Government that protection measures should be implemented in such a way that the industry has reasonable access to other technologies and retains a basis of comparison with them.

A significantly lower contribution to profits is expected from the engineering division as the rate of growth in the economy slows.

For the year to June the engineering division accounted for 42,1% of Trencor's attributable income compared with 36,2% the previous year. The contribution from trading activities was steady at 28,9% against 28,7% in the 1980 year, and the air and road transport division's share of earnings fell to 29% from 35,1%.

The transport and tyre divisions are less sensitive than engineering to the trade cycle, says Mr Jowell, and the group is budgeting for a slightly reduced contribution from these sources.

The tyre division produced an excellent performance in the past year, with the new Free State branch overcoming a difficult start-up period, and its contribution meeting budgets. The other tyre branches substantially exceeded targets.

The transport division's results were also better than budgeted, although the improvement was more modest than that achieved by the engineering division, and was in proportion to increased turnover.

The engineering division's programme to rationalise manufacturing facilities to reduce the number of products and components was completed some time ago, says Mr Jowell, "putting us in an excellent position to reap the benefits of economies of scale at the current high levels of production".

A negative aspect of Trencor's activities was the container division, with demand weak. Production was maintained at half capacity to keep the plant operating and its manpower intact.

Special marketing arrangements were necessary to achieve this level, reducing profitability, but homeland incentives mitigated the effect on taxed returns, and helped keep the Kwa-zulu project viable, says Mr Jowell.

ALGEMENE KENNISGEWING

KENNISGEWING 795 VAN 1981

DEPARTEMENT VAN VERVOER

**KOMMISSIE VAN ONDERSOEK NA BUSPAS-
SASIERSVERVOER IN DIE REPUBLIEK VAN
SUID-AFRIKA**

Op die eerste vergadering van die Kommissie van
Ondersoek na Buspassasiersvervoer in die Republiek
van Suid-Afrika gehou te Kaapstad op 28 September
1981 onder voorsitterskap van dr. P. J. Welgemoed,

GENERAL NOTICE

NOTICE 795 OF 1981

DEPARTMENT OF TRANSPORT

**COMMISSION OF INQUIRY INTO BUS PAS-
SENGER TRANSPORTATION IN THE REPUBLIC
OF SOUTH AFRICA**

At the first meeting of the Commission of Inquiry into
Bus Passenger Transportation in the Republic of South
Africa held in Cape Town on 28 September 1981 under
the chairmanship of Dr P. J. Welgemoed, M.P., it was

332

L.V.; is daar besluit om alle belanghebbendes wat begerig is om vertoë tot die Kommissie te rig, uit te nooi om voor of op 30 Oktober 1981 memoranda aan die Kommissie voor te lê insake aspek 6 van die Kommissie se opdrag.

Die betrokke aspek van die opdrag is soos volg:

"Om ondersoek in te stel na, verslag uit te bring en aanbevelings te doen oor die volgende aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika:

6. Die wenslikheid van 'n koördinerende liggaam of liggame vir die verskillende metropolitaanse gebiede."

Memoranda moet gerig word aan—

Die Sekretaris
Busvervoerkommissie
Privaatsak X193
Pretoria
0001

M. C. BOTHA, namens Voorsitter.

Busvervoerkommissie.

(9 Oktober 1981)

resolved to invite all interested parties who are desirous of making representations to the Commission to submit memoranda for consideration by the Commission on or before 30 October 1981 in respect of aspect 6 of the terms of reference of the Commission.

The relevant aspect of the terms of reference is the following:

"To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa:

6. The desirability of a co-ordinating body or bodies for the various metropolitan areas."

Memoranda should be directed to—

The Secretary
Bus Transport Commission
Private Bag X193
Pretoria
0001

M. C. BOTHA, for Chairman.

Bus Transport Commission.

(9 October 1981)

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VAAAL BUS FARES GO UP

332/110/81
332/110/81
332/110/81

By CHARLES MOGALE
THE Vaal Transport Corporation is to increase its overall fares by five cents from Monday.

This was confirmed by the general manager of the company, Mr. F. Brick, who said the rise in operation costs had risen "tremendously" over the past few years.

"For two-and-a-half years now we have not had a single fare increase relating to services. We only increased the fares when fuel went up, but every single item has gone up—tyres, spares, licences and everything," Mr. Brick said.

He said although all areas in the Vaal would be affected by the increase, "a few exceptions" would not rise by five cents. He could not elaborate on the "exceptions."

RUDE: Tegobo Mokuene.

Commuters interviewed yesterday expressed disgust in the increases. They accused the company of offering inferior service which did not warrant the rise.

"This is madness," Mr. Irish Molotsi, of Evalon, said.

"In all my life I have never seen a bus company as poorly maintained as

CHOLERA: Rose Molloa.

this one, and if they see the need to raise their fares, they should first clean their house. Where does all this money go?" Mr. Molotsi asked.

Beauty queen Miss Rose Molloa said the buses owned by the company were few and filthy.

She said: "Everytime I get into their buses I think, 'here's cholera.' And when

MADNESS: Mr Molotsi.

it rains, passengers are forced to stand because most seats are wet. The company should do something about the services if it expects the community to co-operate.

Former security detainee and official of the Vaal Students Representative Council Mr. Tegobo Mokuene said blacks could not afford the "daily"

increases in their lives.

"Just recently the price of bread went up, and it is expected to go up again. Our people are caught up with inflation. Where are they expected to get all this money from? On the other hand, it seems the company just doesn't care about the comfort of its passengers, and the drivers are unbelievably rude," Mr. Mokuene said.

The secretary of the local Ratepayers Association, Mr. Tom Mzimba, sounded a warning to the Government.

"If they don't stop these frequent increases, they are courting trouble. Recently they saw rent increases erupt into violence.

"The Putco issue is threatening to erupt, and now the Vaal buses must go up. It seems when increases are sought, blacks don't seem to matter. They are expected to take it all in."

Bus fares increase request rejected

By JANE ARBOUS

AN APPLICATION by City Tramways for a 12 percent bus fare increase was turned down by the National Transport Commission yesterday. A member of the four-man commission, Mr E F Nicksch, told the Cape Times from his Pretoria home last night that he was not prepared to give the reasons for the decision.

The application, which was strongly opposed by local community organizations, was heard in Cape Town in July.

A spokesman for the company said that in terms of the law, it could not apply again for an increase for at least six months.

The managing director of City Tramways, Mr Johann Barnard, said in a statement last night that the implications of the decision to refuse the fare increase were "very serious indeed".

Although the company did not intend to curtail or cancel any services at this stage, it might be forced to review the frequencies of some of its uneconomic services in the near future.

He said the company would have to implement the most drastic austerity measures in its history, affecting every department.

Bus depot

One of the most serious difficulties facing City Tramways related to their capital-expenditure programme, amounting to more than R17 million in the next three years.

The commitment to build a large new bus depot near the airport would also have to be reviewed.

He assured commuters that because the company was firmly committed to maximum service reliability and passenger safety, no reduction of the established

mechanical programmes was intended.

The directors were considering what future action to take.

However, he suggested, if the company were denied the opportunity to increase its revenue to counteract the inevitable rising costs, it would be far better if a greater proportion of the burden were to be assumed by the authorities.

"Private enterprise cannot be expected, in the circumstances, to undertake the heavy capital expenditure which is inevitably incurred in meeting the transport requirements of an expanding community."

A leading campaigner against the present and past applications by the company for fare increases, Mr Rommel Roberts, was delighted

to page 2

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QUESTION 1 (a)

The opportunity cost of
certain task could be
capital good in the

CT
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10/10/81 From page 332
at the commission's decision.
Mr Roberts said it had been shown that the company had had "super profits" since 1975. These should see the company through for the next five years, he said.
Reacting to the announcement, Professor Brian Kantor, of the Department of Economics at the University of Cape Town, said the only way in which "an appropriate" price for a bus fare could be reached was to ensure competition between transport suppliers, and not through a monopoly such as that held by City Tramways.
In an unusual move in June this year, Tollgate Holdings — the quoted parent company of City Tramways — was given permission by the Registrar of Companies and the Johannesburg Stock Exchange to withhold publication of its interim profits.
Shareholders therefore have no idea of the company's profitability.

why a capital good for a
benefit foregone by not using that
role.

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TRUCKING 81



Cape firm beats shortage of trained truck drivers

RECENT economic conditions have highlighted a considerable shortage of skilled truck drivers.

Unlike a skilled trade where an individual has to go through an apprenticeship and take courses at a technical college over a few years, the only legal requirement for a driver is that he should have a licence.

The fact that the Minister of Transport in a recent speech asked transporters to check that their drivers had valid licences is an indication of how many forged licences there may be around.

School

A Cape Town transport company, Rent-A-Truck, operates a driver training school which has been operational for about 18 months, and in that time has trained about 100 drivers during the one-week courses. In praising the effect of training, the driver probably goes through three phases after training.

In the first phase after completing the course the driver is full of enthusiasm for all he has learnt, including defensive driving systems. Driving has taken on a new meaning and he is generally considered a "professional driver."

In the second phase the enthusiasm wanes and

gradually some of the old bad habits return but it is still noticeable that he has had some training. He then starts to forget all that he learnt and he returns to an unprofessional way of handling his vehicle and the clients.

Discipline

It is probably inevitable that after a course lasting only one week, the discipline learned in training is not remembered. It is thus essential to regard a training course as the beginning and to give attention to the follow-up in maintaining a professional driving standard.

It was to prevent this deterioration in standard that at Rent-A-Truck brought in a grading system. The grades are:

- A one-striper has been through the training course, has passed and has been awarded his certificate. He does not in fact receive his certificate straight after the one-week course. The firm waits for a few months and sees that what he has learned on the course is being put into practice.

- A two-striper is eligible to be awarded his second stripe after being with the company six months. The firm will re-evaluate his driving and his manoeuvring ability, and also take note of reports that they have had from the manager under whom he has worked, taking into account his ability to work on his own, his confidence and reliability.

He will also be required to undergo a Saturday morning refresher course, and he will be specifically instructed on the handling of paper work.

With emphasis on why the paper work is so important and be given some background into basic book-keeping principles and auditor's requirements. Nothing is more annoying when a POD (proof of delivery) has not been signed by the consignee.

- After a year with Rent-A-Truck he qualifies for his three stripes if he passes various criteria. His driving is evaluated, his manoeuvring ability must be above 70 percent and he must have shown that he can handle his paper work.

When a driver has reached his third grade the firm feels that he is capable of handling most transport assignments, whether he is driving a specialized vehicle such as a refrigerated truck or a truck with a hydraulic crane or a mechanical hoist.

- Employees must also be confident that the driver can handle inter-city transport and that he has sufficient knowledge and is sufficiently reliable to handle the responsibility of taking the vehicle into the country.
- Four-strippers are required that the driver goes to the training school at Leopardsvlei in the Transvaal for a course.

- Five-strippers have progressed beyond driving, and having attended the instructors' course at Leopardsvlei, are now instructing and supervising themselves.

The driver has something to work for and the in-house policy is that as he moves up a grade he has an increase in his wage and obtains certain fringe benefits. What is important is that every year a three-striper is re-evaluated and awarded his stripes for a further year. He therefore has to maintain the standard and it is not accepted that once he has reached three stripes he can now relax and expect all the benefits. In a severe case, he might even be down-graded to a second striper.

Rent-A-Truck sees a tremendous demand for the hiring of a truck and driver as a unit and has a "Truck and Driver" division. The service is similar to what Australians call the "Taxi Truck".

There are some jobs that involve a considerable amount of paper work, dealing with clients and routing of their trucks. This is where the three-striper comes in — he has been trained and selected to handle these more sophisticated jobs.

Rent-A-Truck anticipates that as this service grows, clients will be prepared to pay a premium for a three-striper who is able to execute the more difficult jobs. There are other driving jobs where a driver is only taking bulk goods from A to B, such as in a tipper operation, and here the minimum of sophistication is required. A client would therefore pay less for such a service.



- Based on the popular Volkswagen Microbus, the new VW CI Kamper carries up to six people and sleeps four in two upholstered double beds. Standard features include a refrigerator, sink and cooker unit with a grill. Report, page 3.

Safety, comfort in new minibus

WITH the intention of taking full advantage of a tremendous increase in demand for

small buses, Buscraft recently launched its new minibus. With bodywork by Bussat and mounted on the Toyota Dyna chassis, the new minibus is available with varying seating configurations to accommodate from 19 to 33 people, with all the luxury and spaciousness that they may require.

Styling of the baby of the Buscraft range combines attractive elegance with functional considerations, such as maximum carrying capacity, passenger comfort, safety and easy access to

Large sun-filtered windows allow passengers an unobstructed all-round view of their surroundings, while the specially designed seating offers the utmost in comfort and durability.

The Buscraft mini bus also has luggage lockers with lockable exterior doors.

"The Toyota Dyna chassis is well tried and tested under South African conditions," said Mr Sarel Ras, general manager of Buscraft, "and technically, is an advanced unit, making our minibus a highly sophisticated vehicle in all respects."

minibus customers will enjoy the company's finance facilities, quick delivery and dependable after sales service.

Mitsubishi shows increase in truck sales

PENETRATION by Mitsubishi in the heavy commercial sector of South Africa's highly competitive trucking industry increased, by more than 100 percent during the first six months of this year, compared with the total penetration during 1980.

Latest figures released by Sigma Power Corporation and, according to Mr Jim Knight, director of the truck and bus division, indicate that this trend will continue in spite of the predicted downturn because of the local content programme.

Figures released by Sigma Power show that the newcomers in the Mitsubishi range achieved a total market penetration during the first six months of this year of 7.31 percent which is more than double last year's total figure.

In the 7.500 kg to 10 000 kg freight carrier market the Mitsubishi FK 115J achieved a total market penetration during the first six months of 1981 of 6.70 percent. This truck was introduced in October last year.

Model

Another new model introduced at the same time, the FK 115 K, recorded a market penetration of 7.78 percent in the 10 000 to 12 500 kg freight carrier sector.

In the 12 500 to 15 000 kg tipper sector, Mitsubishi's FM 215 F showed a market penetration of 18.40 percent

during the first six months of this year compared with 14.12 percent during a comparable period in 1980. The FM 215 L freight carrier competing in the same category, achieved a market penetration of 16.96 percent during the first six months of 1981 compared with 9.44 percent during the same period last year.

Government

According to Mr Knight, the FM 215 L captured 6.11 percent of Government business in this category of freight carriers during the first six months of 1981.

"This is an indication of the impact that Mitsubishi trucks have had on the industry in spite of the local content programme," he said. Mr Knight said a downturn in truck sales had been predicted for 1982 as the full impact of the local content programme was felt by truck operators.

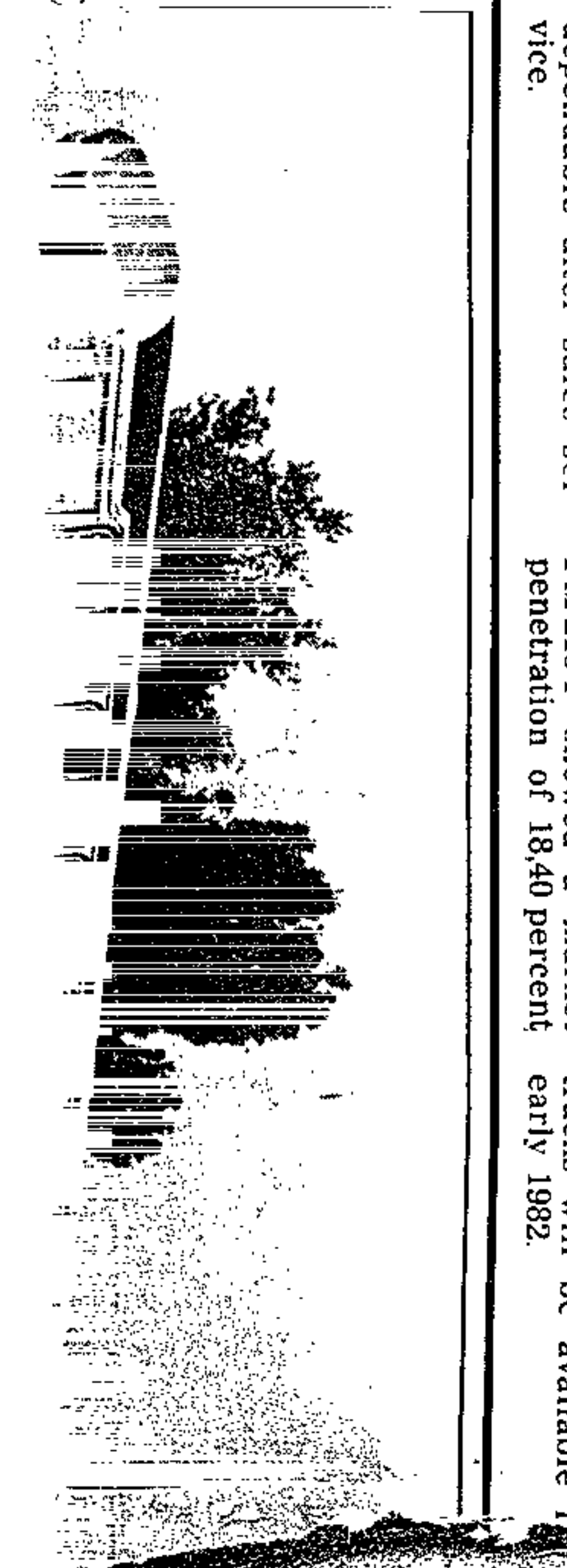
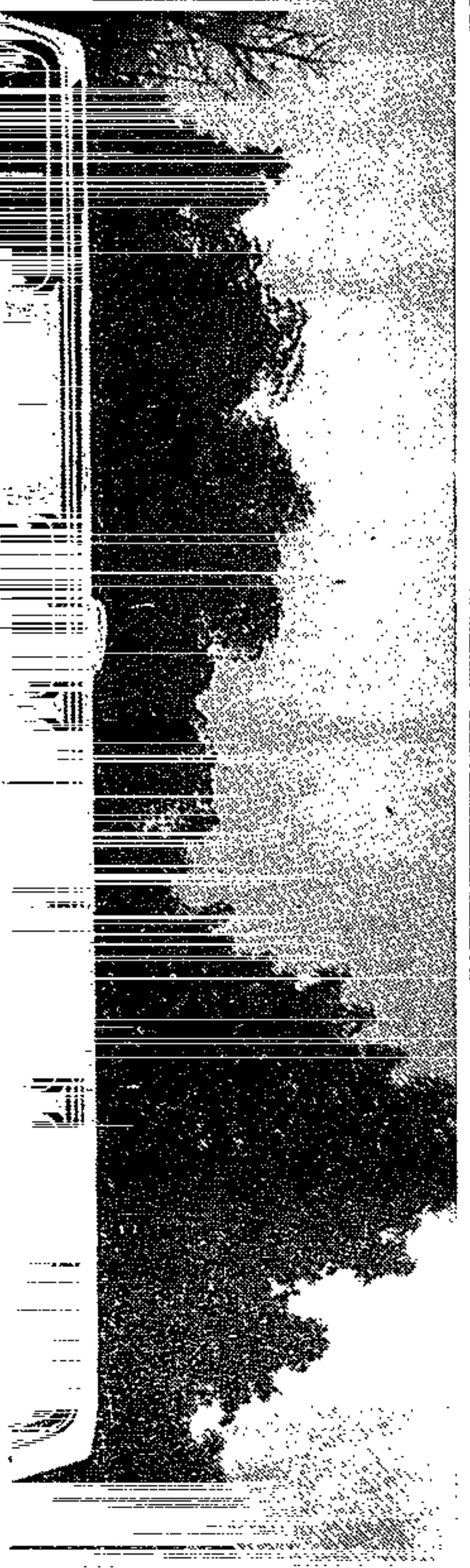
"But I don't believe that this will seriously hamper the substantial progress that Mitsubishi is making in the trucking scene," he said. "We have established the specification parameters for our locally made engines and these are with the At-Plant Diesel Engine (ADE) plant in the Western Cape," he said.

The first locally produced engine powered Mitsubishi trucks will be available early 1982.

Putco orders reach R20,3m

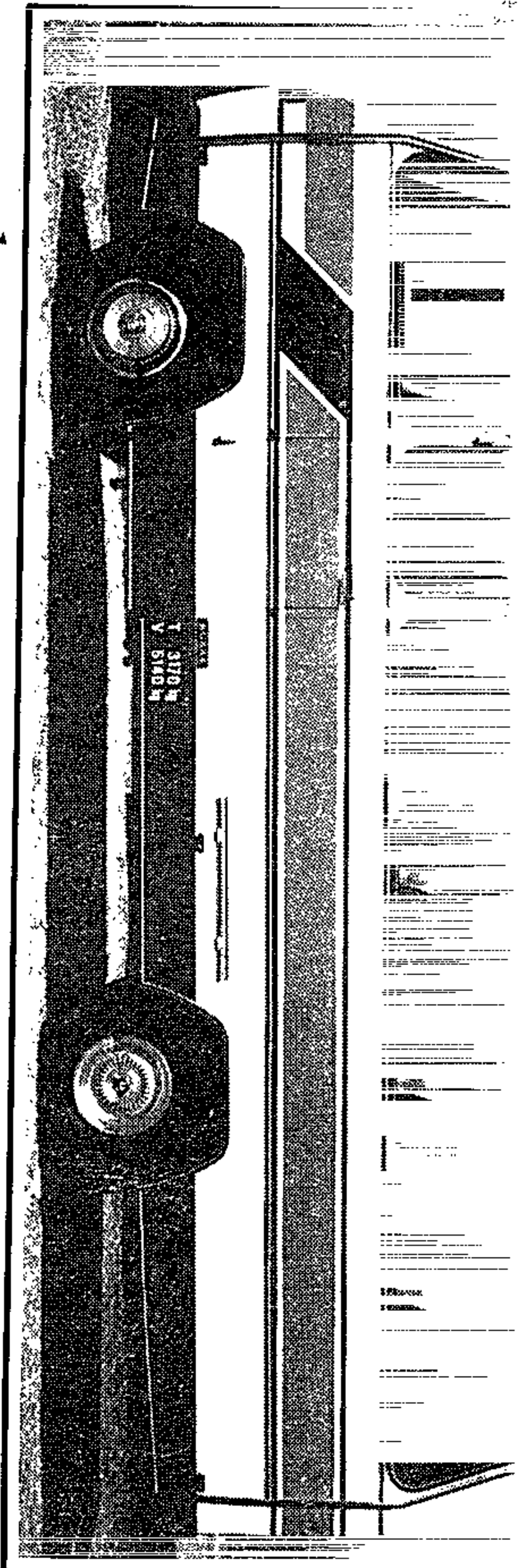
LEYLAND South Africa has secured an order from Putco Ltd for the supply of 100 Leyland Victory Mark II buses worth a total of over R4 million.

This new order follows two earlier contracts from Putco, in terms of which 100 Leyland Victory Mark II buses



mark buses and a contingent of original equipment replacement components at a total cost of R16.3 million.

Pulco Ltd is the largest passenger bus operator in Southern Africa with a fleet of nearly 2700 buses, the majority of which are Leyland models. Last year Pulco carried 366 million passengers over 160 million kilometres which is over a million passengers per day.



Scania stronger after trade show

WHETHER or not to participate in trade shows is always a difficult marketing decision.

Top staff usually involved in the day to day trading of a company have to make themselves available for duty on the stand and generally many hours of manpower are wasted, not only during the period of the show but also during the preparation stage.

Malcomess Scania's exhibit at ITEC was the result of

● Left: Gary Player has taken delivery of a specially designed R38 000 Mitsubishi truck to transport his

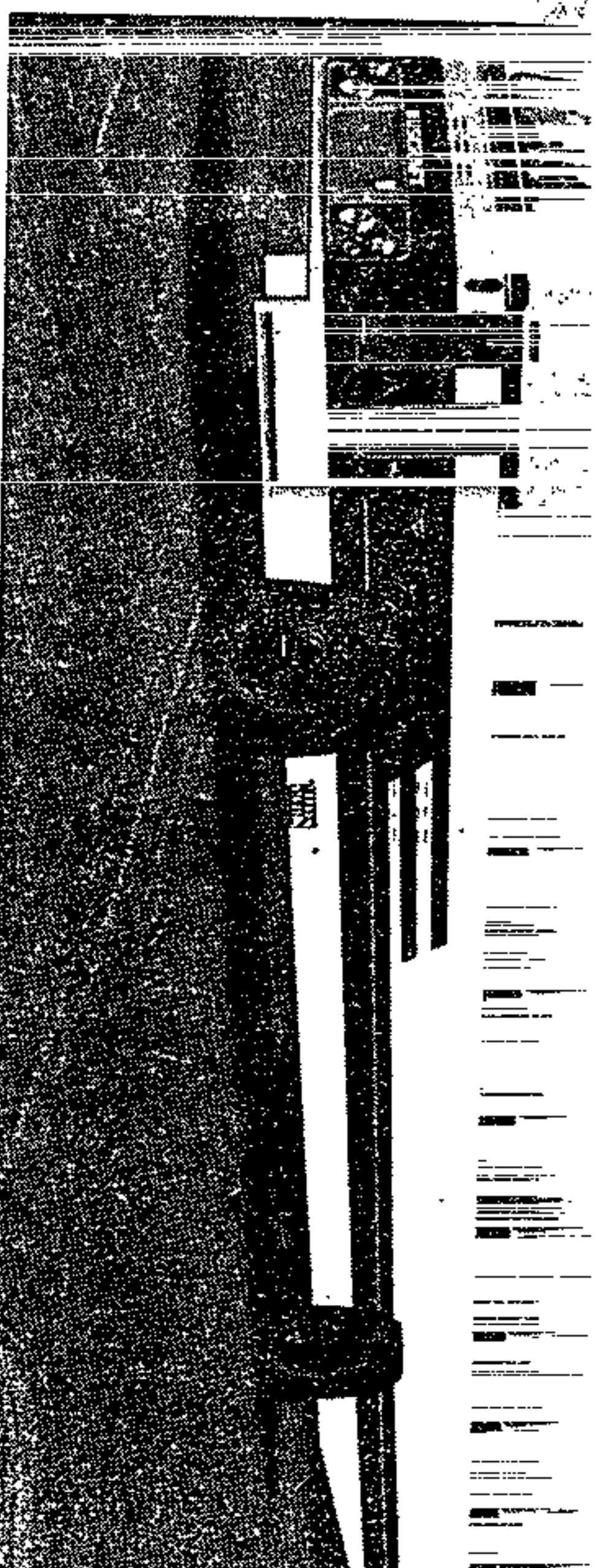
racehorses to race meetings and yearling sales around the country. He and Mr Jim Knight, director of Sigma Power Corporation's truck and bus division, introduce Wagga Wagga, one of the top horses in the almost R1 million, to the Mitsubishi. The Mitsubishi FM 215 L has been fitted with a horse-box body to carry eight horses in fully insulated compartments.

one of these careful decisions and even then scepticism among the management staff was rife. Mr Peter Scott, marketing manager for Scania and the general manager, Transvaal, Mr Ray Manguge, however, both agreed that the exercise had been more than worthwhile.

Mr Scott said that the Scania staff discovered a large number of people who were aware of the name Scania but had never inquired further. These people, it would seem, enjoyed the opportunity of being able to actually climb aboard a Scania and were impressed with the practical demonstration of the vehicle.

BUSCRAFT – your one stop bus dealer.

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Potential bus market seen in Cape and SWA

THE great potential of the bus market in the Western Cape, the surrounding area and Namibia/South West Africa, has prompted Buscraft to establish a fully-fledged branch in Sikkiland, Bellville.

A subsidiary of the giant Dorbyl Group, Buscraft had previously been operating in these areas from its Pretoria head office.

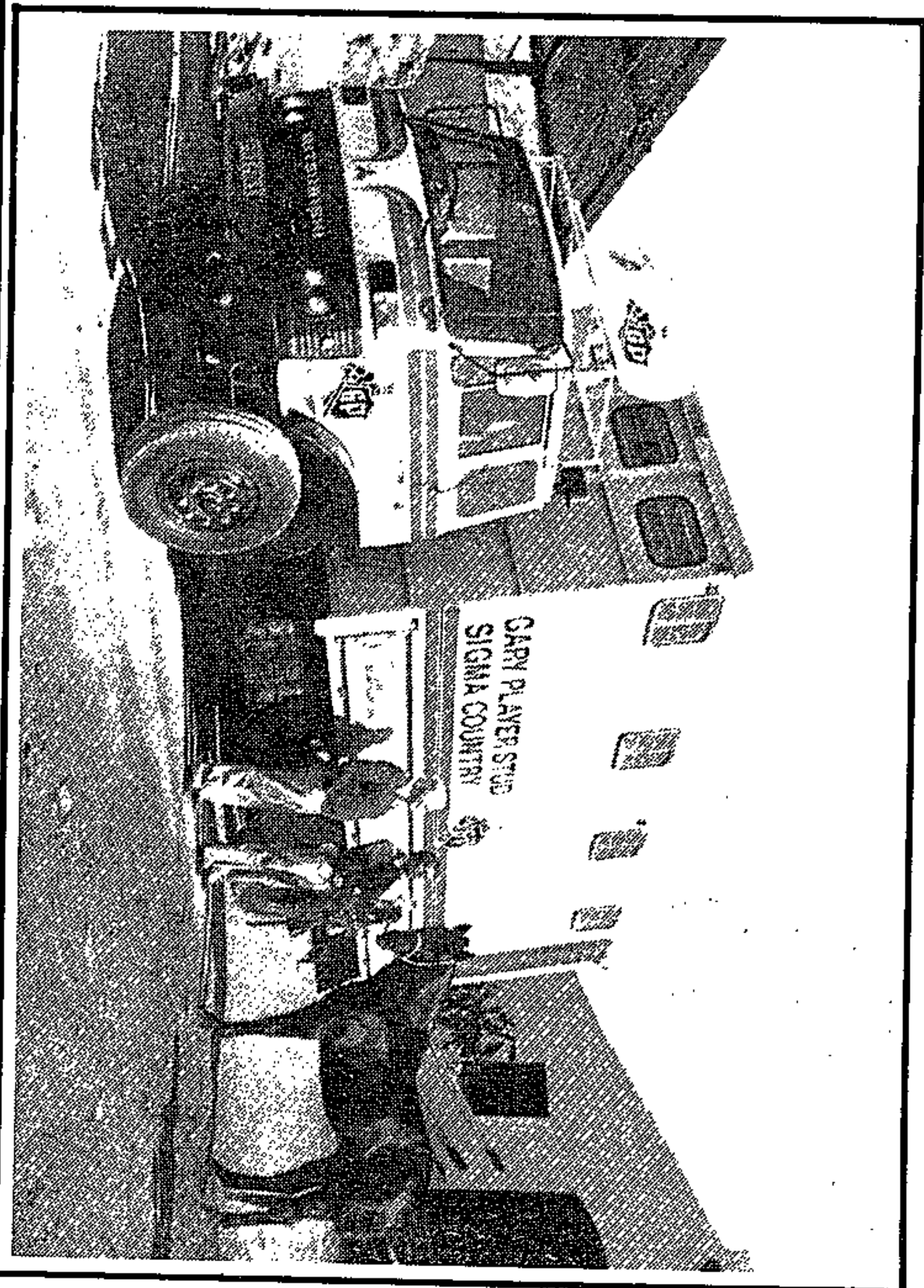
"The demand for buses to transport a wide cross-section of people such as scholars, office and factory workers, mine personnel and tourists in the Cape, has grown beyond all proportions," said Mr Sarel Ras, general manager of Buscraft. "The generally wide-spread location of business, industrial and residential areas amplifies the transport problem."

New branch

The new branch has been developed to provide quick delivery of new and second-hand units ranging from 23-seater minibuses for personnel transport to large luxury coaches for tour companies.

According to branch manager, Mr Dion Harvey, Buscraft will provide a one-stop bussing operation in Cape Town, including the trading-in of second hand vehicles, the financing of deals and full parts and service facilities.

"We also see tremendous further potential for our buses on the mines in the north-western Cape and South West Africa," said Mr Harvey.



● Left: Gary Player has taken delivery of a specially designed R38 000 Mitsubishi truck to transport his racehorses to race meetings and yearling sales around the country. He and Mr Jim Knight, director of Sigma Power Corporation's truck and bus division, introduce Wagga Wagga, one of the top horses in the almost R1 million, to the Mitsubishi. The Mitsubishi FM 215 L has been fitted with a horse-box body to carry eight horses in fully insulated compartments.

"The trucks we had on the stand were by courtesy of the owners as we had none in stock at the time of the show. In fact Scania sell so well that we seldom have any standing waiting to be sold and this possibility gave these people an indication of the reputation the Scania truck enjoys," he said.

Mr Manguge said: "We certainly made contact with companies we have never called on before and our sales staff are busy getting in touch with them now. Selling time, which we thought might be lost during the show, has more than been made up as we have a number of orders which are a direct result of our participation at ITEC."

BUSCRAFT

Transvaal
P.O. Box 1041
Pretoria 0001
Tel: (012) 55-4117/8/9
Telex: A-3-406

Natal
P.O. Box 1289
Pietermaritzburg 3600
Tel: (031) 71-1743
Telex: 56-5245

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BUSAF

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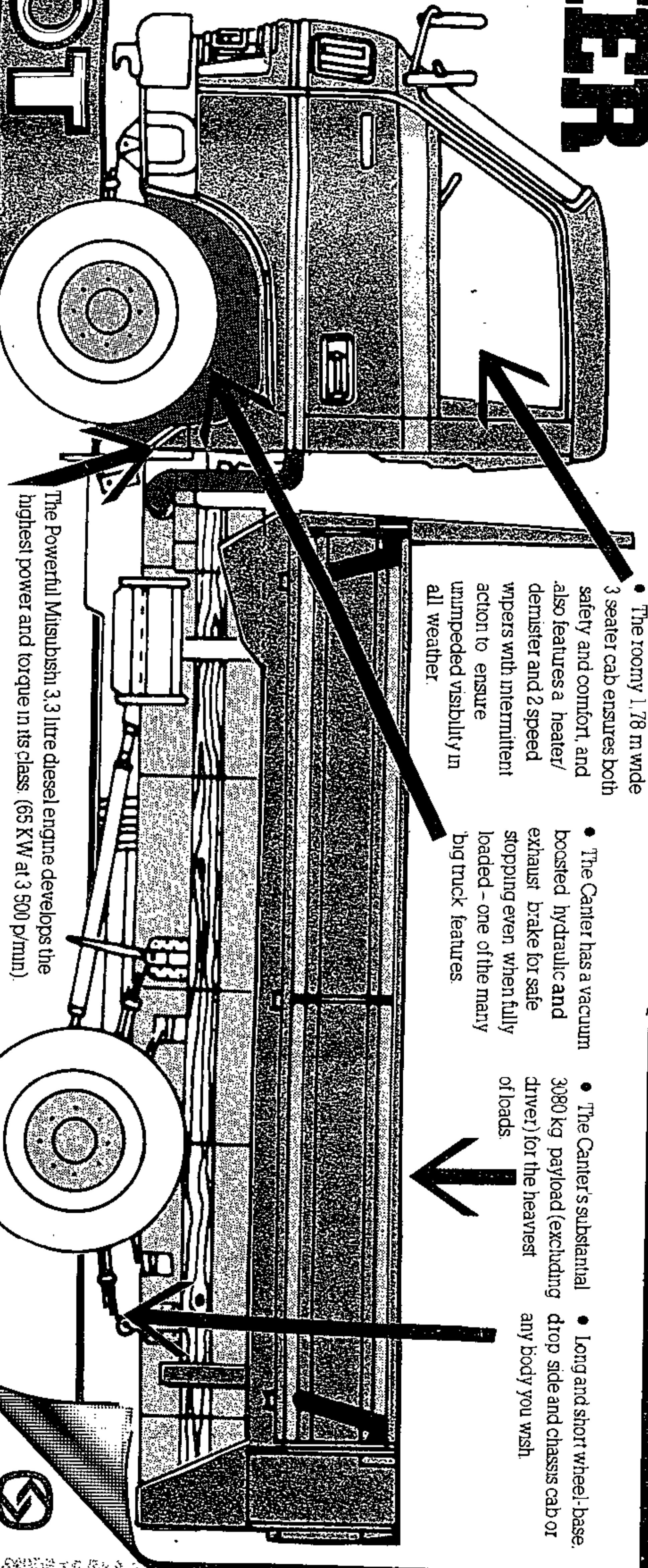
[Or your 1-Tonner 3 Tons at a time?]

You bought your seven tonner because you wanted something big enough to handle the biggest load. But now you've found that it's very seldom you need to move that much. So now you're stuck with it until the engine finally packs in. Right? Wrong!

Because at Porter Peugeot we will trade-in your truck on the new Canter 3-tonner by Mitsubishi. It's not a big small truck and its not a small big truck. It's a blend of the best of both. So drive in your truck today - because we know everyone can make a mistake - once.

IMMEDIATE DELIVERY

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- The Canter has a vacuum boosted hydraulic and exhaust brake for safe stopping even when fully loaded - one of the many big truck features
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- Long and short wheel-base drop side and chassis cab or any body you wish

The Powerful Mitsubishi 3.3 litre diesel engine develops the highest power and torque in its class. (65 KW at 3 500 rpm)



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SOMERSET WEST OAK STREET PH. 024 21101 PARDENHILAND SERVICE AND PARTS CARLISLE STREET PH. 511375 MUZENBERG 39 MAIN ROAD PH. 861105

Luxury station wagon for adventuring

THE new Toyota Land-cruiser station wagon had four-wheel drive fans drooling when it made its appearance at the recent Toyota 1000 Desert Race in Botswana, a get-together of the country's top bundu bashing off-road racers.

With the plush interior and handling abilities of a luxury passenger car combined with its brute power and 4 x 4 off-road book of tricks, it makes the ideal vehicle for the family man with a bit of adventure in his blood.

It is hardly surprising that this vehicle became one of the top-selling 4 x 4s in America within weeks after appearing on the showroom floors.

This vehicle was named "4 x 4 of the Year" and "Four-Off-Road in its March issue."

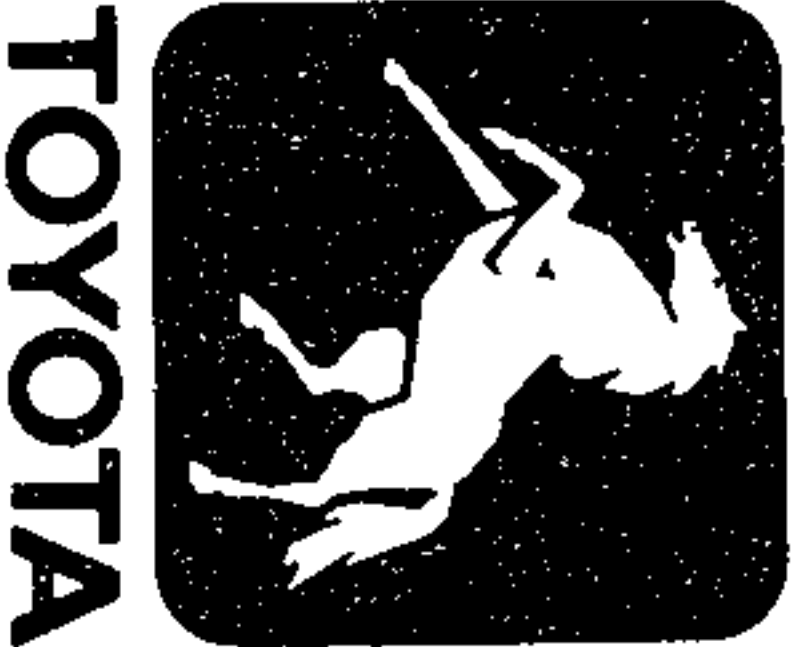
It drew special attention to the Landcruiser station wagon's six-cylinder engine with 125 hp and the four-speed manual transmission with high-end axle ratios

and reduced noise, engine wear and fuel consumption.

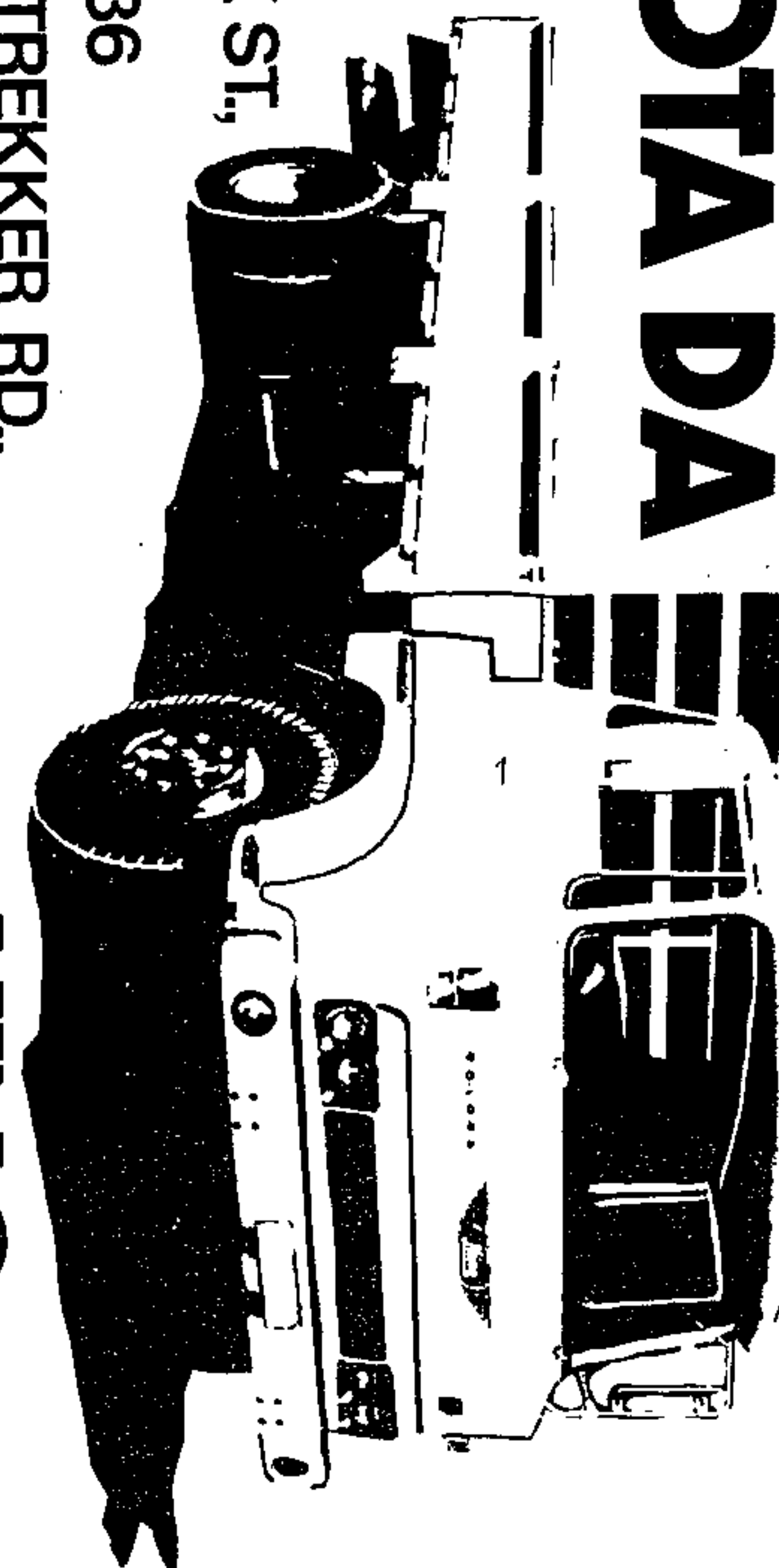
The wagon's equipment, which Off-Road praised as "the best hardware for the toughest kinds of back-country travel", includes comforts such as pile carpets all round, reclining seats, tilt steering, optional air-conditioning, power steering and rear window wipers and demisters.

The Four Wheeler magazine had only one first place for its February issue's "Imported Four Wheeler of the Year" award, but they ended up awarding it to Toyota twice, once for the Landcruiser station wagon and once for the Toyota Hi-Lux 4 x 4 bakkie.

AVKINSOON'S TRUCK CENTRES



TOYOTA DA



21 FABRIEK ST.,
PAARL
(0251) 22036
400 VOORTREKKER RD.,
PAROW
920783

HINO

The station wagon's dashboard resembles that of a family car with all the dials, including a rev counter and trip odometer, at an easy-to-read level.

The cargo area is wide, spacious, easily accessible and severs a multitude of purposes. Cargo space measures about 2,83 cm³. The cargo area is also carpeted and there is a convenient interior light in the rear as well as in the front.

The stout but light structure of the wagon curbs weight — weight reduction is achieved by using thinner, yet sturdy, interior materials, reducing the number of body parts and introducing non-metallic materials for the grill, headlamp parts, instrument panel and fuel tank and adopting high tensile steel for the frame and other parts.

Giant bus

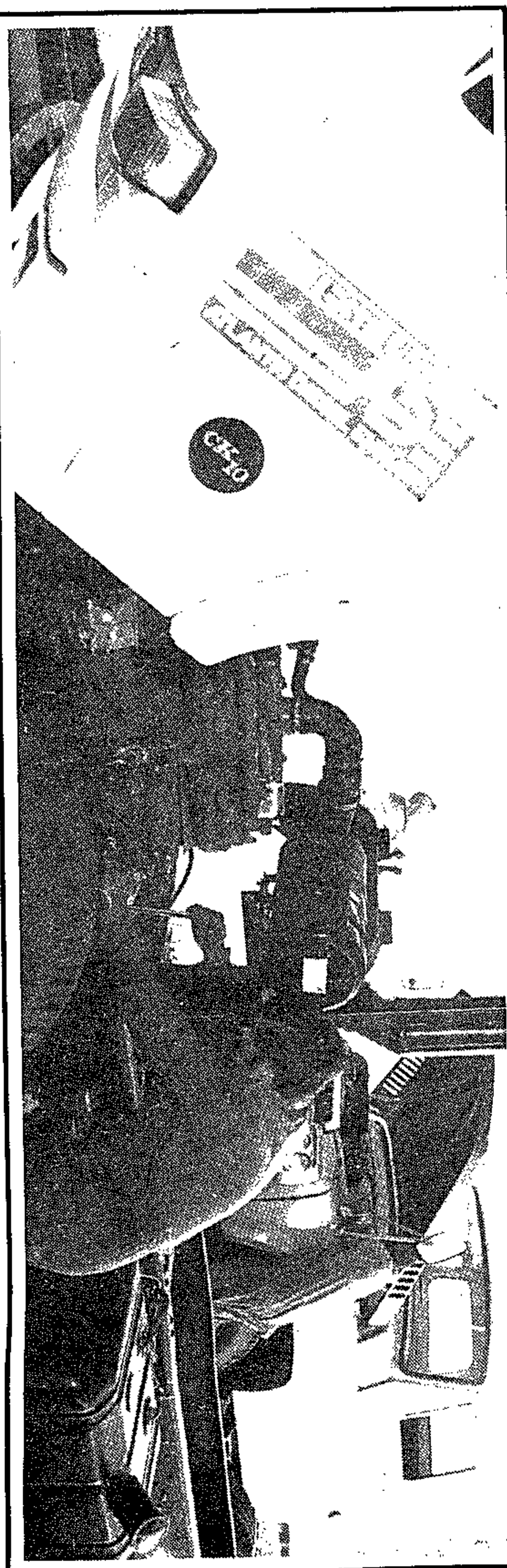
THE world's largest bus — it can carry more people than many aircraft — pictured on a test run shortly after leaving its Scottish manufacturer. The 23-ton giant can carry up to 250 passengers and is destined for the China Motor Bus Company in Hong Kong.

The bus has been built to very strict specifications. It had to have a high capacity whilst maintaining a turning circle no larger than a standard vehicle. The company solved the problem by adding a driven rear axle that follows the same arc as the

● The 23-ton bus which can carry more passengers than most aircraft



● The new four-wheel drive Toyota Landcruiser.



Datsun-Nissan use ADE engines

TWO Datsun-Nissan heavy truck ranges, out of a total of six model ranges produced by the company, have already had their ADE engine installations approved by the ADE and are therefore considerably ahead of schedule.

Nissan's UG 760 series is scheduled for launching in January 1982 with the Nissan CK 10 being launched shortly thereafter.

Both engine installations have completed 100 000 km of durability tests run by Datsun-Nissan and a UG 780 is now undergoing a second series of tests, this time by a major fleetowner, the Transvaal Provincial Administration.

Commenting on the company's advanced ADE programme, marketing director, Mr Brian O'Connor, Wegner said that Datsun-Nissan's commitment to the ADE programme was showing satisfactory results in terms of the company's ability to keep ahead of launch dates.

"The fact that we are so well ahead proves that we intend to stick wholeheartedly by the programme," he said. "We were the first motor manufacturer to react to the programme, the first to start on design and technical drawings and we intend to maintain our lead and increase this wherever we can."

carries .250 passengers

main front driving wheels when the vehicle is cornering.

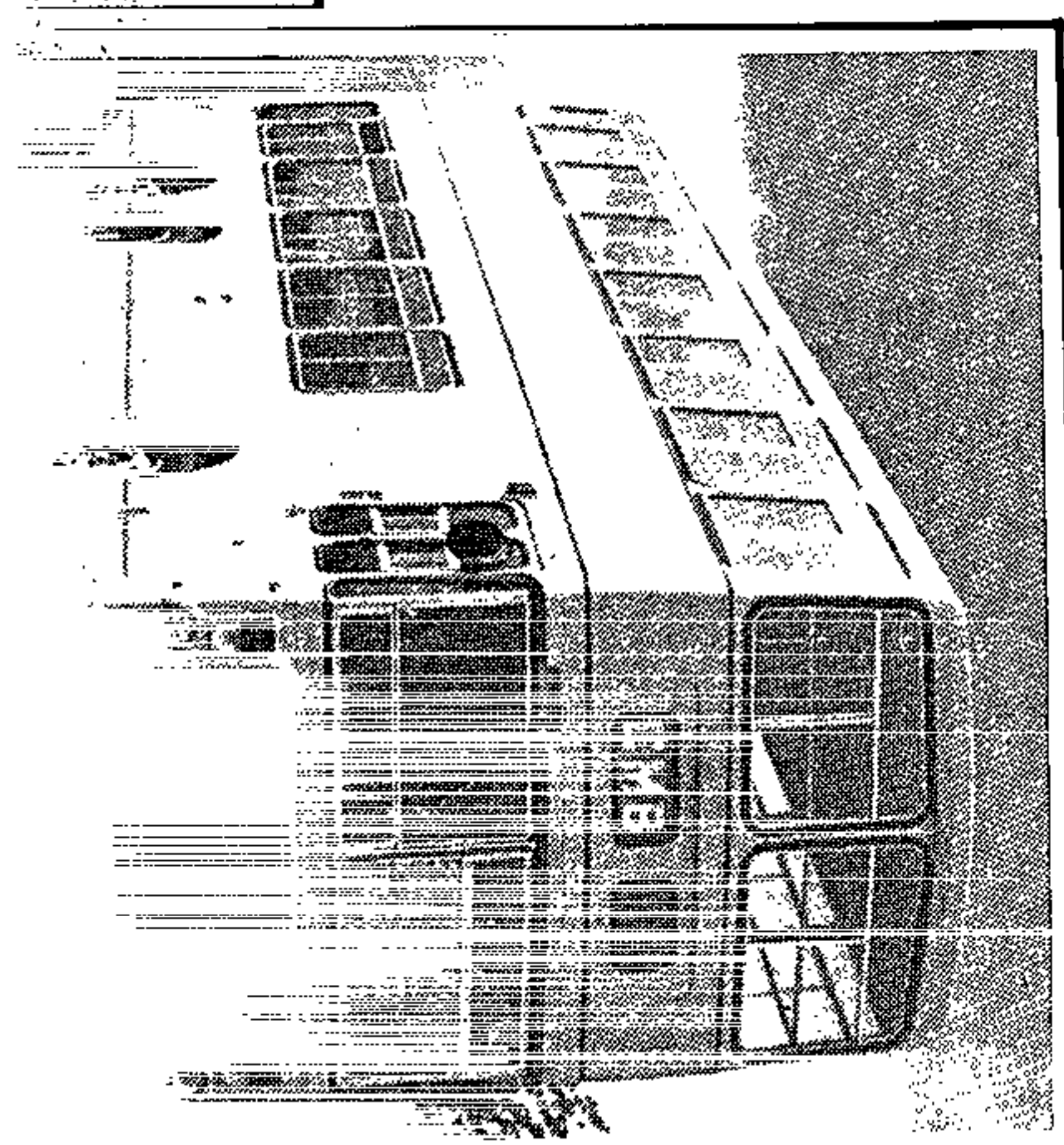
This ensures that the bus can negotiate Hong Kong's narrow streets without damaging the pavements, and although almost 12 m long, it can still turn within a 19 m radius.

Trucking scene changing

THE mammoth chrome-and-colour 18-wheelers which thrived local movegoers in "Convoy" and "Smokey and the Bandit" seem far removed from South African highways.

But the local trucking scene is changing gear rapidly and gone certainly are the days of olive-green "old faithfuls" chugging away the dusty kilometres.

The modern truck is fitted with a large variety of modern, from extra-long range fuel tanks to bull bars, air-conditioning and radios. There is also a growing demand among fleet owners for distinctive and stylish fleet colours, and already some of these have become common sights on South African roads.



Marketing director Mr Ian Symington attributes this trend to a realization that corporate and broad image is projected by company vehicles, which are mobile.

With the advent of the higher-priced Atlantis engines early next year coupled with money being tighter, I expect to see a drop in truck sales generally. However, it won't be as bad as in 1978 and we should see the industry begin to pick up again towards the end of 1982," he said.

"The fact that we are so well ahead proves that we intend to stick wholeheartedly by the programme," he said. "We were the first motor manufacturer to react to the programme, the first to start on design and technical drawings and we intend to maintain our lead and increase this wherever we can."

Largest fleet

SOUTH Africa's leading truck rental operation, Rent-A-Bakkie, has ordered a further 268 new Datsun vehicles, which will make Rent-A-Bakkie the largest fleet owner of Datsun-Nissan vehicles outside of Japan, according to Datsun-Nissan.

Magirus-Deutz (SA) (PTY) LTD



Now South Africa gets to the heart of Magirus Bulls

Magirus-Deutz (Southern Africa) (Pty) Ltd, has become part of the Messina (Tvl) Development Group of Companies.

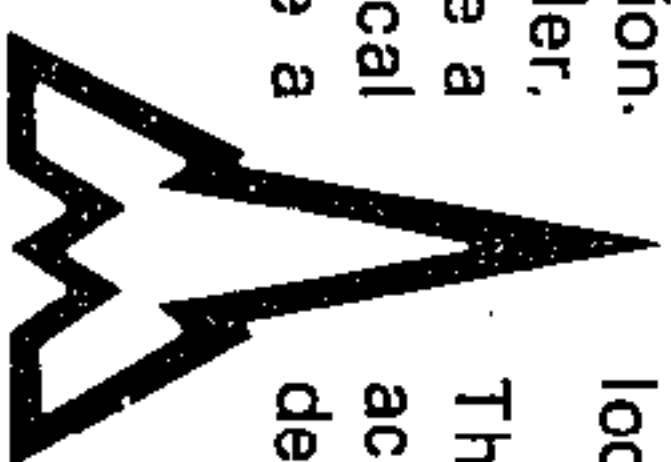
A ten-year technological and licence agreement has been signed with Magirus-Deutz for local manufacture and assembly of these, the world's most rugged vehicles with the only heavy-duty air-cooled engine.

Messina has already invested substantial capital and resources in extending its truck operations by acquiring an additional plant in Rosslyn, known as Magirus Truck Corporation. (Pty) Ltd. Its target will be to restore dealer, owner and operator confidence — to ensure a continuous availability of parts and technical expertise countrywide — and to introduce a

more comprehensive range of Magirus trucks using ADE engines and local drive train components as specified by the Government's local content programme.

This move can only widen the ready acceptance and generate an increasingly wider dealer network for Magirus Bulls.

The bulls are here to stay.



In a bigger and better way

Deutsche Bullen von Magirus-Deutz

Air-cooled engine superiority . . . working worldwide

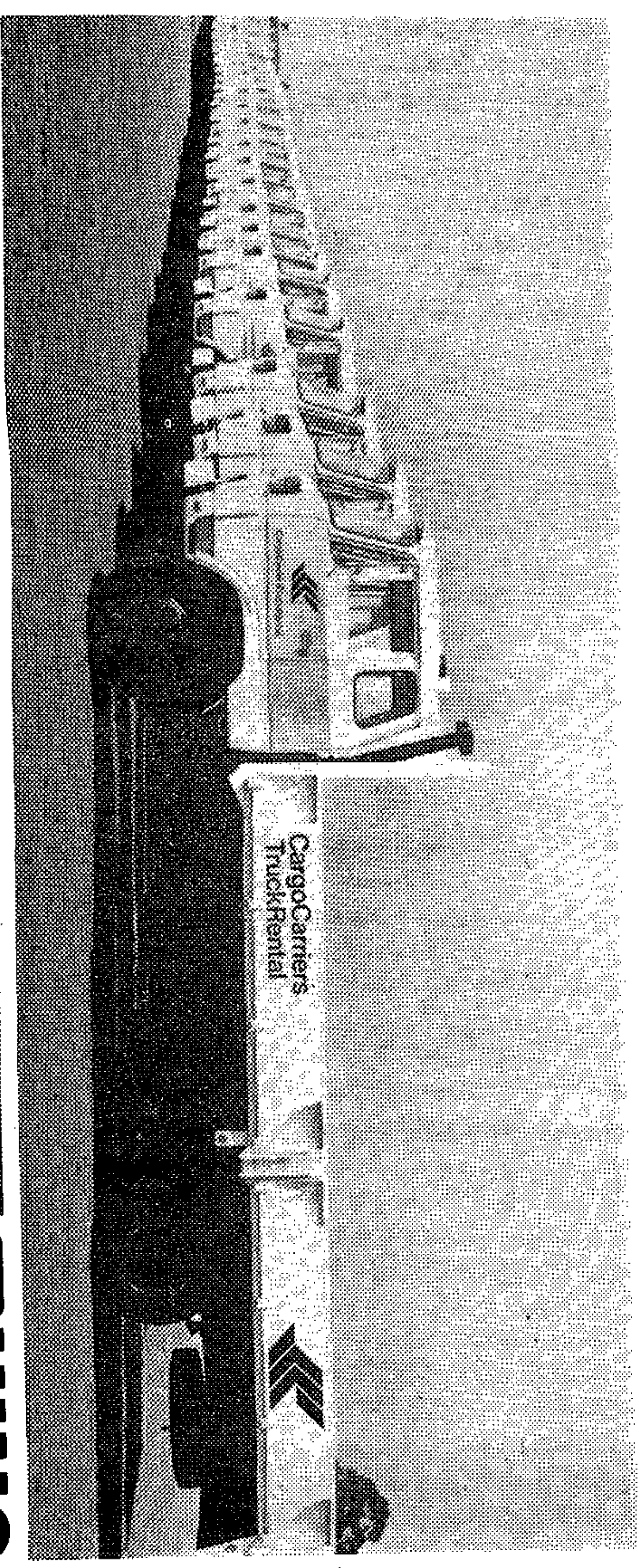
Magirus-Deutz (SA) (Pty) Ltd, PO Box 347, Kasselsville 7533. Phone 95 2168

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Cargo Carriers have recently augmented their fleet with 26 Hino KL 340 freighters. They know Hino's proven cost-efficiency, robust reliability, and totally dependable parts back-up, are right in line with their own high standards. And that's what successful trucking's all about.

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The big value-for-money trucks



Direct cargo service links USA and SA

RENNIES Shipping South Africa has introduced a new, direct Cape Cross Groupage Service from the United States to Johannesburg, which should be of considerable importance to the South African importer.

Teaming up with Yellow Freight of America, Rennies Shipping is now able to offer a complete groupage service from over 200 depots throughout the mid-West and western states of the USA.

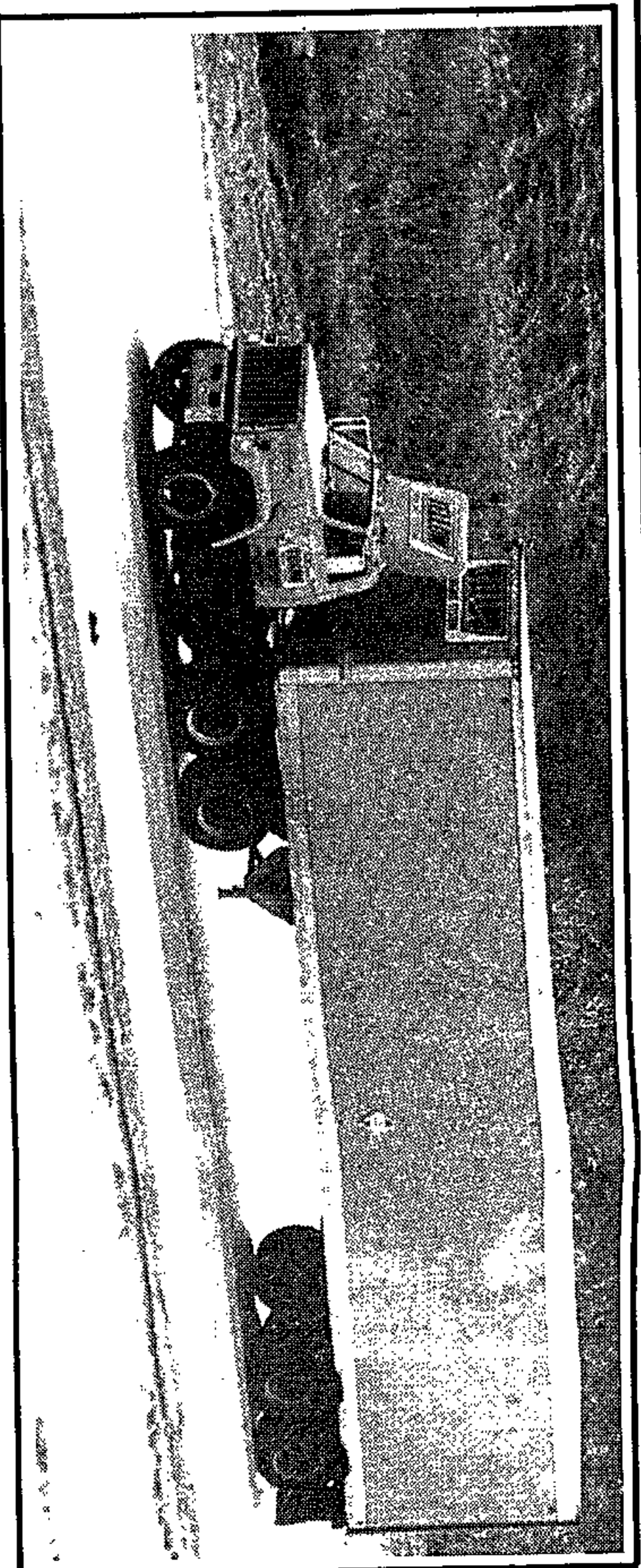
Cargo is collected from suppliers anywhere in the groupage operational area and trucked to St Louis or

Chicago for consolidation into containers.

The containers are then sailed to New York for shipment on conference vessels directly to Durban, where they are off-loaded and sailed to Johannesburg.

The service offers competitive rates and has the added advantage that, being a direct shipment, there are no delays through transshipment in Europe.

Since the service was introduced earlier this year, a minimum of one container, some of them 12 m containers, has been shipped to South Africa each week.



● A giant freight rig speeds cargo along a highway in the United States.

Compact Kamper for motoring, holidays

VOLKSWAGEN, in association with CI Caravans, is introducing a new motor caravan — the VW CI Kamper, designed as an ideal balance for use either in day-to-day motoring or for weekend leisure and holiday living.

Based on the highly successful and proven, air-cooled 2.1 Microbus, the VW CI Kamper carries up to six people and sleeps four in two upholstered double beds. A custom made tent is available as an option.

Carefully designed for maximum utilization of space with the utmost in comfort and equipment, the new Kamper features an entirely new high-rise, roof providing 2.28 m of headroom over the extensive standing area. This roof, double skinned and fully insulated, is easily elevated with the assistance of gas-filled struts. It also incorporates a wind-up roof light with a built-in flyscreen. For increased ventilation or for spectating at sporting events or in game parks, one of the roof side-panels can also be folded away without affecting the stability of the roof.

For night use, the rear bench seat of the Kamper is easily converted into a double bed, measuring 1.85 m x 1.22 m. There is also an upper platform double bed of 1.83 m x 1.22 m in its own self-contained area — ideal for children. Equipped and laid out for easy access and neat appearance,

standard features in the Kamper, which is insulated for all weather conditions, include:

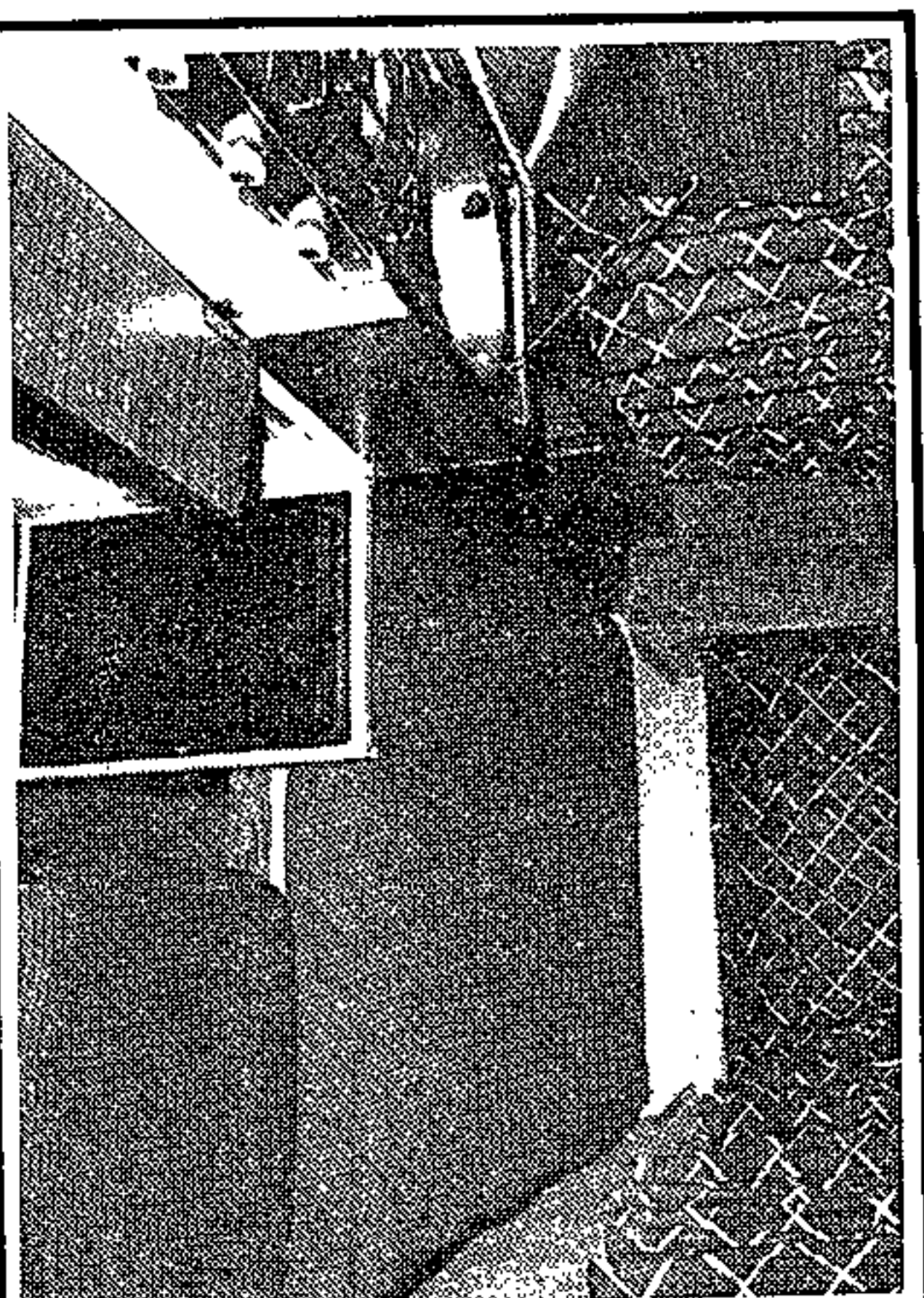
- A gas or 12-volt refrigerator;
- A stainless steel sink with running cold water;
- A 55 l water tank with an exterior lockable filler cap;
- A cooker unit with a grill;
- A fully-stocked crockery cupboard between the front seats;
- Extensive storage space in a wardrobe, cupboards, lockers and drawers, including a compartment for a portable toilet, available as an option.

The furniture is in attractive Japanese teak finish and the upholstery is hard-wearing cord. The Kamper is curtained and carpeted.

The free-standing table, which can also be used outside the Kamper for meals in the open air, stows behind the rear seat and acts as a luggage cover.

Alternatively, with the rear seat folded down and with the cushions and rear-drawer unit removed, the Kamper can be transformed into a roomy estate car. A roof rack above the front cab area is standard.

The Kamper's dimensions are: length — 4.57 m; width — 1.84 m; height (roof down) — 2.25 m.

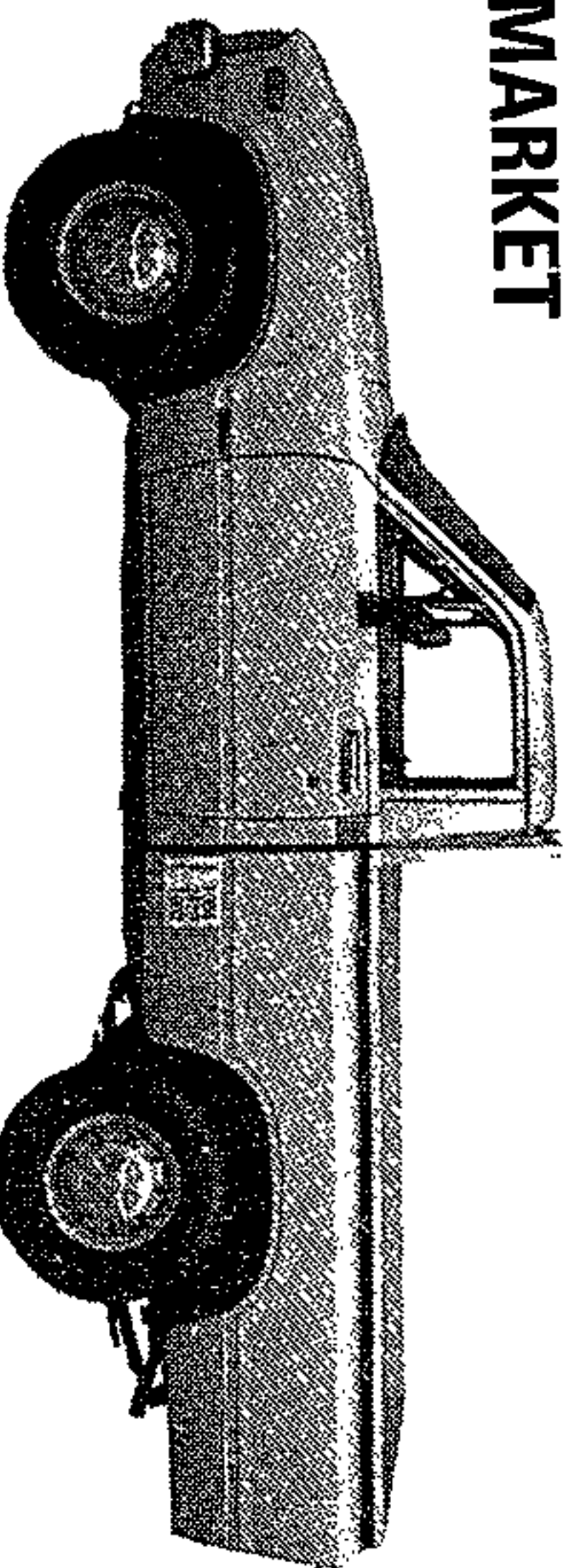


● The interior of the new Volkswagen CI Kamper.

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MARKET TOYOTA

Wire pallets designed for motor industry

PRESTO Parcels has introduced another first into the South African transport industry with the introduction of wire pallet containers specifically designed for the motor industry.

A significant percentage of our business hinges around the servicing of the motor and earthmoving industry," said Mr John Gibb, a director of the company.

"The trend today is for panelbeaters and garages not to repair damaged parts but to replace them," Mr Gibb said. "These panels, along with a great deal of motor parts and spares, are bulky and awkward to pack."

We found we were running into tremendous time difficulties and decided to design a container aimed specifically at the motor trade," Mr Gibb said the container

had enabled the industry to significantly reduce its packaging costs and to offer dealers a prompt service.

The wire pallets are locally made and distributed to motor manufacturers for speedy transportation throughout the country.

"The pallets have proved to be a huge success," Mr Gibb said, "and have drastically cut packaging delays, time delays and transport costs."

Mr Gibb added that pallets had also served a useful purpose in other areas and were now used for products produced by a number of leading industrial concerns in South Africa.

Presto Parcels and Presto Overnight Containers have moved into the computer age with the opening of their new container terminal in Isando.

"The terminal is the most modern of its kind in South Africa and has been specifically designed for the movement of small packages," said Mr Gibb.

Mr Gibb said each parcel received at the new terminal was individually labelled with the time and date when it was received.

"A computer then tracks the movement of every parcel or package and also processes the administrative function," Mr Gibb said.

"The computer also keeps track of a profit and loss account on each of the long distance vehicles we now run."

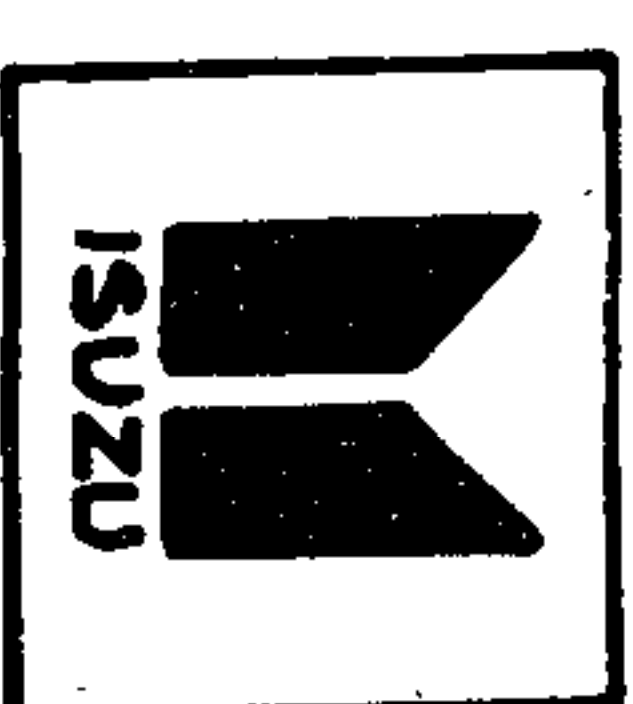
Presto's vehicle fleet runs up an average of 18 000 to 22 000 km a month — one of the highest by a transport company in South Africa — and the fleet is also computer controlled.

"A computer developed in the United States keeps a complete record of every vehicle in the fleet," said Mr Charles Nicolle who oversees this section of the Presto operation.

"At any time of the day, or night the computer will tell us the amount of fuel drawn by any vehicle and works out weekly fuel consumption figures. With our fleet running up over 700 000 km a month we need to keep a tight control on costs, and the computer enables us to quickly eliminate problem areas."

Mr Nicolle added that Presto Parcels did the maintenance on all its vehicles including the Presto overnight container rigs.

"We have a sophisticated workshop and paint shop," Mr Nicolle said, "and keep our own supply of spare engines and gearboxes."



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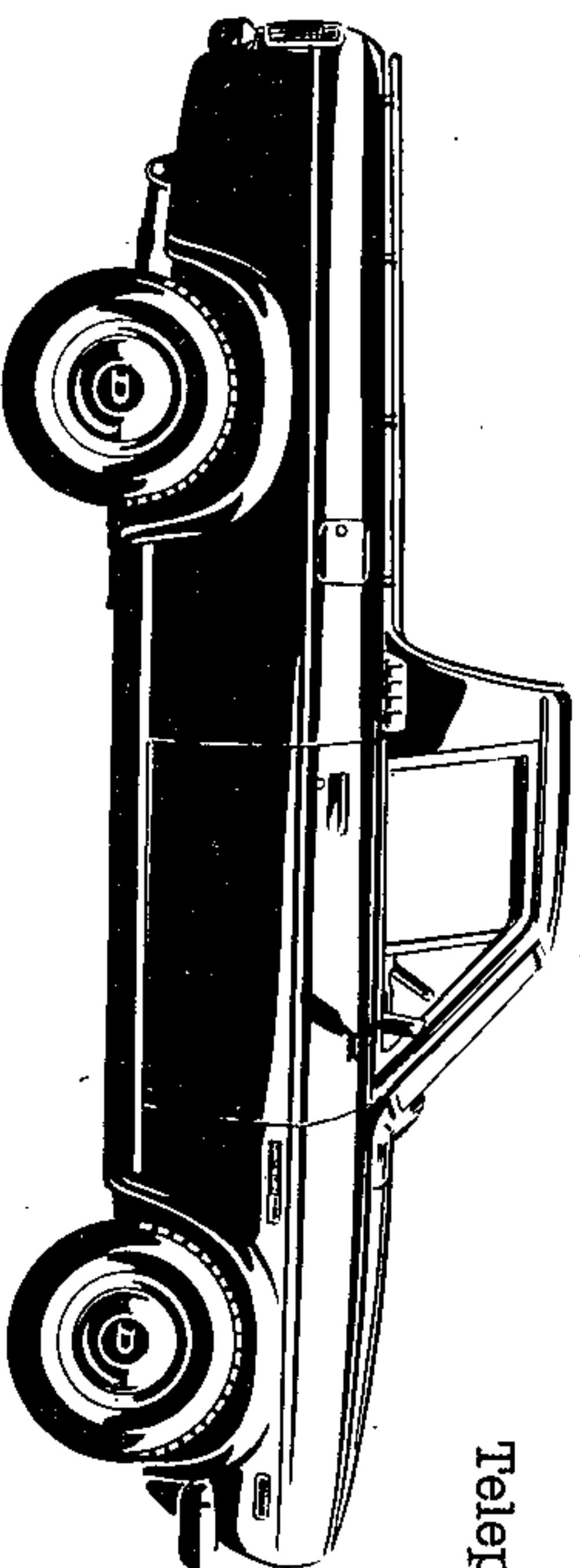
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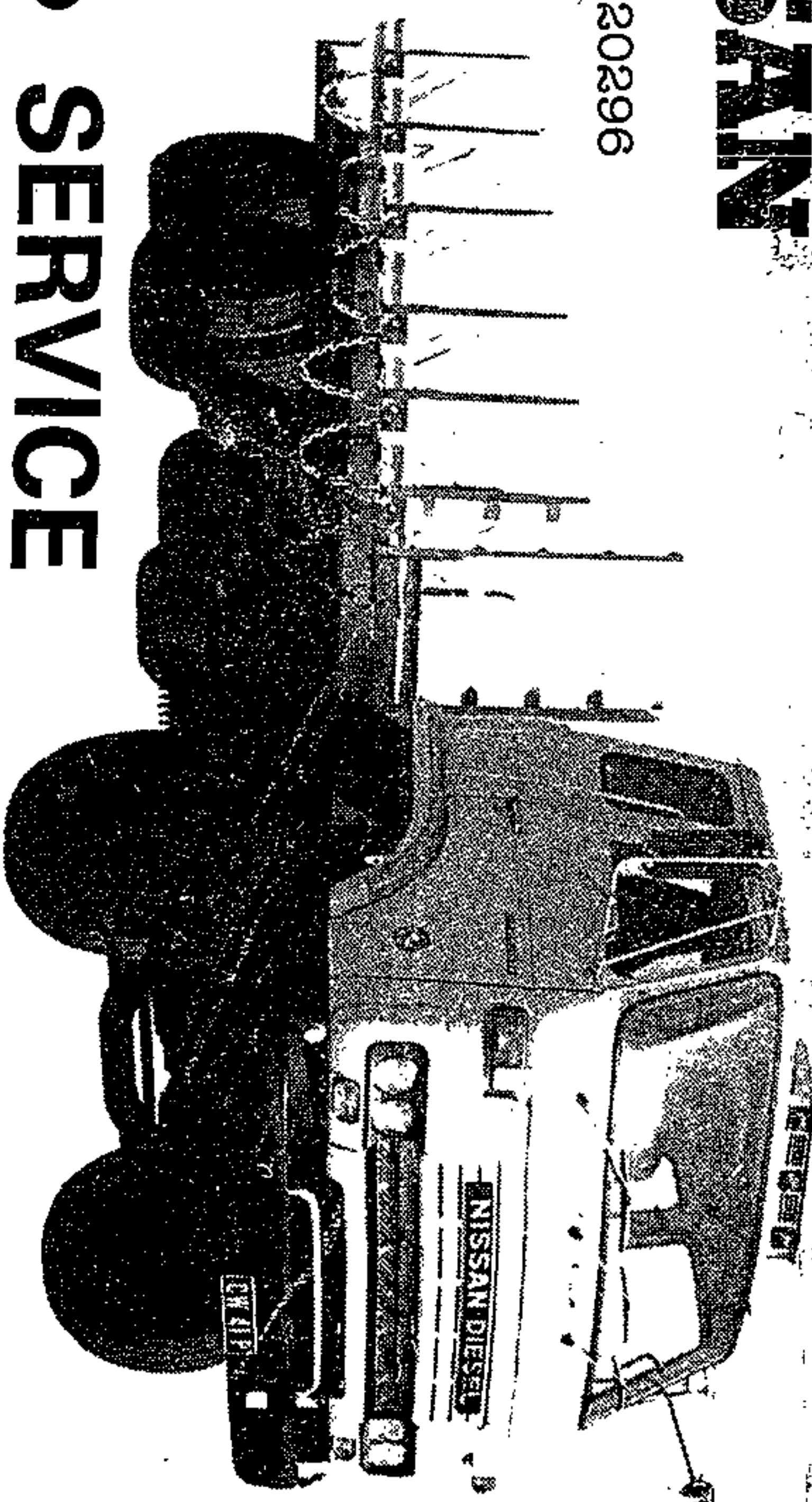
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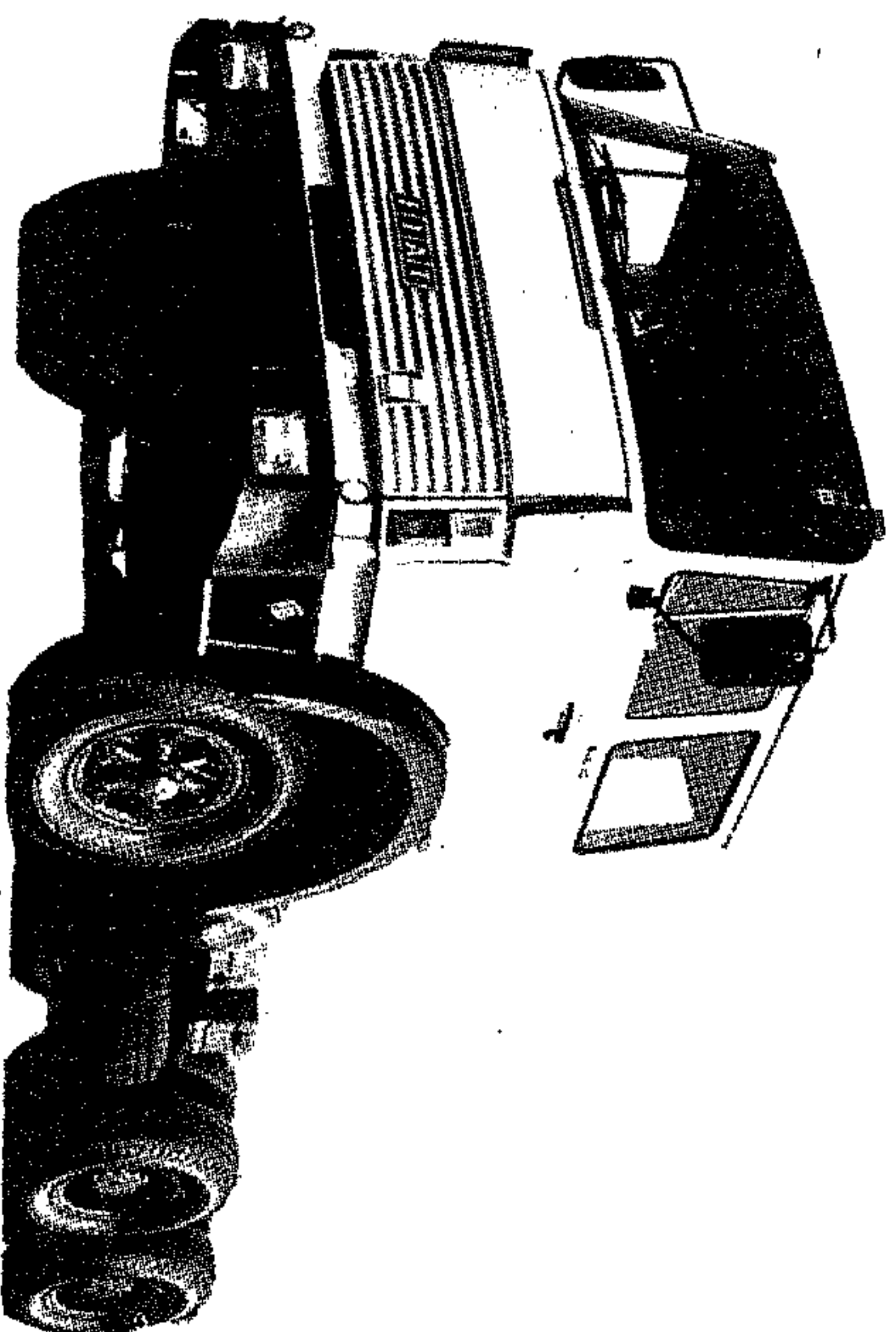
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"VRYSTAAT EN TRANSVAAL SENTRALE AANKOOPS KOÖPERASIE."

VETSACK

TAKES THE ROAD IN THE CAPPE



The Vetsak/Fiat range now includes the very luxurious Fiat 170 long distance truck tractor with 300 l fuel tank and a 4 x 2 and 6 x 4 version with 191 kW engine and 13-speed Fuller gearbox.

Also brand new from Italy on the South Africa market are the Vetsak/Fiat 300 PU and PC models. They are meant for short distance haulage and off-road work where they can be employed as tippers or truck tractors. They feature 191 kW engines with 8-speed gearboxes and axle ratios of 8,75:1 or 7,4288:1.

The Yanmar tractor range is of particular interest to a large sector of the industrial market, but whether it's Fiat or Yanmar we offer quality products at extremely attractive prices.

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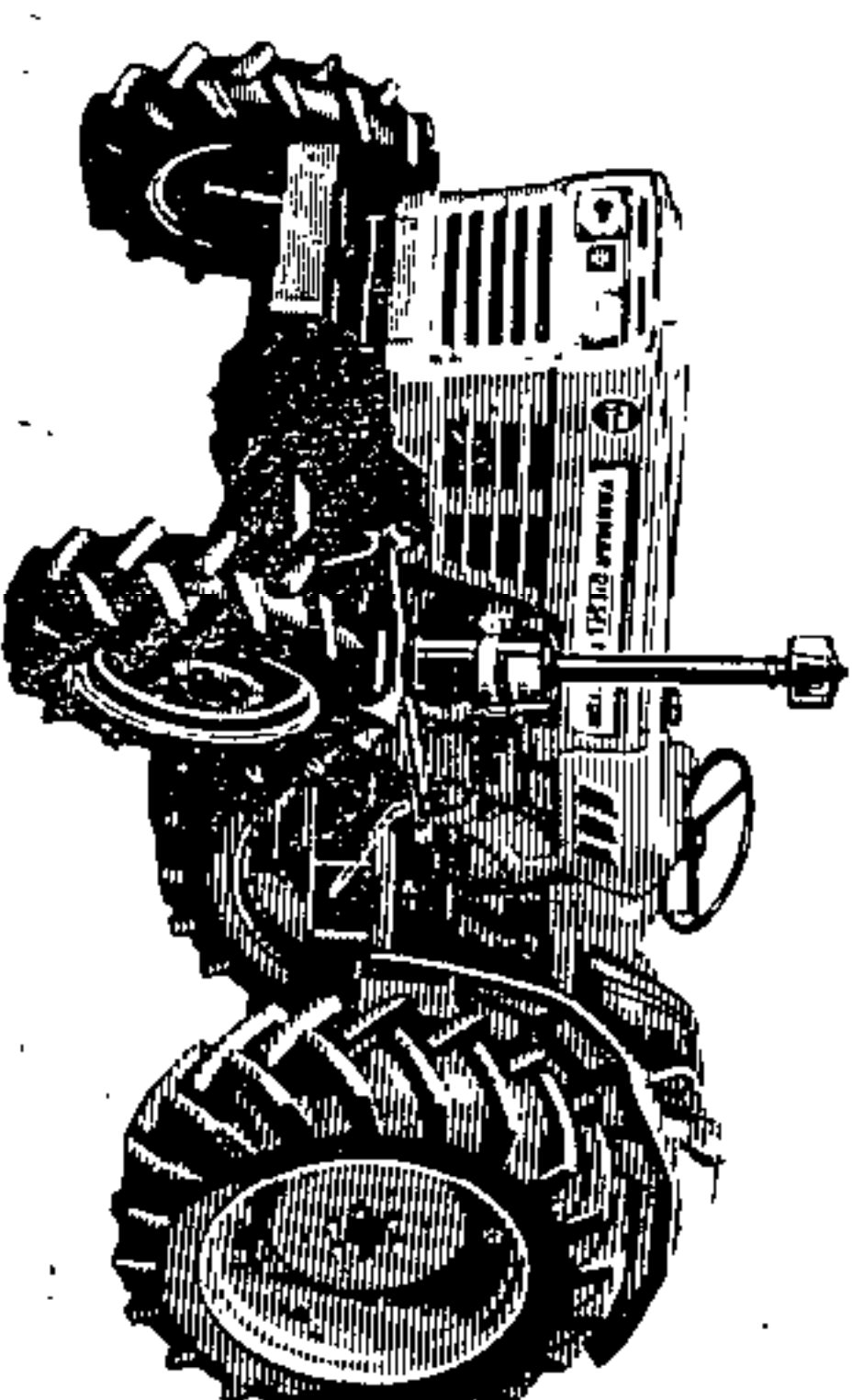
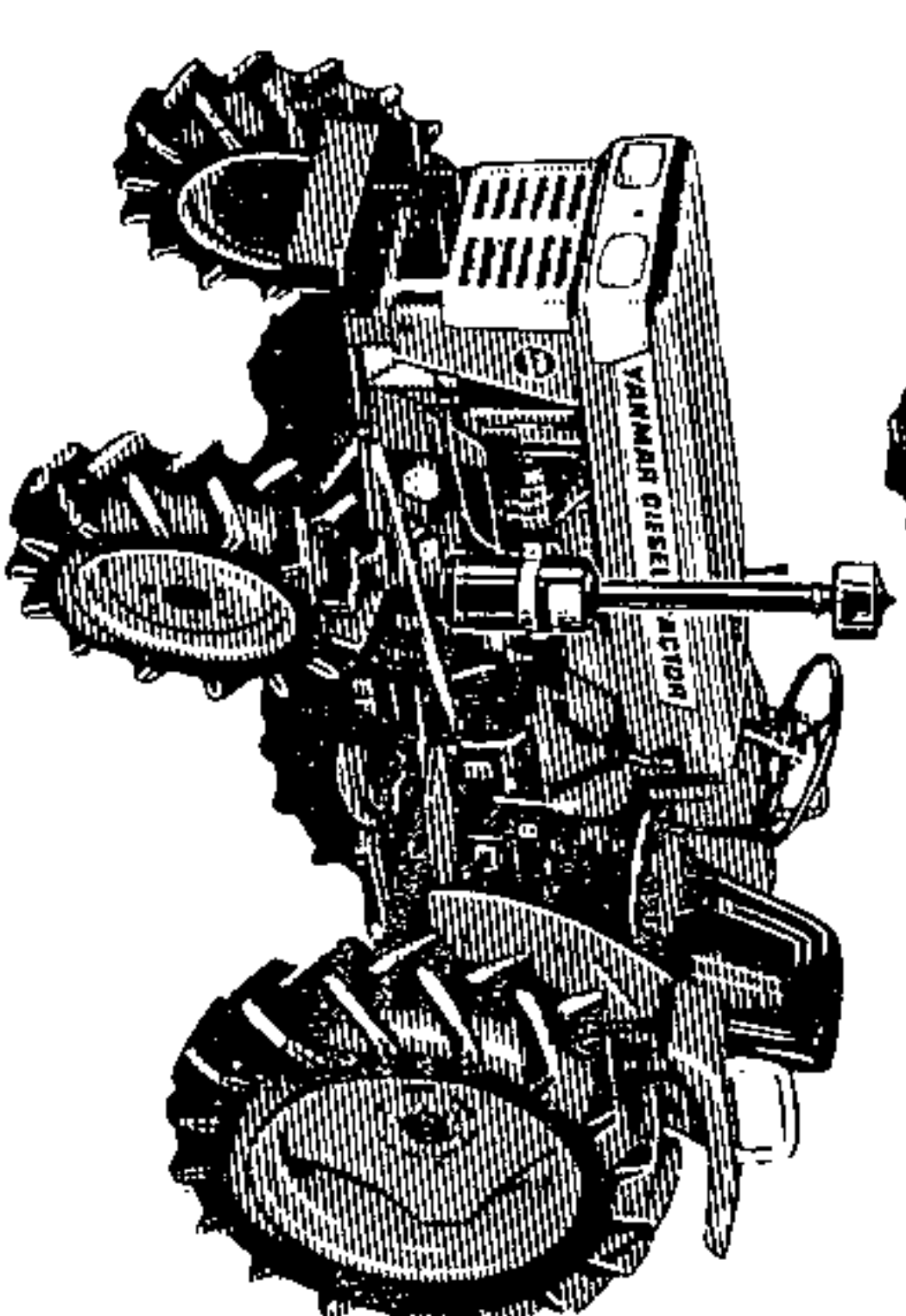
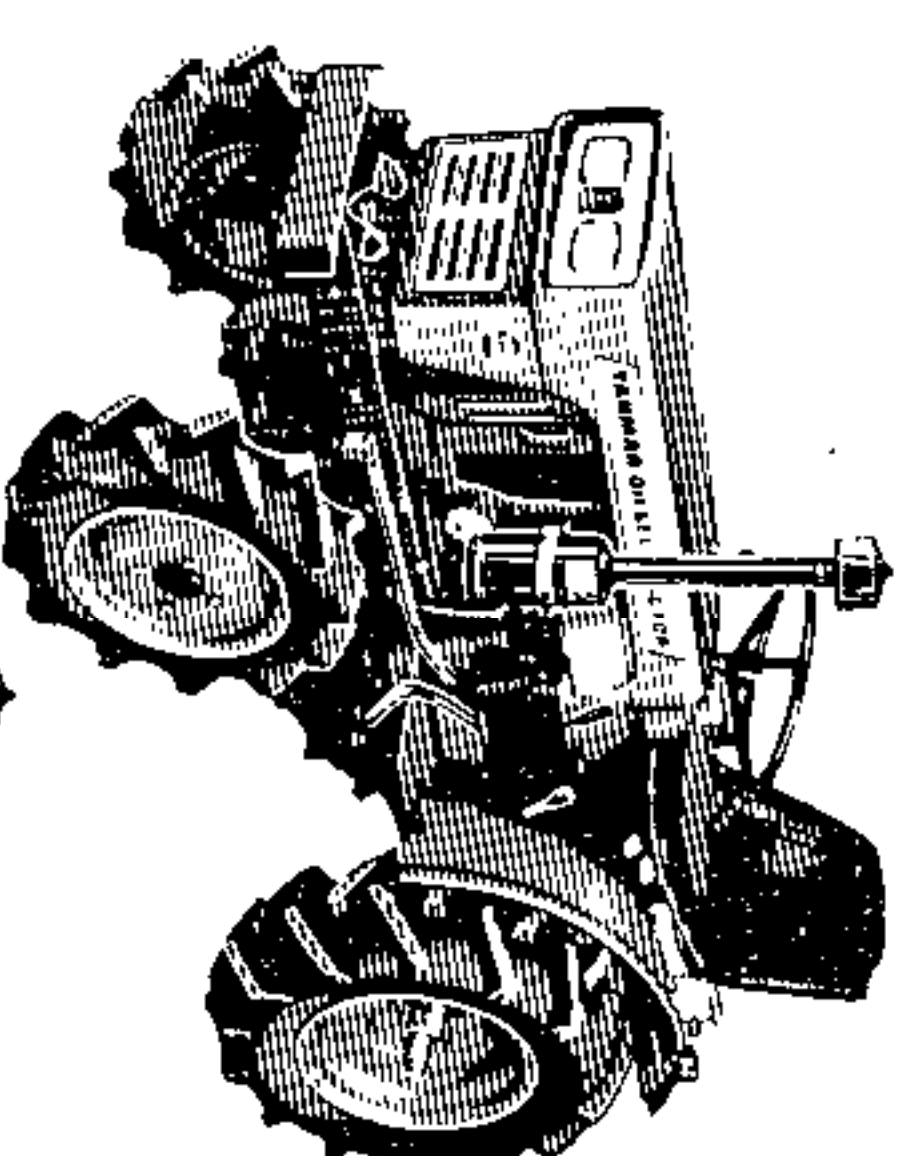


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- * Two and four-wheel drive/Twee- en Vierwiel aandrywing
- * 6-Speed/Speed
- * Diff Lock/Ewenaarslutter
- * Lift Capacity/Dravermoeë — 550 kg
- * 35 mm P.T.O./K.A.N.



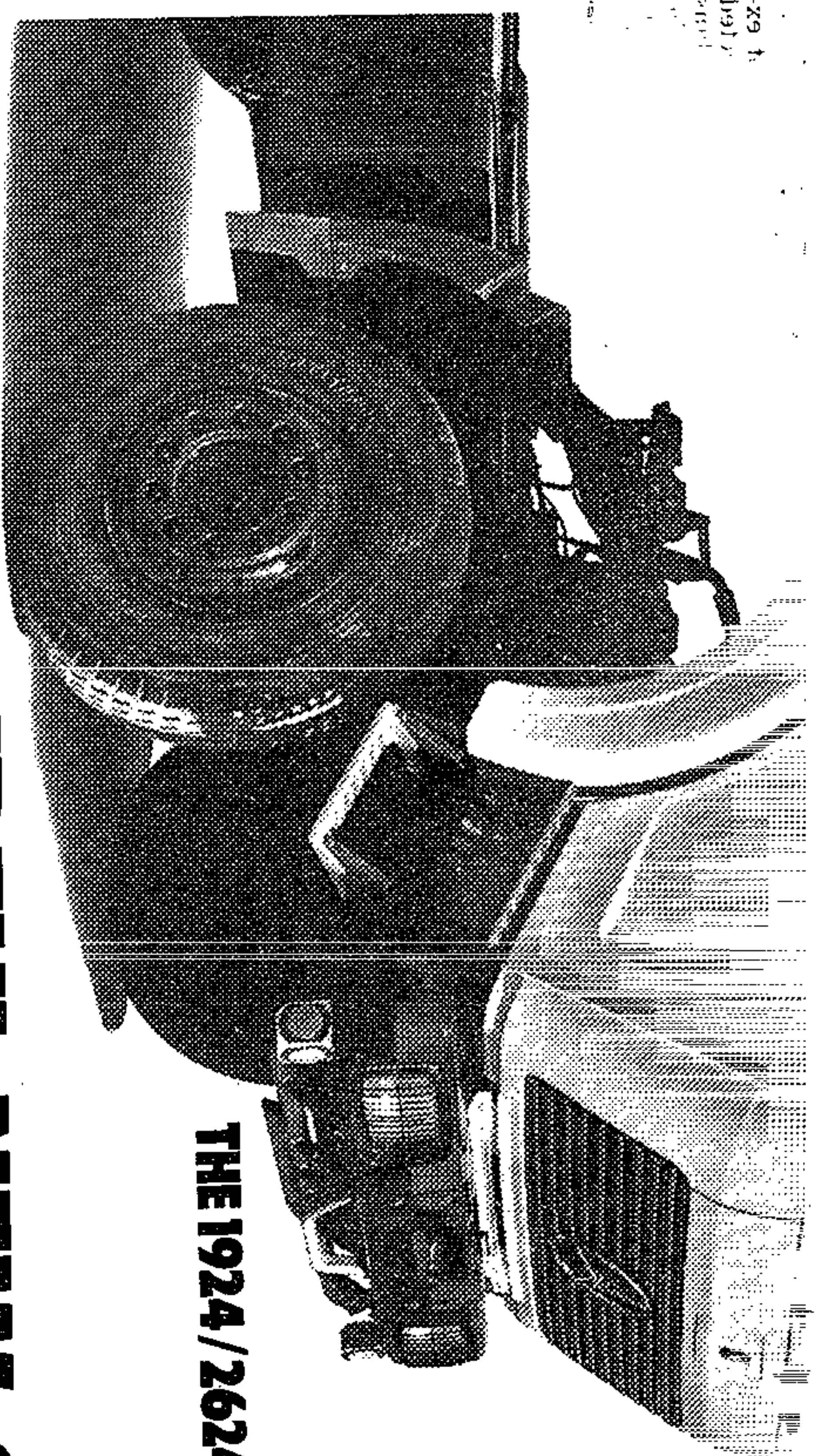
YM240D

- * 18 kW Diesel
- * Kat 1/Kat 1 Hidrouliese Hyser/Hydraulic Hitch
- * Twee-en Vierwiel aandrywing/Two and four-wheel drive
- * 8-Speed/Speed
- * Ewenaarslutter/Diff Lock
- * Dravermoeë/Lift Capacity — 650 kg
- * 35 mm K.A.N./P.T.O.

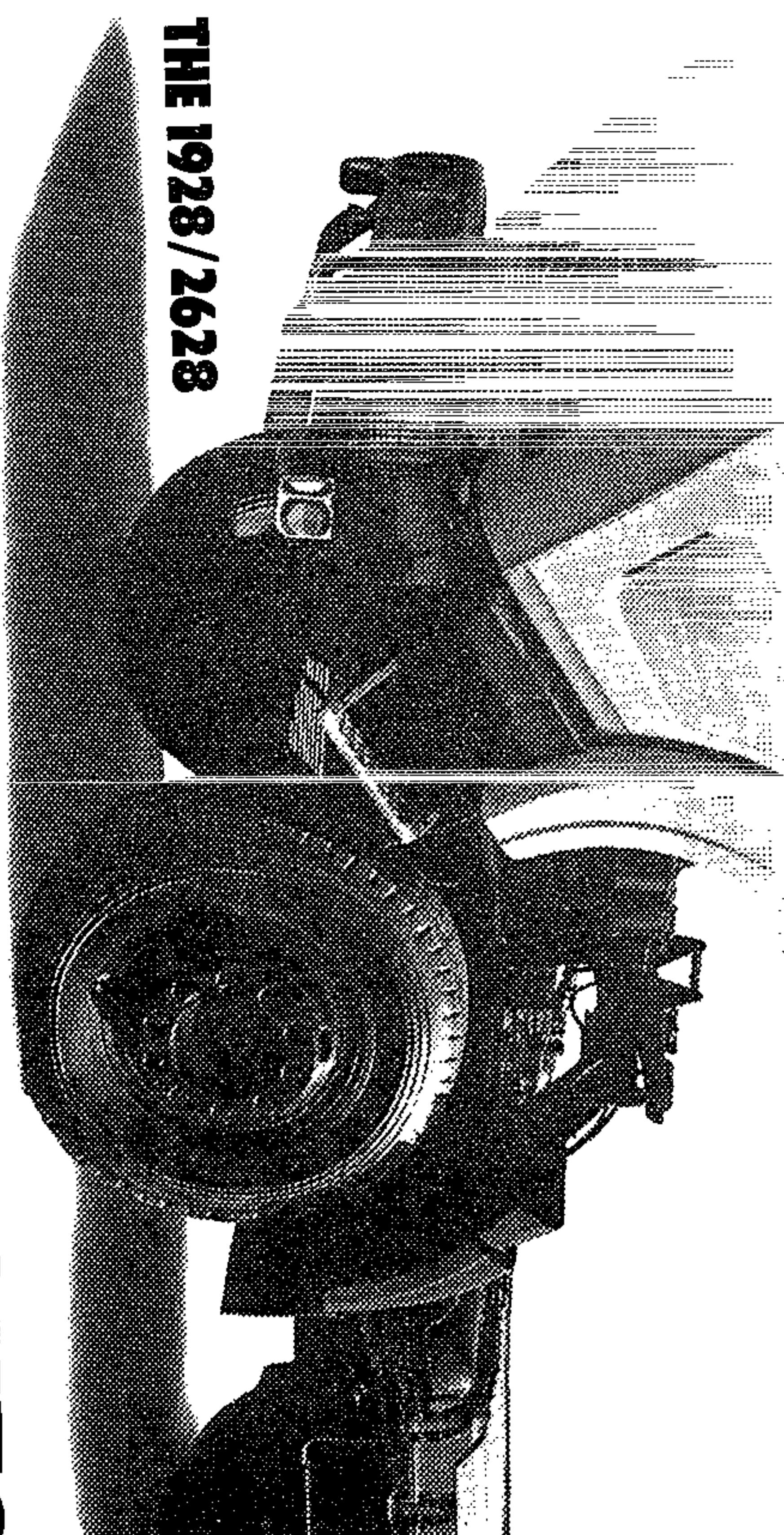


YM330D

- * 25 kW Diesel
- * Cat 1/Kat 1 Hydraulic Hitch/Hidrouliese Hyser
- * Four-wheel drive/Vierwiel aandrywing
- * 8-Speed/Speed
- * Diff Lock/Ewenaarslutter
- * Draft Control/Trekbeheer
- * 35 mm P.T.O./K.A.N.
- * Lift Capacity/Dravermoeë — 1300 kg



THE 1924/2624



THE 1928/2628

TWO POWERFUL NEW GENERATION HEAVYWEIGHTS FROM MERCEDES-BENZ MAKE THEIR BOW

An outstanding feature of these two new Mercedes heavies is the New Generation full forward control tilt cab, with all its associated advantages. These include improved visibility and thus easier manoeuvrability; parts interchangeability; standardisation of driver operation; and standardisation of maintenance procedures, cutting operating costs.

On the left, the 1924 (or, with double diff, the 2624). A powerful new heavy duty truck.

The 1924/2624 has much to offer you. A 6 cylinder in line OM 407 engine delivering 177 kW at 2 200 r/min. A 9 speed constantmesh gearbox. A GVM of 19 000 kg (1924) or 26 000 kg (2624), and a GCM of 41 000 kg (1924) or 43 500 kg (2624).

On the right, the Mercedes-Benz 1928 (or, with double diff, the 2628). Another powerful newcomer.

The 1928/2628 offers a 6 cylinder in line OM 407A turbo charged engine delivering 206 kW at 2 200 r/min.

A 9 speed constantmesh gearbox. A GVM of 19 000 kg (1928) or 26 000 kg (2628), and a GCM of 41 000 kg (1928) or 50 000 kg (2628).

Mercedes-Benz trucks are supported by a totally comprehensive range of services including factory guaranteed service exchange units, extensive dealer network and exceptional parts supply, Transport Consultancy and training.

Every Mercedes truck is powered by an engine selected for the ADE programme, and continues to be 100% a product of original design.



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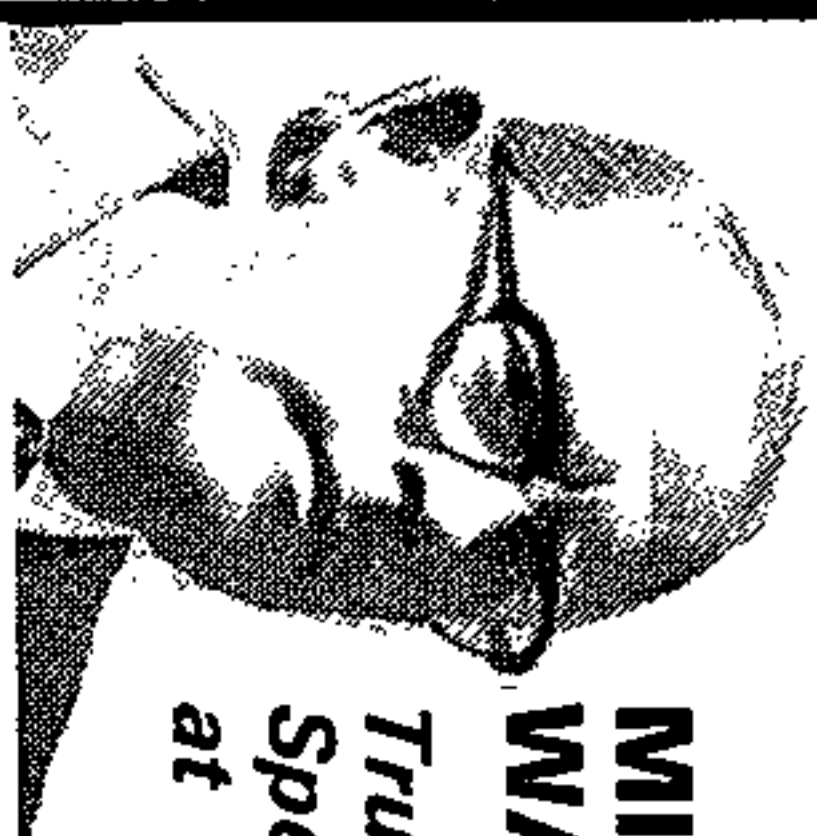
Scania truck wins drag race

A SCANIA LB 111 has just won the first truck drag championship to be held in South Africa. The race, sponsored by the magazine Truck & Bus, formed a part of the programme at a drag race Meeting at Taiton on September 18.

The Scania from the Strydom's Sand fleet was driven by Bertus Strydom and posted a time of 23.19 over the quarter mile with a top speed of 95 kph. In second place was Bertus's father, Arnie Strydom, in a Mercedes 1928.

At the course to assist in the preparing the two Scania entries, the LB 111 which won the race and an LBT 141, they were also there in case their skills were needed during the race itself.

The reaction of the crowd to the "heavies" was so positive that a championship to be held over a number of meetings, is being planned for next year. Truck drag racing has proved extremely popular in both the United States and Australia.



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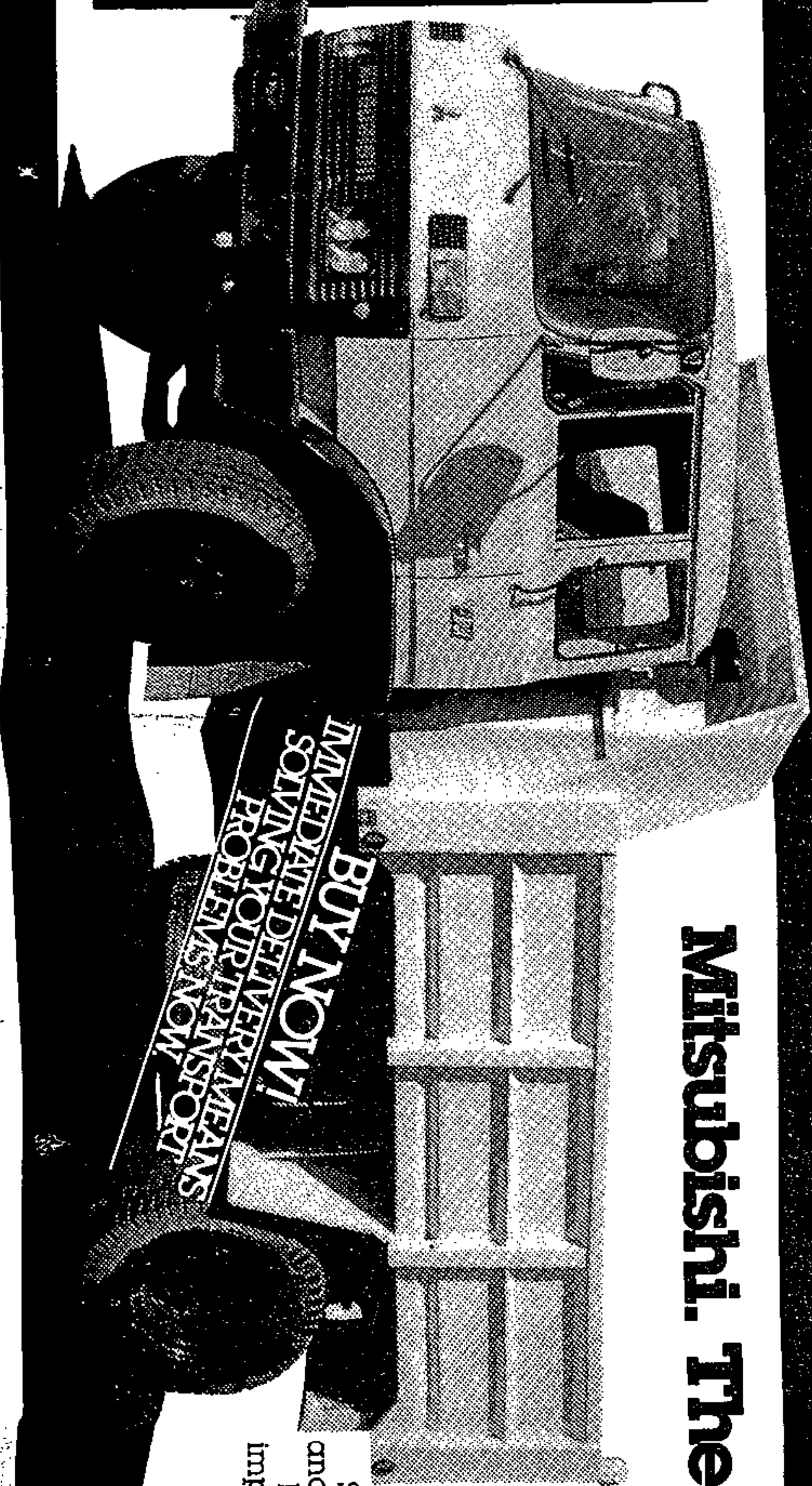
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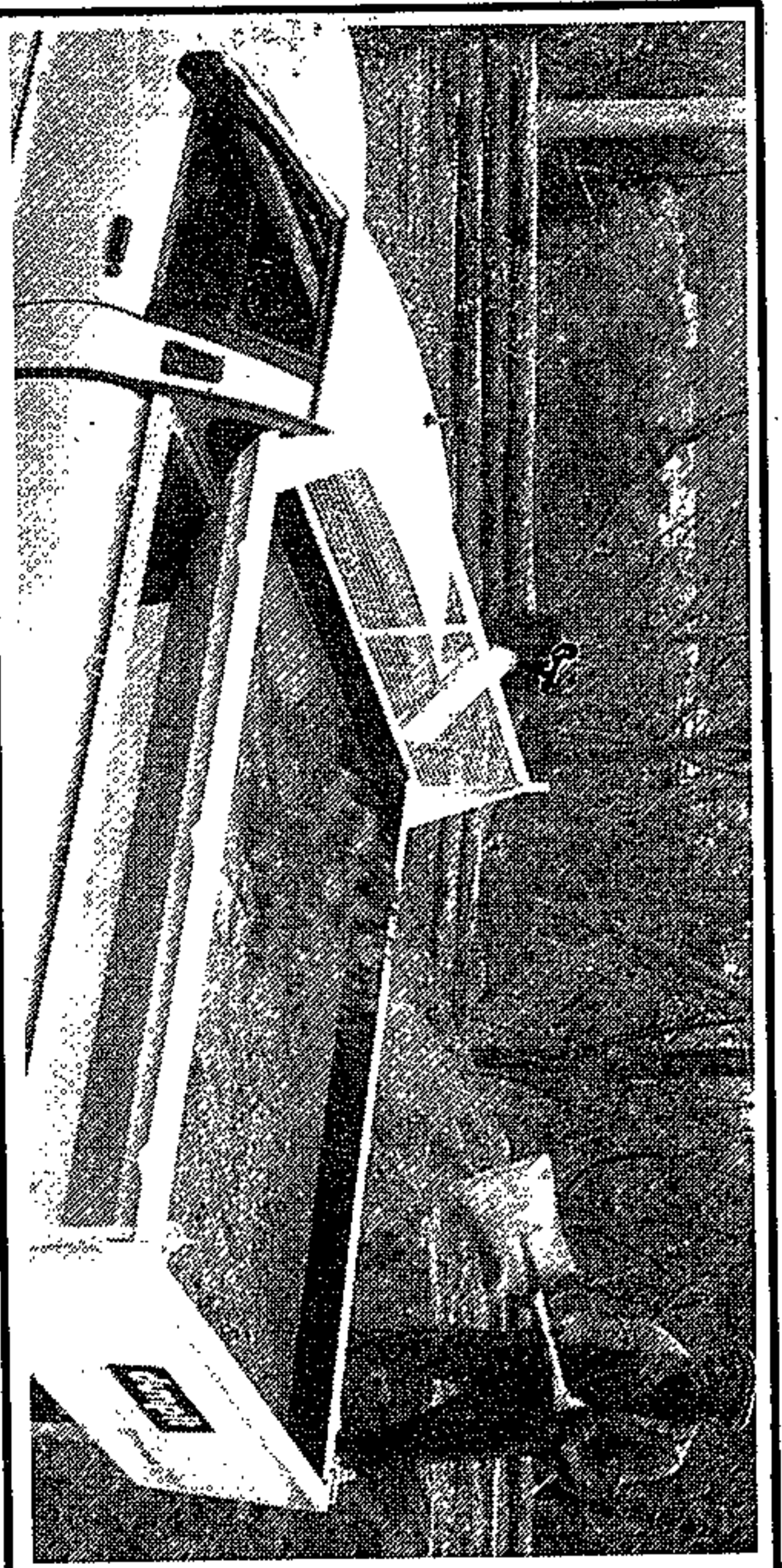
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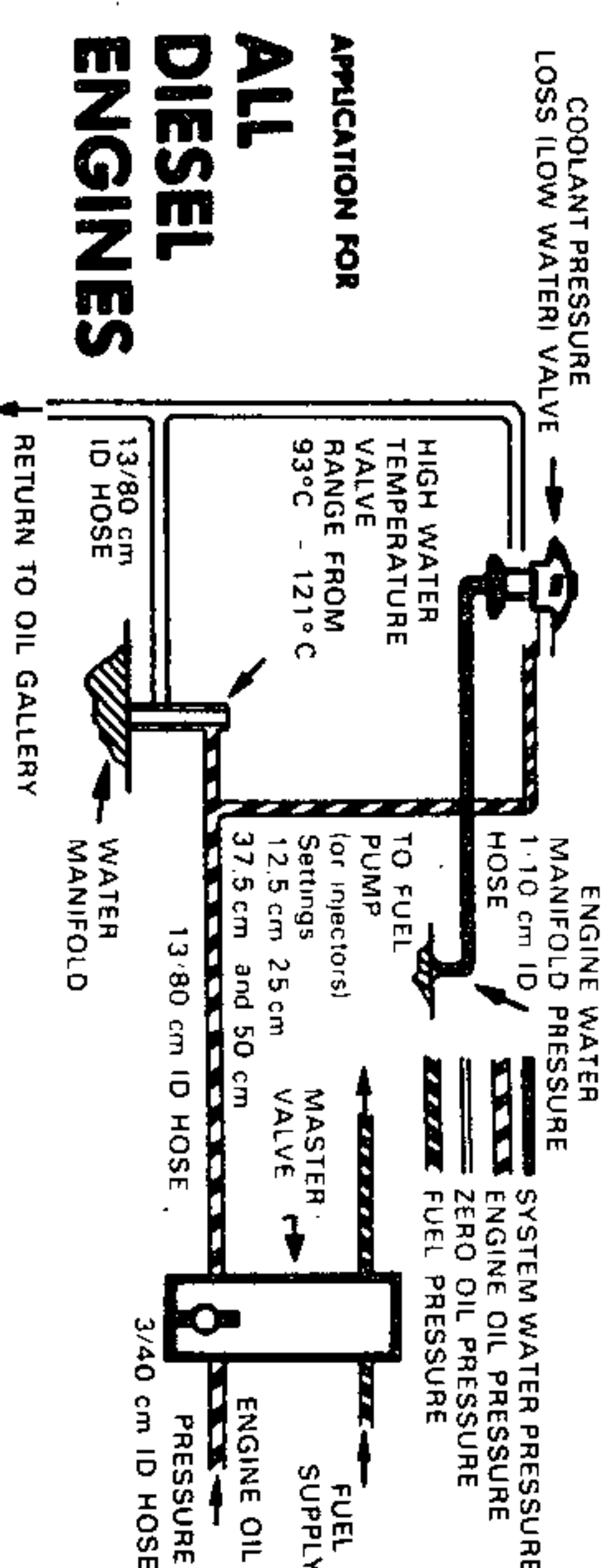
● The Dumpit 600 fitted to a Ford Cortina bakkie.

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Bakkie tipper a first in SA

FOR the first time in South Africa an inexpensive hydraulic tipper conversion is now available for the some 350 000 bakkie owners. A unique feature is that the tipper body is removable and offers tremendous versatility to builders, farmers, truck rental companies and garden services.

The Dumpit range of tipper, manufactured by CI Trailers, Pinebown, and marketed through a nationwide dealer network are available in four sizes — Dumpit 600, 700, 800 and 900 (from just under 1 m³ one cubic metre to more than 2 m³) for bakkies and trailers with payloads up to two tons.

Bakkies and two-ton payload light trucks account for 80 percent of the annual commercial vehicles sales in South Africa. The removable Dumpit 600 and 700 will fit the full range of one and 1.5-ton bakkies manufactured in the Republic, while the longer Dumpit 800 and 900 removable are suitable for two-ton flatbed and dropside models.

CI Trailers has the exclusive rights in the Republic for this British developed tipper system.

A two-ton tandem axle Dumpit trailer will also be manufactured.

The carrying vehicle needs no alteration for installation. The conversion takes an hour as there are only four bolt holes to drill and two wires to connect to the power supply.

The unique aspect is that the Dumpit body can be re-

moved or re-fitted in a few minutes, offering tremendous versatility and obvious economies through operational flexibility.

Prices range from R1 720 for the Dumpit 600 to R1 985 for the 900 model. The Dumpit 900 trailer costs R4 130.

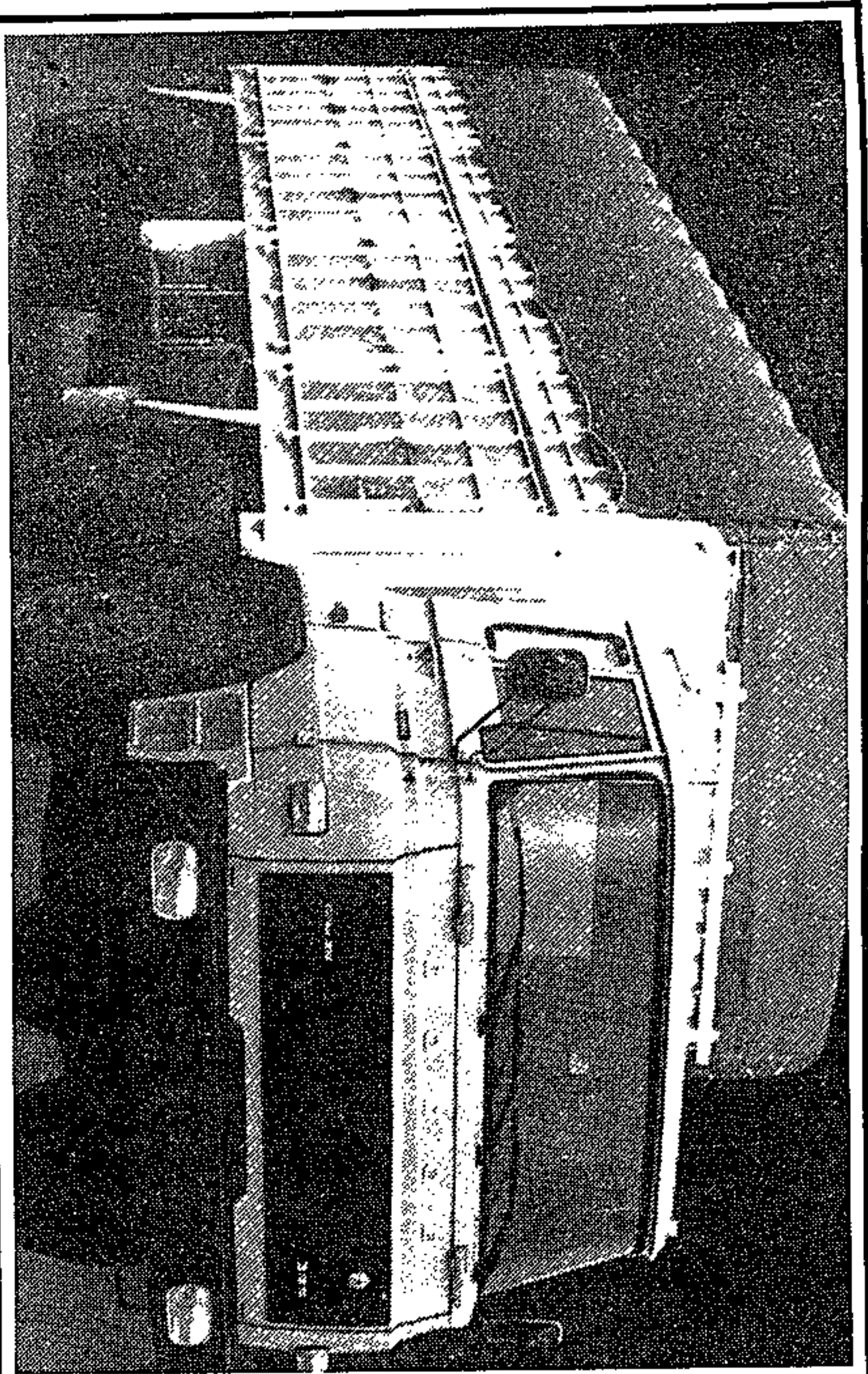
The tipper bodies are light, yet extremely strong and are purpose built on a production line basis with welded steel and fabricated members.

The Dumpit trailer comes complete with rear dump jacks and electric. The four-wheel, close-coupled high speed unit enables loads to be moved with any suitable vehicle.

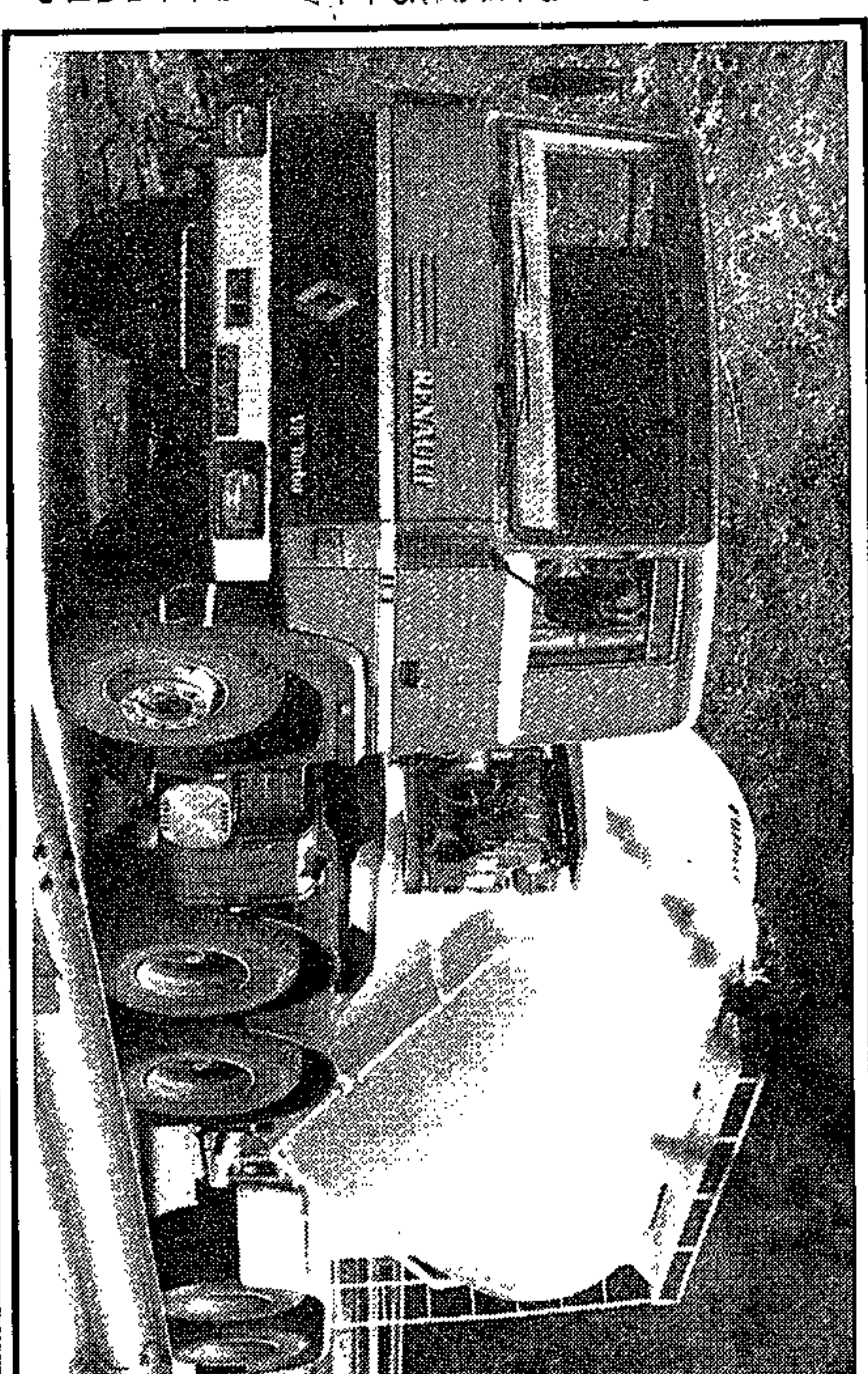
In use, the Dumpit tipper body protects the main bakkie body from damage, and enables loads to be moved with speed and dumped in places not accessible with larger dump trucks which can cause surface damage.

There is virtually no loss of body capacity, and Dumpit saves valuable time and backbreaking labour as the hydraulic scissors movement raises the tipper body to 45 degrees and lowers it in seconds. The scissors design results in a particularly low centre of gravity.

Control is through a single lever or cab mounted electric solenoid switch. The motor delivers 14 500 kPa to a heavy duty hydraulic ram suitable for vehicles (and trailers) with payloads up to 2,25 tons.



● Above and below: Two of the units produced by Renault Vehicules Industriels, the lorry-producing subsidiary of the Renault group.



Renault buys shares in lorry firm

RENAULT Vehicules Industriels (RVI), the lorry-producing subsidiary of the Renault group, has just bought from the Peugeot group 50 percent of the capital of Dodge Trucks (Europe), the heavy-lorry subsidiary of Talbot, one of the three brands controlled by the firm Sochaux.

Already ceded to Peugeot a few years ago by the American group Chrysler, Dodge (Europe) produced a turnover figure of 2 million francs in 1980 and turned out in the same year 12 000 trucks in the two European countries where it is mainly implanted — Britain, where Dodge has four factories and covers 10 percent of the market for lorries of more than 3,5 tons, and Spain, where it controls 45 percent of the market for trucks of more than 12 tons.

This potential is even more appreciable for RVI in that it is precisely these countries which were inefficiently exploited by the "Régie Renault" until now. This extra share will also increase the overall capacity of RVI which will now reach an annual turnover figure of some 15 billion francs with a production of some 60 000 trucks of all categories, with a staff of some 30 000 workers.

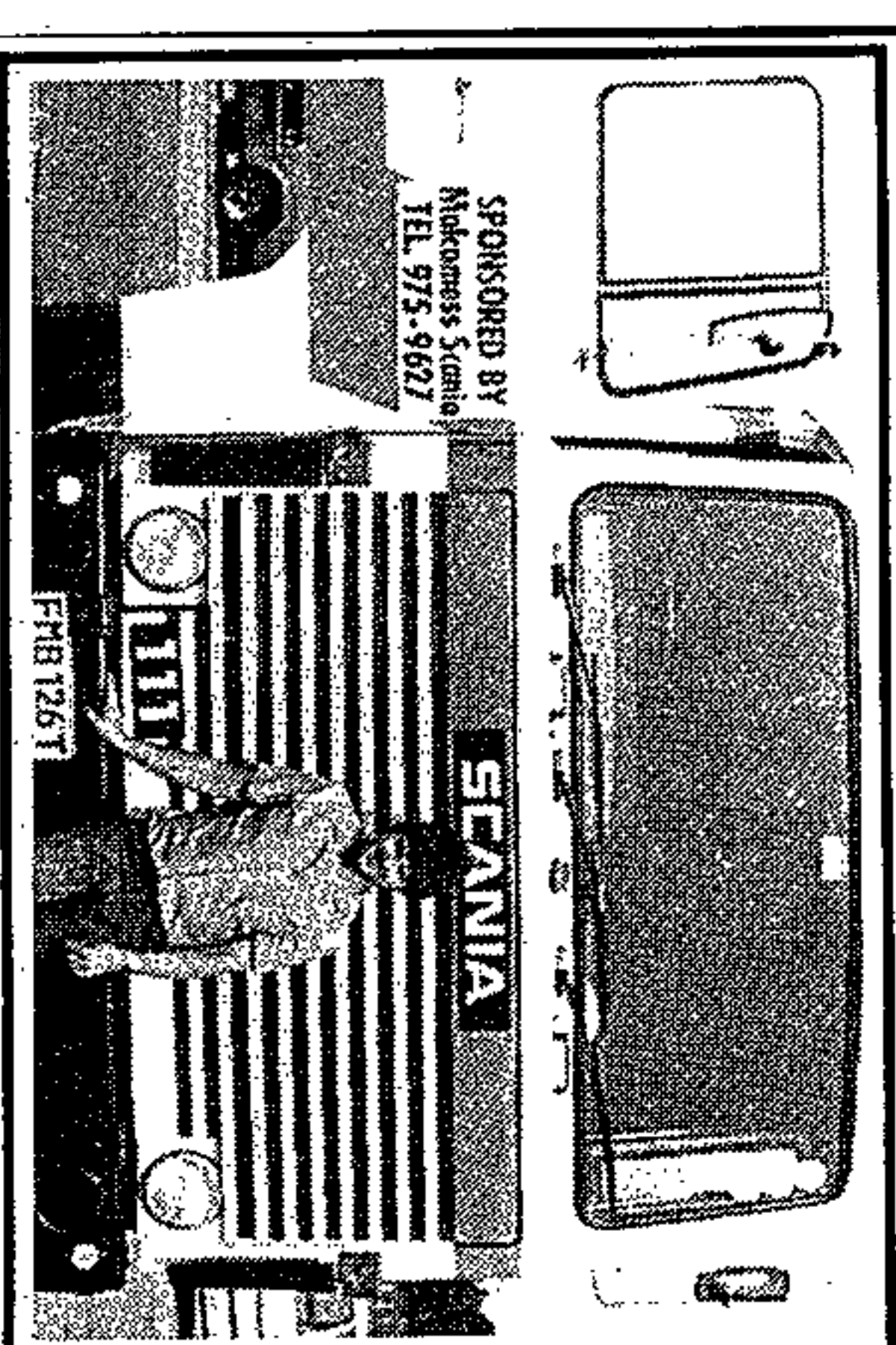
It must however be recognized that RVI will still be far from equalling the performances of its principal rivals, for the European No 1, Mercedes (Germany), produces more than 135 000 trucks a year and the No 2, IVECO, controlled by the Italian Fiat, makes more than 100 000 trucks a year.

Although it has not been officially divulged, the price of the transaction was believed to be between 100 and 150 million francs. RVI's objective is obviously to enlarge its share of the market in Europe. It will henceforth attain 12 percent of the market of industrial vehicles of the old continent, with an average penetration of 45 percent in France, 26 percent in Spain and 11 percent in Britain.

Apart from the volume obtained, Renault hopes to rationalize the components of each of its brands and of its suppliers, develop sales and increase the number of sales points, and improve overall marketing at the European level. The result should be lower running costs, a better competitiveness and a general improvement in sales after a few years.

RVI appears to have the necessary weapons for carrying out this operation successfully. The heavy-trucks subsidiary of Renault has already succeeded in unifying in a single brand the two firms, Saviem, a former subsidiary of Renault, and Berliet. After a few difficult years, this group has been re-organized and has recovered a healthy growth.

To face up to the international competition, which is intensifying all the time, RVI has to make sure of calling on all the human, technical and financial resources so that this integration can take place in the best possible conditions and enable the group to consolidate in a lasting way its position as No 3 for heavy trucks in Europe.



● Bertus Strijdom with the Scania LB 113 that won him the truck and bus driving championships.

Isuzu launches stylish 'wagon

FOLLOWING hot on the heels of the highly-successful Isuzu KB Bakkie launch at the end of June comes another winner from the Japanese arm of General Motors — a new four-wheel drive station-wagon which will be available in South Africa at the end of this year.

Already GM dealers through the Republic report phenomenal interest and many orders have been placed although only a few experimental vehicles have been imported to date.

So what is so special about this new vehicle?

It's rugged yet stylish, durable yet comfortable, lightweight yet powerful and is built with day-to-day economy in mind. The four-wheel drive Isuzu Trooper is equally at home in rugged terrain or in comfortable city conditions. Handling and manoeuvrability are what you would expect from a passenger car and its slick lines belie the durable frame. Suspension and four-wheel drive train are designed for the challenge of rugged country terrain. Fuel economy, too, makes it a practical vehicle for city or country, especially if it will sometimes be used for light delivery work.

Architects, engineers and other professionals will find it ideally suited to their diverse job needs, especially on muddy construction sites.

Yet families who can't wait to get out into the country, will find its sporty appeal equally in keeping with their spirit of adventure. For

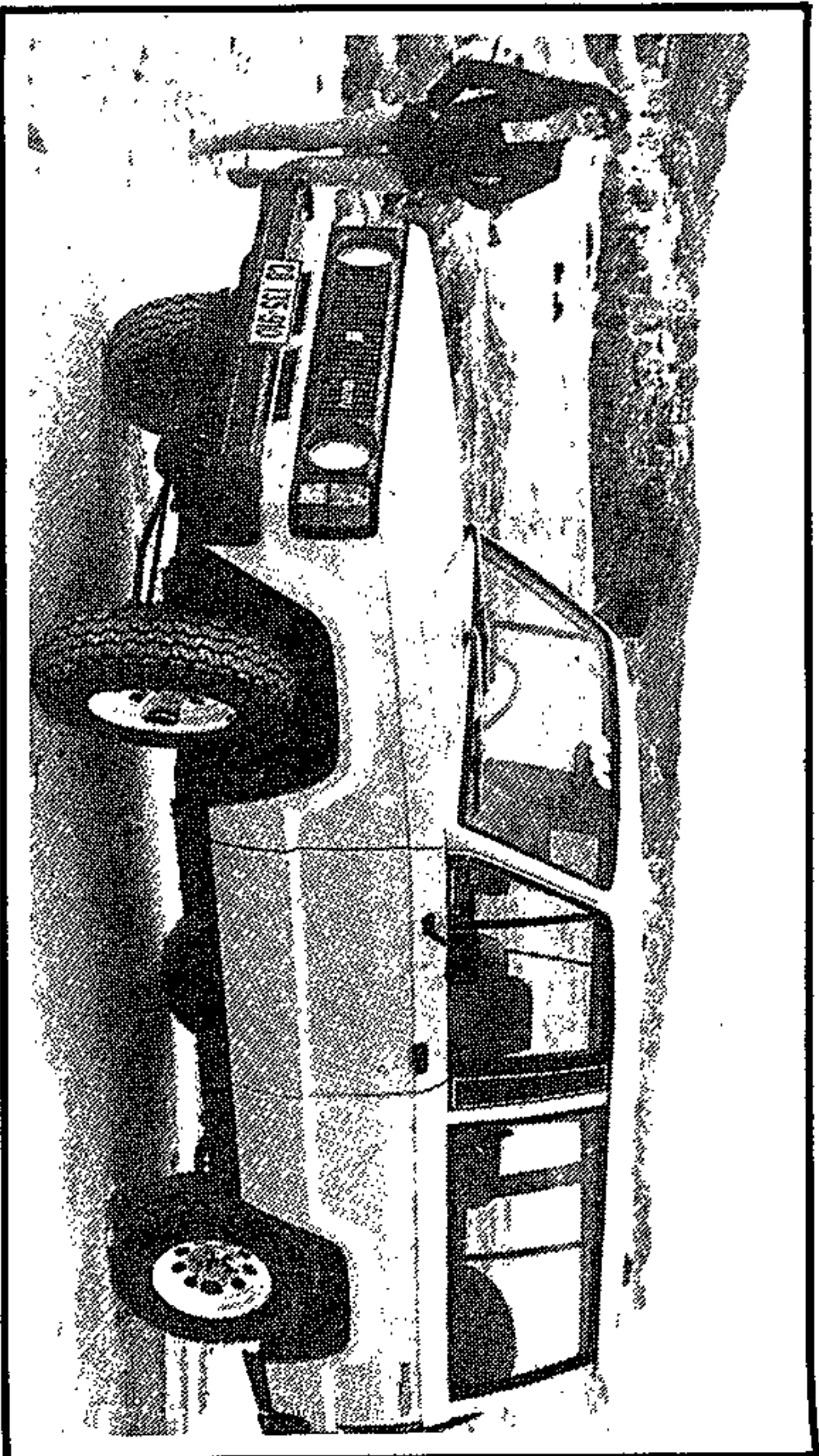
hunters, fishermen, campers and other lovers of outdoors, the Isuzu Trooper will make getting there half the fun.

The Trooper, which will cost about R13 800 (almost R10 600 less than comparable vehicles), will be equipped with a diesel or petrol engine. The petrol engine is up to the performance demands of both a working or recreational Trooper, yet it offers good fuel economy as well, thanks to its specially designed combustion chamber and intake ports.

The total engine displacement is 1 494 cm³. Rated at a maximum output of 88 PS at 4 600 rpm and maximum torque of 14.3 kg at 3 000 rpm (DIN), this engine is designed to deliver under the rugged conditions of extensive four-wheel drive operation.

The alternative engine answers a growing demand for the economy of diesel in a smaller engined class. The diesel engine not only offers high output and good fuel economy, but its response is what you would expect from a petrol engine. Even at high speeds, it is free of the noise and vibration problems normally associated with diesel engines. With its output rated at 61 PS at 4 000 rpm and a maximum torque of 13.3 kg at 2 200 rpm (DIN), it's up to the demands of extreme operating conditions.

Good sales of this unit are expected by GMSA, which sees the Trooper as being highly competitive in a somewhat limited market.



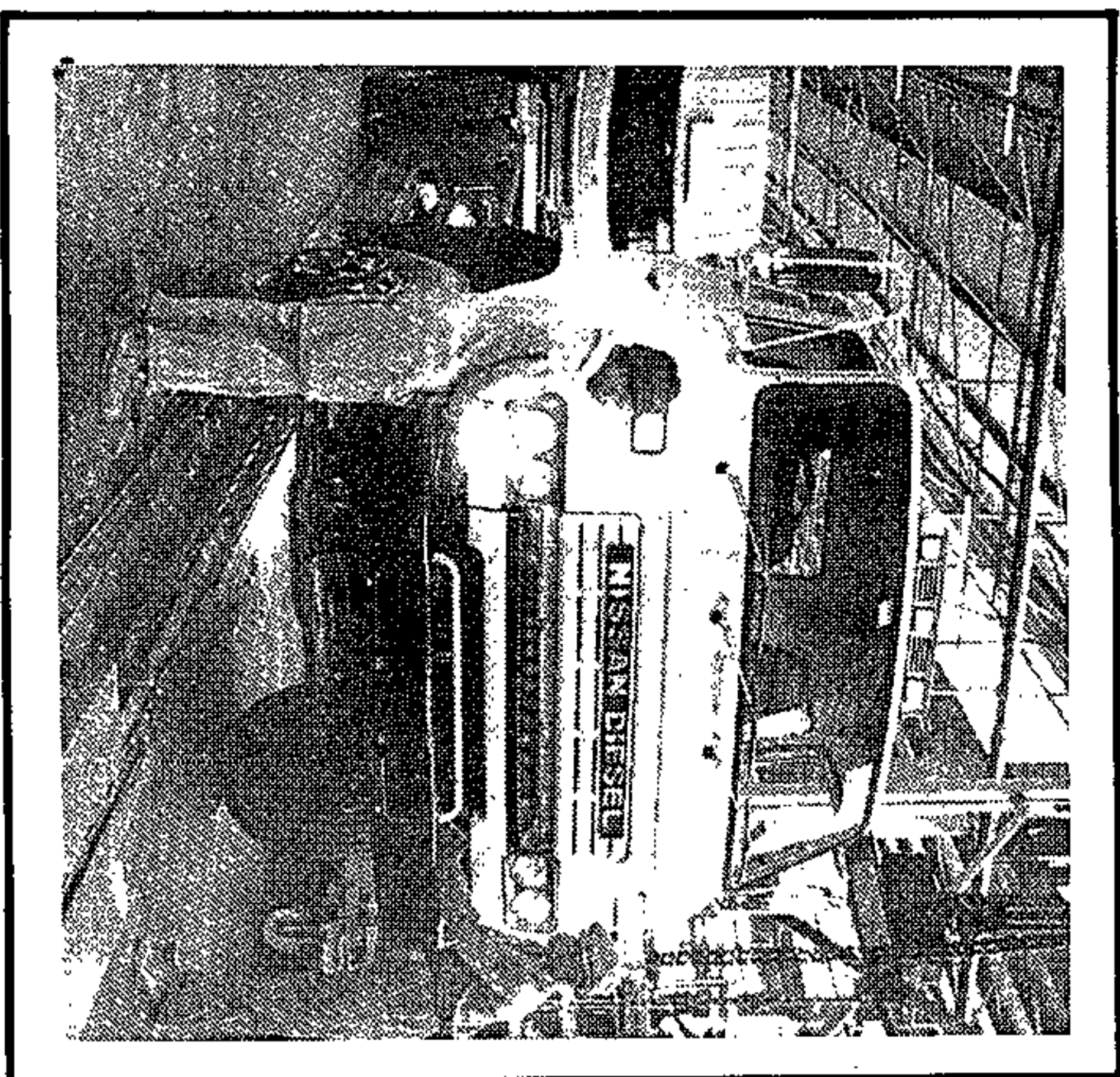
● The new Isuzu four-wheel drive station-wagon.

Truck plant nears peak

PRODUCTION at Nissan's new Magnis heavy truck facility is already averaging close on 250 units a month and is expected to reach its peak of 400 units a month from June 1982. This represents a substantial increase from the average figure of 180 units a month in 1980.

Once full production capacity has been reached, the company is setting its sights on a 22 percent market penetration overall in 1981, although Datsun-Nissan is only represented in three categories — 10 000 to 12 500 kg, 12 500 to 15 000 kg and 20 000 kg and over.

Nissan heavy trucks showed an increase in market penetration of 800 units in 1980, and came fourth overall in the heavy truck market. The Magnis facility is a highly sophisticated and modern one which produces

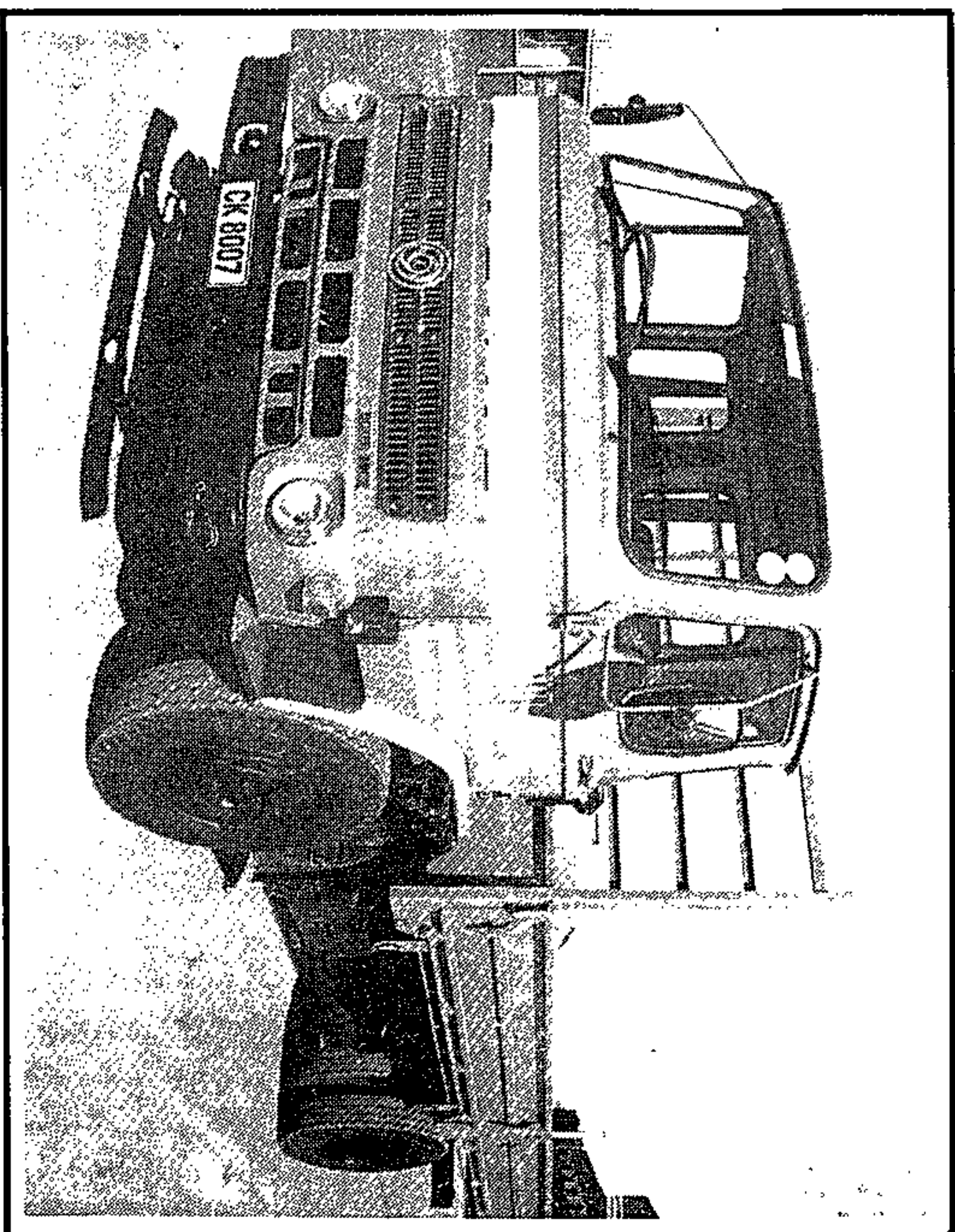


● Datsun-Nissan's new Magnis heavy truck facility.

Leyland supplies engines for project

LEYLAND South Africa has again achieved another first with the advancing Atlantis Diesel Engine project by being the first South African truck manufacturer to supply ADE with an Atlantis engined Boxer 12.09 Mark II model.

The Leyland Boxer 12.09, which is the new designation for the ADE-engined vehicle, is fitted with the Atlantis model 6-354.4 engine with a displacement of 5 800 cm³. It drives through a Turner five-speed synchromesh gearbox. When the ADE project commenced, Leyland South



● An Atlantis engined Boxer 12.09 Mark II model.

also manufactured the country's first bus fitted with an approved Atlantis diesel engine.

The Leyland Victory Mark II ADE-engined prototype routes to test the new bus, has been put into service with Putco and will be used on the most demanding routes to test the new bus.

Leyland secures R4,5 m bus orders from Durban board

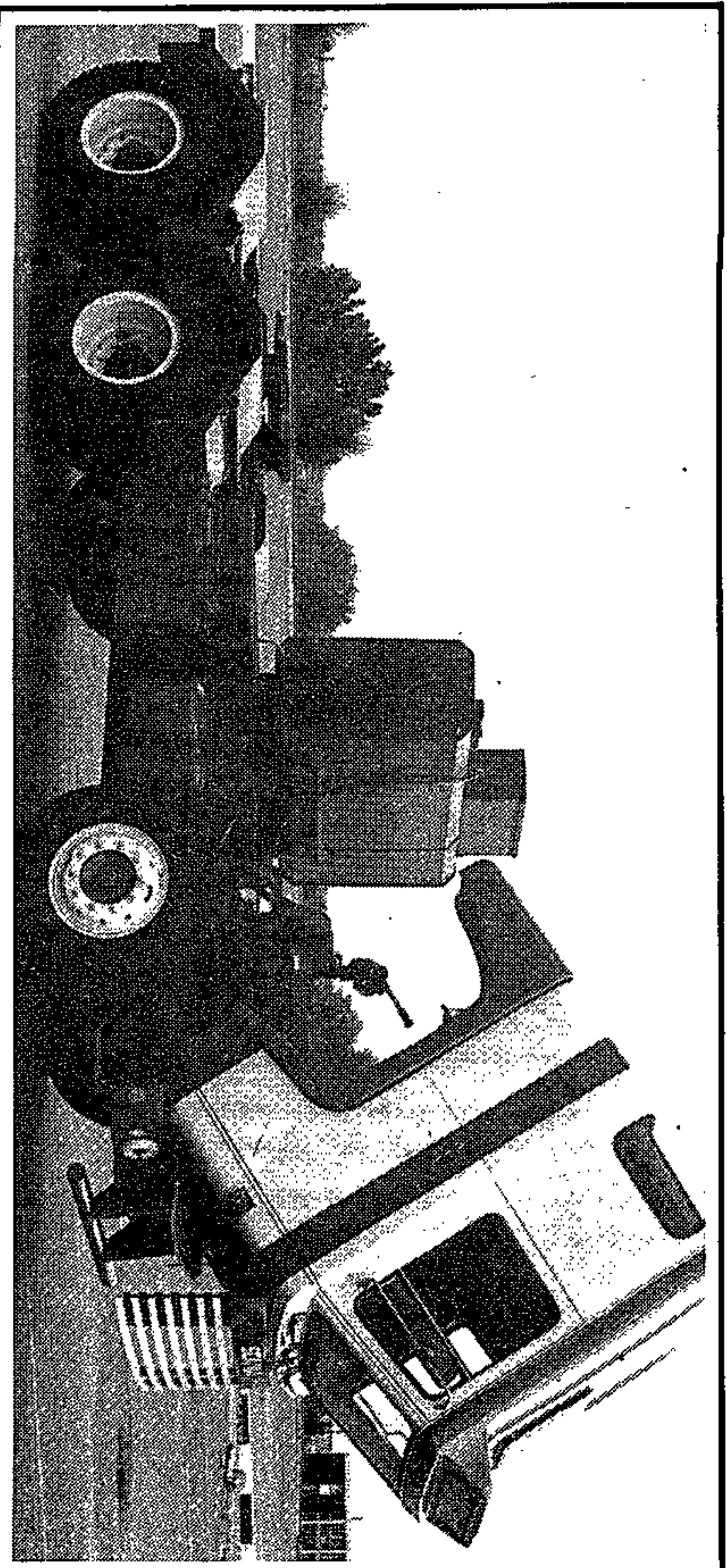
LEYLAND South Africa (Pty) Ltd has been successful in its tender for the supply of 60 Leyland Victory Mark II buses, valued at over R3 million, to the Durban Transport Management Board.

This contract follows an order placed in February by the board for 30 identical buses valued at R1.5 million. The first 12 buses of the initial contract have already been delivered and are in service well ahead of the delivery time specified. The balance of the initial order will be delivered before mid-June. Delivery of the 60 buses in terms of the latest contract will be completed

fitted with all aluminium bodies expected to significantly increase body life.

Leyland Victory buses have become a vital factor in South Africa's urban and rural transportation system. There are over 6 000 of them operating throughout the country and over 800 on order by major fleet operators. They transport more than 600 million people over approximately 300 million km each year.

The Leyland Victory Mark II buses are the result of constant improvement and development by Leyland SA and form the backbone of the country's major fleet operators, including Putco, United Transnet and City



● The 60 degree angle tilt of the Scania cab exposes the turbocharged diesel engine. The cab is secured by three locking devices.

Malcomess-Scania achieves successes

MALCOMESS-SCANIA (Pty) Ltd, the company with a 60 percent South African shareholding, offers a vehicle with a 27 percent local content.

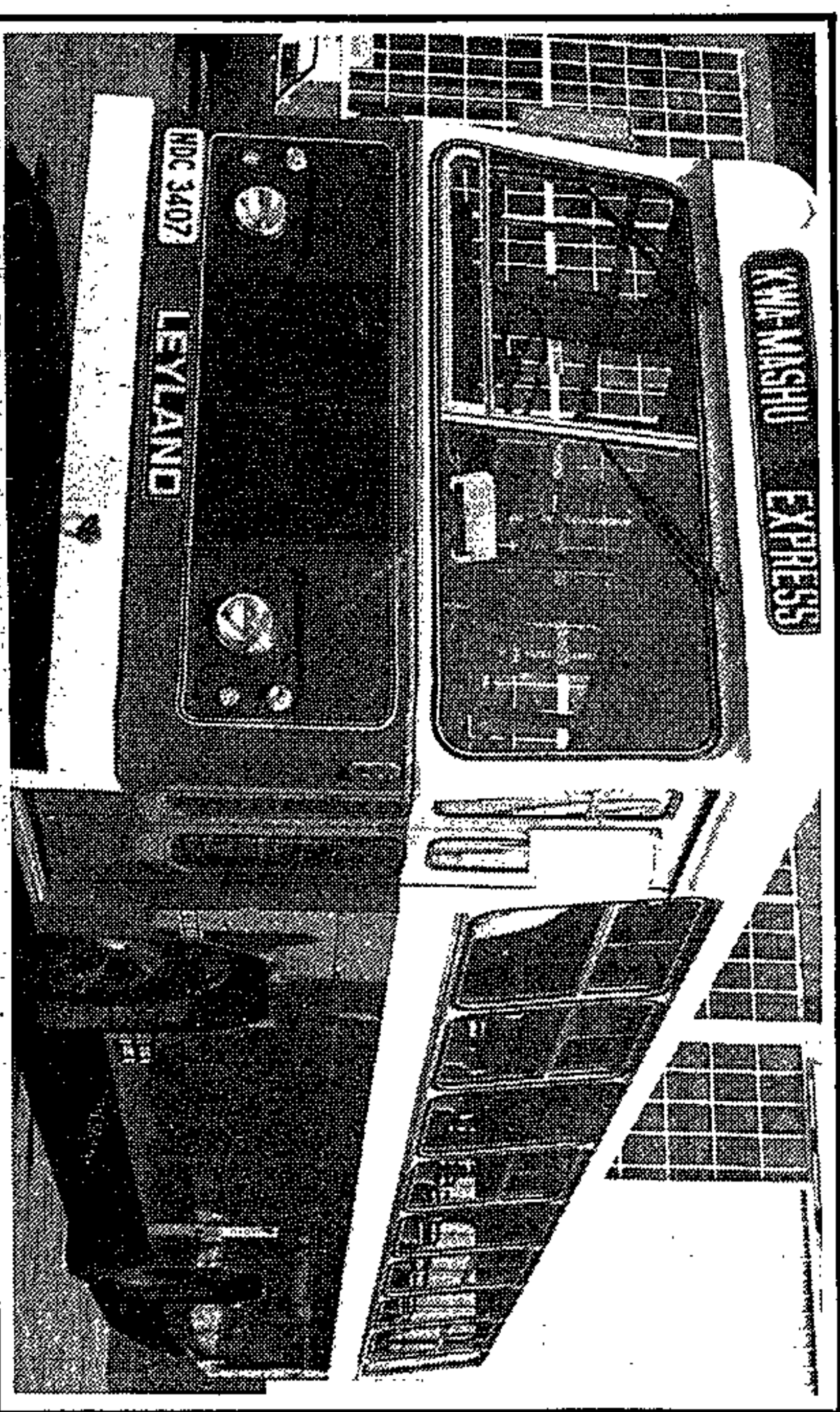
Recent successes, achieved mainly through radical changes introduced by the managing director, Mr. Erno Lentonen, when he took up his appointment

in the Scania line-up is the LB1 141, Scania's biggest and most pricey truck. The 141 is fitted with a 14 l direct injection turbocharged four-stroke diesel engine, having a net-rated kilowatt factor of 276, producing 1 480 mm of torque at only 1 300 rpm.

What is particularly noteworthy about this vehicle is that unlike normal "V" configuration engines, next

The baby in the Scania range is the LB81 and it is currently filling a gap in the market created when one of the competitors withdrew its model in this range. The vehicle is a 151 kw vehicle having a gross vehicle mass of 16 500 kg and a gross combination mass of 32 000 kg. It is suitable for use as a four-axled articulated unit with a payload of approximately

Going down the scale from the 14 l is the LB 111 series. The LB 111 is a 4 x 2 truck tractor having a kilowatt rating of 224, a gross vehicle



● Durban Transport Management Board recently took delivery of the first of 60 Leyland Victory Mark II buses.

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The buses will be boarded by Busaf in Port Elizabeth and five of the units will be

ADE engine in Leyland bus

LEYLAND South Africa has manufactured the country's first bus fitted with an approved Allison diesel engine.

The Leyland Victory bus is also the first South African manufactured bus fitted with an Allison engine to go into service with a major bus fleet operator in the Republic.

The Leyland Victory Mark II ADE-engined prototype bus will be put into service with Pucco immediately and will be used on the most demanding routes to test the new bus.

also form the mainstay of the Durban Transport Management Board bus fleets and Victory buses are in service in Natal and Ciskei with Empangeni Transport, Kwa Zulu Transport, Ciskei Transport and South Coast Bus Service.

During 1980 the Victory Mark II was the country's largest selling bus, a total of 600 being sold by Leyland to secure nearly 40 percent of the total South African bus market. Over 300 Victory buses have already been delivered during 1981.

The Durban Transport Management Board has a fleet of 340 buses including such models as the Leyland Worldmaster, Leyland Kudu and Leyland Swift buses. Many of the buses have already proved their durability as the board has had

orders for increased demand for its black service. At present the board transports 72 million people over 24 million km.

developments within the company including the building of new premises in both Natal and the Cape. The most popular vehicle

The vehicle has a manufacturer's gross vehicle mass of 26 500 kg, a manufacturer's gross combination mass of 70 000 kg, and is eminently

tion of 48 metric tons. This series also comprises of 6 x 2 units, having a gross combination mass of 48 tons, as well as a 6 x 4 vehicle.

pect to be seriously affected by the ADE project. Plans for the incorporation of the ADE engine into the Scania vehicle are well advanced.

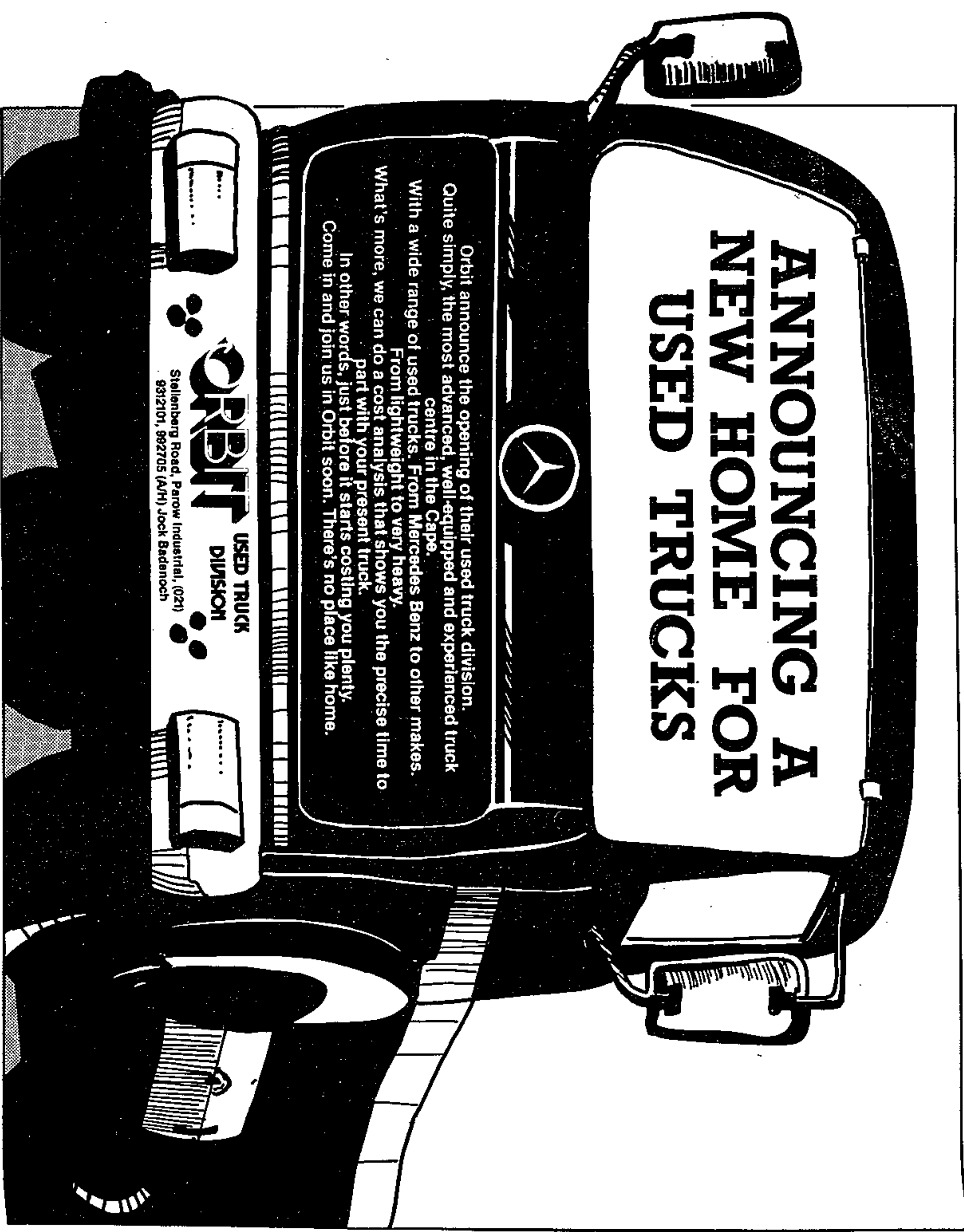
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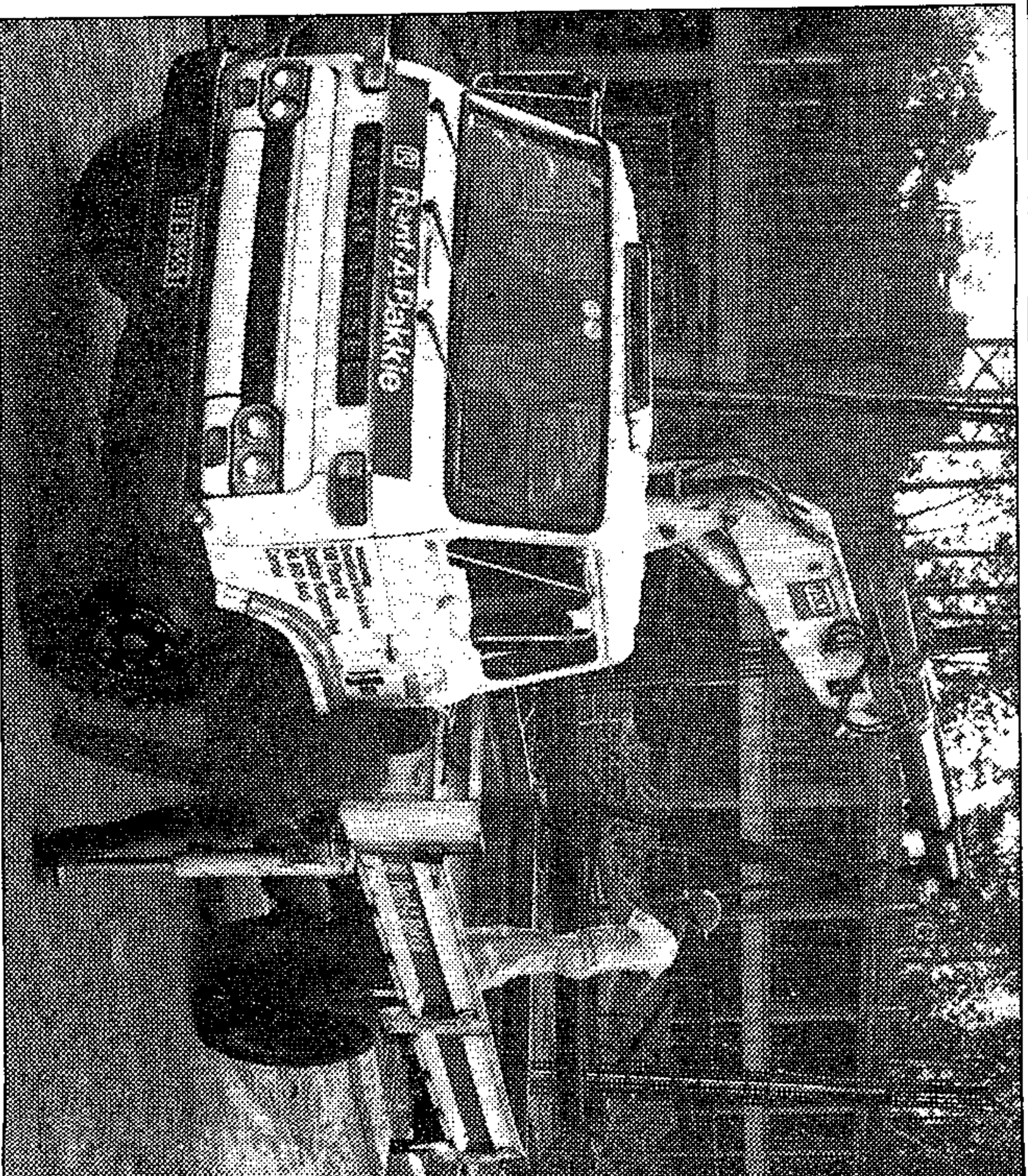
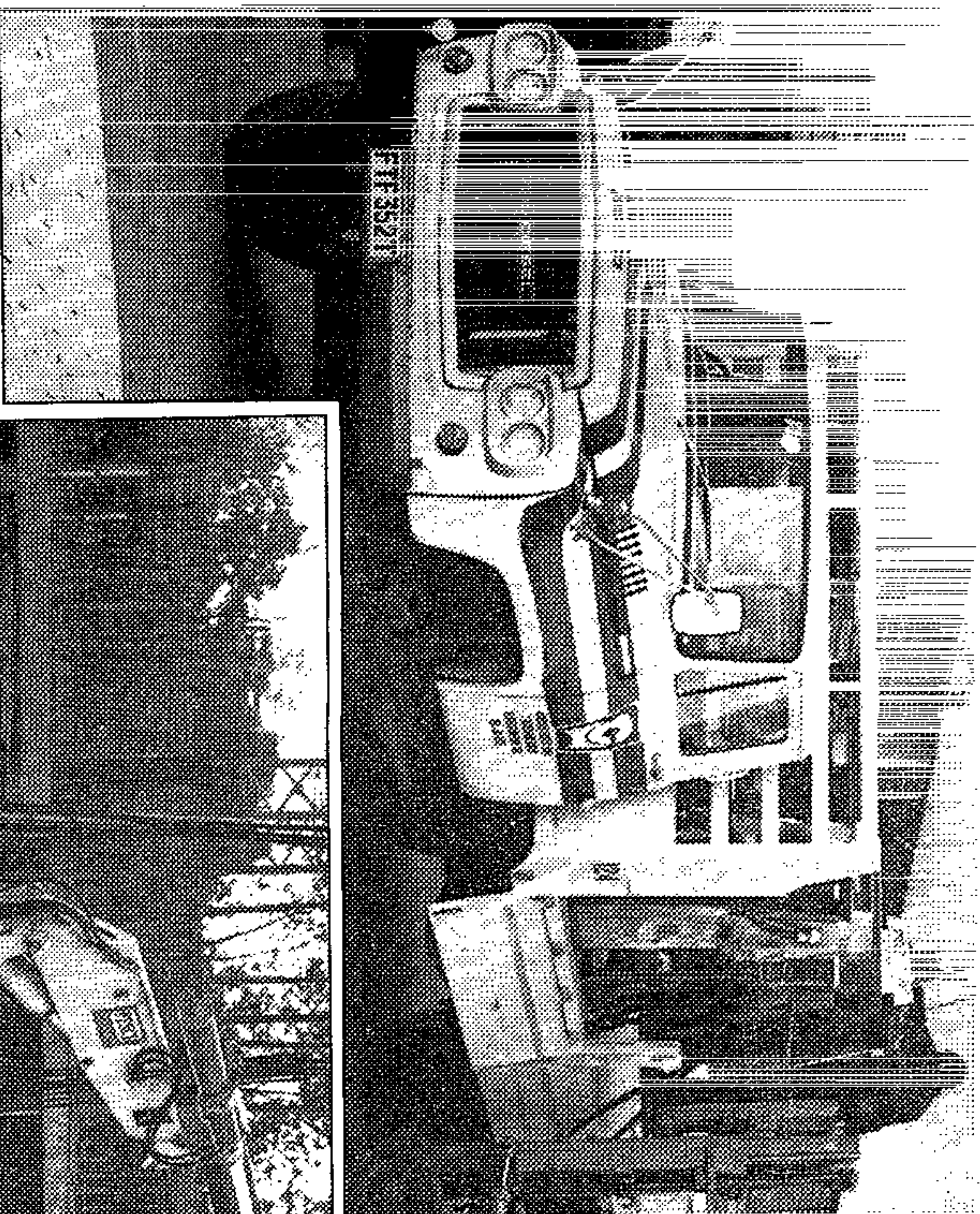
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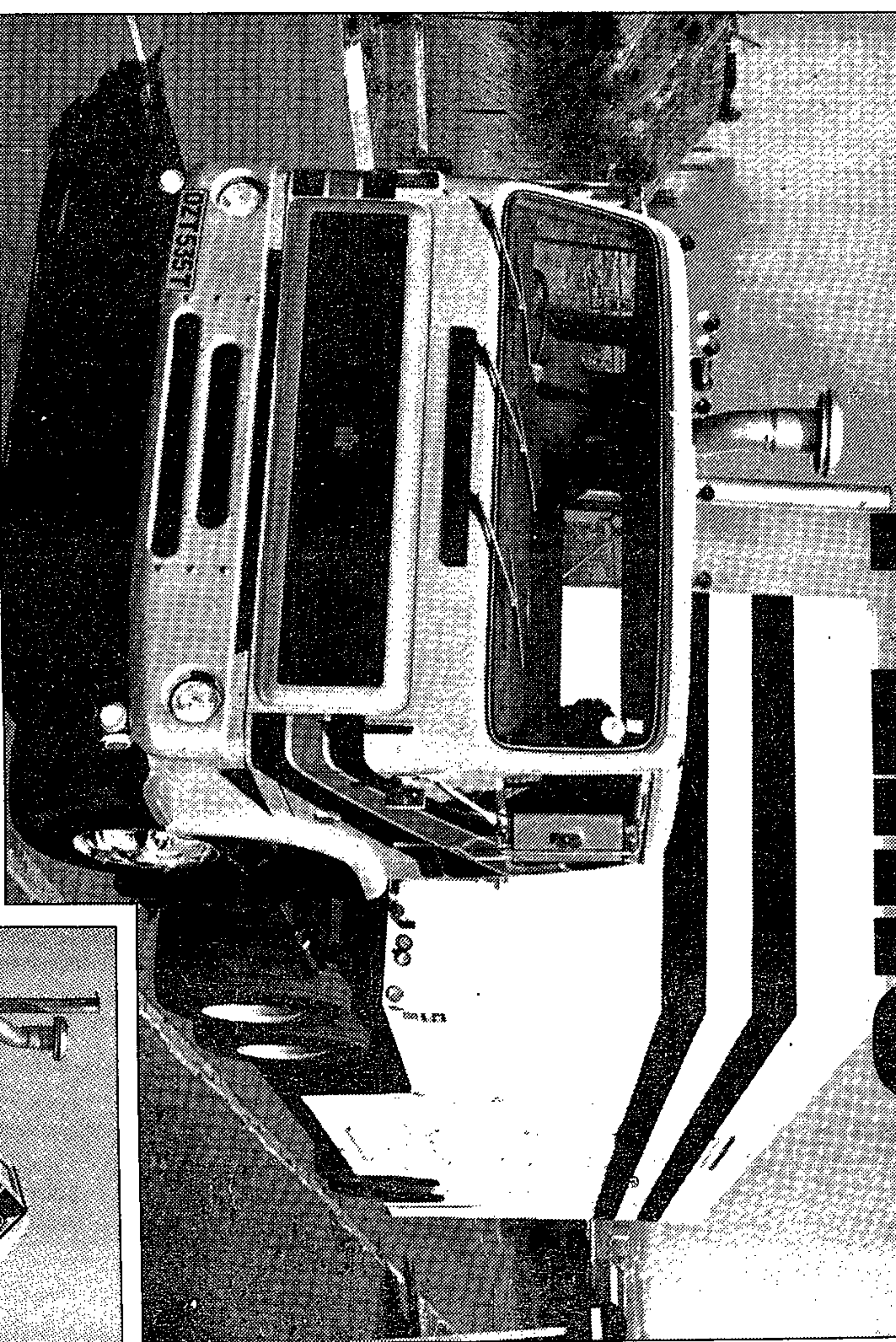
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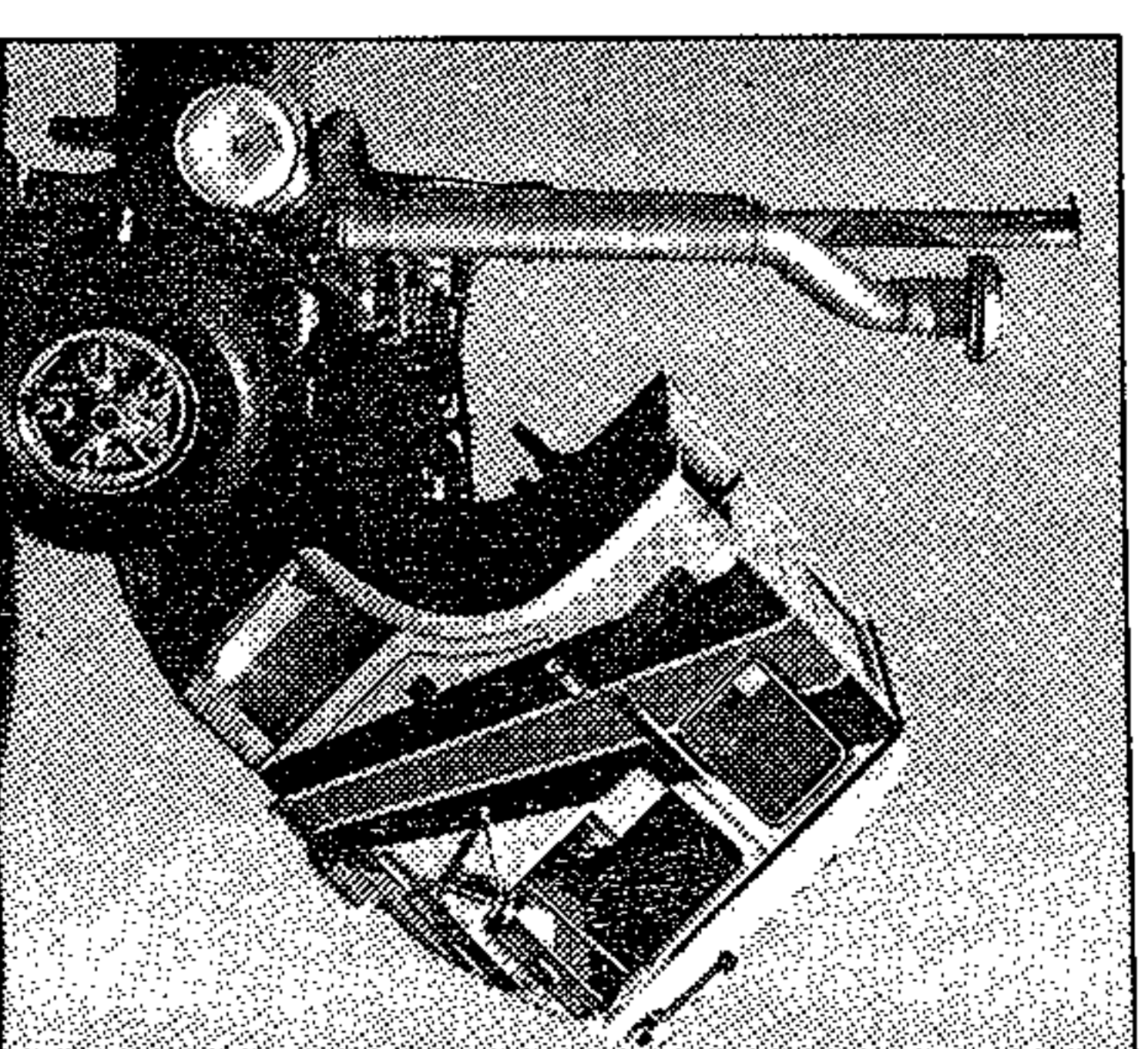
Nissan keeps trucking on the road **NISSAN**

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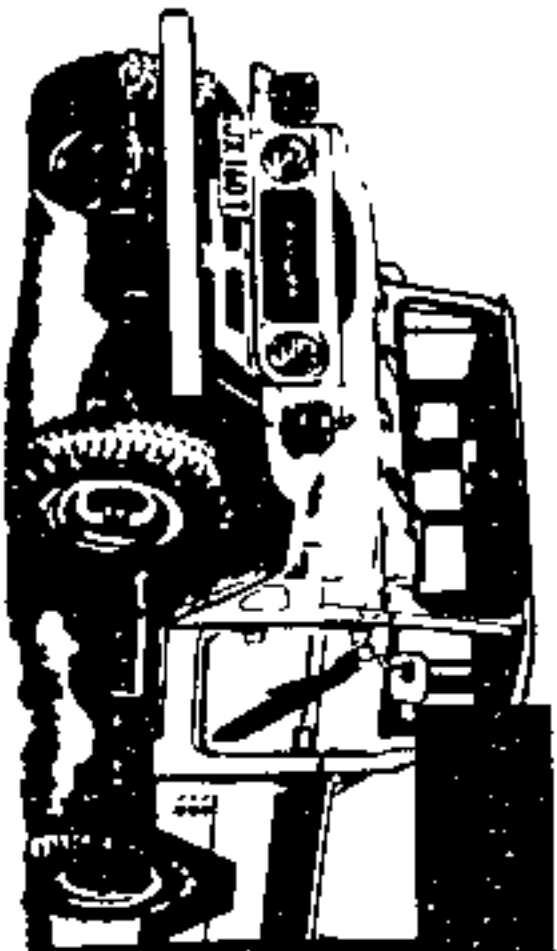


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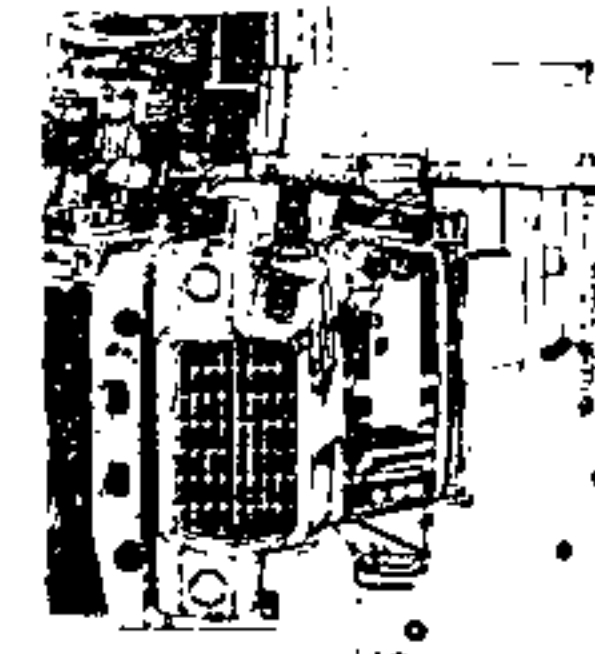
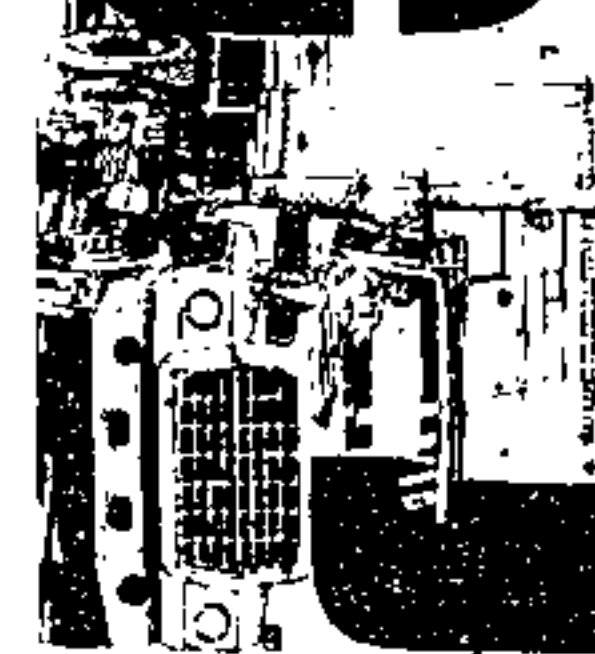
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TRUCKING 81



International Harvester geared up for Atlantis engine programme

INTERNATIONAL Harvester, the first company in South Africa to place an order for Atlantis engines, is geared up for the ADE programme for both trucks and tractors.

There are already some 100 of International's Acco trucks fitted with engines equal to Atlantis in service in South Africa.

When the Atlantis programme was announced, International Harvester Company (SA) drew on its own world-wide expertise to prepare for the introduction of the Atlantis engines and also instructed the designers of their trucks in Germany, Australia and the United Kingdom to make the conversions for the new engines which would be coming.

International's programme is fully in step with Atlantis and the engines will be fitted as they become available.

able.

The company is also busy extending its policy of lateral purchasing, a policy which is based on acquiring the best parts at the best prices from any manufacturer anywhere in the world and which is already applicable to their Acco range, including the S-Line and T-Line ranges.

This policy enables International to gain full benefit when unassembled trucks are imported minus, for instance, an engine, and to pass this price benefit to the end user of their products.

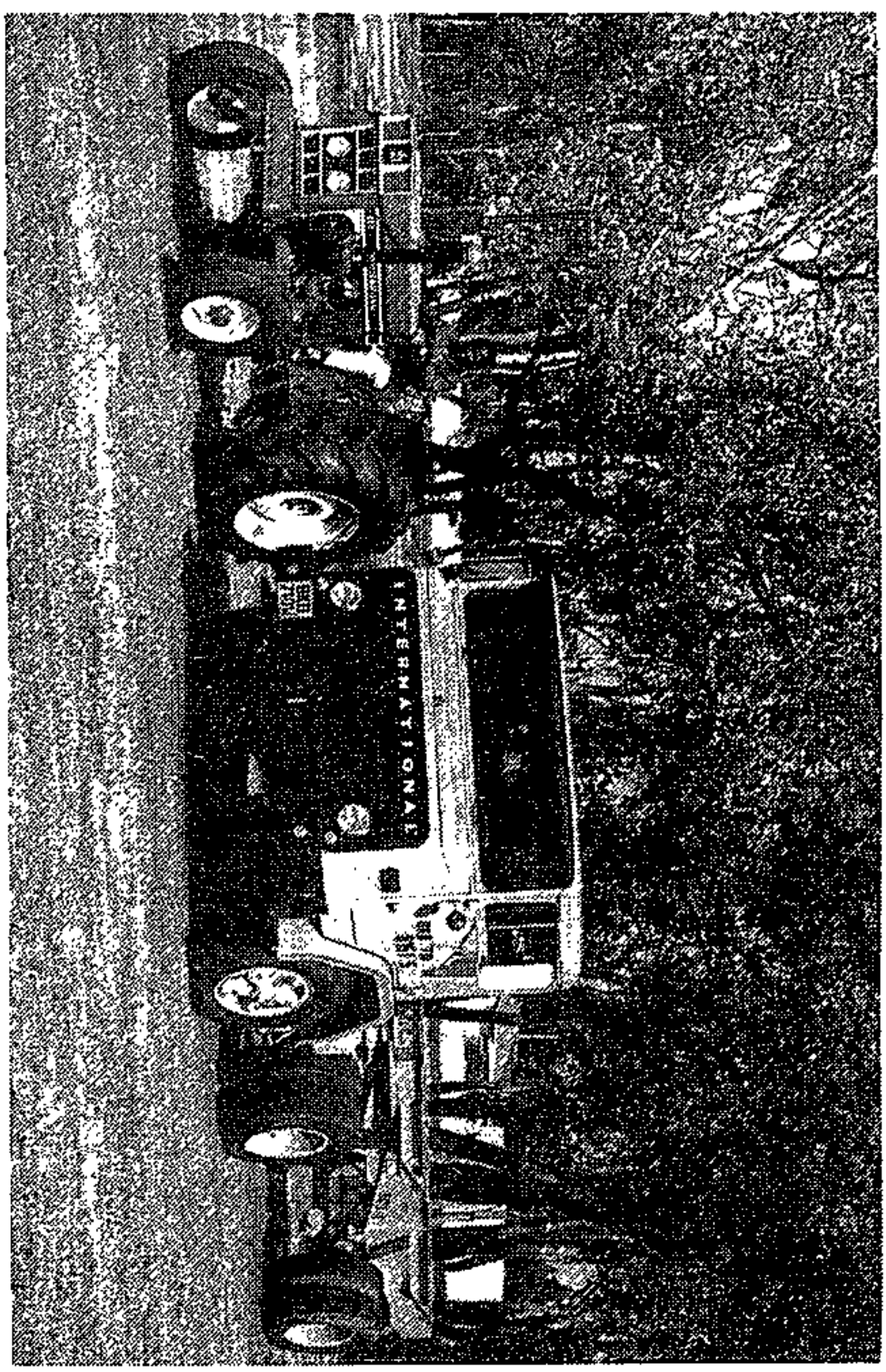
The company has also recently streamlined production at its Pietermaritzburg plant and capacity has been increased from six and a half trucks a day to 14 trucks and six tractors a day, and management is aiming at a turnover of R100 million this year.

Unique tractor facility

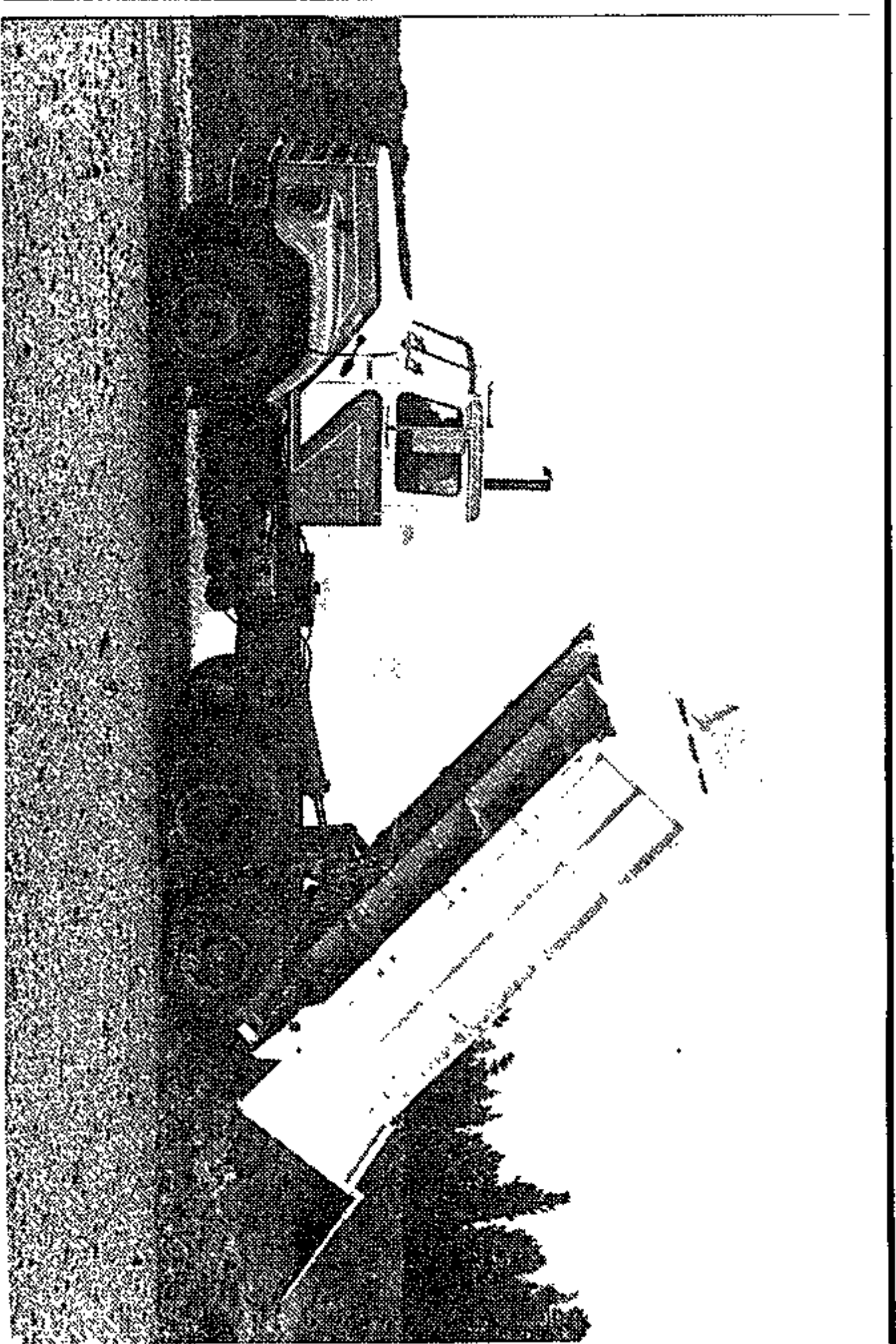
ONE of the unique features on all the newly introduced Deutz DX tractors is the Optitrac facility which is a self-locking differential on the front axle.

Deutz has world rights on this well-tried concept which has significant traction benefits on these tractors. Optitrac involves an automatically controlled two-dog clutch which is constantly engaged as the tractor is moving straight ahead. Once a wheel loses ground contact and, therefore, tractive effort, power transmission of up to 100 percent is passed through to the second wheel, both wheels maintaining equal rotation of speed.

As the tractor turns the locking action is automatically suspended. Because the outer wheel has to cover a greater distance in the turn Optitrac releases the relevant dog clutch while the inner wheel retains its full tractive effort. Besides producing more pulling power Optitrac will reduce tyre wear.



● International Harvester is in step with the Atlantis diesel programme. This 585 tractor and Acco truck are equipped with engines equal to that which Atlantis will produce.



● One of the latest additions to the International Harvester S-Line range is this SF-2 650 with a 10 cm³ tip body.

NTC proposes bus specifications

WITH Nissan buses gaining an ever-increasing share of the market, Datsun-Nissan is keen to support the idea of one specification for buses which has been put forward by the National Transport Council (NTC).

The company believes that buses on the South African market would ideally fall into these categories:

School, staff, general uses and specials: buses in this segment would be lower priced, with a seating capacity of 45 to 55 adults.

Country bus: In this section would fall the rugged, strong-framed buses of simple construction and ease of maintenance but devoid of what might be called "luxuries". A minimum of 70 seats would be the norm in this section.

Smaller municipalities: These do not require the type of bus in the country bus section but would, nevertheless, look for a rugged, economical 70-seater bus with manual transmission. Automatic transmission should also be available.

Luxuries

Larger municipalities and touring buses: In this section, a fully automatic bus with a rear-mounted engine would be aimed at the white commuter and would have greater luxuries than the other buses. A low frame for ease of entry would be standard, but in other respects, buses in this category would be the same physical size as those in the smaller municipalities segment.

In this last segment, Datsun-Nissan is currently testing a city bus, known as the RB 20, which has a rear-mounted Atlantis diesel-engine.

Apart from this developmental model, Datsun-Nissan currently markets the CK 10 and the CB 20 ND manual and automatic versions, with the CB 20 ND in particular, doing exceptionally well.

Facility

The NTC, in association with the CSIR, is looking at the possibility of developing a monocoque (the body is built in one unit) bus. With access to the biggest press facility in the southern hemisphere, as well as extensive tooling and casting facilities, Datsun-Nissan is in a favourable position for developmental work in this area.

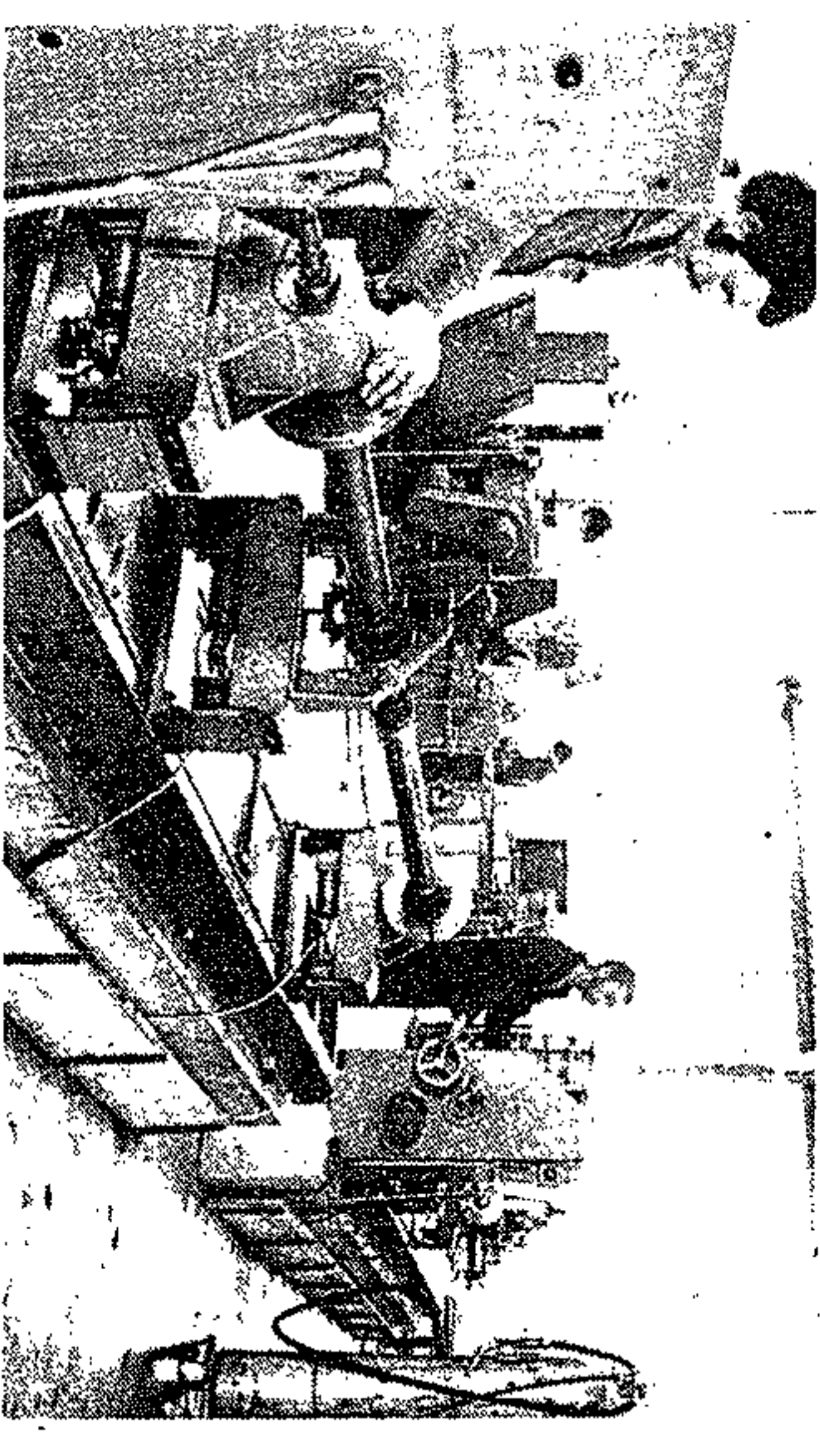
In the monocoque bus, the body itself becomes a load-supporting structure to which mechanical components are attached. This considerably enhances both the comfort and the style of the vehicles — factors which will become more important for South African operators, particularly with the emergence of the middle-class black and the fact that Datsun-Nissan believes that the proposed intercity monorail will not affect the public's need for bus transport.

The company believes that a locally-developed bus is a strong possibility, particularly in view of the local manufacturing which becomes mandatory when the ADE programme is introduced from January next year.

Feature compiled by
BRIAN GROBLER
Transport Editor

GBS

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SACD FM 13/11/81 (332)
Avoiding a box-up

Tony Yuill, SA Container Depot (SACD) MD, fears that unless container operators co-operate over the holiday period congestion at SACD could reach record proportions with up to 3 000 containers clogging up the works. To prevent this, SACD is changing its FCL (full container loads) operations from December 1.

Yuill says FCL containers will be placed in long-term storage if not collected within five calendar days of the date of Customs entry/release or if arrangement for its continued holding has not been made with SACD.

Uncleared FCL containers in the depot for longer than 15 days will also be regarded as long-term storage and placed in locations where ready access is not possible. Pre-arrangement with SACD — at least two

days before intended collection — would then be required to collect them.

However, SACD will provide a back-up holding area from December 1-March 31 for cleared containers to help importers unable to collect their FCLs. Says Yuill: "Cleared long-term storage containers may be moved to this duty-paid area at SACD's discretion during this period."

Yuill says SACD will advise container operators by telex when it "becomes aware of customs clearance of the container in the depot." It will also advise operators of a container in the depot which is still uncleared 11 days after arrival in the depot. Operators, after consulting with importers, are asked to notify SACD within a set time if they need long-term storage facilities.

To help keep operations fluid, the documentation system has been altered. Drivers collecting FCL containers from SACD no longer need obtain release documents from SACD control office before entering the security area.

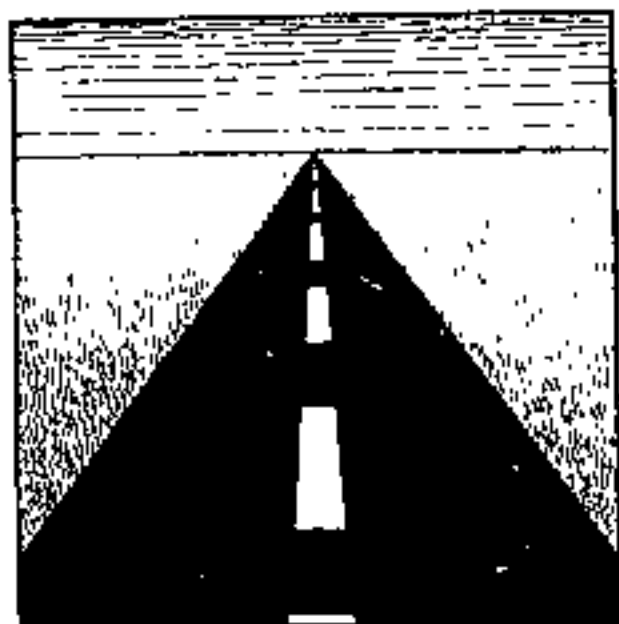
SACD is liaising with operators to improve information flow on FCLs. It has appealed to importers not in a position to receive their FCLs over the holiday period to liaise with their container operators on storage requirements.

ROADS

More money needed

332

FM 13/11/81



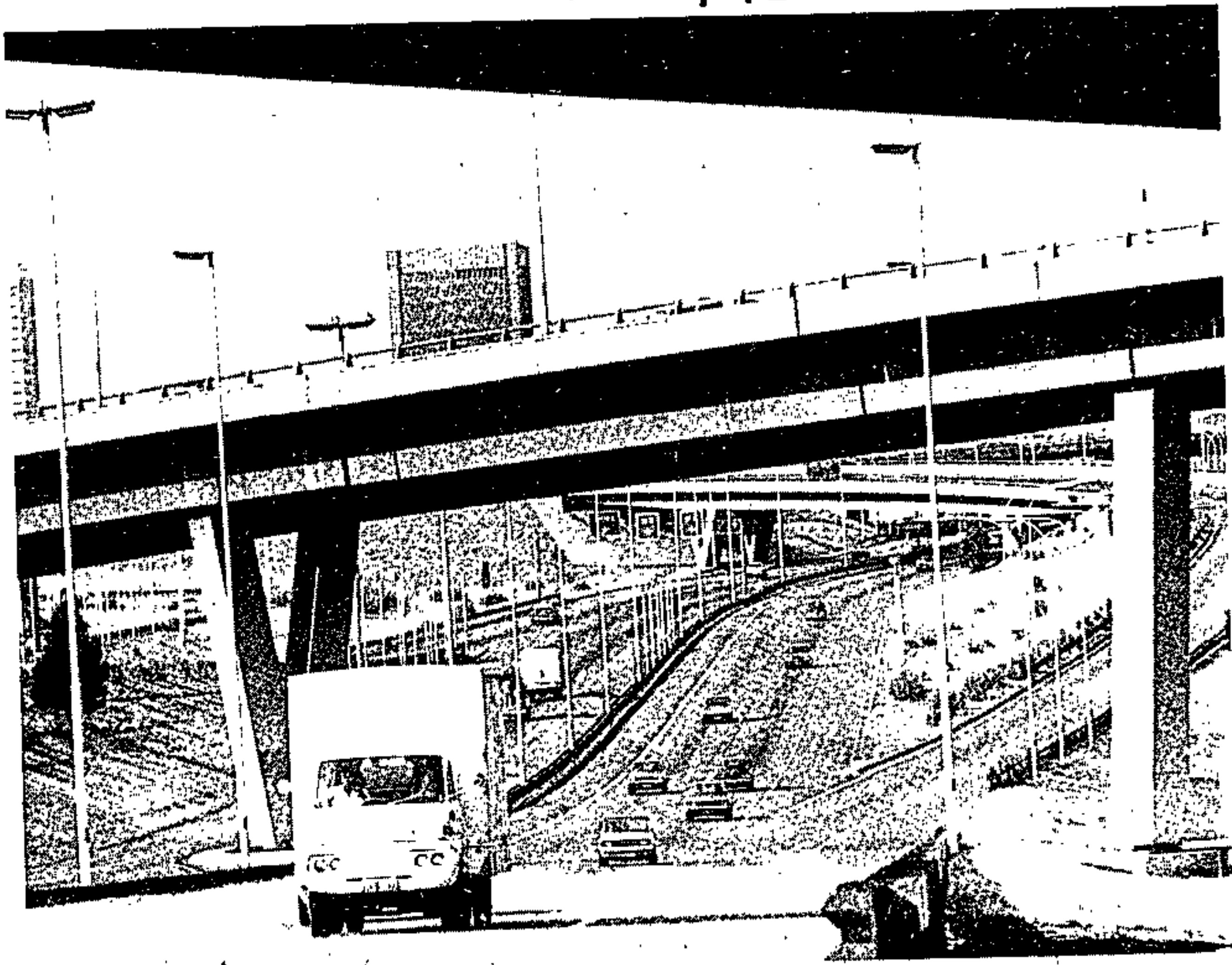
South Africans are, for the most part, proud of driving their foreign visitors on the country's highways.

For apart from a few exceptions like the daily snarl-up at

Uncle Charlie's, south of Johannesburg, and the bumper-to-bumper procession over Van Reenen's Pass at Christmas, traffic flows freely.

The paved network has grown 40% to 46 512 km since 1970 and there are now 853 km of dual carriageway freeways, nearly double the figure for 1975. In some cases it appears we are better provided with roads than our needs justify.

But this could soon change. The licensed vehicle population has risen 73% to 3 572 656 since 1970 and outstripped the growth in roads. It should grow even faster in the next decade as more and more blacks buy cars. The numbers of trucks should also grow, as ever-increasing volumes of freight will be carried by road. This is due to the expected rise in total volumes carried, as well as a more liberal policy of granting road haulage permits to truckers operating in compe-



SA motorway ... good by most standards, but not enough

PTU-

Tollgate drop 27% in share earnings

By Ann Crotty

Tollgate, one of the laggards in the strong transport sector of the JSE, has announced a 27 percent drop in share earnings for the year to June.

Having sold off its interests in insurance, property and finance during the year, Tollgate's operating income is now entirely derived from transport through its ownership of City Tramways — the biggest bus operator in the Western Cape.

Operating profit before depreciation was down 32 percent to R17,4-million compared to R22,9-million in the previous year.

Last year's figure included the earnings of

Golden Arrow Finance and the commercial properties of the group which have been sold.

The company results will now indicate to shareholders how dependent the profits are on the authorities' stand on fare increases.

As one analyst said: "This will be the major determining factor of the company's performance."

With these results the directors report that the recent applications for increased fares and recoverable discounts by City Tramways has not been approved and the results for the current year will consequently be adversely affected.

The question of whether an increase in fares is warranted or not should be easier to decide on now that the profits that City Tramways is making is out in the open.

PROPORTION

The directors say, however, that if the company is denied the opportunity, which most other companies are allowed, of increasing its revenue to counteract increasing costs then it would be far better if a greater proportion of the burden of providing passenger transport were assumed by the authorities.

The failure of the fare application has made the company reconsider its capital expenditure programme.

Tollgate, earnings down 27%, reconsidering future

By DAVID CARTE

JOHANNESBURG. — Announcing a 27% earnings fall in the year to end June and gloomy prospects for the current year, Cape bus operator, Tollgate Holdings, is reconsidering planned investment of R17m in its bus operations.

Tollgate, which owns City Tramways, the biggest bus operator in the Western Cape, says the Road Transportation Board has refused its application for a fare increase and warns "the results for the current year will consequently be adversely affected."

The directors say the implications of the decision are "very serious" and say the group's capital expenditure programme of R10m this year and R17m in the next three years "will have to be reviewed".

In particular, the group will reconsider a decision to build a large new bus depot near Cape Town airport.

They say if the company is to be denied the opportunity to increase its revenue to counteract inevitably increased expenditure, then it

would be far better if a greater proportion of the burden of providing the social service of essential urban road passenger transport were to be assumed by the authorities.

Asked if this was a hint that Tollgate might like to sell its bus division to the government, a company spokesman said "no comment".

But observers of the company remember that before it sold its financial subsidiaries last year, Tollgate negotiated the sale of its buses to Murray and Roberts. Riots in the Western Cape and damage to Tollgate's buses put a sudden end to negotiations.

Mainly as a result of the sale of Tollgate's financial subsidiaries, including Golden Arrow finance and Shield Insurance, operating profit before depreciation in the year just ended fell 24% to R17 392 000 (1980: R22 978 000). Depreciation of R2 572 000 made pre-tax profit R14 820 000.

A 40% tax rate made taxed profit, before additional de-

preciation, R8 837 000. Additional depreciation on the revalued buses absorbed R4 524 000, leaving taxable profit of R4 313 000.

Extraordinary items arising from the sale of the financial subsidiaries came to R8 843 000.

Earnings a share before additional depreciation were 49,7c, 27% lower than the 1980 figure, adjusted for comparability, of 68,2c. Earnings after additional depreciation were 24,2c.

The year's dividend comes to 20c compared to an adjusted 16,2c last year, an improvement of 23%.

At the time of the sale of the financial assets and the R48m capital repayment to shareholders, Tollgate said earnings would fall. It said 1980's earnings of 68c would have been reduced 23% to 52c before additional depreciation. So the realized earnings fall at 27% was slightly greater than anticipated.

The directors' promise at the time that the dividend would be "at least maintained" has been met.

Bus fares will not rise — a 'victory for the people'

RDA 1310-81
HA
332
THE National Transportation Board yesterday refused an application for fare increases of between 28% and 31% by Associated Bus Holdings, the firm which serves the Mitchells Plain and Atlantis in the Cape.

No reasons were given for the decision which was described by spokesmen for local communities as "a victory for the people".

Applications by Associated Bus Holdings and City Tramways were opposed by 32 community organisations when evidence was heard before a four-man transport commission in Cape Town in July.

Mr Geoff Budlender of the Legal Resources Centre in Johan-

Mall Correspondent

nesburg, who appeared for 22 organisations at the hearing, said the transportation board "never" listed reasons.

City Tramways received notice on Friday that their application for a 12% fare increase had been refused. The managing director, Mr Johann Barnard, said the implications of the decision were "very serious indeed".

A spokesman for Associated Bus Holdings said the directors of the company were considering what action to take. A statement on whether services would be affected would be "premature", he said.

Associated Bus Holdings, the parent company for Mitchells Plain Bus Services Limited and Atlantis Bus Services Limited, applied for a fare increase of 28% in Mitchells Plain and 30,9% in Atlantis.

Reacting to the announcement, Mr Wilfred Rhodes, the chairman of the Cape Areas Housing Action Committee (Cahac), said the applications failed as a result of united action by thousands of workers and residents under the leadership of community organisations.

Endorsed

The statement by Cahac — an umbrella body for 25 community organisations — was endorsed by the Food and Canning Workers' Union.

Mr Rhodes said while the decision was "clearly a victory for the people", they would have to remain watchful as they realised that the bus companies would attempt a similar application in the near future.

In terms of the law, the companies cannot apply again for a fare increase for at least six months.

The chairman of the Lavender Hill Committee, Mr Basil Theron, said more than 2 000 people in the area had signed a petition protesting against the proposed increases.

Bus plans in doubt after 27% fall

Tollgate rethink after fare rebuff

By DAVID CARTE

ANNOUNCING a 27% earnings fall in the year to June and gloomy prospects for the current year, Tollgate Holdings is reconsidering planned investment of R17-million in its bus operations.

Tollgate, which owns City Tramways, the biggest bus operator in the Western Cape, says the Road Transportation Board has refused its application for a fare increase and warns that "results for the current year will consequently be adversely affected".

The directors say the implications of the decision are "very serious" and the group's capital expenditure programme of R10-million this year and R17-million in the next three years "will have to be reviewed".

In particular, the group will reconsider a decision to build a large bus depot near Cape Town's airport.

They say if the company is to be denied the opportunity to increase its revenue to counteract inevitably increased expenditure, it would be far better if a greater proportion of the burden of providing the social service of essential urban road passenger transport were to be assumed by the authorities.

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The directors' promise at the time that the dividend would be "at least maintained" has been met.

PE bus company will still press for higher fares

Ev Post 13/10/77 332

THE general manager of PE Tramways, Mr Carl Coetzer, said today his company was still going ahead with an application to the Road Transportation Board for an increase in bus fares before the end of the year.

He said he had to negotiate a new wage agreement and increased fares would be essential to cover higher costs.

"Our company is entirely separate from the Cape Town companies," he said.

Mr Coetzer was referring to the fact that the National Transportation Board yesterday refused applications by two Cape Town companies, Associated Bus Holdings and City Tramways, for bus fare increases.

The board's decision was described by spokesmen for local communities as "a victory for the people".

The applications by the two companies were opposed by 32 community organisations when evidence was heard before a four-man Transport Commission in Cape Town in July.

Declining to comment on the decision, Mr Geoff Budlender, of the Legal Resources Centre in Johannesburg, said the

Transportation Board "never" listed reasons.

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A spokesman for Associated Bus Holdings said the directors of the company were considering what action to take.

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Reacting to the announcement, Mr Wilfred Rhodes, chairman of the Cape Areas Housing Action Committee, said the application failed as a result of united action by thousands of workers and residents under the leadership of community organisations.

Mr Rhodes said that while the decision was "clearly a victory for the people," they would have to remain watchful as they realised that the bus companies would attempt a similar application in the near future.

Plain bus fare rise refused

CT
13/10/81

332

MA

Staff Reporter

THE National Transportation Board yesterday refused an application for fare increases of between 28 and 31 percent by Associated Bus Holdings, the firm serving Mitchells Plain and Atlantis.

No reasons were given for the decision which was described by spokesmen for local communities as "a victory for the people".

Applications by Associated Bus Holdings and City Tramways were opposed by 32 community organizations when evidence was heard before a four-man transport commission in Cape Town in July.

Declining to comment on the decision, Mr Geoff Budlender of the Legal Resources Centre in Johannesburg, said the transportation board "never" listed reasons. He appeared for 22 organizations at the hearing.

City Tramways received notice on Friday that its application for a 12 percent fare increase had been refused. The managing director, Mr Johann Barnard, said the implications of the decision were "very serious indeed".

A spokesman for Associated Bus Holdings said the directors of the company were considering what action to take. A statement on whether services would be affected would be "premature", he said.

Associated Bus Holdings, the parent company for Mitchells Plain Bus Services Limited and Atlantis Bus Services Limited, applied for a fare increase of 28 percent in Mitchells Plain and 30,9 percent in Atlantis.

Reacting to the announcement, Mr Wilfred Rhodes, the chairman of the Cape Areas Housing Action Committee (Cahac), said the applications failed as a result of united action by thousands of workers and residents under the leadership of community organizations.

Endorsed by union

The statement by Cahac — an umbrella body for 25 communities — was endorsed by the Food and Canning Workers' Union.

Mr Rhodes said that while the decision was "clearly a victory for the people", they would have to remain watchful as they realized that the bus companies would attempt a similar application in the near future.

In terms of the law, the companies cannot apply again for a fare increase for at least six months.

The chairman of the Lavender Hill Committee, Mr Basil Theron, said he was "overjoyed" at the announcement.

More than 2 000 signatures were collected in the area in protest against the increases. He said people were keen to sign the bus fare petition, knowing they could not afford a rise in fares.

"Many had decided to walk to work if the increase was granted. The victory showed what could be done if we stand together."

Melmoth workers 14/10/81 fined after work 432 332 stoppage meeting

Mercury Reporter

POLICE arrested 75 workers at the Melmoth plant of the Natal Tanning Extract Company yesterday as the number of men involved in the work stoppage, which started at the weekend, grew to more than 1 000.

Brig M J Meyer, Divisional Commissioner of Northern Natal, reported that 75 of the company's employees had been arrested at the plant yesterday morning 'for holding an unlawful meeting'.

The men had appeared in court and had been fined R100 (or three months' imprisonment), he said.

Comply

Mr A J Maphalala, organiser of the National Federation of Workers, said yesterday that workers had downed tools in a demand for better pay and working conditions.

These included a minimum wage of R8 a day for labourers, R12 a day for men employed in the workshop and R125 a week for drivers.

Mr H W Zeller, managing director of the Natal Tanning Extract Group, said that management had been able to comply with some working condition demands but would not agree to the increases.

Mr Maphalala said that because the workers were classified as farm labourers, trade union rights were not extended to

them and they were therefore not members of the National Federation of Workers.

Brig Meyer also reported that 58 employees at United Transport Zululand in Empangeni had stopped work. Management could not be contacted.

In Durban negotiations continued yesterday between Grindrod Cotts Stevedoring management and worker representatives following Monday's work stoppage.

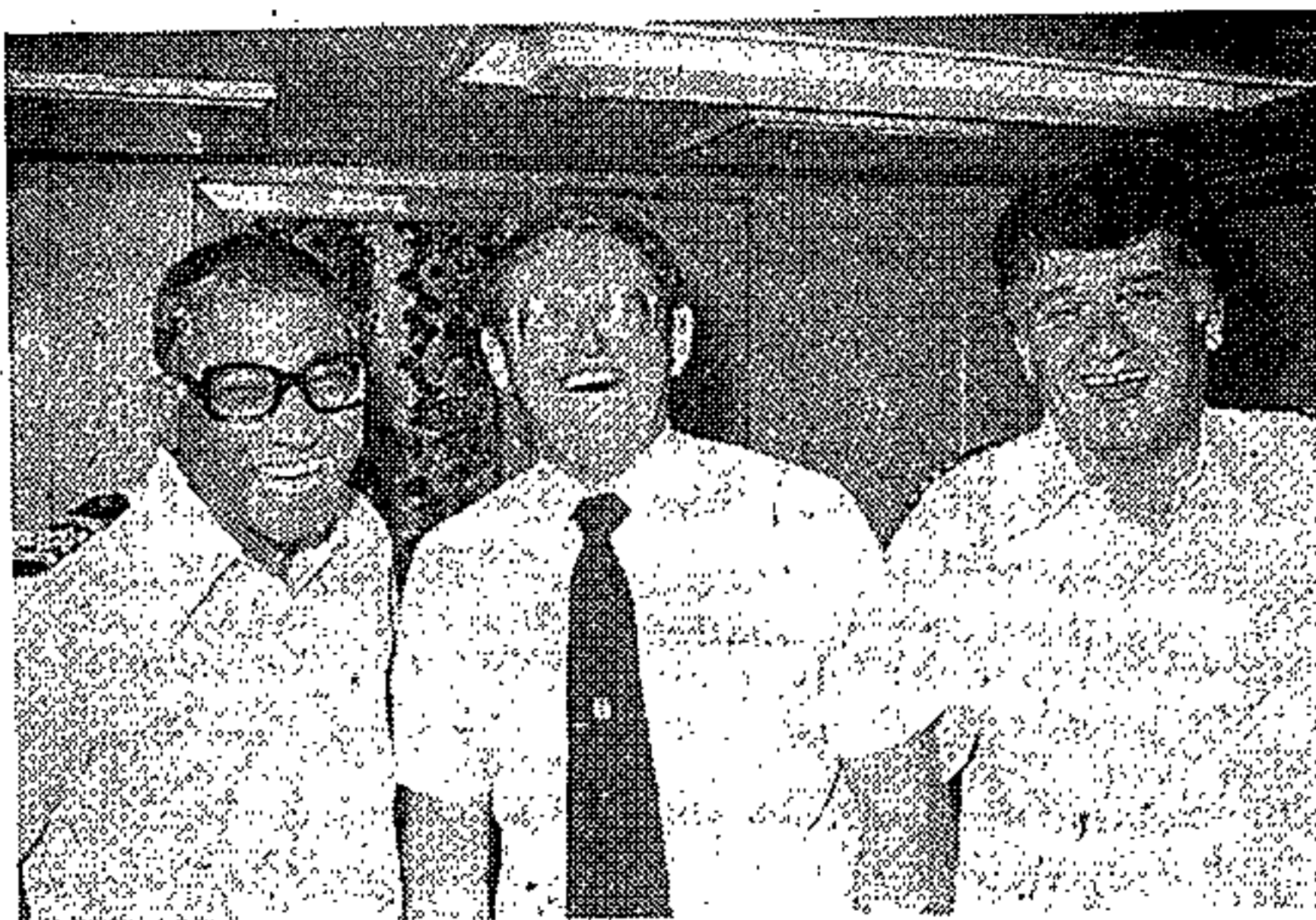
Mr F Ross, the company's director of manpower, said yesterday discussions on the issue of pension fund contributions were taking place.

Mr Sam Kikine, general secretary of the South African Allied Workers Union, said wage increases and recognition of an affiliated union were also being discussed.

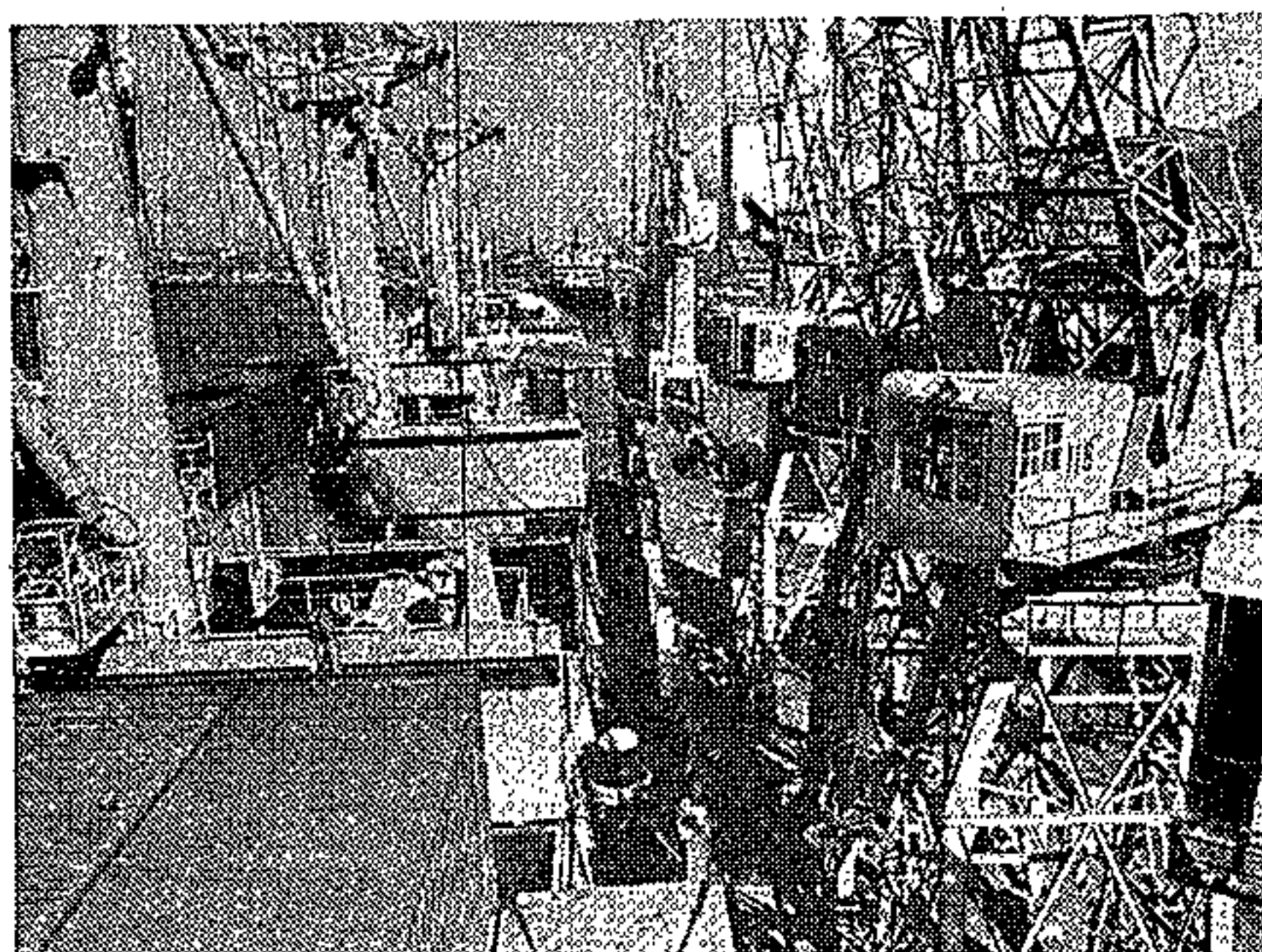
Resumed

Mr S Strydom, manager at Ridge View quarry in Cato Manor, said all workers had resumed their duties following Monday's work stoppage.

At the Hulett's aluminium plant in Pietermaritzburg only a few of about 100 workers who resigned on Monday after a dispute with management over the Government's proposed pension legislation returned to the plant to collect their wages yesterday.



● Enjoying a good joke at the Ruddbank's lunch in Cape Town were, from left, chief engineer Kannan Raghunathan, Mr David Berry, the Bank Line Ltd marketing representative in Cape Town, and Captain Ellis T Rees, master of the vessel.



● The Ruddbank unloading cargo in Cape Town yesterday which included 3 000 tons of hardboard from the United States for the local wine industry.

Many moves in ships agencies

THIS month has seen several shipping lines changing their South African agents and I understand there are still a few more changes to come.

As reported in this column on October 1, the Bank Line Ltd of London, gave its full South African agency to John T Rennie and Sons and this week saw the arrival of the first ship under the new agreement, the MV Ruddbank from the United States.

Ruddbank is skippered by Captain E T Rees and he and his fellow officers gave a lunch for the local ships' agents and the press to celebrate the occasion.

The modern, 18 000 ton Ruddbank brought in more than 300 TEUs (six metre containers) plus a lot of breakbulk cargo which included 3 000 tons of hardboard from the Gulf of the United States for use in the local wine industry.

The Ruddbank sailed for the coast yesterday and will call at Port Elizabeth and Durban before returning to the United States. There are four "fish" ships of the Bank Line Ltd on the United States/South Africa run — Ruddbank, Tenchbank

Africa Line which operates from Piraeus, Greece, and will be offering a monthly independent service between Britain, Europe and South Africa.

The service will start with the multi-purpose, general cargo vessel MV Alexanders Power, owned by the Commercial Shipping Corporation, SA, of Piraeus, which will load at Tilbury, England, on October 26 and Hamburg on November 2. Inducement calls will be made at Rotterdam and Antwerp before sailing for Cape Town, Port Elizabeth and Durban. Inducement calls will also be made at Richard's Bay, Maputo and Beira for both south and north-bound cargoes.

African Coaling and Exporting Company Ltd are the Inter Africa Line agents for southern Africa while Johnson Stevens Agencies have been appointed in Britain and H Glahr and Company in Europe.

Change

Another change in agencies was also announced yesterday by Gold Star Line which operates a service between South Africa and the

Far East with its two ships, Gold Africa and Gold Asia, both due in Cape Town in the next few weeks. Safcor Hutton which were the sub-agents in Cape Town have been replaced with Polaris Shipping, of Durban, which has taken over the entire Gold Star Line agency for South Africa.

I am told that more changes in ships' agencies will be announced soon.

and they each call on a 17-18 day schedule.

Shared

Till the end of September, the Bank Line Ltd agency was shared by John T Rennie and African Coaling and Exporting Company, Ltd. African Coaling and Exporting Company announced yesterday that it has been appointed agents for Inter

Transport advisory council for SA soon

Finance Reporter

SOUTH Africa is soon to have a Transport Advisory Council which will ensure adequate transport infrastructure and optimum use of facilities.

This was confirmed by Mr R A F Smith, Chief Director of the Land and Transport Department of Transport, at Assocom's annual congress in Durban yesterday.

Commenting on a motion proposed by Durban's Mr R J Draper, he said the minister would soon be meeting with concerned organisations to bring about the formation of the council to aid in national transport policy.

The proposal, a long-standing Assocom call for the co-ordination of transport facilities in the form of the council, was approved by the congress.

However, the motion calling for increased consultation with the private sector in determining priorities in State spending was not approved.

Speaking against the motion proposed by Pretoria's Mr A de Beer, Mr Nigel Mandy from the Johannes-

burg chamber expressed sympathy for the sentiments put forward, but called instead for longer-term planning and allocation of funds.

Dr J H de Loor, Director-General of Finance, also spoke against the creation of another statutory body and outlined the existing machinery to the congress.

The motion urging the Department of Finance to take responsibility for the financing of State corporations to halt the existing 'loose' control over budget-

ing was approved.

In proposing the motion Mr S L Reilly of Cape Town spoke of the high regard Assocom had for the staff of the corporations and for the Minister of Finance.

Mr Draper seconded the motion and warned against empire-building by monolithic State corporations. He called for a review of self-financing and a norm of 50 percent.

The motion calling for further steps to reform the income tax structure was unanimously approved. Mr

D C Stewart from the Johannesburg chamber proposed that the taxable ceiling be raised from R40 000 to R50 000, and that marginal tax rates be reduced.

He said this would encourage individual entrepreneurial skills and lead to greater productivity, and incentive to save and invest. He forecast a probable downswing in the economy, lower growth rates and gold price in the next few years.

Dr De Loor saw the motion as one-sided, calling only for further tax concessions. He said that the department had let fiscal drag take its toll over the past two years, instead of drawing that revenue from other sources.

He assured congress that the minister was going to approach commerce and industry for comment on detailed proposals for fringe benefits taxation before the next financial year.

Disastrous effect on efficiency

By Lucille McNamara,
Municipal Reporter

Police harassment of Johannesburg's black taxi drivers was having a "disastrous" effect on the efficiency of the commuter service between the city and Soweto.

This was one of several thorny issues raised yesterday at a public meeting to thrash out problems besetting taxi operations in the Central Business District.

The meeting was organised by city councillor Mrs Molly Kopel.

The regional chairman of the Taxi Drivers' Association, Mr Jimmy Sojane, told the meeting black taxi drivers were subjected to "unnecessary police harassment."

He appealed to the police to ease up on spot checks of black taxis, particularly during peak periods.

Mr Sojane said drivers were frequently stopped on the Soweto highway during afternoon peak periods on Fridays, delaying hundreds of commuters who steered clear of public transport on payday for fear of being robbed.

"It is disastrous because drivers waste up to half-an-hour while the police check all their documents.

Taxi men slam action by police

"People sometimes have to queue up at our taxi ranks until 8.30 pm on Fridays because of these delays."

He attacked pirate taxi drivers who operated freely and without harassment on public roads.

"If pirate taxis are stopped the passengers simply deny that they paid a fee."

"Commuters would rather use pirate taxis because they are seldom stopped and if they are they cannot be prosecuted," Mr Sojane said.

Mr Patrick Qwabe, a committee member of the Witwatersrand Taxi Owners' Association, said the five black taxi ranks in Johannesburg were all outside the CBD.

This has become a burning issue because the people of Soweto help to build the economy.

"We have failed for many years to have any of our complaints solved," he said.

The caretaker of a block of flats overlooking the Noord Street taxi rank, Mrs Yvonne Collins, complained about drivers and commuters relieving themselves in public.

The chairman of the Noord Street Meadowlands-Dube Taxi Association, Mr S Makho-bo, said repeated appeals for toilets at the rank had been unsuccessful.

He blamed pirate taxi operators for the health hazard.

The meeting was told taxi owners had to pay the city council R10.50 licence fees every six months which they believed would be used to provide water and toilets at the ranks.

These facilities had not been provided.

Major B P H Badenhorst, staff officer at the SAP's Divisional Headquarters, said roadblocks were not set up to harass taxi drivers but to apprehend criminals.

He suggested a joint meeting with the Divisional Commissioner for Soweto at which drivers could set out their grievances.

The city's Chief Health Officer, Mr J Oxenham, said the council provided public toilets within two blocks of all taxi ranks.

His department would, however, investigate complaints that these facilities were not properly signposted.

Mr Oxenham said he did not know how to solve the problem of people relieving themselves in public which was a criminal offence.

"The police are understaffed and underpaid and we cannot expect them to deal with matters of this kind."

He said the council's cleansing branch used chlorine to disinfect areas which had been used as public conveniences and pointed out that toilets were being built throughout the city as funds became available.

Star 15/10/87 (332)

Zwane quits as head of MaAfrica taxis

Soweto
15/10/81
332

MR ELLISON Zwane has resigned as chairman of Ma-Africa Taxi Limited following a long misunderstanding with some members of one of the taxi associations who are shareholders in the company.

Ma-Africa — one of the first black taxi associations to be registered as a company — runs a service station next to the old Potchefstroom Road (Nancefield) which on a number of occasions this year has been boycotted by the disgruntled group.

Mr Zwane told SOWETAN his decision to resign from the company as chairman was mainly for the sake of peace and to make sure that the business prospers.

Mr Zwane, who is also former chairman of the West Rand Taxi Association (WRTA) and has been chairman of Ma-Africa since its establishment in 1978, told the reasons that led to the boycott of the garage by members of the Soweto Taxi Association (STA).

While he was still chairman of WRTA his members had often been assaulted by members of STA because of disputes about taxi routes.

Passengers in his association-taxis had also been forced to get into other taxis. At one stage he had reported the matter to the police.

Later a meeting was called where STA members expressed dissatisfaction that he had reported the matter to the police. He was asked to apologise, and he did.

After that incident, everything went well he said, until about April when he was accused of having organised the people who shot and wounded the chairman of the STA.

Later, when a man was arrested and appeared in court, he was seen in the vicinity and rumours went around that he had gone there to pay bail for him. This was the last straw, and STA members have been boycotting the Ma-Africa service station since, he said.

"I have had enough with taxi politics and no longer want to involve myself. I only hope my resignation will cool down everything and that the STA members, particularly those who are shareholders, will start to support their own business again," Mr Zwane said.

Mr Bongani Ngcobo, secretary of Ma-Africa, said new elections for Ma-Africa office-bearers will be held on October 29 at Dube Memorial Chapel.

Youths halt Vaal buses

Seviken 16/10/87
By CHARLES MOGALE

SEVERAL BUSES owned by the Vaal Transport Corporation in the Vaal were this week forced to stop operating for about 30 minutes when a group of youths protested against fare rises.

The stoppage was at the corner of Adams and Buffalo Roads in Evaton. A group of about 60 chanting youths forced the drivers out of the buses, and for a moment there was panic in the area.

Bus fares in the Vaal rose by an average of

five cents a journey on Monday.

Some reports claim that about four youths were arrested at the scene, but the police could not confirm this.

Major R E Zimmerman of the Sebokeng police said his office had received reports that buses were being stoned in the area.

"On our arrival there a group of youths dispersed, and we found the buses had not been stoned. The bus company also confirmed that the buses were not stoned. I do not know anything of the arrests," Major Zimmerman said.

Cash flow benefits

FM 16/10/81

Activities: Owns and operates container, cargo and bulk carriers and has interests in air freight, marine insurance and forwarding operations.

Chairman: A J van den Berg; deputy chairman and managing director: M de Wilton Marsh.

Capital structure: 52,3m ordinaries of 50c.

Market capitalisation: R266,7m.

Financial: Year to June 30 1981. Borrowings: long- and medium-term, R233,3m.

Net cash: R16,6m. **Debt:equity ratio:** 112,3%. **Current ratio:** 0,98. **Group cash flow:** R84,4m. **Capital commitments:** R110,8m.

Share market: Price: 510c (1980-81: high, 510c; low, 370c; trading volume last quarter, 96 000 shares). Yields: 18,5% on

earnings; 6,3% on dividend. Cover: 2,9. PE ratio: 5,4

| | '78 | '79 | '80 | '81 |
|---------------------|-------|-------|-------|-------|
| Return on cap (%) | 10,0 | 9,3 | 13,0 | 17,3 |
| Turnover (Rm) | 219,0 | 313,0 | 426,1 | 565,4 |
| Pre-tax profit (Rm) | 33,8 | 23,1 | 42,6 | 66,8 |
| Gross margin (%) | 15,2 | 17,0 | 17,5 | 16,2 |
| Earnings (c) | 47,4 | 47,7 | 68,6 | 94,1 |
| Dividends (c) | 17 | 17 | 25 | 32 |
| Net asset value (c) | 219 | 286 | 340 | 397 |

Sluggishness in the major overseas economies has led to a continuation of severe over-capacity in almost all sectors of world shipping, with strong rate competition still a dominant feature in most of Safmarine's operating areas.

Nevertheless, SA's national shipper did well out of the strength of the local economy and the high level of imports. Poor exports had an adverse impact on the container service, according to new chairman Abie van den Berg.

The high cost of repositioning empty units to cope with the comparatively one-sided trade situation has cut gross margin from 17,5% to 16,2%.

Overall, however, Safmarine increased market share. Van den Berg says, reflected in the 33% improvement in turnover. And, despite the cut in gross margin, pre-tax earnings were up 57% from R42,6m to R66,8m.

With a massive R35,4m (R33,3m) depreciation charge, cash flow was strong enough to help cut debt:equity sharply from 187% in financial 1980 to just over 112%. This is conservative for a shipping company and has allowed the group to resume its fleet expansion programme.

At the same time, the cut in the debt burden from R332,4m to R233,3m slashed interest payments from R33m to R24m during the year.

The total deferred tax liability now stands at R87m (R62m), but it is unlikely that this will impact on future tax rates because of continually rising ship replacement costs.

In line with its increased financial flexibility, Safmarine has ordered a new container ship for the Far East trade and contracted for three 35 000 dwt multi-purpose bulk carriers which could be used to boost participation in the growing coal trade. Last year the company purchased two almost-new refrigerated (reefer) ships.

The orders and purchases should cost around R130m, Van den Berg says, and will be financed out of new long-term loans and cash flow.

The balance sheet is particularly strong at present and although the company's return on capital remains fairly low at 17,3%, this is a considerable advance on previous years. Further growth in dividend distribution looks assured despite the heavier capital commitments.

The share trades at 510c, offering an historic 6,3% on a PE of 5,4 times. The increase in dividend this year could exceed the 16% 10-year compound annual rate, indicating a payout of up to 38c. This would offer a prospective 7,5%, which looks reasonable for a share of this calibre.

Scott Hunter

Tough times looming for Tramways

By GORDON KLING

THE long, often bitter and emotional controversy surrounding Cape Town's independent bus companies in the Tollgate group has taken on an entirely new face with the recent refusal by the Road Transportation Board to grant new fare increases.

Nobody is saying so at Tollgate, but there can be little doubt that the decisions — refusing a 12 per cent rise to City Tramways and increases of about 30 percent to Associated Bus Holdings — could be the beginning of the end of the road for one of the last privately-owned public transport systems in the country.

It may be early for an epitaph but following the sale of several subsidiaries last year, Tollgate is essentially only a bus company, the business doesn't look set to make much money, and nobody intentionally stays in an unprofitable business.

Ominous

And the sounds from the Tollgate boardroom which has just announced a 27 per cent drop in earnings for the year ended June are ominous, if couched in restrained business tones.

Describing the implications of the fare refusals as "very serious", the directors cautioned that "the results

for the current year will consequently be adversely affected" and the group's capital expenditure programme of R17-million during the next three years "will have to be reviewed".

A stagnant company is acknowledged to be a dying company and given the sensitive nature of the public transport industry, and its vulnerability to physical and financial damage when those sensitivities erupt, there are unlikely to be any private sector buyers keen to jump in for a rescue operation. Witness the break-down of negotiations for Murray and Roberts to gain control of the buses when the stones started flying amidst the boycott that followed last year's fares increases.

Monopoly

All the arguments aside about the relative efficiency of public and privately-owned enterprises, Tollgate appears to be in a no-win situation.

It holds an unpopular monopoly which prevents close testing of its efficiency in providing what is acknowledged to be an essential service, but it is a captive of officialdom when it comes to establishing the price of this service.

It is a recipient of government subsidies but must compete against more heav-

ily subsidized state transportation systems. Like so many companies in the Republic, particularly the oil majors, it has little more than the freedom to choose to exist. It's a choice the company might opt out of.

'Far better'

City Tramway's MD, Mr Johann Barnard, has strengthened his long-standing invitation for municipalization, or possibly nationalization, of the service with his suggestion that if the company were to be denied the opportunity to increase revenue eroded by rising costs, "then it would be far better if a greater proportion of the burden were to be assumed by the authorities."

An obvious alternative open to the group is an extensive rationalisation of services, paring down to the most profitable routes and timetables and, presumably, diminishing its objections to sideline operators in the process.

If nothing else, enhanced status and more business for the competition should allow for more meaningful fares comparisons, although consumer convenience seems certain to suffer.

In the end it all comes down to the question: Is the public really going to get to work more cheaply?

Pinetown council liable for R83 000 in township dispute

Court Reporter

A FOUR-YEAR dispute over a R1 000 000 claim between the Pinetown Municipality and the developers of the multi-million-rand Paradise Valley cluster housing scheme ended in the Supreme Court in Durban yesterday when the council was held liable for R83 056 and interest.

In a handed-down judgment Mr Justice Thirion ordered that Paradise Valley Township Ltd be refunded this amount which it advanced to the council for road development within and around the township.

The Judge also ruled that the question of costs of the hearing before him in August this year be reserved for argument.

In a written judgment, handed down by Mr Justice Leon in the Motion Court yesterday, Mr Justice Thirion said in or about 1971 Paradise Valley Township started development of medium-density housing on vacant land it owned in the

Pinetown area. The intention was to build nine villages at an estimated R70 million.

To cope with the traffic volume expected to be generated, the company entered into an agreement with the council to advance money for reconstruction of existing roads in advance of the council's normal programme.

The full amount of the roadworks agreement was R860 856.

Certain roadworks were undertaken.

In March 1977 the company was provisionally wound up and a compromise offer was proposed. At a meeting of creditors held in May to consider the company's offer the compromise was opposed by the council but was agreed to by a majority of creditors.

The judge said the cancellation of the roadworks agreement would not affect the council's debt for loans advanced by the company.

FARE DECISION

A 'VICTORY'

C. Herald
17/10/87

332

By Ryland Fisher



MR BASIL THERON, chairman of the Lavender Hill Committee — 'Overjoyed'.

THE Government's decision to leave Western Cape bus fares alone has been greeted with joy and victory celebrations by community organisations and trade unions who opposed applications from 12 percent to 50 percent more by three major Western Cape companies at a three-day hearing in August.

City Tramways Limited and bus operators at Mitchells Plain and Atlantis were refused increases by the National Transport Commission.

City Tramways applied for an average of 12 percent more while the other companies asked for up to 50 percent more on some routes.

The National Transport

Commission announced its decision at the weekend after the bus companies applied for higher bus fares in June.

No reasons were given.

City Tramways said at the August hearing of their application they were losing about R267 000 a month.

Mr Wilfred Rhodes, chairman of Cape Areas Housing Action Committee (Cahac), which represents 25 organisations, said the decision was 'a victory for the people'.

Unity

Mr Rhodes said in a statement: 'We believe that the City Tramways' application for increased bus fares failed as a result of united action by thousands of residents and workers under the leadership of their organisations.'

'While this is clearly a victory for the people, we will continue to be watchful since we realise that City Tramways will attempt a similar application in the near future.'

Mr Rhodes's statement was supported by the Food and Canning Workers' Union.

Mr Basil Theron, chairman of the Lavender Hill Committee, which supplied 2 000 signatures of the total 25 000 on lists of objectors, said the people of Lavender Hill were 'overjoyed' at the decision.

The hard work of the

committee and the great support of the Lavender Hill residents contributed towards the victory,' he said.

Mr Theron said many people would have had to walk to work if the increases had been granted because they would not have been able to afford higher bus fares.

'The victory shows what can be done if we stand together. If we had done nothing, we would have had to pay higher bus fares now,' he said.

Mr Mark Abrahams, chairman of the Bonteheuwel Civic Association, said the victory was because people from different areas 'stood together as one'.

About 2 000 Bonteheuwel residents objected to the application by signing a petition.

SAFE pledges full Far East service

1204. 12/10/81

By SUSAN DALLAS

~~24~~ 332

THE non-conference South African Far East (SAFE) shipping line reassures its customers that it will continue its 11-month-old full container service.

The line runs two cellular container ships once a month between South Africa and Taiwan, Korea, Hong Kong, Singapore and Japan. The ships are Kowloon Express with a capacity of 450 containers, and Macau which can carry 480 containers.

Mrs Shulla Israeli, a director who represents the company in South Africa, said both vessels would be owned by the company from 1982.

The line's head office in Hong Kong had announced a regular monthly service between South Africa and South East Asia which would carry break-bulk cargoes of jute and rice.

From Taiwan to South Africa from January to June this year, SAFE obtained the second-larg-

est market share of total tonnage carried with 14,36%.

Of the 13 shipping lines which operated on the route in this boom time for imports, SA national carrier Safmarine carried the highest proportion of goods with 25,46%.

Of the 34% market share carried by non-conference lines, SAFE — working through Gundersen — claims more than half.

Mrs Israeli said the average price of a container charged by all shipping lines to South African exporters had come down from \$3 000 in January to \$2 200 because of increased competition from non-conference lines.

She said the company expected sufficient and steady cargo trading between South Africa and the Far East would offer SAFE line continued good business opportunities.

"SAFE line is here to stay. We didn't come here to end the operation when boom trading slackened," Mrs Israeli said.

M S Irving expands in South Africa

CT 20/19/81
(332)

M S IRVING Shipping (Pty) Limited, has expanded its involvement in the Southern African transport scene with the formation of its subsidiary Ships Agency Company, Global Maritime Agencies (Pty) Ltd.

Global Maritime Agencies offers ships agency, marketing and operational services in Johannesburg, Salisbury and all South African ports. The management, marketing and operations team is made up of people well known in the industry and with the combined experience to provide a much needed independent service to the shipowner and the South African shipper.

The word independence is stressed for although GMA is part of the MSI Group, each company will be independent of the other to ensure confidentiality for clients.

GMA has started strongly in that as from September 1, 1981 it will take over as General Marketing and Port Agents for the well-established

lished Manta Line of Piraeus.

Manta has for the past 3½ years provided South African shippers with a competitive, reliable service to the Indian Ocean Islands, East Africa, Red Sea, Arabian Gulf and Eastern Mediterranean.

The service began with two vessels and has now expanded to 11 including a modern Ro Ro vessel and a fully-cellular container vessel which was recently fitted with a R300 000 gantry by the SA shipyard, Dorbyl. This is not the only instance of Manta's financial involvement in SA.

Managing Director Captain George Sifakis recently concluded a deal with Endred Fruehauf to purchase 500 new containers being manufactured in Isitebe.

Global's managing director Sean Minogue started his shipping career in 1957 when he entered HMS Conway, the well-known British training ship,

FCI hits at the 'poor facilities' at SA airports

RDM 20-10-81 (332)

DISSATISFACTION was expressed at the executive council meeting and convention of the Federated Chamber of Industries in East London yesterday about the standard of facilities offered at South African airports.

The convention was discussing a report on the infrastructure committee, and a speaker said, although there was admiration for the way South African Airways operated, the airline did not control airport facilities.

He complained of inadequate provision for meals and refreshment and high charges. Facilities, he said, were not in keeping with the modern needs.

Mr R A F Smith of the Department of Transport said there was a great shortage of funds for infrastructure development. Catering at airports was handled privately on a tender basis.

Chaos

Another speaker was concerned that money was not being spent effectively and it was important to realise that air travel-

ler numbers were increasing.

When travellers landed they stepped into total chaos, he said.

The basis of catering contracts was also questioned and it was suggested that contractors should be given competition on a free enterprise basis.

Mr J B Annegarn of the Transvaal chamber suggested that the FCI should approach the relevant departments. The convention had before it a report suggesting that the chamber should determine whether a co-ordinating body existed in the planning of airport facilities.

A number of government organisations were responsible for supplying these facilities and the infrastructure committee believed an attempt should be made to obtain some co-ordination. — Sapa.

Putco denies Govt takeover

RDM
21/10/81
33 Deputy Financial Editor

PUTCO managing director and chief shareholder, Mr Albino Carleo, has denied strong rumours on the Johannesburg Stock Exchange that his company is about to be taken over by the Government.

Mr Carleo said the Welgemoed Commission of Inquiry into public transportation had only just started its work and it was most unlikely it would be pre-empted by a Government takeover now.

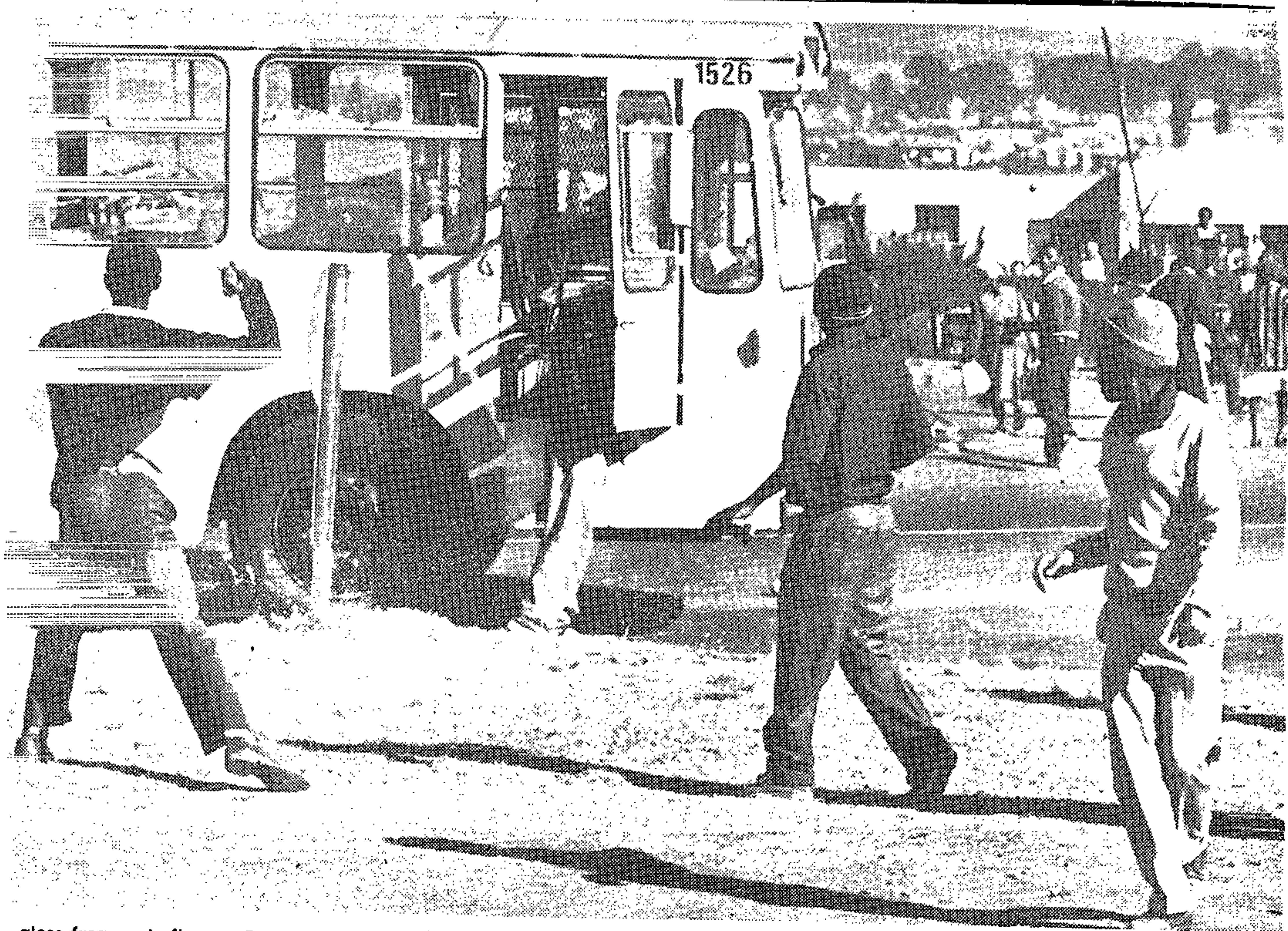
One of its terms of reference is "to investigate the desirability of establishing a national bus corporation", which would probably imply the takeover of subsidised private bus companies such as Putco.

In the past week 327 000 Putco shares have traded and the price has moved from 155c to 170c.

The move may have been precipitated by Tollgate's hardline warning last week that it would "review" spending R17-million on buses after its application for a bus fare increase was refused.

Mr Carleo is adamant that Putco has no intention of holding back on its R200-million planned capital investment programme as a means of obtaining the 35% fare increase, for which it has applied.

But institutional analysts may have taken the view that Putco has a better chance of obtaining the fares applied for in the wake of Tollgate's move — or that Government will make a bid, unlocking the 700c of net assets tied up in Putco.



glass fragments fly as a Putco bus, abandoned by driver and passengers, undergoes its baptism of fire from township youths.

of trouble

We need a new depot costing million every three months. can park only 30 buses on an e of ground and it is getting der and harder to find sites.

Everyone wants their work- at work on time but nobody a bus depot next door."

Legal Resources counters that 's profit record may be er but its conservative ac- counting has led to massive asset owth over the years.

While taxed losses have been in two of the past sev- years and taxed profit has ever exceeded R6 200 000, cholders' funds have rocket- d from R5 901 000 to R75 454 000 the seven years to 1981. That's average compound return of % a year.

The balance sheet is rock solid in debt only 58% of equity and flow able to mop up all rowings in 1,3 years.

Legal Resources argues that - asset growth has been fund- by tax payers and poor com- mers and has enriched Putco cholders and no-one else. al Resources says Putco can- argue "free enterprise" be- it is anything but a free rprise.

It has a monopoly on a Gov- ernment-subsidised essential vice. Risk is limited and the Government has already demon- strated that it will come in with helping hand when Putco hits ouble, as it did when its appli- cation for a fare increase was layed two years.



AS SEEN BY THE GOVERNMENT

Judging by Govern- ment's attitude, al- though it may be a subsidiser, it is no close friend. Only last year it threatened to take Putco over.

But as much as Legal Re- sources does not like Putco in its present form, it is unable to sug- gest an alternative constitution — yet.

If Government ever does take the company over, Mr Carleo ac- knowledges, the R7 balance sheet asset value will be a realis- tic value for the company's bus- es. The buses have been revalued annually. But he says properties might be worth a premium and government should also pay R6 000 to R8 000 per bus for its operating certificate. That would add R24-million or R2,35 a share to a possible takeover price.

Government, however, might take the view that it issues the certificates and is therefore not

prepared to pay for them.

Mr Carleo pleads not guilty to commuter charges that Putco buses are infrequent, uncomfort- able, often late and dirty.

Better

The Soweto bus service, he maintains, is better than that of white Johannesburg. Not only are fares 70% cheaper but Putco at least makes a profit, while the Johannesburg Transport De- partment expects to make an R11-million loss.

A white bus traveller wishing to travel to Germiston from Randburg must go to Johannes- burg first, change buses, then carry on. In Soweto, few pro- spective commuters are more than four blocks away from a bus stop offering them four or five direct destinations.

Mr Carleo says parts of Alex- andra township have a bus every 25 seconds.

Travelling time between Soweto and Johannesburg, he says, could be reduced from the current peak time of 57 minutes to the off-peak 11 minutes — if the traffic authorities would provide a bus lane. Savings on fuel and additional bus usage would be immense and could be passed on to commuters in the form of lower fares.

Bus lane

At present there are three roads out of Soweto - three roads serving a city of more than a million! And one of them will be cut off when the new Uncle Char-



AS SEEN BY SOME COMMUTERS

"We are forced to live far from work. Segre- gated, Government- backed, white-owned Putco is a money- making instrument of policy.

lie interchange is being built.

Mr Carleo says buses make up 10% of the number of vehicles leaving Soweto but carry 80% of the passengers. This should entitle them to a bus lane.

Mr Carleo argues that public authorities should provide the in- frastructure for Putco's buses - not just bus lanes but bus depots and tarred off-road stops. But municipalities, he says, too often see Putco as a profit making body and fail to co-operate — raising costs and causing com- muters discomfort.

He says all Putco buses are washed inside and out every day. The company has millions tied up in bus washing machines at each of its depots.

"We take out 25 tons of rubbish

a day that we did not put there. One problem is that buses col- lect dew overnight, then have to stop on dirt roads, throwing up clouds of dust that covers pas- sengers and sticks to the bus. After three or four stops at dirt road stops they are filthy outside."

Another problem, he says, is that blue collar workers board the early buses with their break- fast and leave much of it behind. Then white collar workers in smart suits, who start work lat- er, have to board dirty buses.

Roads

Mr Carleo says there is no way the buses can be cleaned in be- tween runs. Bus usage is al- ready pathetically low because of poor roads.

Mr Carleo is convinced that if Government took over Putco, the service would decline and the service would inevitably cost the tax payer a lot more. The London transport department, he argues, expects to lose £100- million this year and the experi- ence of other state or municipal bus companies is generally the same.

He is adamant that Putco shareholders will not see a higher dividend in the foreseeable future. All capital is already committed.

Putco minority shareholders are therefore praying that Gov- ernment will take over the com- pany. This is the only way they will ever realise those 'fabulous' assets.

commuters or Putco's management, they are not sure which.

All they know is Putco's returns are low and their dividend has been frozen on 6,5c for seven years despite crippling inflation. So Putco is valued at 170c a share on the stock exchange despite conservatively stated net assets of 700c.

And, as if it doesn't have enough antagonists, Putco's workers have registered their unhappiness with strikes.

Lifeline

Putco is unfairly judged, says major shareholder and managing director Mr Albino Carleo.

According to Mr Carleo, Putco provides a reasonable, efficient service against huge odds and its buses are an indispensable pillar of a decent standard of living for most blacks.

"Commuters should regard a Putco bus as they do their stoves and their houses — as a valuable asset. Our buses are a lifeline to many communities and should be cherished by them, not stoned. Too many people see Putco as a cow that can be milked regardlessly."

Mr Carleo says the company has improved its service out of recognition in the 10 years since his family took over.

Profits

"When we took over, the average age of a Putco bus was 19 years. Now it is six years. Then we had 650 buses. Today we have 3 000."

He argues that the company

must make profits in order to expand its services to a fast growing population.

Mr Carleo says Putco must spend R220-million on buses, depots and workshops by 1985 — merely to maintain its services to a soaring urban black population. It plans to spend R65-million this year.

Retained profit last year, despite the frozen dividend, was R3 685 000 — hopelessly inadequate for the task.

This is why Putco has asked for a 35% fare increase, some of which, if granted, will be borne by commuters and the rest by Government, which subsidises Putco to the tune of about 35% or 40% of its turnover of R135-million.

Putco earned only 9,8% (1980:12,7%) before tax and interest on total capital employed last year.

But that was after highly conservative inflation accounting. The company knocked R8-million off its stated pre-tax profit of R16 831 000 in additional depreciation, calculated on the fast rising replacement value of its buses.

This is becoming normal inflation accounting practice but is not recognised by the Receiver of Revenue.

Without this additional depreciation, return on total capital was 15,4% — still less than the inflation rate.

Taxed return for shareholders last year was 6% (8,1%) but, if additional depreciation is omitted, 17,5% (22,7%), which is indif-



AS SEEN BY SOME SHAREHOLDERS

Putco's shareholders are not exactly enamoured with a company with a patchy profit record that has kept its dividend at 6,5c for eight years.

ferent compared to other public companies.

Asked why Putco is prepared to spend R220-million if it is getting an inadequate return, Mr Carleo says it has no option. Commuter demand, not profitability, determines the company's expansion.

"If we closed down half our routes, we would double our profits. But we have to supply the buses if the people show up — or they will throw stones. We have had to buy additional buses on occasion, when squatter townships have sprung up overnight."

"And when rail fares from Soweto go up in the near future, pressure on the buses will become impossible and we shall have to provide more."

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22/10/81

332

PUTCO might carry 363-million passengers 156-million kilometres a year in its 3 000 buses — but it is still the most friendless company on the Johannesburg Stock Exchange.

By DAVID CARTE

The political left, many of Putco's commuters and its workers are highly hostile.

On the other side of the fence, its shareholders are not exactly enamoured with a company with a patchy profit record that has kept its dividend at 6,5c for 10 years.

And, judging by Government's tardiness with fare increases and its appointment of the Welgemoed commission of inquiry to "consider the formation of a national bus corporation", Government may be a subsidiser but it is no close friend.

Only last year it threatened to take Putco over and this is still a possibility.

Sometimes to register political anger, sometimes out of commuting frustration, black commuters have stoned and set fire to Putco buses. About 1 500 Putco buses were damaged in the 1976 unrest.

The rationale of politically-motivated stone throwers and arsonists seems to be: "Government policy forces us to live far from work in squalid townships. Strictly segregated, Government-subsidised, white-owned Putco buses are a money-making instrument of policy. So let's throw stones at them."

Exploiter

Putco's black commuters and the Legal Resources Centre, which fights for them, see Putco as a money-grubbing exploiter of the poor and voiceless, fighting the company tooth and nail every time it proposes raising its fares.

And judging by Government's takeover threat, it perceives the company much the same way.

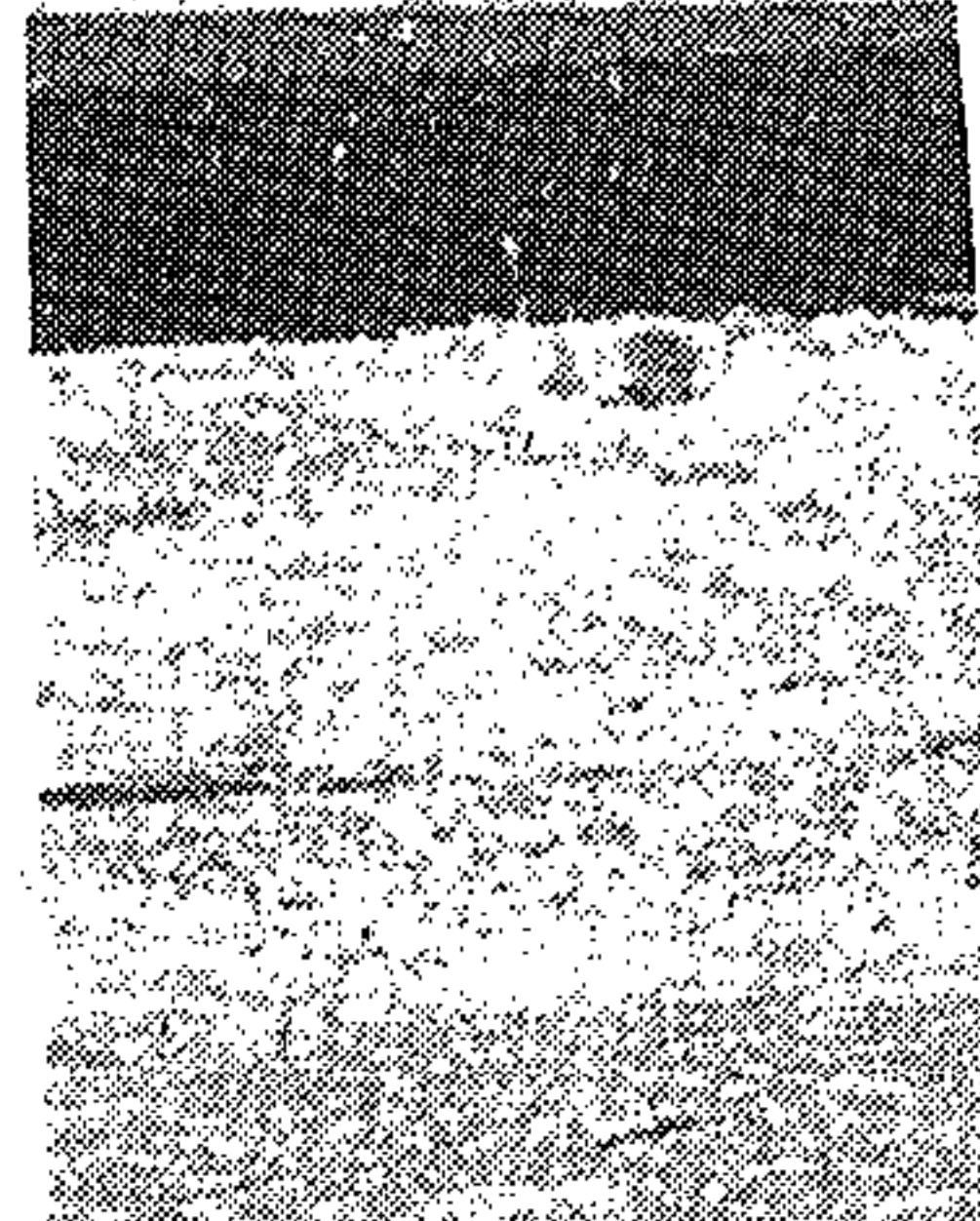
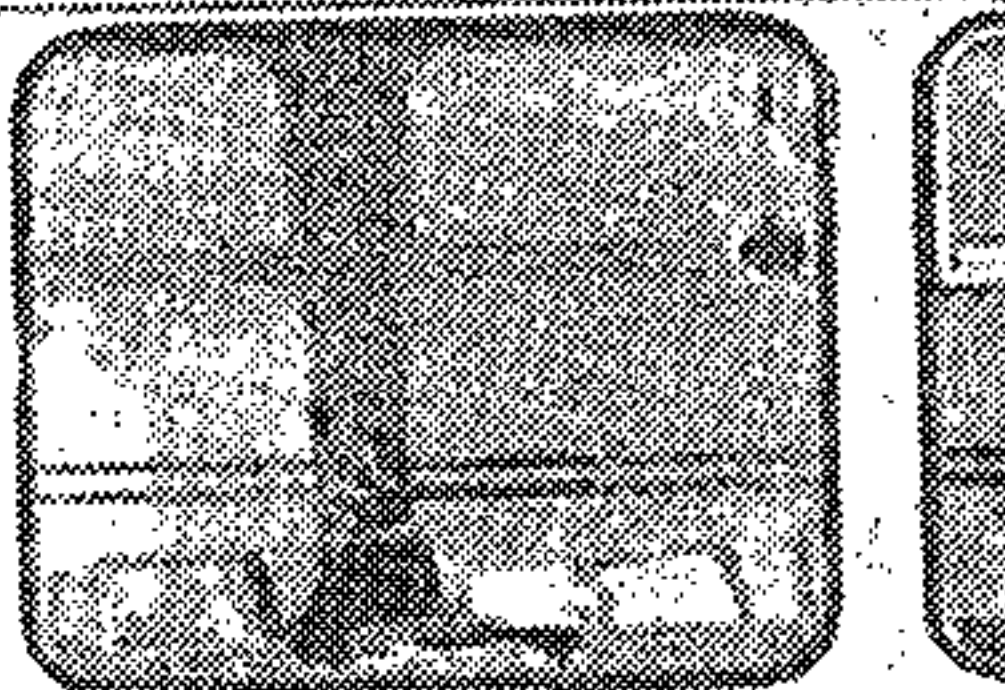
Shareholders on the other hand feel exploited either by

Putco —
millions
of miles
but no
smiles



A

fleet



BRICKS BUT NO BOUQUETS ..

RDM 22.10.81 (

332

(e) rek- of uitbultgaring van poliëstervesels (kontinu), van 150 dtex met 48 filamente, vir die brei van gordynstof [item 311.04/51.01 (8)];

(f) rek- of uitbultgaring van poliëstervesels (kontinu), van 167 dtex met 30 filamente, vir die brei van gordynstof [item 311.04/51.01 (9)];

(g) rek- of uitbultgaring van poliëstervesels (kontinu) van 200 dtex met 72 filamente, en 260 dtex met 48 of 72 filamente, vir die brei van gordynstof [item 311.04/51.01 (10)]; en

(h) garing van gefabriseerde vesels (kontinu) (uitgesonderd garing van poliëster- of poliamiedvesels) vir tekstielborduurwerk (item 311.07/51.01). [RHN-verw. T5/2/11/2/1 (E14/81).]

Applikant:

South African Nylon Spinners (Pty) Ltd, Posbus 2088, Clareinch, 7740.

Kyk Algemene Kennisgewing 803 van 16 Oktober 1981 vir Lys 35/81.

(23 Oktober 1981)

(e) stretch or bulked yarn of polyester fibres (continuous), of 150 dtex with 48 filaments, for knitting curtaining [item 311.04/51.01 (8)];

(f) stretch or bulked yarn of polyester fibres (continuous), of 167 dtex with 30 filaments, for knitting curtaining [item 311.04/51.01 (9)];

(g) stretch or bulked yarn of polyester fibres (continuous) of 200 dtex with 72 filaments, and 260 dtex with 48 or 72 filaments, for knitting curtaining [item 311.04/51.01 (10)]; and

(h) yarn of man-made fibres (continuous) (excluding yarn of polyester or polyamide fibres) for textile embroidery (item 311.07/51.01). [BTI Ref. T5/2/11/2/1 (E14/81).]

Applicant:

South African Nylon Spinners (Pty) Ltd, P.O. Box 2088, Clareinch, 7740.

For List 35/81 see General Notice 803, dated 16 October 1981.

(23 October 1981)

KENNISGEWING 836 VAN 1981

DEPARTEMENT VAN VERVOER

KOMMISSIE VAN ONDERSOEK NA BUS-PASSASIEVERVOER IN DIE REPUBLIEK VAN SUID-AFRIKA

Op die tweede vergadering van die Kommissie van Onderzoek na Buspassasiersvervoer in die Republiek van Suid-Afrika gehou te Pretoria op 15 Oktober 1981 onder voorsitterskap van dr. P. J. Welgemoed, L.V., is daar besluit om alle belanghebbendes wat begerig is om vertoë tot die Kommissie te rig, uit te nooi om voor of op Maandag 4 Januarie 1982 memoranda aan die Kommissie voor te lê insake aspekte 1 en 2 van die Kommissie se opdrag.

Die betrokke aspekte van die opdrag is soos volg:

“Om ondersoek in te stel na, verslag uit te bring en aanbevelings te doen oor die volgende aspekte van buspassasiersvervoer in die Republiek van Suid-Afrika:

1. Tariewe.

1.1 Die doeltreffendheid al dan nie van die huidige procedure wat gevolg word by die oorweging van aansoeke om tariefaanpassings;

1.2 die basis van tariefvasstelling;

1.3 die bekendstelling en implementering van tariefaanpassings;

1.4 die wenslikheid van tariefaanpassings op 'n individuele basis en slegs binne sekere gebiede op sekere tye of, as alternatief, 'n eenvormige landswye tariefverhoging meermale per jaar;

1.5 die uitwerking van tariefverhogings binne die Republiek van Suid-Afrika op interstaatlike gebiede.

2. Subsidies.

2.1 Die subsidiëring van buspendelaars en of dit hoegenaamd nodig en wenslik is;

2.2 indien die subsidiëring in 2.1 gemeld, nodig en wenslik bevind word—

2.2.1 die basis van subsidiëring;

2.2.2 die procedure vir die toepassing en eenvormige berekening van subsidies;

2.2.3 die betaling van subsidies.”

NOTICE 836 OF 1981

DEPARTMENT OF TRANSPORT

COMMISSION OF INQUIRY INTO BUS PASSENGER TRANSPORTATION IN THE REPUBLIC OF SOUTH AFRICA

At the second meeting of the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa held in Pretoria on 15 October 1981 under the chairmanship of Dr P. J. Welgemoed, M.P., it was resolved to invite all interested parties who are desirous of making representations to the Commission to submit memoranda for consideration by the Commission on or before Monday 4 January 1982 in respect of aspects 1 and 2 of the terms of reference of the Commission.

The relevant aspects of the terms of reference are the following:

“To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa:

1. Tariffs.

1.1 The effectiveness or otherwise of the existing procedure followed with regard to the consideration of applications for tariff adjustments;

1.2 the basis of tariff determination;

1.3 the announcement and implementation of tariff adjustments;

1.4 the desirability of tariff adjustments on an individual basis and only within certain areas at certain times or alternatively by a uniform country-wide tariff increase more than once a year; and

1.5 the effect of tariff increases within the Republic of South Africa on interstate areas.

2. Subsidies.

2.1 The subsidisation of bus commuters and whether it is at all necessary and desirable;

2.2 if the subsidisation referred to in 2.1 is found to be necessary and desirable—

2.2.1 the basis of subsidisation;

2.2.2 the procedure for the application and uniform calculation of subsidies;

2.2.3 the payment of subsidies.”

Memoranda
Die
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Memoranda moet gerig word aan—

Die Sekretaris
Busvervoerkommissie
Privaatsak X193
Pretoria
0001

M. C. BOTHA, namens Voorsitter Busvervoerkommissie.
(23 Oktober 1981)

Memoranda should be directed to—

The Secretary
Bus Transport Commission
Private Bag X193
Pretoria
0001

M. C. BOTHA, for Chairman Bus Transport Commission.
(23 October 1981)

AGROPLANTAE

Hierdie publikasie is 'n voortsetting van die Suid-Afrikaanse Tydskrif vir Landbouwetenskap Jaargang 1 tot 11, 1958-1968 en bevat artikels oor Akkerbou, Ekologie, Graskunde, Genetika, Landbouplantkunde, Landskapbestuur, Onkruidmiddels, Plantfisiologie, Plantproduksie en -tegnologie, Pomologie, Tuinbou, Weiding en Wynbou. Vier dele van die tydskrif word per jaar gepubliseer.

Verdienstelike landboukundige bydraes van oorspronklike wetenskaplike navorsing word vir plasing in hierdie tydskrif verwelkom. Voorskrifte vir die opstel van sulke bydraes is verkrygbaar van die Direkteur, Landbou-inligting, Privaatsak X144, Pretoria, aan wie ook alle navrae in verband met die tydskrif gerig moet word.

Die tydskrif is verkrygbaar van bogenoemde adres teen R1,50 per eksemplaar of R6 per jaar, posvry (Buitelands R1,75 per eksemplaar of R7 per jaar).

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

AGROPLANTAE

This publication is a continuation of the South African Journal of Agricultural Science Vol. 1 to 11, 1958-1968 and deals with Agronomy, Ecology, Agrostology, Genetics, Agricultural Botany, Landscape Management, Herbicides, Plant Physiology, Plant Production and Technology, Pomology, Horticulture, Pasture Science and Viticulture. Four parts of the journal are published annually.

Contributions of scientific merit on agricultural research are invited for publication in this journal. Directions for the preparation of such contributions are obtainable from the Director, Agricultural Information, Private Bag X144, Pretoria, to whom all communications in connection with the journal should be addressed.

The journal is obtainable from the above-mentioned address at R1,50 per copy or R6 per annum, post free (Other countries R1,75 per copy or R7 per annum).

Sales tax must accompany inland orders.

THE ONDERSTEPSPOORT JOURNAL OF VETERINARY RESEARCH

Die "Onderstepoort Journal of Veterinary Research" word deur die Staatsdrukker, Pretoria, gedruk en is verkrygbaar van die Direkteur, Afdeling Landbou-inligting, Departement van Landbou-tegniese Dienste, Privaatsak X144, Pretoria, 0001, aan wie ook alle navrae in verband met die tydskrif gerig moet word.

Hierdie publikasie is 'n voortsetting van die "Reports of the Government Veterinary Bacteriologist of the Transvaal" wat terugdateer tot 1903 en waarvan 18 verskyn het tot 1932. Dit is gevolg deur 40 volumes van die "Onderstepoort Journal". Tans bestaan elke volume uit vier nommers wat teen R2 binnelands en R2,50 buitelands per nommer, van bogenoemde adres verkrygbaar is.

Direkteure van laboratoriums ens. wat begerig is om publikasies om te ruil moet in verbinding tree met die Direkteur, Navorsings-instituut vir Veeartsenykunde, Pk. Onderstepoort, 0110, Republiek van Suid-Afrika.

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

THE ONDERSTEPSPOORT JOURNAL OF VETERINARY RESEARCH

The Onderstepoort Journal of Veterinary Research is printed by the Government Printer, Pretoria, and is obtainable from the Director, Division of Agricultural Information, Department of Agricultural Technical Services, Private Bag X144, Pretoria, 0001, to whom all communications should be addressed.

This publication is a continuation of the Reports of the Government Veterinary Bacteriologist of the Transvaal which date back to 1903 and of which 18 have appeared up to 1932. These were followed by 40 volumes of the Onderstepoort Journal. At present each volume comprises four numbers which are obtainable at R2, other countries R2,50 per number from the above address.

Directors of laboratories etc. desiring to exchange publications are invited to communicate with the Director, Veterinary Research Institute, P.O. Onderstepoort, 0110, Republic of South Africa.

Sales tax must accompany inland orders.

Thanks for bus effort

C. Heald 24/10/57
THE Federation of Cape
Civic Associations is
extremely happy at the
outcome of the objections
to the bus fare increase
application by the Tollgate
Bus Companies.

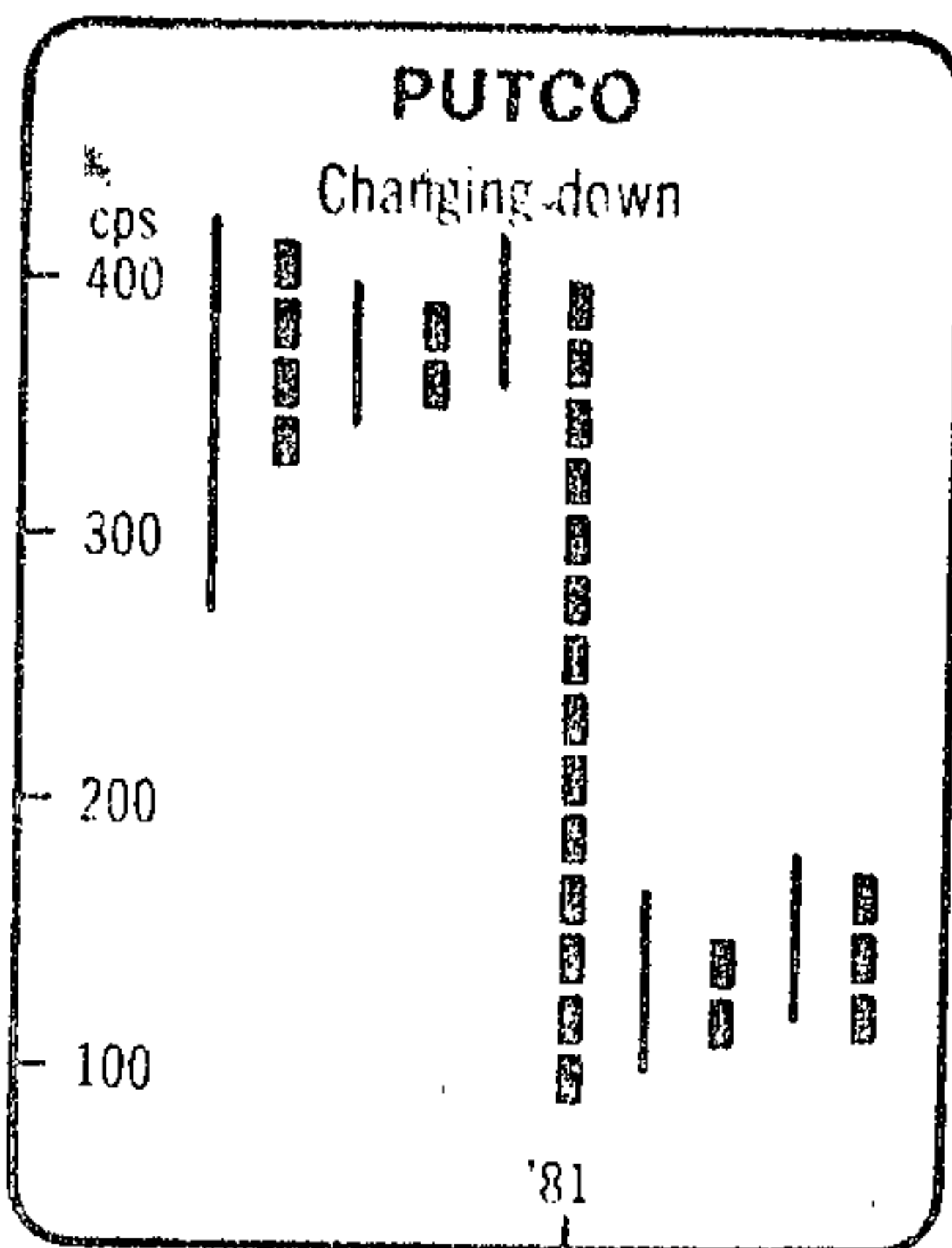
The Federation wishes
to thank the Attorneys
and all those persons that
assisted them for all their
time, effort and sacrifice
put into the case on behalf
of the objectors. It is
almost sure that without
their assistance this suc-

cess may not have been
possible.

An important lesson has
been learnt arising from
the success gained that it
was through the united
effort of the people most
affected that heads could
be put together to find the
best method of opposing
further hardships on the
community.

THE FEDERATION OF
CAPE CIVIC
ASSOCIATION

Athlone



Putco ... performance hinges on fare increases

| | '78 | '79 | '80 | '81 |
|---------------------|------|-------|-------|-------|
| Return on cap (%) | 13.9 | 10.6 | 19.7 | 12.8 |
| Turnover (Rm) | 47.8 | 71.5 | 109.8 | 127.7 |
| Pre-tax profit (Rm) | 4.2 | 4.1 | 13.2 | 13.7 |
| Gross margin (%) | 9.5 | 8.6 | 13.9 | 12.2 |
| Earnings (c) | 24.9 | 9.9 | 46.3 | 52.1* |
| Dividends (c) | 6.5 | 6.5 | 6.5 | 6.5* |
| Net asset value (c) | \$26 | 1 320 | 1 830 | 740* |

* 3-for-1 cap issue

The plight of a group such as Putco is perhaps highlighted by the following statistics. The company is currently capitalised at R17.3m. Net cash flow last year was R22.4m and capital commitments for the current year total R22.9m. Yet over the next four years the group is going to have to spend over R220m.

And that probably anticipates at least a moderation in inflation rate growth. With a return on capital less than is obtainable on short-term deposits at most local institutions, the group is caught in the predicament of having to spend increasing amounts of money to be able to earn less and less.

Admittedly, the depreciation charge takes account of bus replacement costs and the overall accounting policy attempts to adjust the bottom-line to as realistic a figure as possible.

But the historical return on capital record is not that exciting - yet Putco cannot now cut back on bus replacement or even depot construction.

Putco's major problem in attempting to improve return on capital employed is the price control structure in which the group operates. Putco management is, of course, not entirely blameless in having to cope with price control because of the nature of new route applications and Putco's ability to keep competition out.

But fare increase delays can be damaging. Last year, for example, operating costs rose by 28%. But the fare application made to cover the June 1979 fuel price rise was approved only late in November last year, and was introduced in the Pretoria area in

January and in the Witwatersrand in July.

Not surprisingly, chairman Ignatius van Onselen says the "single most important issue in forecasting (this year's) results is at what stage, or to what extent, our present tariff increase application will be approved and implemented." Putco is then, unfortunately, faced with the politically sensitive issue of introducing the higher tariff structure.

Nonetheless, Van Onselen is confident "reasonable growth in profit" will be achieved.

A feature of Putco's track record has been the high retention rate and the maintenance of the 6.5c dividend since 1975. Last year, the cap issue effectively gave shareholders a massive dividend increase as the new shares ranked for the 6.5c dividend.

This cap issue has left the balance sheet in better condition to be able to handle the vast capital programme now needed. Last year, a new Durban depot was commissioned and this year three new depots, costing R21m, are being developed.

The nature of Putco's accounting makes an analysis of dividend growth misleading. More pertinent with this company is the growth in shareholders' equity: from R5.9m in 1975 to R75.5m this year. That growth of 1 179% compares with a 635% growth rate over the same period in long-term liabilities. So the role played by internally generated funds has been crucial and justifies the high cover. For those not requiring income Putco provides a sound long-term investment.

Ian Muir

PUTCO FM 30/10/81

The fare game (332)

Activities: Operates southern Africa's largest bus service, catering mainly for blacks in Pretoria, the Reef, Vaal Triangle and Durban areas. Controlling shareholder is Carico Enterprises.

Chairman: I P van Onselen.

Capital structure: 10.2m ordinaries of 40c. Market capitalisation: R17.3m.

Financial: Year to June 30 1981. Borrowings: long- and medium-term, R36.2m; Net cash: R9.7m. Debt/equity ratio: 55.7%. Current ratio: 1.4. Net cash flow: R22.4m. Capital commitments: R22.9m.

Share market: Price: 170c (1980-81: high, 175c; low, 80c; trading volume last quarter, 234 000 shares). Yields: 30.6% on earnings; 3.8% on dividend. Cover: 8.0. PE ratio: 3.3.

strategy for container flows over the Christmas/New Year period.

Transport Consultative Committee vice-chairman Alan Cowell, transport consultant to both JCC and Assocom, says the flow is back to normal.

Containers in the Durban/City Deep pipeline are down from a peak congestion figure of over 4 000 to 2 500. Average transit time for containers is now eight to nine days. It has been as high as 12-14. Although Railways does not yet have its full complement of drivers, it can cope with present deliveries.

Despite earlier predictions of a slowdown in imported container volumes, Cowell says the same high-level flow is being maintained. He expects present volumes to be maintained for the rest of the year.

At present, there is a 1%-2% increase every month in domestic container traffic, which now constitutes 55%-60% of total container volumes on the Durban/Reef line. Apparently the increase is not impinging on efficient handling of containers.

Cowell says that to prevent a repeat of last year's container congestion at City Deep — which took more than two months to sort out — it is vital that there is close co-operation between Railways and the private sector.

During the critical December 10-January 10 period, additional storage areas to cope with containers will have to be found. One possible area suggested by Railways is Natspruit in Alberton. It is expected to hold 800-1 000 containers. Cost to consignees will be appreciable as Railways has to instal expensive mechanical handling equipment. Other holding areas are also under consideration.

SACD (SA Container Depot) has increased its stacking capacity to cope with about 500 undeliverable containers. Certain major forwarders have also developed small container handling areas which can take 450-500.

Cowell stresses two key requirements to ensure a smooth flow. Importers who are closing down operations should keep on a skeleton executive and operating staff to clear documents and receive and unpack containers.

Another key requirement is that Railways introduce what is routine procedure overseas — inform importers 24 hours in advance that a container is to be delivered. This, he says, is absolutely vital. At present consignees are not informed of proposed deliveries by the SAR.

CONTAINERS 332

Money for jams

FM 30/10/81

The logjam at the City Deep railway terminal (*Business* July 24) has been sorted out and Assocom meets SA Transport Services (formerly SAR) next week to finalise

Mitcott UK bids for all SA firms

Britain seeks markets

But in

By JC MULC

THE industrial sector of the Johannesburg Stock Exchange market has a crack, and it appeared that wider acceptance of gloomy prospects for the year would be away at

Most fund managers have been the gold price economy, at least nine months, but weeks private industry has not filter institutions.

One analyst describes the buoyancy as "of high interest in gold price which may be in general sale loan levy.

The content of the market is underpinned by its falls that they are good script available, but protecting the

The institution has been a case topping up the debt also been a good stock

Argus pays R1 on 74% increase

Financial Reporter

ARGUS Printing & Publishing increased trading profit to more than R12-million for the six months to August 31 and has raised the interim dividend from 75c to 100c.

Attributable profit was up by 74.4% from R4 400 000 to R7 600 000.

Earnings a share are up from 310c to 540c.

Argus publishes major afternoon newspapers and the Sunday Tribune has 51% of CNA which this week reported a more than doubling of its interim profit — 49.3% of Horrocks and 30% of Caxton.

It also holds 39% of South African Associated Newspapers, publishers of, among others, the Rand Daily Mail.

According to a Sapa report income before tax rose from R8 400 000 to R13 900 000 and

475c offered to minority

RPT 31/8/81

MITCHELL Cotts UK plans to buy out the minority holding in its South African subsidiary for R21 140 000.

Shareholders are being offered 475c a share against the current price on the Johannesburg Stock Exchange of 385c.

The UK company is, however, bringing the funds into South Africa through the financial rand market — and thus at a hefty discount.

Indeed, it calculates the cost at £8 700 000 at the current FR discount against a commercial rand-sterling value of just over £12-million.

The mechanics of the deal will involve converting the minority holding of 4 450 000 ordinary shares into redeemable preference shares and then into cash.

Mitchell Cotts SA is mainly involved in project engineering, manufacturing, civil engineering and transport.

The UK parent holds 71.5% of the equity and is offering the R21 140 000 for the outstanding 26.5%.

By HOWARD PREECE

where appropriate South Africa can investment at the level of Mitcotts subsidiaries.

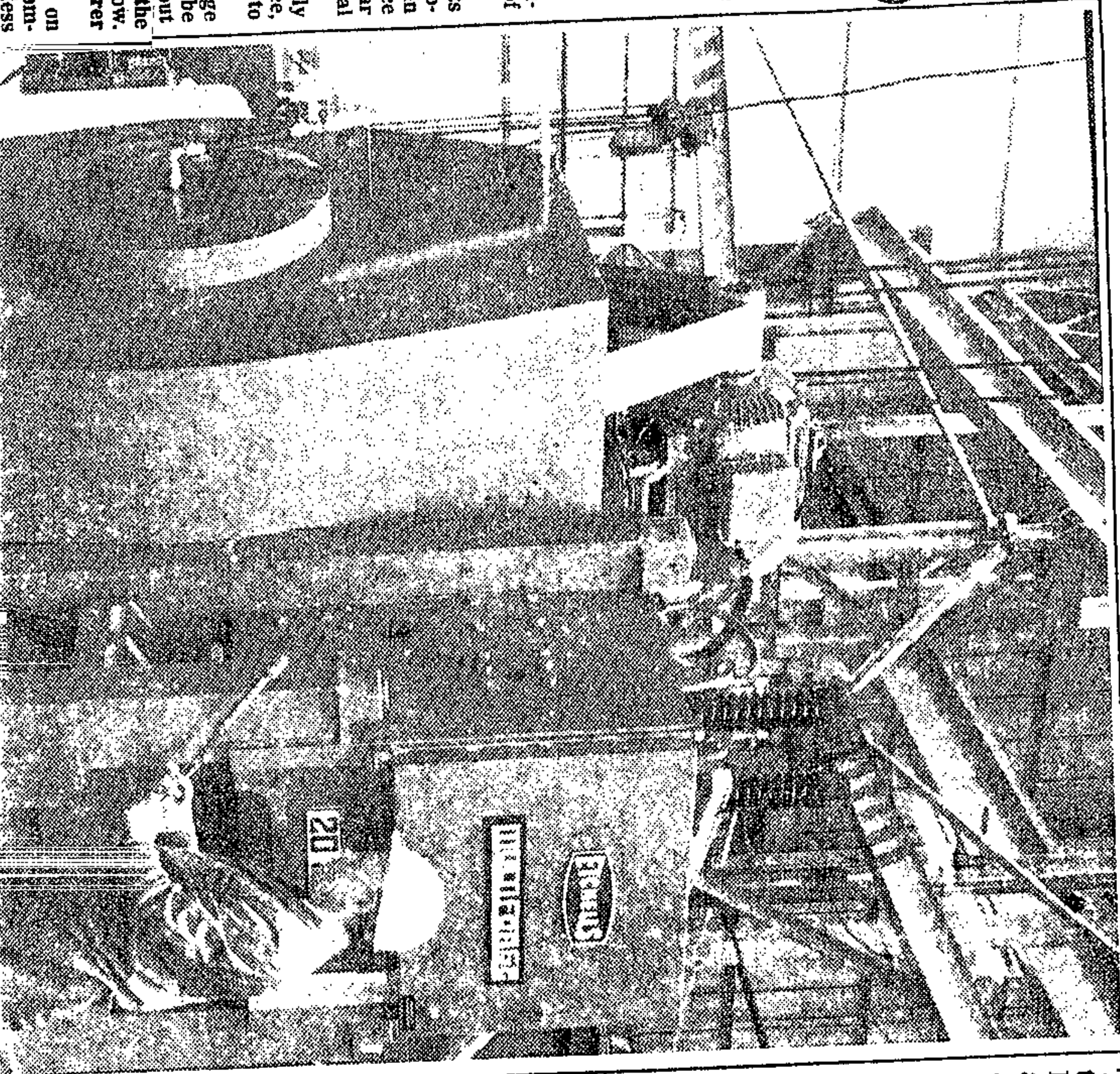
COMMENT. Mitchell Cotts has had a low profile on the Johannesburg Stock Exchange in recent years and the share price has risen by only 14% this year against a much larger general rise in the industrial sector.

The UK offer, which is nearly 30% above the market price, looks certain to be acceptable to the minority holders.

It is not clear at this stage precisely what the group will be able to do, within and without

South Africa, by buying out the minorities that it cannot do now. This may become clearer later.

The share will be delisted on the JSE when the deal is completed and much less



course, in equity terms it could be called a South African group.

The cash-strapped parent is aiming to place new shares and raise a medium-term loan in London to finance the proposed deal.

The official announcement from Standard Merchant Bank last night referred to the parent Mitchell Cotts group as MCG and the SA Mitchell Cotts company as Mitcott.

It said: "In recent years as the operations of MCG and its subsidiaries have become more specialised, particularly in the engineering and transportation divisions, it has become increasingly important to mobilise the resources of the group on an international basis and in the opinion of the directors future growth will depend upon an increasing emphasis in this direction.

"In the case of big engineering projects in the mining field mobilisation of group resources, from whatever country, is an important factor in acquiring and executing such work.

"It is believed that with Mitcott as a wholly owned subsidiary of MCG and the facility of a full and free interchange of personnel and financial resources both companies will be better able to take maximum advantage of business opportunities both within South Africa and elsewhere.

"It is not intended that the proposed reorganisation should in any way restrict the growth of Mitcott or the career prospects of its many loyal executives and staff.

"There will be no change in the Mitchell Cotts policy of maintaining a strong element of South African financial participation in its operations, but it is considered that this can more appropriately be achieved in future by way of joint ventures and

public information available about its activities.

31/10/81

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Violence will cause bus service suspension

By JIMMY MATYU

CIVIC and cultural organisations in Port Elizabeth and Uitenhage have appealed for a total ban on Guy Fawkes celebrations and for people to mourn the deaths of four people shot in township riots last Guy Fawkes day.

And Port Elizabeth Tramways has warned that bus services to the city's townships may be suspended if there is a repetition of the violence which marked the anniversary last year.

Traditionally children have painted their faces pitch black, reddened their lips and worn tattered clothes as they celebrated

the day with barricades of car tyres.

But last year buses were stoned, fires lit and the police were called in. There was gunfire as a result of which Mr Rubin Xaka, 18, Sipho Malati, 15, Mr Henry Woji, 29, and Miss Thozama Williams, 16, died.

In a statement, PE Tramways said: "Traditionally buses are damaged in the black townships on November 5. PE Tramways cannot afford either this damage to its buses or the possible injury to passengers and staff."

"Every precaution therefore will be taken to prevent this happening on Thursday."

CV Post 3/11/81

332

Bus SOWETAN W
3/11/81 332

application in the air

BLACK Unity Express Bus Service's (BUEBS) application for forty buses to operate between Pretoria and Gazankulu was heard by the Pretoria Road Transportation Board yesterday.

The approval or rejection of the application was deferred to a future date. Three transport companies, Putco Lebowa Transport, and the South African Railways objected to the application.

The three organisations claimed they had operations on that route, while Mr Gomba, Chairman of the BUEBS, argued there was not enough transport for migrant labourers commuting towards the Great North particularly during festive periods.

Mr Gomba later told **The SOWETAN** that Putco buses were not always available to people going to Lebowa and Gazankulu during festive weekends and that they were told the buses were fully booked.

He said though SAR provided additional trains for the area during this period, the trains were jam-packed and people were always victims of thugs.

The head of the Atteridgeville based BUEBS, Mr Gomba, who has always been opposed to Putco's operation in black areas claiming it was against Government's policy of separate development, has recently lost an application for several routes around Pretoria.

QUANTITY
SURVEYING

(Continued)

**'No Tramways
staff will be at
Algoa meeting'**

Ev Post 4/11/87

332

student

Post Reporter

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NO member of the staff of PE Tramways would attend a meeting of Algoa residents who objected to the city's buses carrying people of all races, the firm's general manager, Mr Carl Coetzer, said today.

Neither he nor his staff had been invited to the proposed meeting.

Public protest meetings were "undesirable" and were the "incorrect forum for any rational and logical discussion on what to some is a most emotional and sensitive issue," Mr Coetzer said.

His firm would never become involved in party politics of any nature.

PE Tramways was "a business concern first and last and politics play no role in its affairs," he said.

"Should any member of the public, whether living in Algoa Park or any other suburb, have a complaint, he is more than welcome to discuss the matter with me and other members of my staff," Mr Coetzer said.

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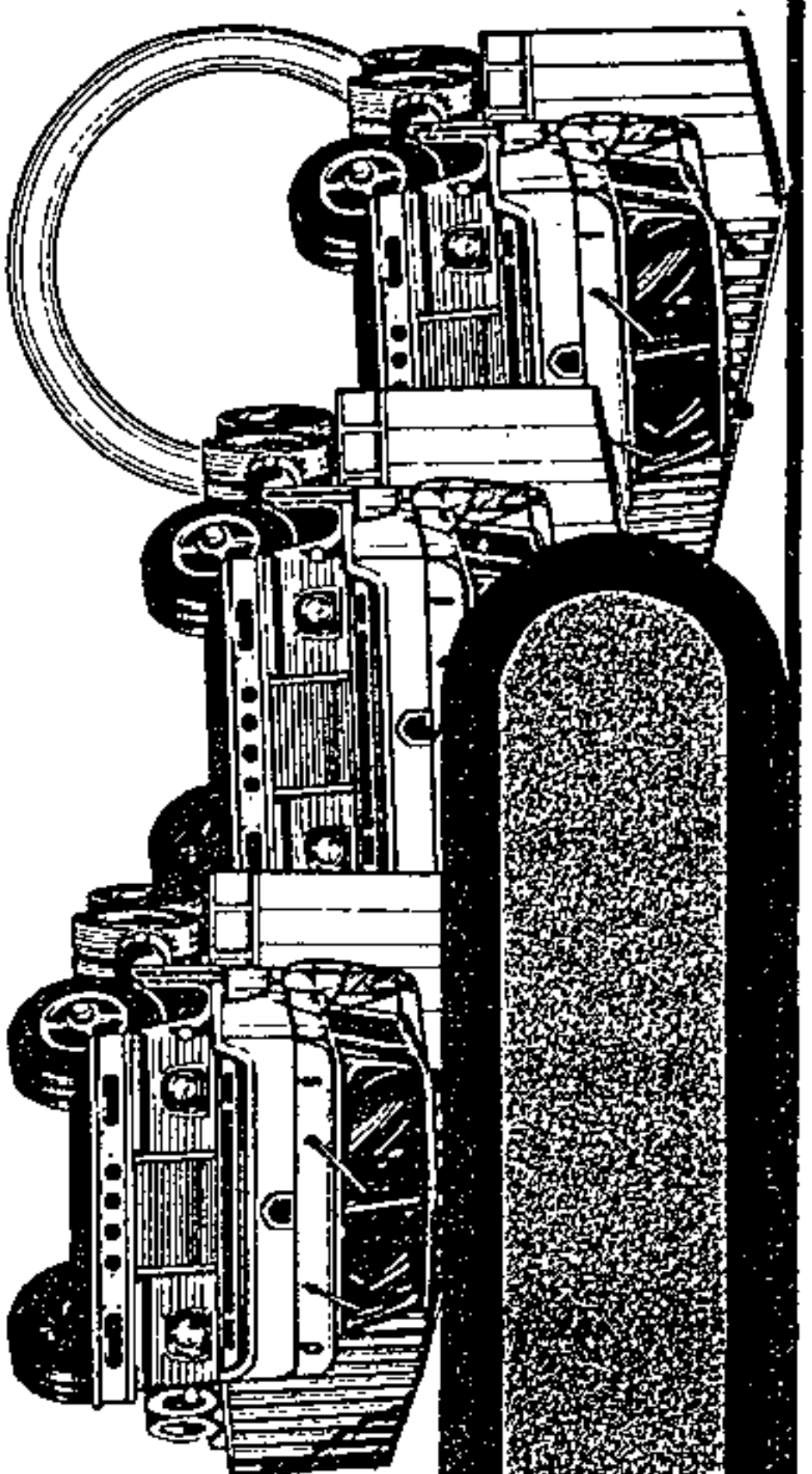
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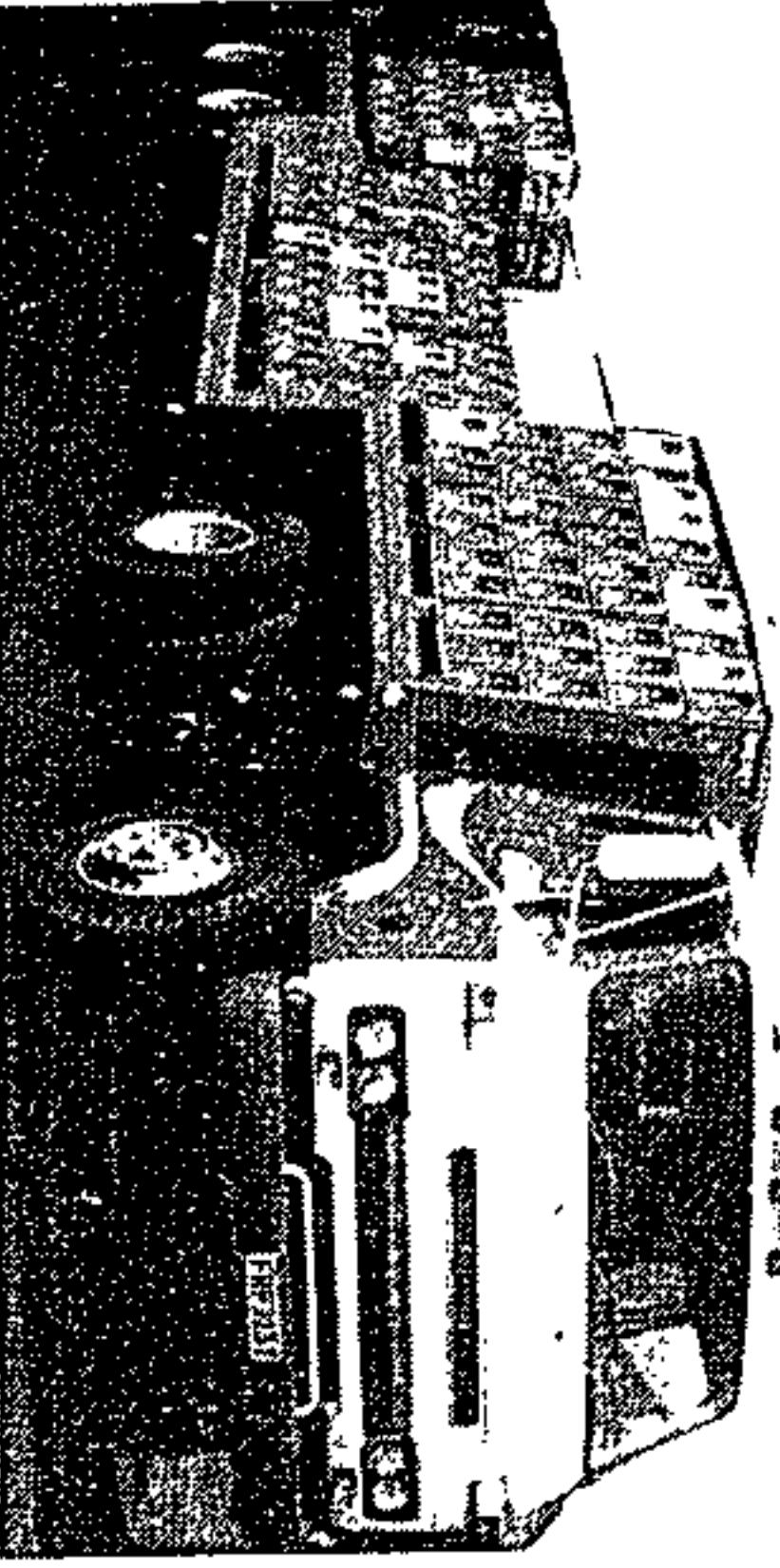
M P Morkel

332 25/10/81



TRUCKING

SUPPLEMENT TO
SUNDAY TRIBUNE
OCTOBER 25th
1981



A loaded Coke Nissan sets off on a stop-start delivery

Things going better with big, big fleet

WHEN a company's costs start to run at about 22 percent of its total budget it is time to start looking at ways and means of curbing cost increases.

This was the situation at the Johannesburg Coca-Cola operation when the company decided to buy 31 Nissan CK 200 trucks.

"Transport costs directly influence the profitability of our operation," says general manager Nic van Zijl.

"Any increase in the cost of transport comes out of our profit at the end of the year."

He says that the decision to start buying Nissan

trucks was based on the experience the Pretoria operation of Coca-Cola has had over the past 10 years.

After experiencing many problems with other trucks, the Pretoria company switched to Nissans.

"Initially we were somewhat sceptical about the move," says Van Zijl, "but a personal guarantee from Peter Whitfield, then MD of Nissan, and the back-up services provided by Martin Jonker Motors, the local supplier, helped us reach a decision."

Whitfield personally guaranteed the trucks for five years "and after 10 years had gone by, we never once

had reason to invoke the guarantee."

The Johannesburg Coke fleet is the biggest privately-owned fleet in South Africa.

According to Van Zijl, 85 percent of the trucks operated by the Johannesburg plant can never deliver maximum performance. It is a stop-start operation and few of the trucks cover more than 15 kilometres a day.

Van Zijl says there is little to choose between the Nissans and the other makes of trucks in use at the Johannesburg plant. The initial capital cost of the 31 CK 200s saved the company R250 000 this year alone.

"At the moment there is no difference in the running costs of the two types of trucks we operate, but we have initiated a five-year study to compare the performance."

Van Zijl adds that apart from the saving in capital costs, Coke has also been looking for a "no-nonsense" truck.

"This we have found in the Nissan. It is easy to operate, gives very little trouble and is reliable."

He says an added advantage of the Nissan is that the trucks bought by Coke have been specially designed to carry a 14-pallet load. Previously Coke in Johannesburg used only eight-pallet trucks, but the change to the 14-ton trucks has meant an additional saving in labour, time and transport costs.

Coca-Cola is now also looking at the existing design to further increase the ability of the trucks to carry 14-ton payloads.

GEARING UP FOR ATLANTIS

No fixed estimate but manufacturers know their vehicle costs will go up

TRIBUNE REPORTER

THE BIGGEST talking point in the trucking industry is the effect the new Atlantis engine will have on the trade.

Most owners are delighted that it will come into being, but both the manufacturers and the operators know the cost of their vehicles will rise dramatically.

There is no fixed estimate of what the increase will be. It varies from 20 percent to as much as 50 percent. But the main effect seems to be that it will increase the cost of transportation and therefore must have a considerable effect on the cost of living index.

As far as the country is concerned the majority of operators are convinced that it is a good thing. It will make the country less dependent on imports. However some manufacturers are doubtful if the trucks will be as suitable as they should be for long distance hauls. Conditions for long dis-

tance hauls in this country are similar to the same hauls in the United States and the American engines have been designed precisely to meet these needs.

The new engines are European in design with M.A.N. and Mercedes-Benz being the predominant partners. The distances generally in Europe do not compare with the long distances covered in South Africa.

When asked why the new engine should cost a lot more than the imported versions, it was pointed out that the demand for trucks was considerably less than in the U.S. and in Europe and thus it must cost a lot more to produce fewer vehicles than when an industry is geared up to produce greater numbers.

Moreover there was the brand new cost of the provision of machine tools to

meet the demand.

It was emphasised by some truckers that while they were in favour of the move, they hoped they would not be the "guinea pigs" trying out the new engines with all the difficulties that could arise.

When the Government began the Atlantis project in 1978, M.A.N. and Daimler-Benz in Germany came to an agreement, which was officially announced to the South African Government, represented by the IDC.

Daimler-Benz and M.A.N. produced a range of diesel engines called the OM 400 series with a Daimler-Benz combustion system, and a D25-series by M.A.N. with the M.A.N. combustion system.

gines and V-shaped engines. M.A.N. used more in-line engines whereas Daimler-Benz used only the V-engines for their truck range.

Because Atlantis could not build all the versions of this engine they had to make a choice. They chose, in the power class of 192 hp to 32 hp, the in-line version.

ADE engines are not M.A.N. engines. On the contrary, this is a Daimler-Benz licence and the ADE engines use the Daimler-Benz combustion system.

But the ADE in-line engines have 192 hp and above have the same capacity, the same power, the same bore and stroke and the same dimensions as the engines M.A.N. presently import.

Therefore, the implementation of the ADE programme in South Africa means that there are no technical changes to the M.A.N. truck and bus range, presently offered to the South African market.

M.A.N. TURNOVER UP R90m IN FIVE YEARS

OVER the past five years turnover of M.A.N. has grown from R10 million to R100 million and a staff of about 800 people," says managing director Bill Cunliffe.

M.A.N.'s market share in South Africa, in the class trucks and buses 12,5 tons gross vehicle mass and above, is 9,7 percent.

In the category 20 tons and above (the 6 x 4 vehicles), the company holds second spot with 14,7 percent.

M.A.N. South Africa is highly diversified. Besides the normal truck and bus operations there are a number of long-term co-operations and licence agreements with different institutions, the most important being M.A.N.'s involvement with the Industrial division of General Mining, as well as spare parts and reconditioning.

contracts with the army and with the SAR.

This diversification undoubtedly adds strength to the company's classical truck and bus activities.

"In gearing for further growth, we are constantly enlarging our organisation," says Cunliffe. "In view of our commitment to growth and investment in South Africa, we are developing a container unloading and storing facility for CKD-parts at our assembly plant in Pinetown and a new large and fully computerised central spare parts store in Isando."

"This new development will enable us to not only fully support our 17 depots throughout South Africa with a far more efficient service, but will also enable our sales force to be constantly up to date with spares availability and parts."

M.A.N. Germany repre-

sents the greatest portion of Europe's biggest engineering and machinery concern, the GHH Group. Besides commercial vehicles this group produces more or less everything which is made out of steel.

M.A.N.'s Truck & Bus Division has its head office in Munich and factories in Munich, Nuremberg and Braunschweig. They produce about 30 000 trucks and buses a year.

M.A.N. Truck & Bus (S.A.) (Pty) Ltd started five years ago when Cunliffe and W. D. Murer took over the company. Up until that time, there had been much speculation as to whether the company would continue to operate in South Africa.

When the takeover happened, M.A.N. also undertook a full commitment to South Africa.



M.A.N. trucks . . . still growing in South Africa

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| Model/Type Origin | Engine | Fuel consumption l/100 km | Average speed (km/h) |
|----------------------|---------------------------------|---------------------------------|----------------------------|
| ERF 66(CI)280/B | Cummins 330 Big Cam II Turbo | 44.2 | 66.0 |
| ERF 66(CI)350/B | Cummins 350 Big Cam II Turbo | 44.6 | 69.7 |
| German 6x4 | Turbocharged In-line Six | 54.6 | 65.2 |
| German 6x4 | Naturally aspirated V-10 | 56.6 | 64.4 |
| Sweden 6x4 | Turbocharged V-8 | 49.4 | 69.0 |
| Sweden 6x4 | Turbocharged In-line Six | 38.0 | 62.8 |
| American 6x4 | Cummins 330 Big Cam Turbo | 49.4 | 69.3 |
| American 6x4 | Cummins 290 Big Cam Turbo | 51.0 | 68.7 |
| USA 6x4 | Turbocharged In-line Six | 50.8 | 67.8 |
| Japanese 6x4 | Naturally aspirated In-line Six | 59.9 | 56.7 |
| Japanese 6x4 | Turbo-after-cooled In-line Six | 56.3 | 55.6 |
| American 6x4 | Turbo-after-cooled In-line Six | 49.9 | 67.9 |

A saving of 10 litres / 100 km at 80c a litre, equals R8 000 for every 100 000 km travelled.

* The performance and consumption you obtain may be better or worse, dependent on the application, load, route vehicle is driven, condition of vehicle and optional equipment fitted.

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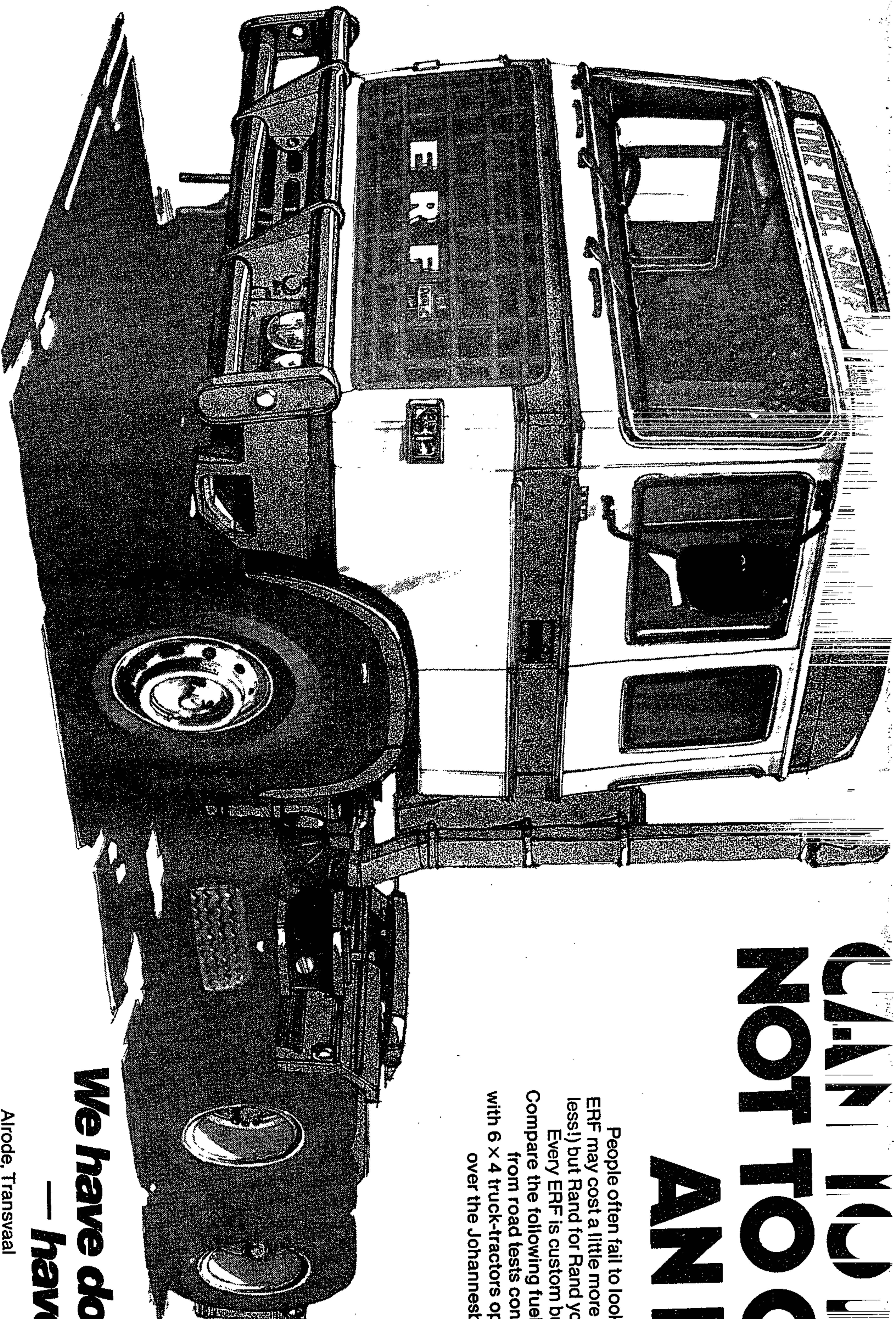
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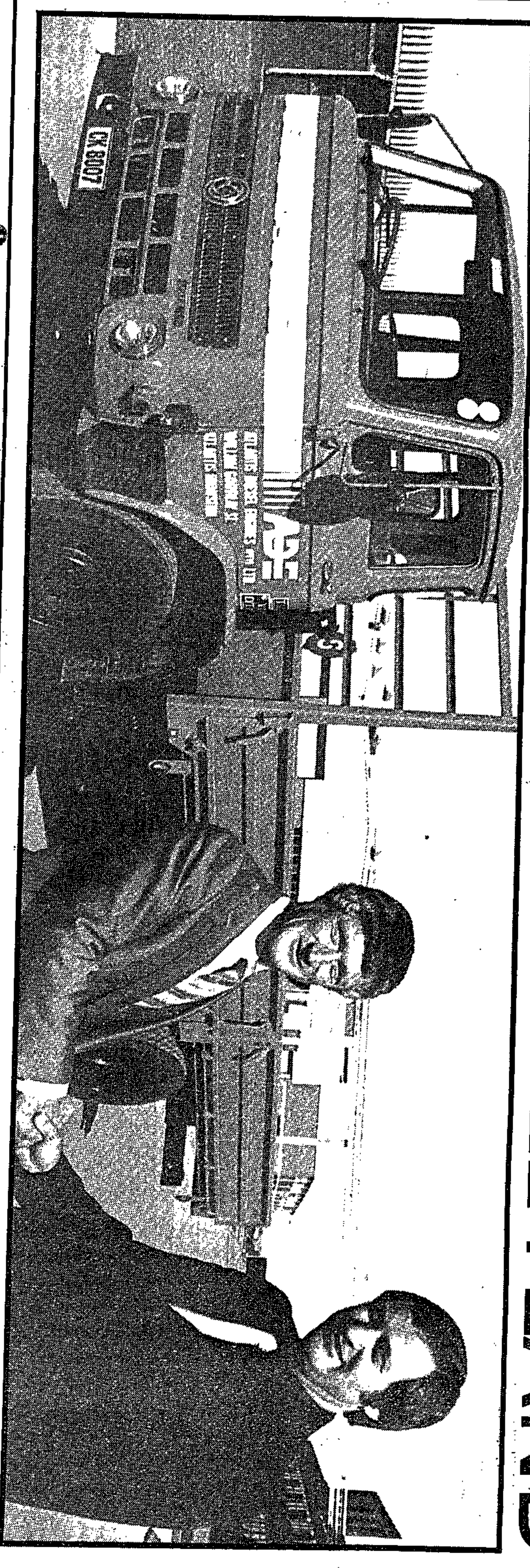
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TRUCKING

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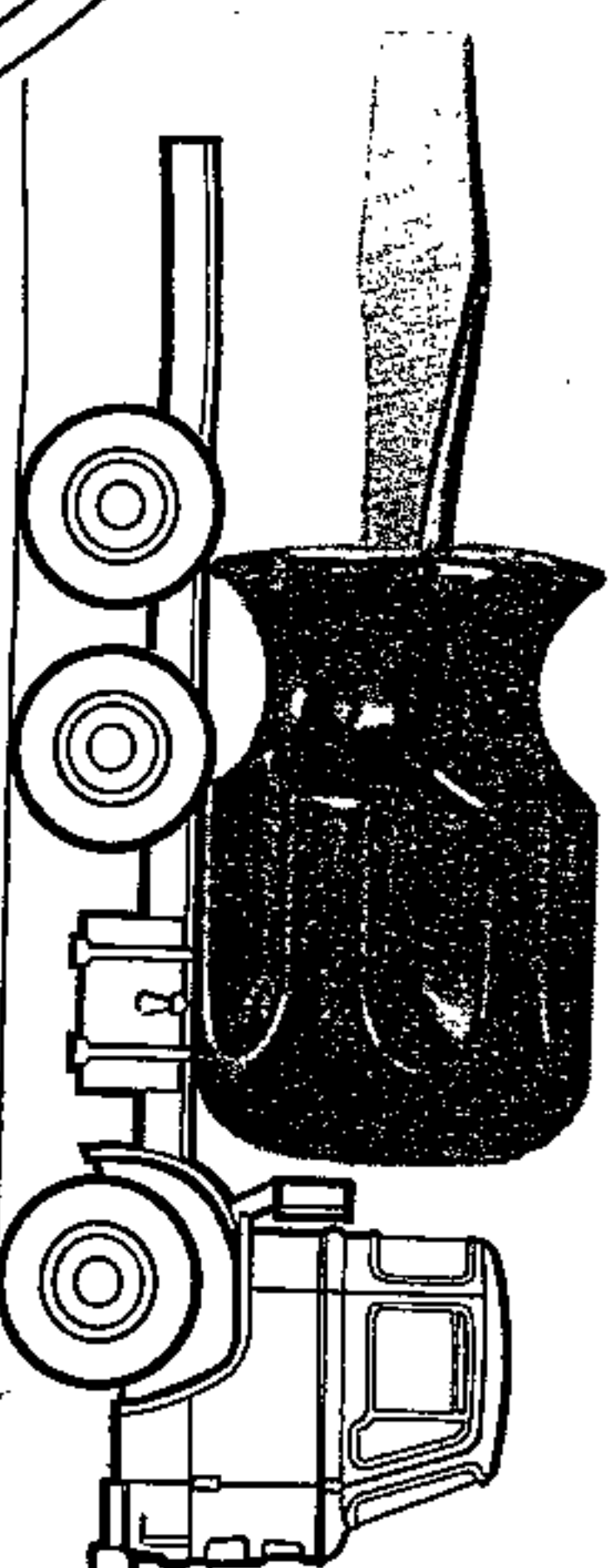
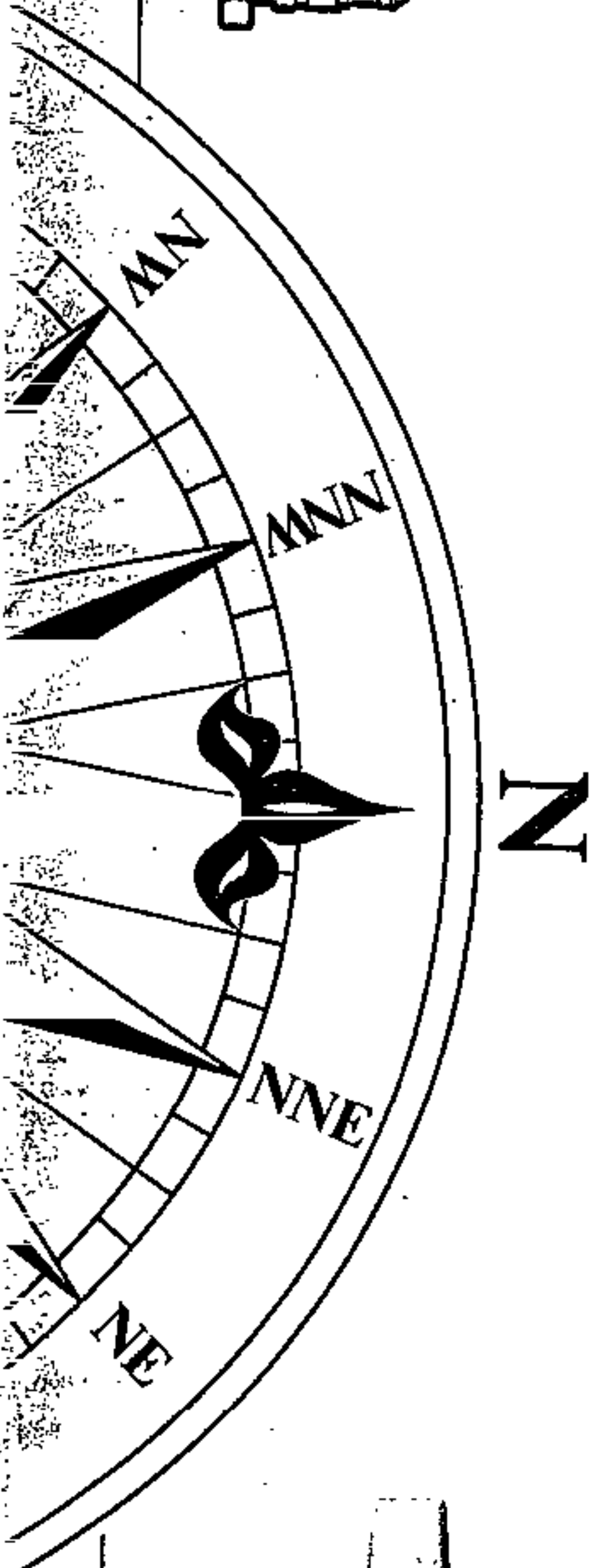
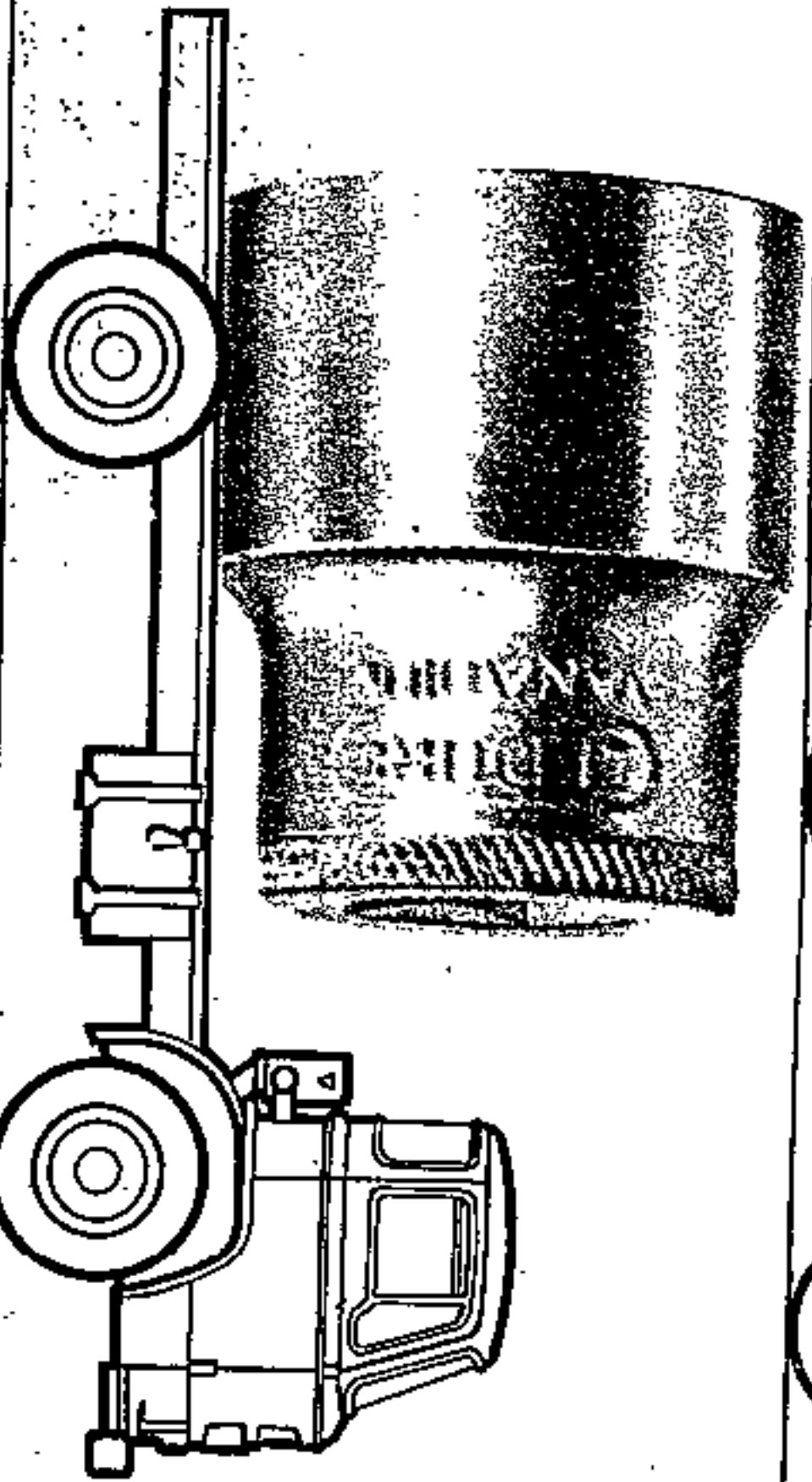
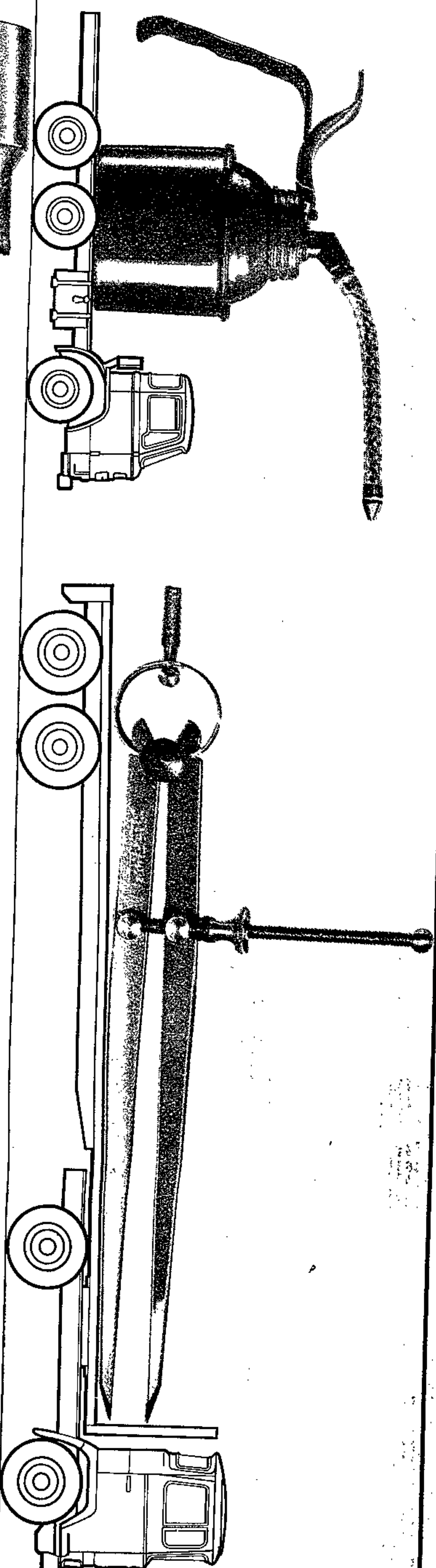
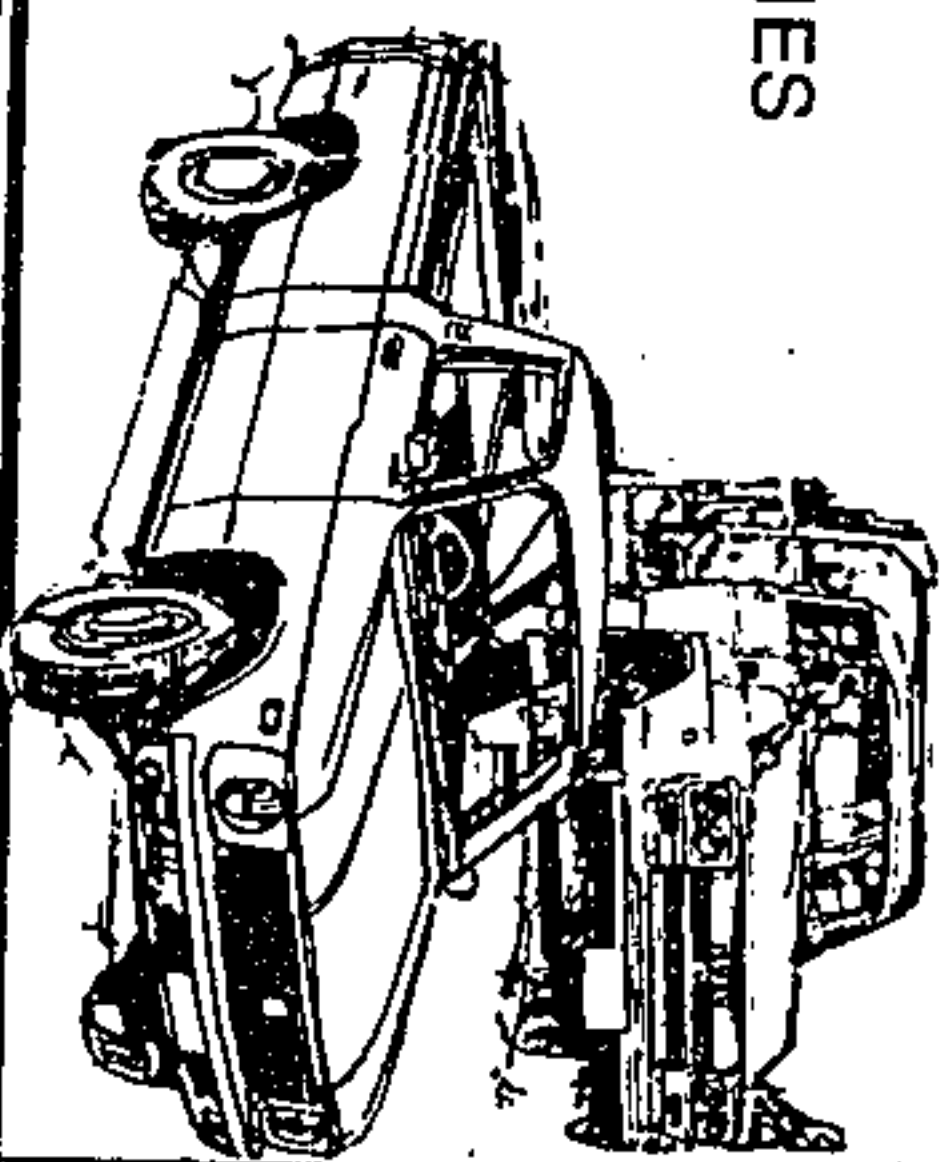
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LEYLAND South Africa has achieved another first with the advancing Atlantis Diesel Engine project by being the first South African truck manufacturer to supply ADE with an Atlantis-engined Boxer 12.09 Mark II model.

Mike Williamson (left), general manager of Leyland's Truck & Bus Division in the Cape, handed the new Leyland truck to Desmond Jordan, ADE material control manager recently. The vehicle will be utilised for the transportation of ADE replacement parts in the Western Cape.

The Leyland Boxer 12.09, which is the new designation for the ADE-engined vehicle, is fitted with the Atlantis model 6-354.4 engine with a displacement of 5 800 cubic centimetres. It drives through a Turner five-speed synchromesh gearbox. When the ADE project started Leyland

Atlantis engine in Boxer for ADE

South Africa was the first manufacturer to announce its commitment to the project with a R3 million investment for the installation of ADE engines into its full truck range.

Leyland was the first manufacturer to put 10 ADE prototypes on extended road durability tests.

The company also became the first heavy commercial vehicle manufacturer to conclude the first major component supply contract with ADE which was worth over R40-million and required an investment of R4 million in the world's most

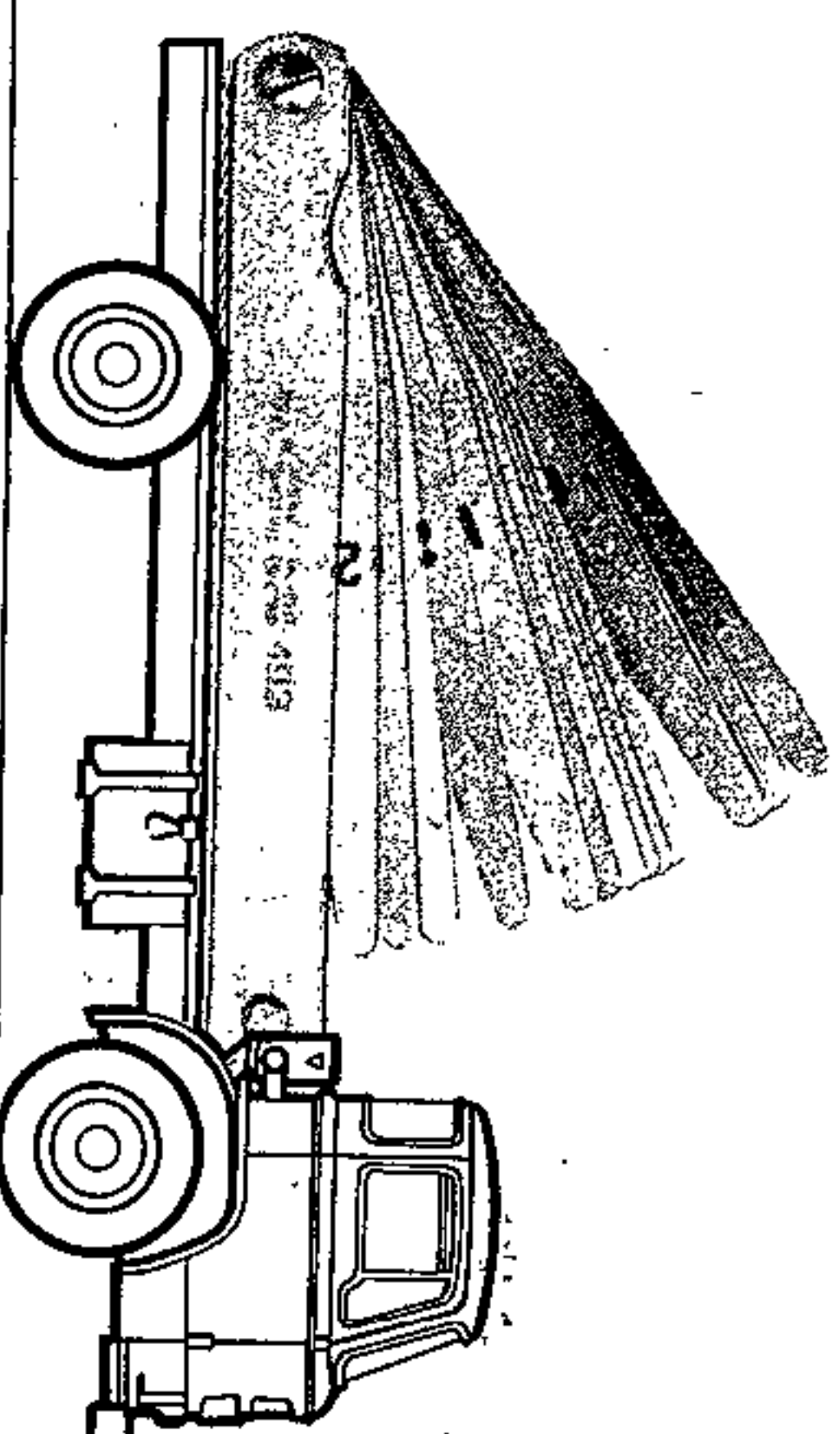
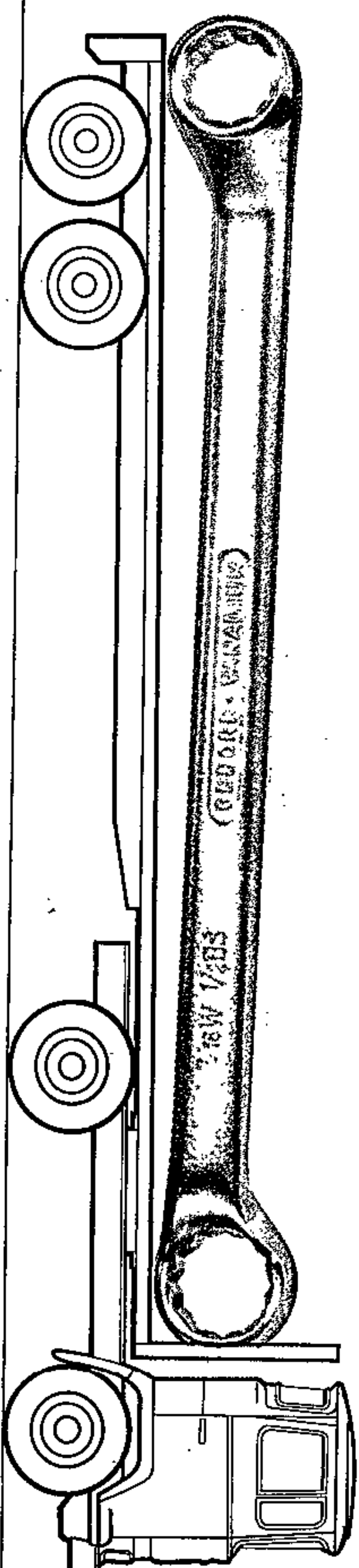
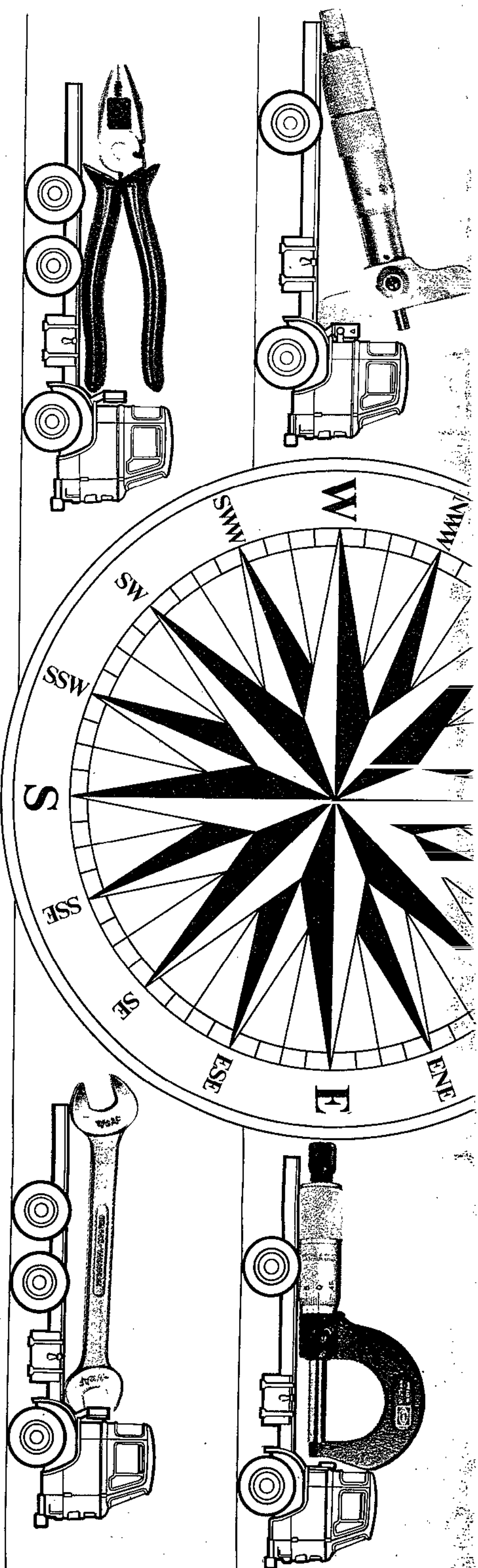
sophisticated computer controlled machine tools for the machining of ADE engine flywheel and ring gear assemblies.

Soon after Leyland was the first local truck manufacturer to take delivery of the first consignment of ADE replacement parts making Leyland the first company to be able to offer ADE replacement parts country-wide.

Leyland South Africa has also manufactured the country's first bus fitted with an approved Atlantis diesel engine.

A Leyland Victory bus has gone into service with a major bus fleet operator.

The Leyland Victory Mk II ADE engined prototype bus will be put into service with Puto immediately and will be used on the most demanding routes to test the new bus. Puto operates more than 2 000 Leyland buses.



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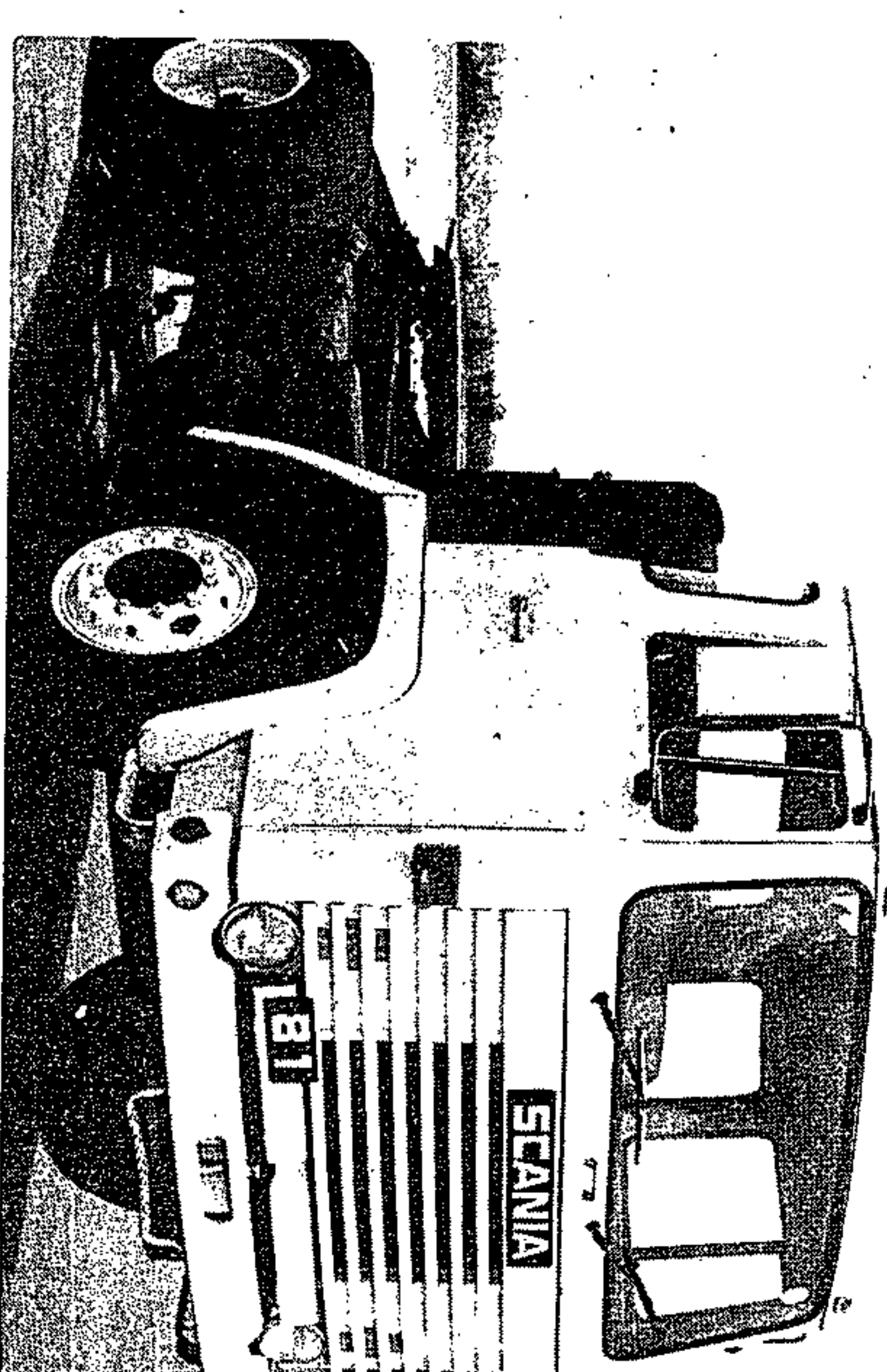
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The company and its vehicles ...

MALCOMESS-Scania (Pty) Ltd, the company with a 60 percent South African shareholding, offers a vehicle with a 27 percent local content.

Recent successes, achieved mainly through radical changes introduced by managing director Erno

Lehtonen when he took up his appointment with the company four years ago, have resulted in major developments within the company, including the building of new premises in both Natal and the Cape.

The most popular vehicle in the Scania line-up is the LBT 141. Scania's biggest and most pricey truck. The 141 is fitted with a 14 litre direct injection turbocharged four-stroke diesel engine, having a net rated kilowatt factor of 276, producing 1 480 nm of torque at only 1 300 rpm.

What is particularly noteworthy about this vehicle is that unlike normal "V" configuration engines, maximum power is developed at only 2 000 rpm.

The vehicle has a manufacturer's gross vehicle mass of 26 500 kilos, a manufacturer's gross combination mass of 70 000 kilos, and is eminently suitable as a five-axled articulated unit, but it is also used in long wheel base form as a prime mover together with a three-axled draw bar trailer, giving a net

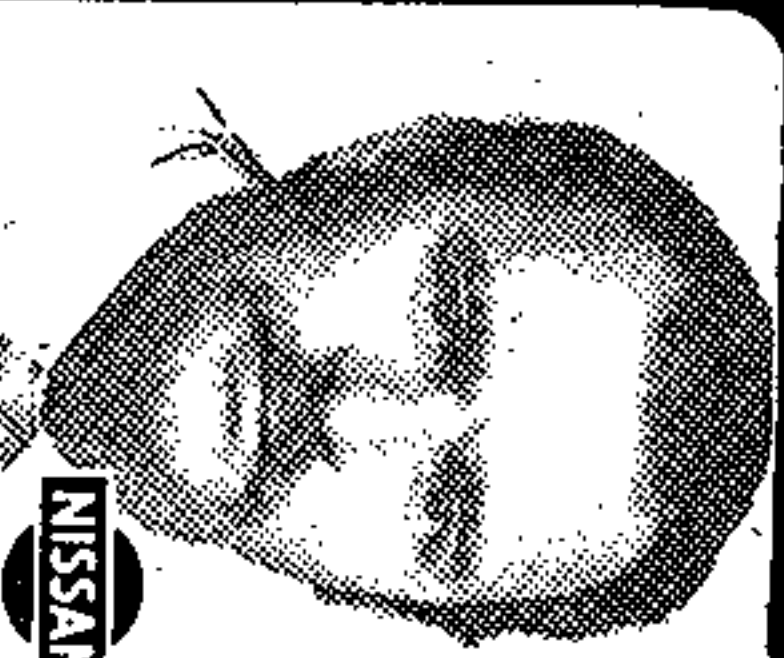
payload capacity of up to 30 metric tons.

Going down the scale from the 141 is the LB 111 series. The LB 111 is a 4 x 2 truck tractor having a kilowatt rating of 224, a gross vehicle mass of 19 500 kilos, and a manufacturer's gross combination of 48 metric tons. This series also comprises 6 x 2 units, having a gross combination mass of 48 tons, as well as a 6 x 4 vehicle.

The baby in the Scania line up is the LB 81 and it is currently filling a gap in the market created when one of their competitors withdrew their model in this range.

The vehicle is a 151 kilowatt vehicle having a gross vehicle mass of 16 500 kilos, and a gross combination mass of 32 000 kilos and is suitable for use as a four-axled articulated unit with a payload of about 16 tons.

The company does not expect to be seriously affected by the ABLE project. Plans for the incorporation of the ABLE engine into the Scania vehicle are well advanced.



Charles Van Der Merwe
Truck Parts Manager

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TRUCKING

BACK IT UP!

DAVE DAVIS of Kempster Ford, says back-up service is the best way to get sales. As he says, the cost of the machinery today is the prime reason why back-up is essential.

Five years ago a five-ton truck cost R14 000. Today the same truck — there are few changes in the design, either of the engine or the body — sells at R19 000.

Another example is the price of the 7½ tonner. In 1976, this cost R18 000. Now it is R24 000.

Kempster Ford has special truck workshops to cope with its objectives. They are manned with highly-skilled and trained personnel.

Trucks must be put back on the road as soon as possible — if they are to earn their cost price.

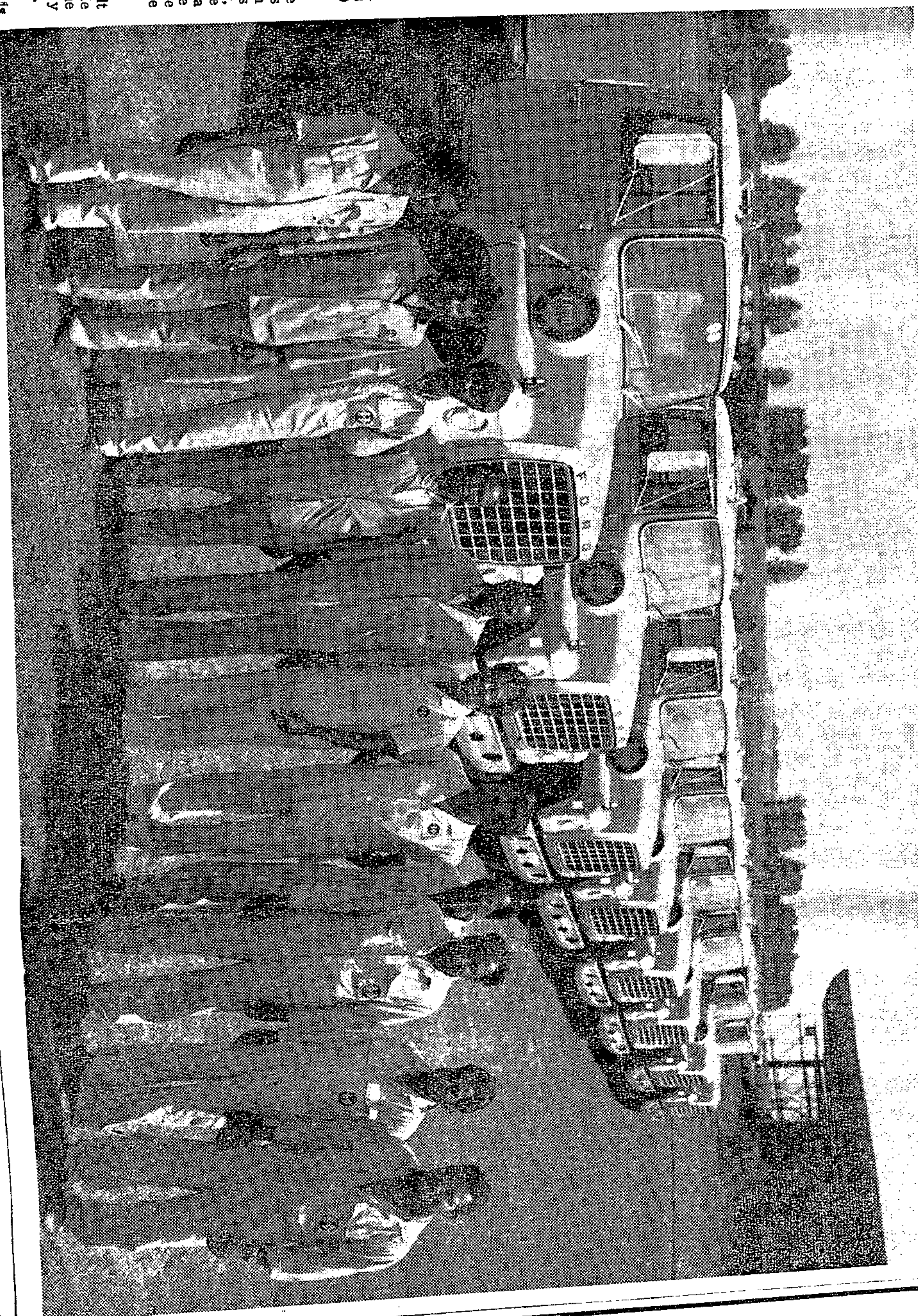
There are 21 variations in the Ford range — from 2 tons to those with 30-ton axle loads. The prices vary between R12 500 to R68 000.

In the case of the rigid trucks, such as the common or garden tipper, the body is supplied but generally, what one gets from the seller is an engine, a cab, a chassis and the brakes. The rest are very much to the buyers' requirements.

Most bodies are built outside the automobile company, in some cases by highly specialised companies.

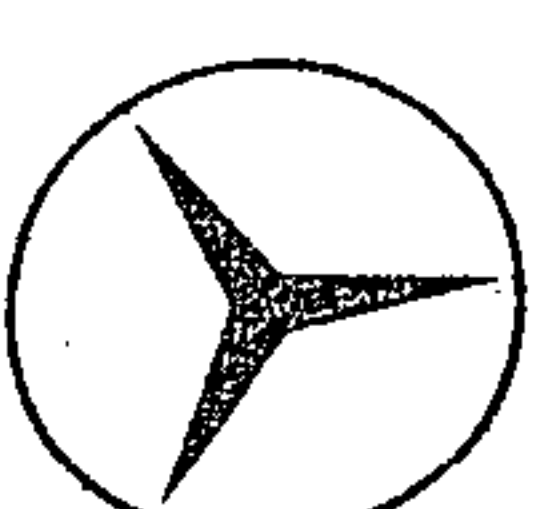
A good example is the milk tanker — and Ford provided the articulated part of this rig.

The type most commonly used by dairy companies is the Ford Louisville L.N.T. range.

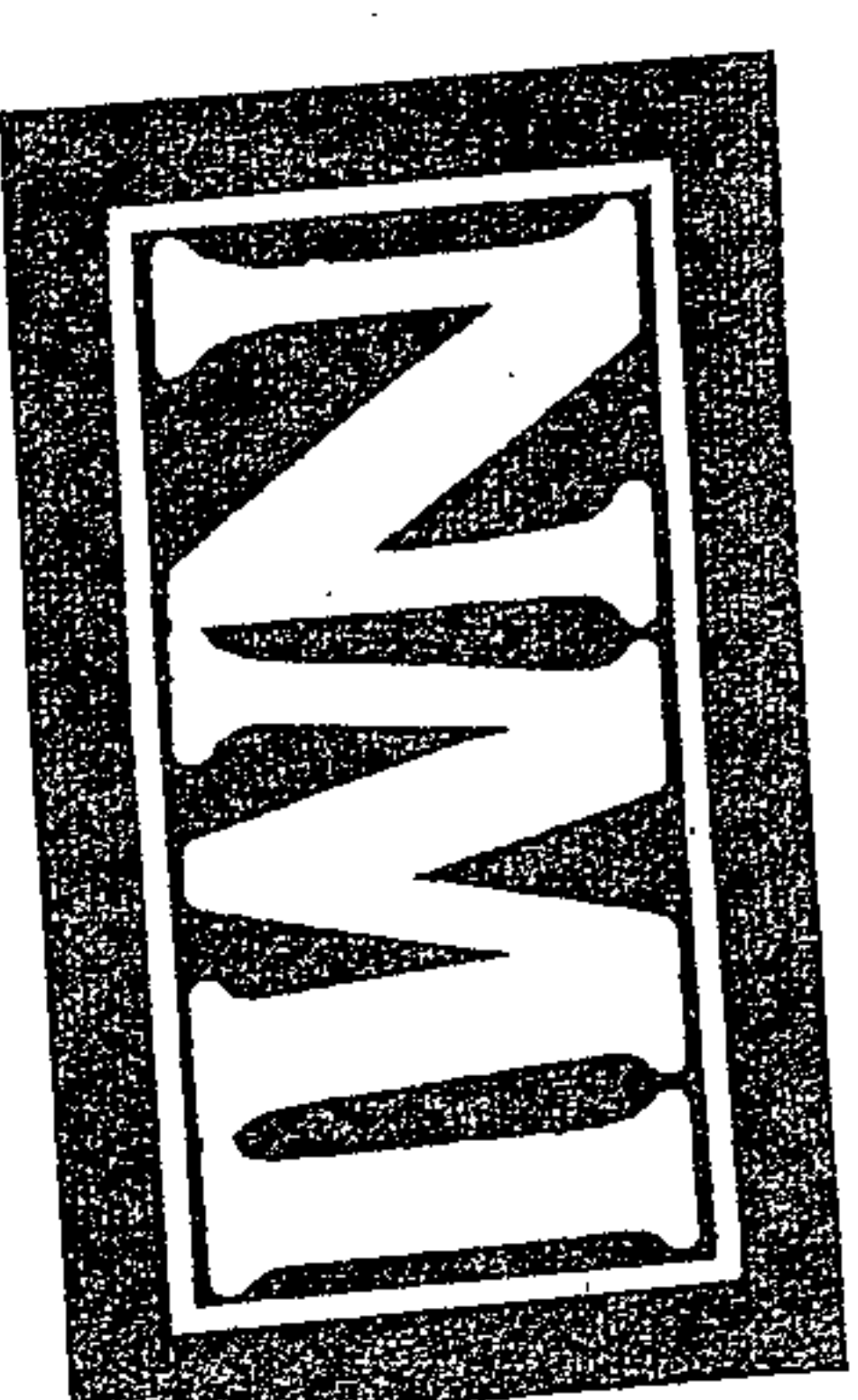


Hultrons had a better idea . . . to drive Ford . . . and nobody's complaining

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TRUCKING

Leyland — 80 years of experience

LONDON: Leyland has for more than 80 years been a name associated with some of the world's finest trucks, buses, and agricultural tractors.

Now, after a brief period during which the name was also applied to cars, Leyland means only trucks, buses, and tractors.

These three product ranges are manufactured and sold by Leyland Vehicles Limited, an autonomous subsidiary of BL Limited, which this year will achieve sales worth more than £1,000-million throughout the world.

Leyland Vehicles is engaged in an unrivalled investment programme which will mean the expenditure of more than £600m over the next five years, at a rate equalling 10 percent of annual sales revenue.

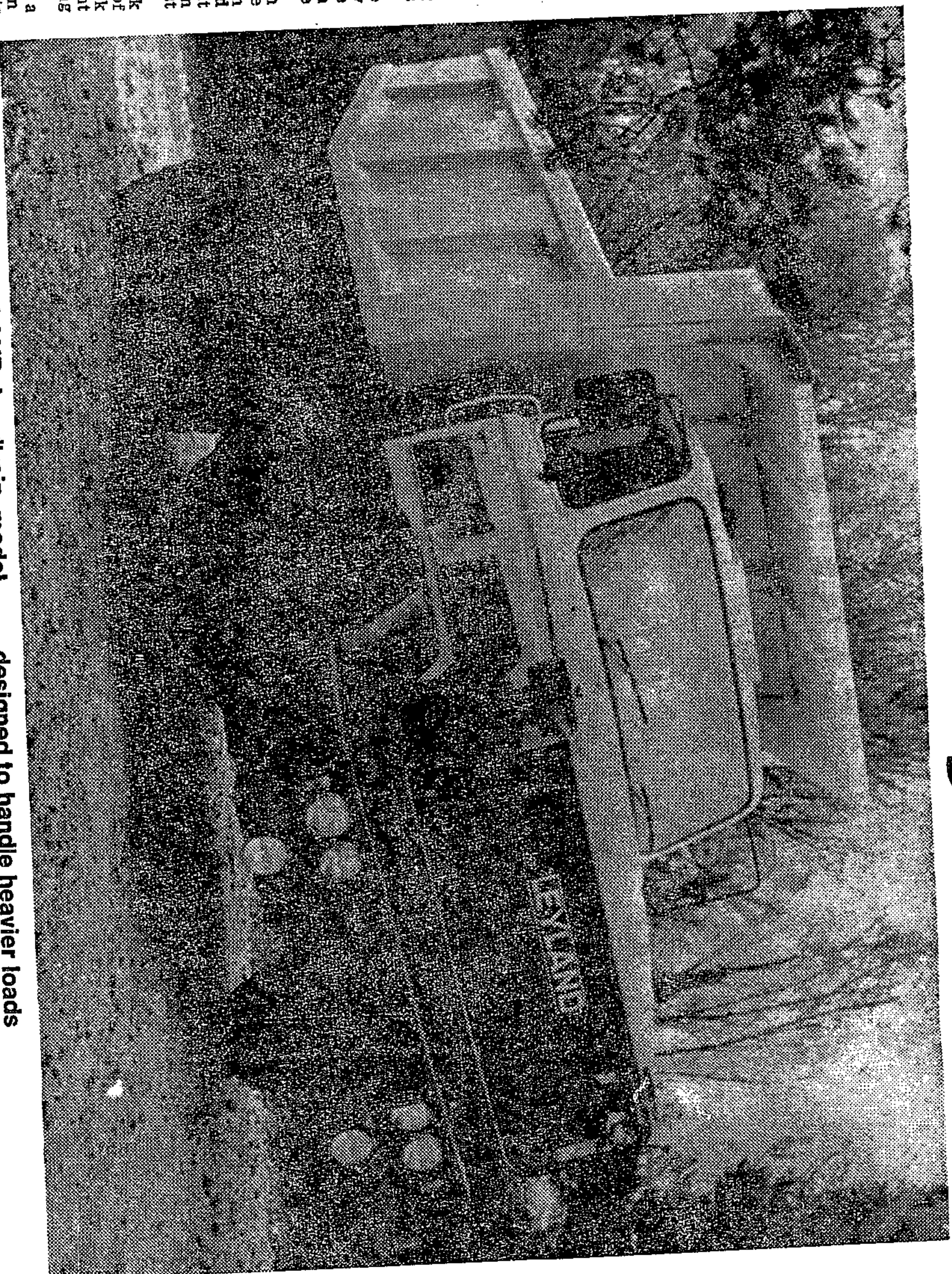
This heavy expenditure on new facilities and new products will result in the most modern company in the commercial vehicle business.

Already a £11-million automated diesel engine proving centre is in operation at the Leyland Vehicles headquarters at the town of Leyland, in Lancashire, North West England.

Nearby a £50m truck assembly plant capable of building 425 trucks a week over 16 tons gross weight is due for commissioning this year.

Also near Leyland is a new £50-million engineering centre with its own comprehensive proving ground.

A £30-million modernisation programme for the Leyland Parts division is under way which, with its intensive use of computers, will shortly ensure one of the most sophisticated parts supply operations



LEYLAND Landtrain model . . . designed to handle heavier loads

available.

At the other main Leyland manufacturing site — a

Bathgate in Scotland — a

£160-million investment programme will expand the

and automate the

production of light and medium weight trucks and agricultural tractors.

These modernised plants will be producing a

uniquely sophisticated

range of vehicles. Already

Leyland offers the most

comprehensive range of

vehicles for goods and passenger carrying and

shortly these will be

completely replaced by

new models designed for

and built to the standards

of the 1980s.

immensely to Leyland's vast fund of experience in

the design and manufacture

of heavy vehicles. And

this experience is being

applied at plants around

the world in which

involvement. In Nigeria, for example,

the new Leyland truck

plant at Ibadan, opened

this year, has benefited

considerably from

expertise brought to the

alone, Leyland Vehicles has 15 plants specialising in the production of diesel engines, agricultural tractors, heavy trucks and buses. Additionally, the company has an interest in more than 20 vehicle manufacturing concerns in

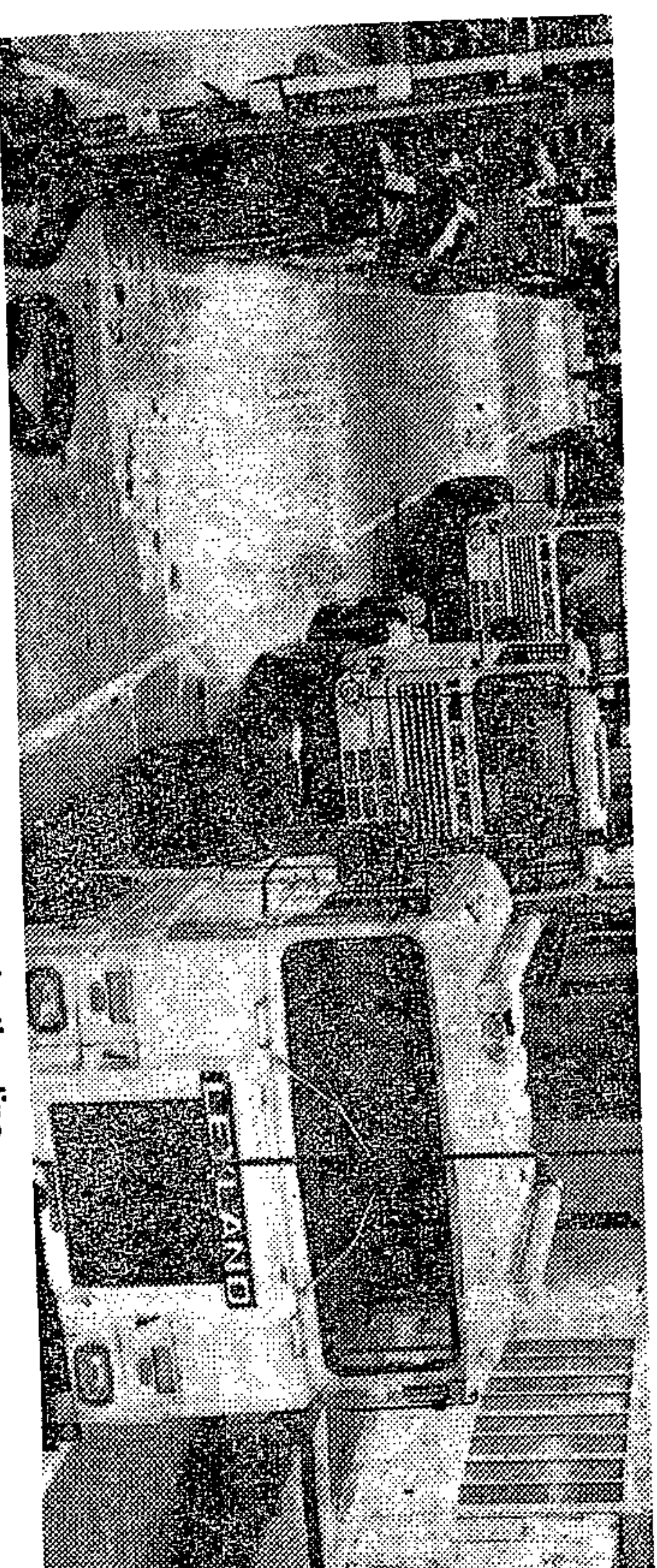
Europe, the Middle and Far East, Africa, Asia and Australia.

Many of these are jointly owned, with Leyland providing technical support to what are essentially locally controlled and managed

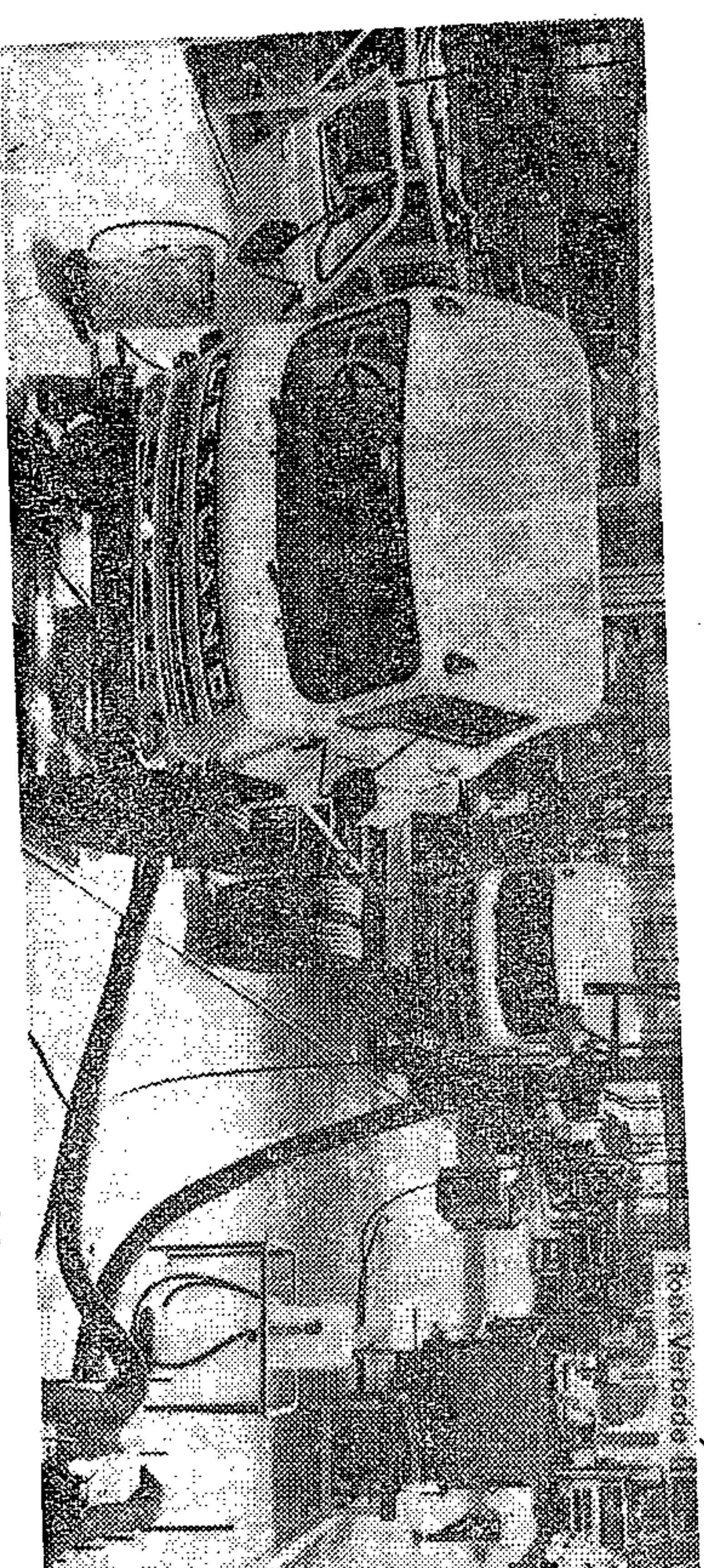
undertakings. This blend of Leyland technological skill with local resources has ensured that Leyland has continued to export more than half its annual output.

Altogether Leyland Vehicles employs nearly

40,000 people, 25,000 of them in the United Kingdom. The company has a manufacturing capacity of 80,000 units a year, with trucks ranging from a 3.5 ton panel van through to a 250 ton heavy load mover.



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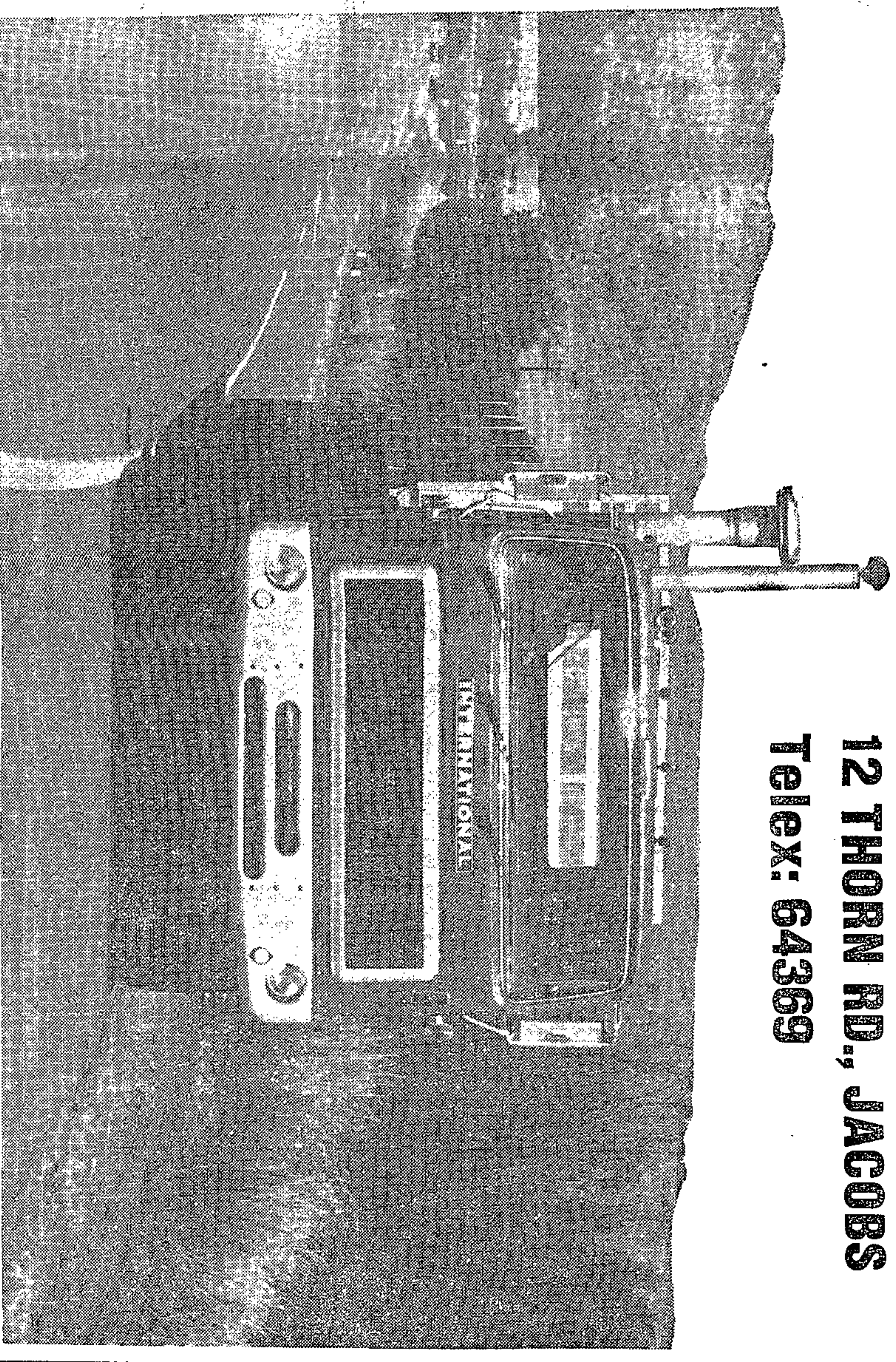
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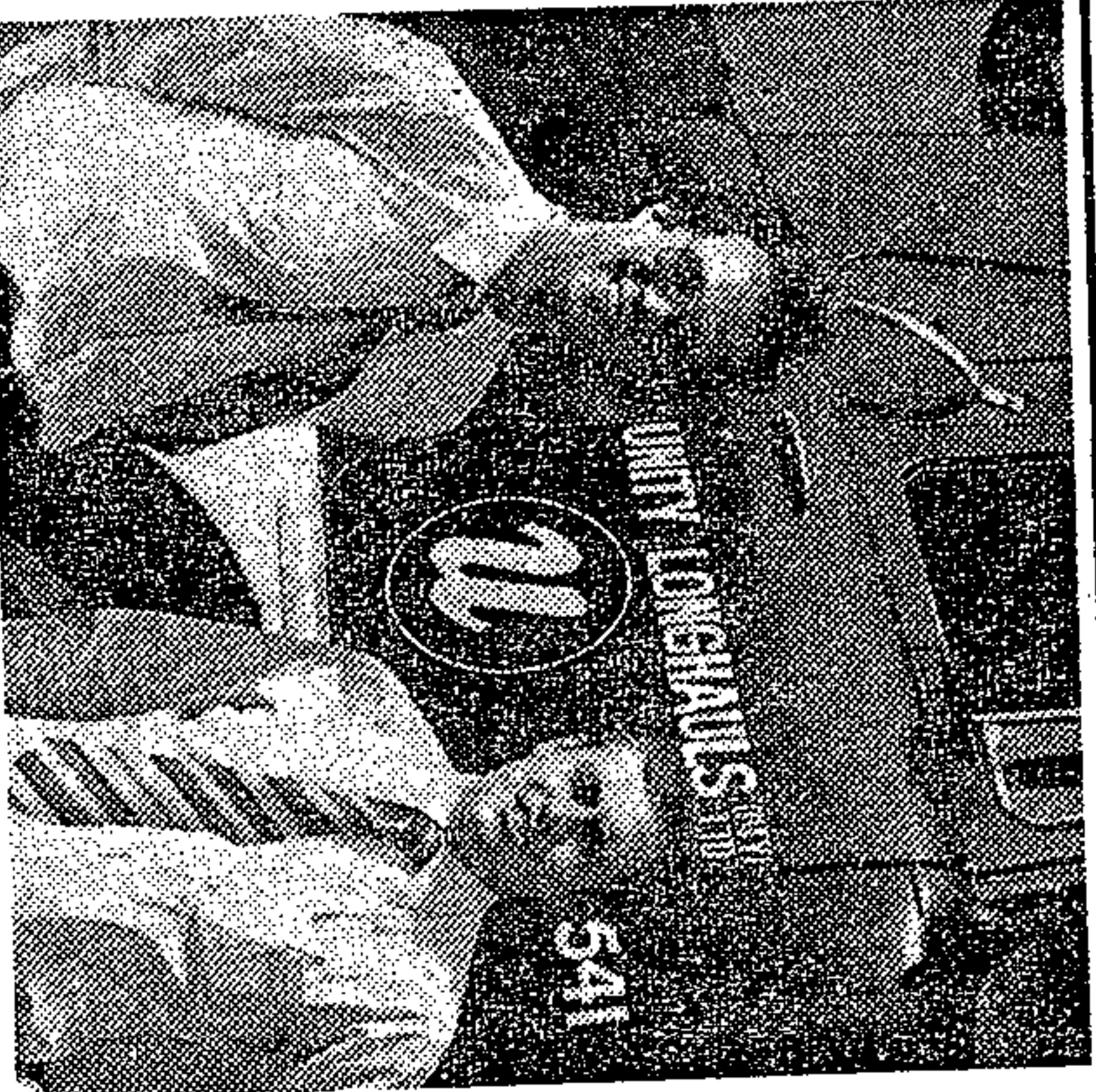
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UNITY'S Wynand Burger and Mike Purves

Unity in two spheres

ONCE part of the General Mining Group and in those days known as Unity Carriers and Longhauls, Unity Longhauls now belongs to Messrs Wynand Burger and Mike Purves.

It operates between all the big towns in the republic. It covers Natal, the Eastern Cape, the Western Cape and the Vaal Triangle.

There are three main depots, one in Cape Town, another in Durban, and the main depot in Johannesburg or just outside.

In the whole group there are about 250 trucks. The fleet consists of Mack's, Mercedes and the M.A.N. vehicles.

In Natal there are approximately 18 vehicles, most of them large and while each depot carries its own spares the principal workshop for the group is in Johannesburg. Unity Longhauls has one unique feature. While

engaged in the haulage business, they are also involved in warehousing. But not just to store goods. They collect goods from their patrons, and deliver it to their depots or their warehouses in the large towns.

Then they tranship the goods if necessary, and at that stage deliver them in probably another vehicle to the customers doorstep.

It was Unity Longhauls who initiated the road transport of carpets and they have specially fitted vehicles for loading this traffic. They have a considerable share of the carpet market.

This large fleet is not all involved in the business of transporting goods between the big centres. A very large portion is engaged in the haulage of coal in the Northern Natal area and also in the Witbank district.

They also have a share in the moving of timber in the Eastern Transvaal.

MIKE MORRIS, ex-Michael House, and a Chartered Accountant, is managing director of Hulttrans.

Asked how a man of his ability came to be mixed up in the transport business, he replied he had joined Huletts in the corporate planning and development side of the business, and it was on his recommendation that it was decided that Hulttrans should develop from a business that catered only for the sugar industry to one which is more far reaching.

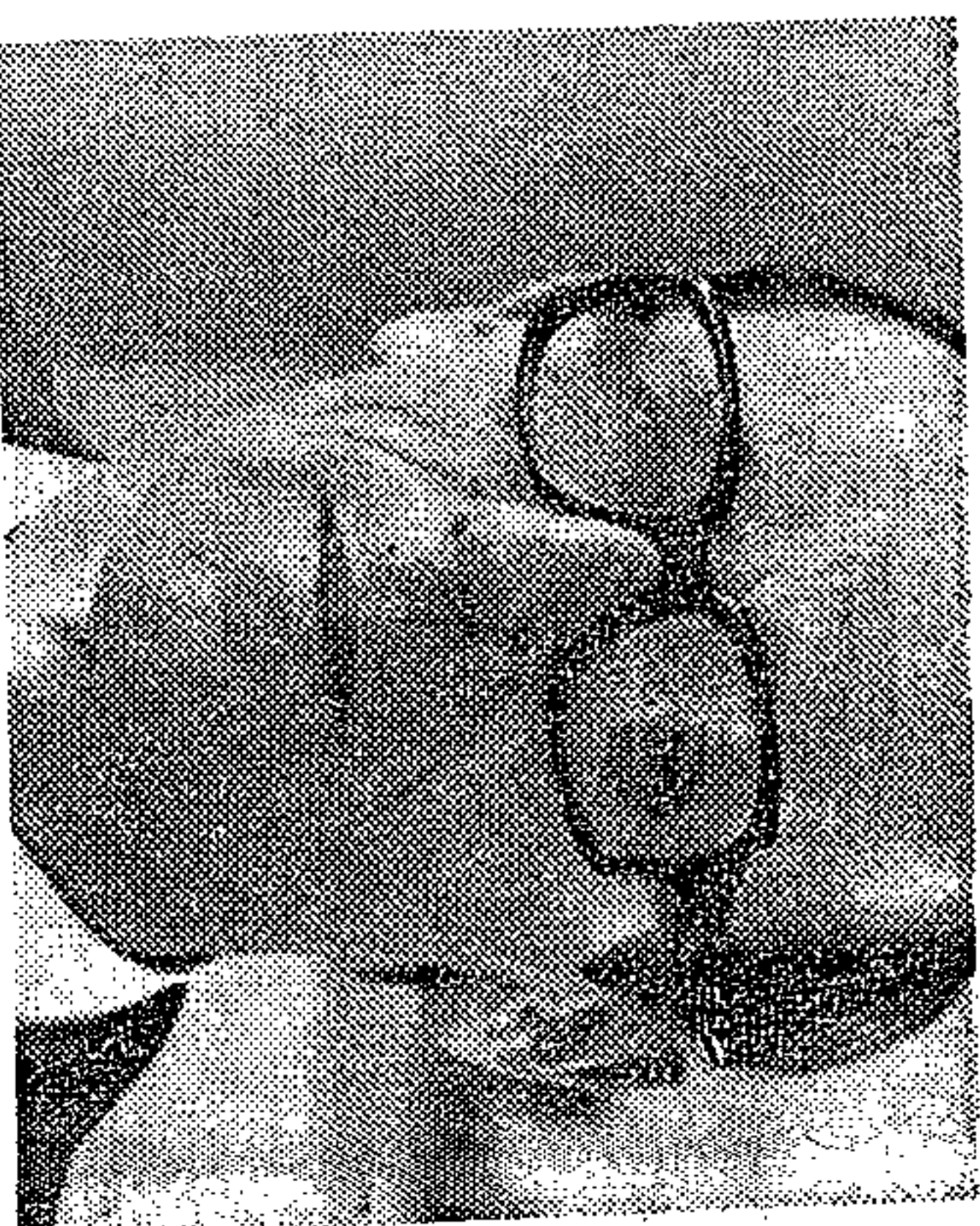
The board of Huletts decided he was the man to put his suggestions into practice.

It all started some 12 years ago on the conversion of the company from sugar carrying to a much larger sphere of operations.

They then purchased a small transport company, the Ex-Service Women's Cartage Company, and by so doing were able to obtain permits, and even more important, a harbour permit, which is generally difficult to get.

Today Hulttrans is numbered among the top five in the whole of South Africa.

The transport of sugar is still important to the company, but it is now a mere 35 percent of the business, which is minimal compared with its activities 12 years ago. It still operates plus or minus 80 Hilo trailers



MIKE MORRIS... more than sugar

which is the name of the sugar carrier which one sees everyday on the roads.

Hulttrans has seven depots in Natal and the Transvaal. The major commercial depots are in Durban and Empangeni and Alrood on the Reef. There are, however, other smaller depots at Darnall, A matikulu, Mount Edgecombe, and Witbank in the Transvaal.

Their main commercial operations include serving the harbours at Durban and Richards Bay, long

hauls between these areas and the Reef, plus general haulage in both Natal and the Transvaal.

The range of goods carried is vast — bananas from the South Coast and the Lowveld, board and paper products, machinery, steel, cement, fertilizer, coal.

As Mr Morris puts it, almost anything for which a permit can be obtained.

The fleet consists of about 220 truck tractors ranging from 240 h.p. to 350 h.p. to the trailers are 350 h.p. to the trailers are equally varied, from

hydraulic tippers through bulk tankers (generally used for the transport of manufactured sugar) to 65 ton capacity low bed (abnormal) trailers. They have selected the units for the jobs they do. Mr Morris says that to do otherwise and use an all purpose vehicle is much less efficient.

Some facts and figures about Hulttrans! The fleet covers 18 million to 20 million kilometres a year, and this amounts to the circumference of the world every 18 hours. It has 1000 employees. The turnover is R21-million per annum and the cane carried amounts to 3-million tons every year.


Safety is of paramount importance to Hulttrans and to this end they have a very particular training system. Before a driver is employed he has to undergo stringent tests.

For example there are extra special eye tests and there are also reaction tests. Twenty to 25 percent pass these and are then put into the training school. As most of the applicants have previous experience with heavy duty vehicles, the training period is three weeks. They then are very thoroughly tested by skilled supervisors. This is an ongoing process for frequent checks are made regularly at the various Hulttrans depots.

Chasing a target of 400 units a month

PRODUCTION at Nissan's new Magna heavy truck facility is already averaging close on 250 units a month and is expected to reach a peak of 400 units a month. This represents a substantial increase from the average figure of 180 units a month in 1980. Once full production capacity has been reached, the company is setting its sights on a 22 percent

Hulttrans — more than just a sugar carrier



McIntosh Motors

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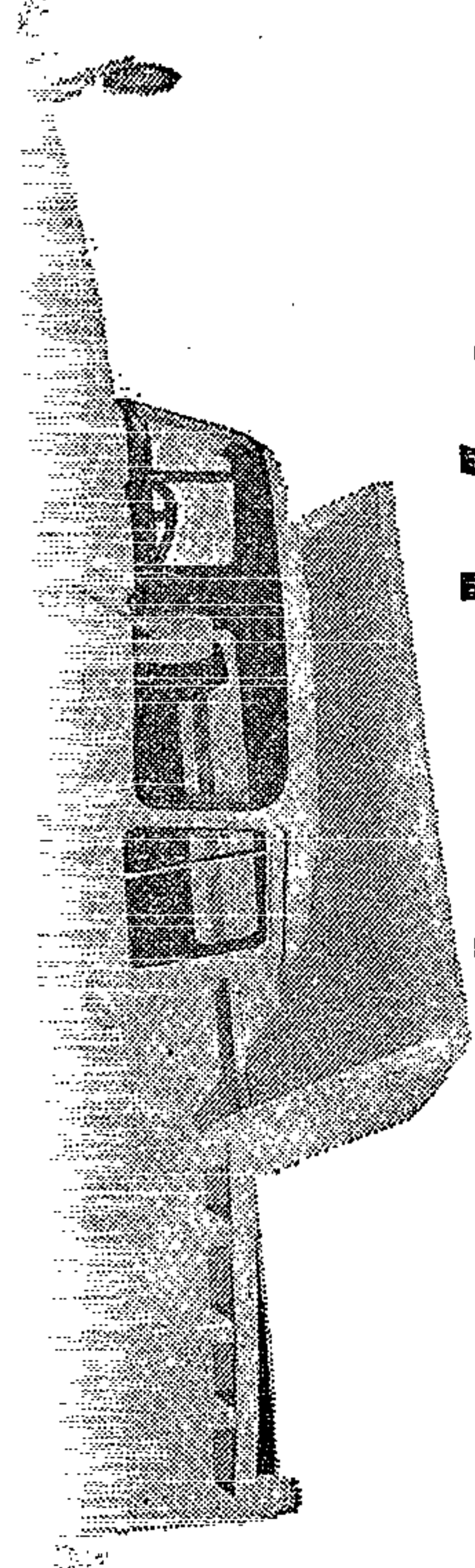
Mercedes-Benz and McIntosh

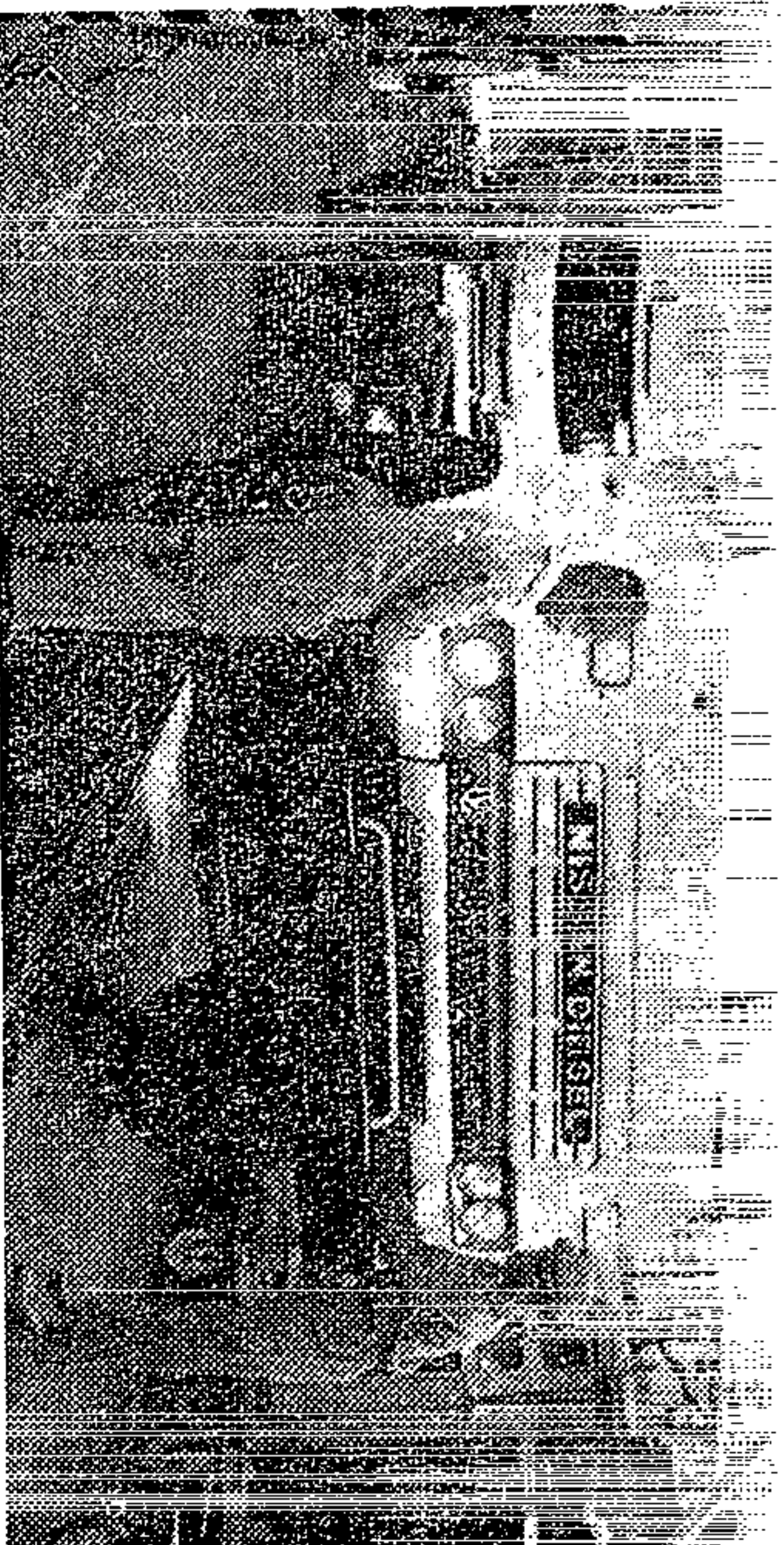
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DATSUN-Nissan's new Magnis heavy truck facility

10 000-12 000, 12 500-15 000 and 20 000 kg and over. Nissan heavy trucks showed an increase in market penetration of 800 units in 1980, and came fourth overall in the heavy truck market.

The Magnis facility is a highly sophisticated and modern one which produces heavy vehicles from the point of assembly to the finished truck, all under one roof. The company's production facilities are now on a par with the heavy truck market leaders and Datsun-Nissan will be giving top priority to representation in those segments where it is not currently represented.

Already on the assembly line are the "C" series and the CB30 bus chassis, as well as the Caball range. A temporary shortage of CKD components from Japan is expected to be overcome soon, after which the component supply is expected to keep pace with increasing sales.

Datsun-Nissan forecasts that Nissan heavy vehicle units produced in the 1981 financial year should be more than 1 000 units up on those achieved in the 1980 financial year.

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Lesley Pusey
Fleet Liaison Executive
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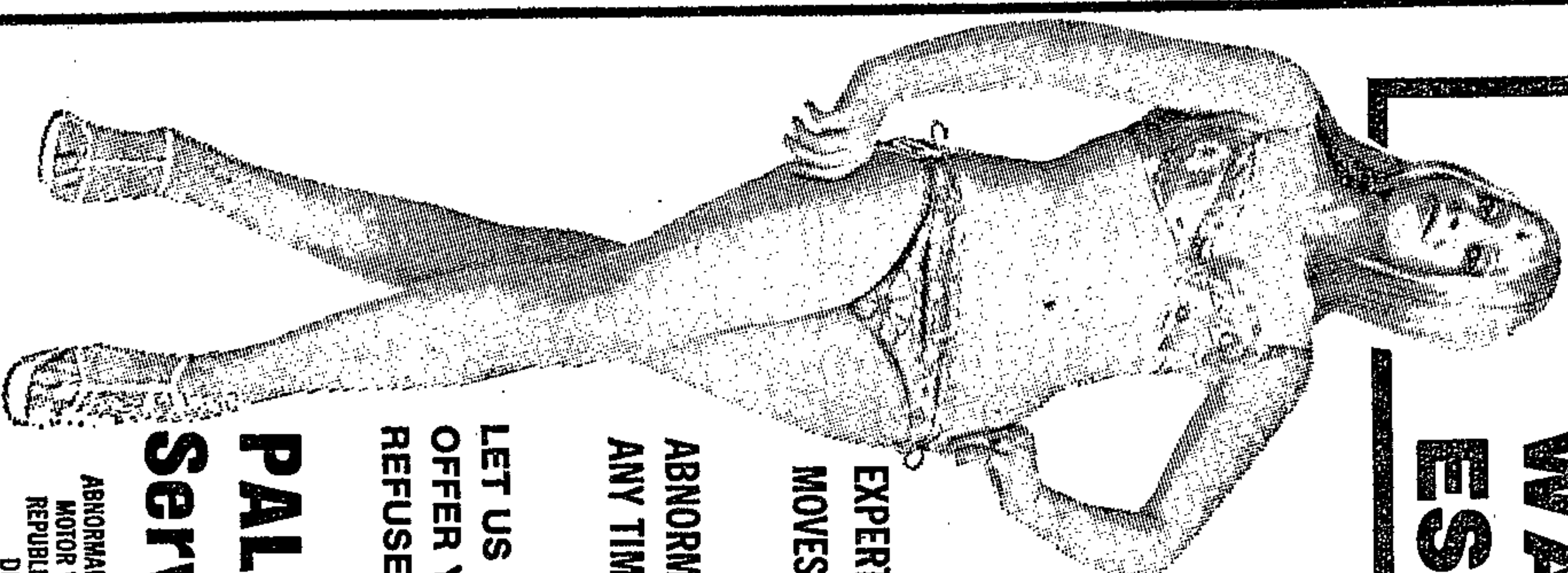


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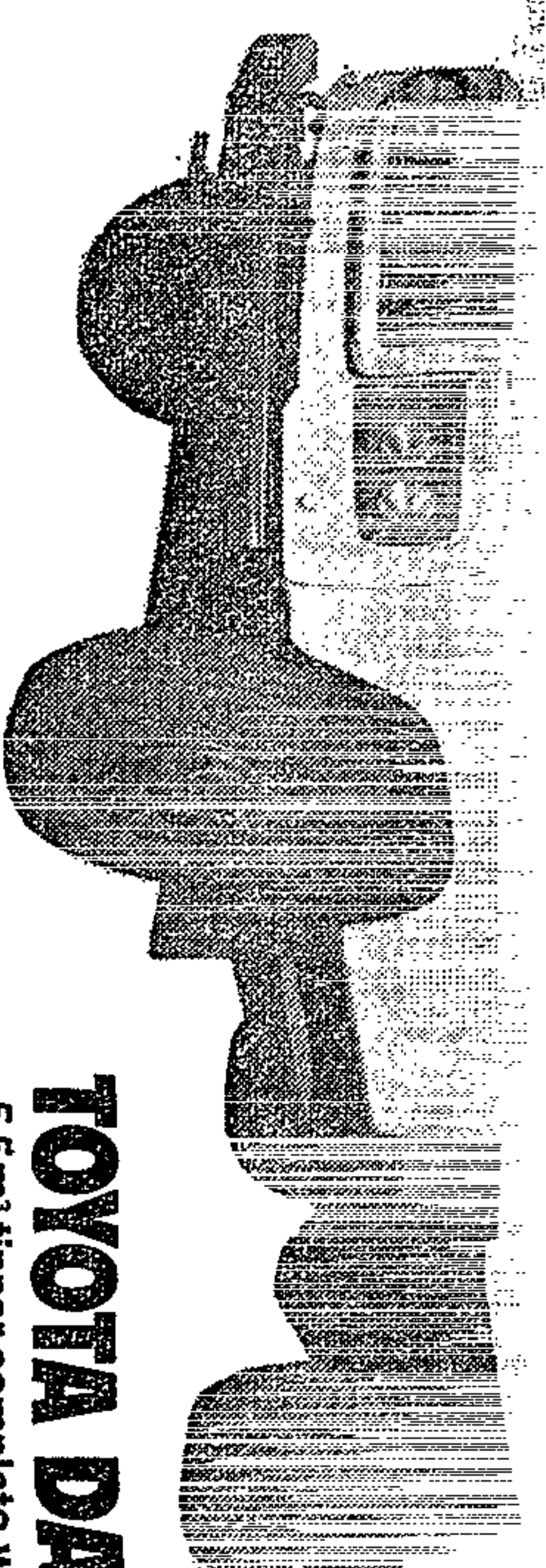
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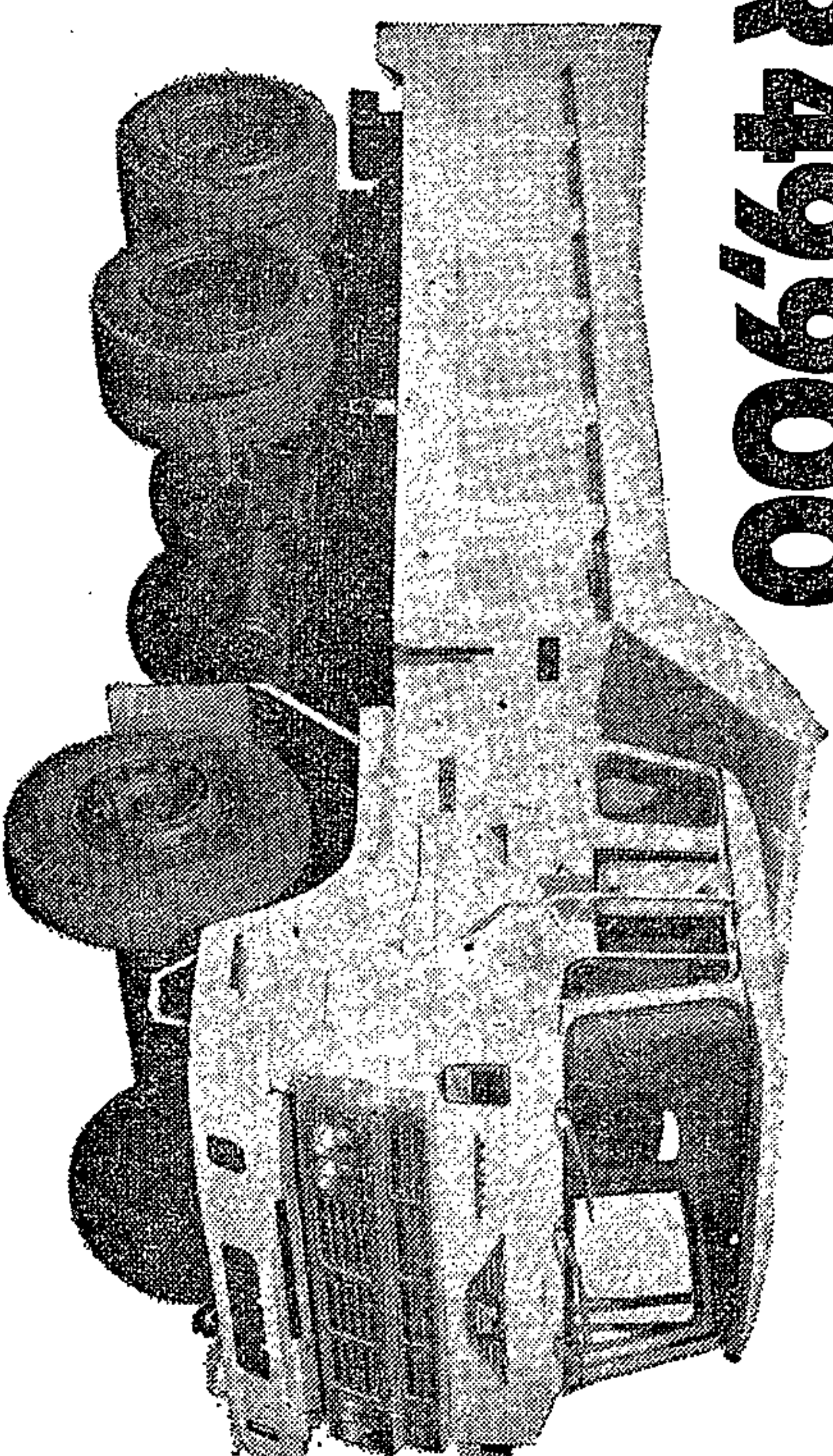
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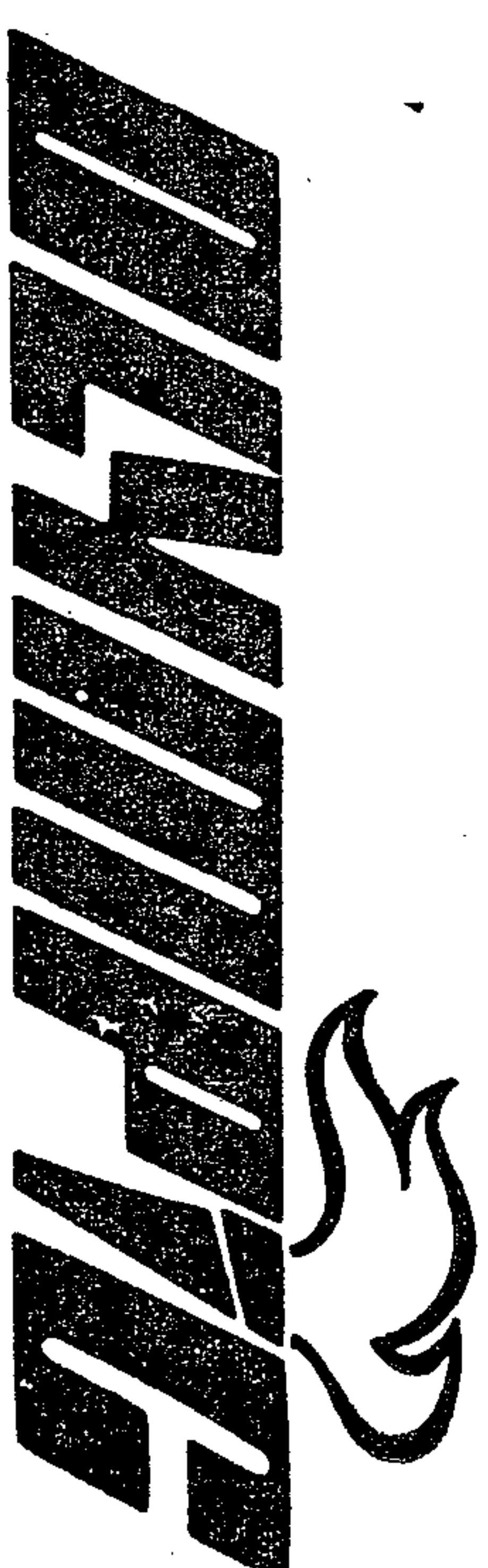


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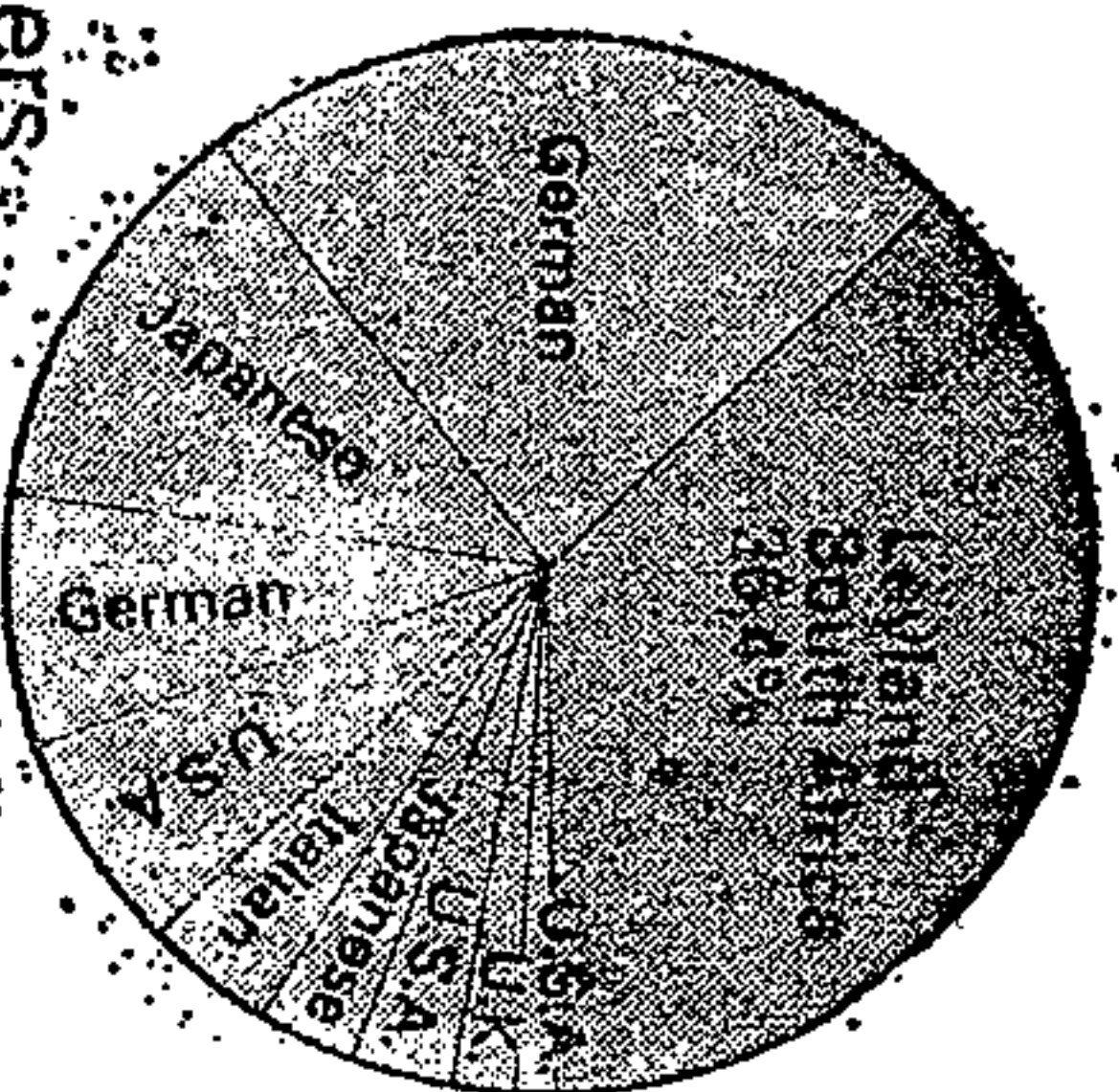
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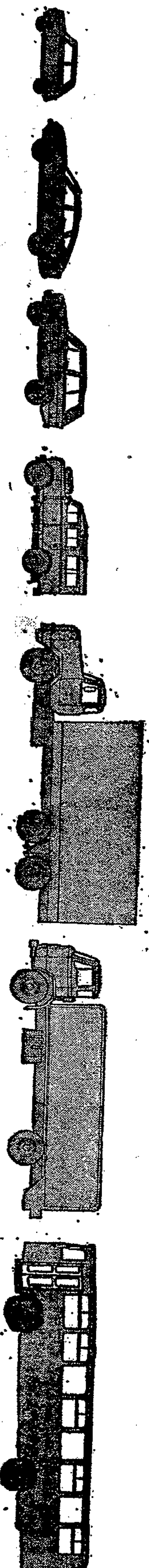
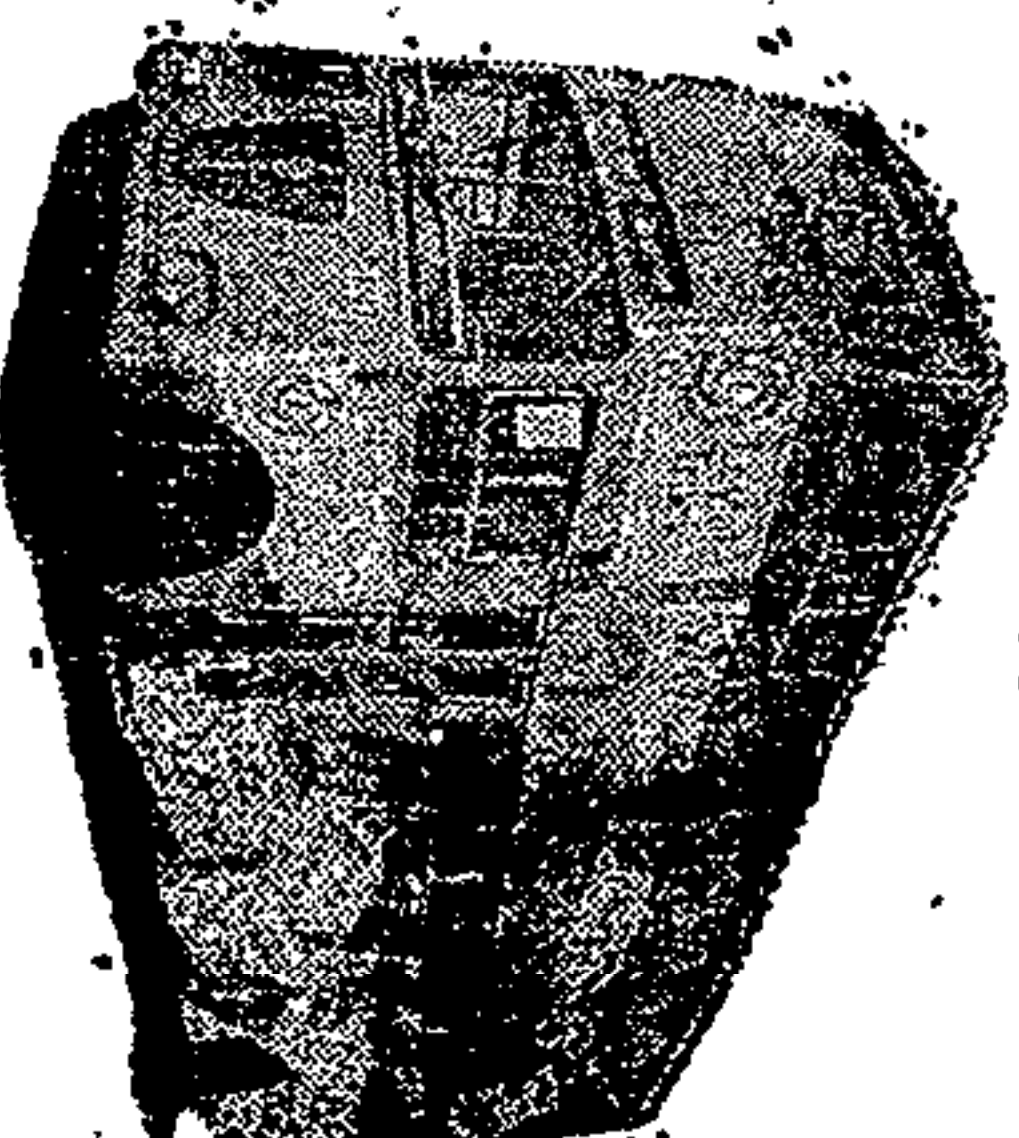
for years carried not only our clients' goods, but also a reputation coveted by many of our competitors. Our Land Rovers are legendary. The Range Rover the very height of good taste. And the Rover provides luxury and comfort at value second to none. While our real baby, the Mini, goes on saving fuel, and giving pleasure to thousands.

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The survey, says that a properly fitted and maintained tachograph "must be a help" through its ability to monitor a trip.

The National Road Safety Council, which sponsored the survey, has similar views. A spokesman said it "most definitely" welcomed the use of tachographs to ensure drivers took adequate rest periods.

Richard Schilling, managing director of Control Instruments — which supplies most of the tachographs in South Africa — says the most reputable hauliers already regard tachographs as an essential part of their fleet management.

The tachograph is a recording speedometer combined with a clock which records speeds at all times, stopped and driving times, distances travelled and even gear changes all on a circular chart. Its date can be analysed, in the event of an accident, to fine speed-time tolerance.

In most industrialised countries, tachographs are compulsory for heavy trucks and buses. In European Economic Community countries, tachograph charts are checked. If a driver has not taken a rest within a certain time he can be forced to take one and forbidden to drive further.



Alan Henderson
Sales Engineer
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TRUCKING

**Keep
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A SURVEY into highway dangers caused by tired and overworked long-distance drivers has highlighted the life and energy-saving potential of the tachograph in fleet management.

The survey by the Council for Scientific and Industrial Research also stimulated fresh debate among hauliers and truck insurers about the benefits of the tachograph for monitoring driver and vehicle workloads.

Based on interviews with more than 350 heavy duty drivers, the survey by the CSIR's personnel research institute gave dramatic examples of the killer potential of extreme fatigue.

Drivers were virtually blinded by fatigue, experienced hallucinations, optical illusions — and even nodded off at the wheel.

There are about 40,000 heavy duty accidents a year — about one in seven of the 290,000 registered heavy duty trucks in South Africa — and driver fatigue has been blamed as a prime cause.

The survey made no direct mention of the tachograph's known value in checking rest time. But Mornix van

USE THE BRIGITTE

TRUCKING

THE heavy end of the commercial vehicle market in Natal continues to be strong, with buoyant economic conditions and the advent of the Atlantis Diesel Engine programme sustaining sales momentum.

Natal's biggest commercial vehicle distributor is NMI Ltd, which has held the Mercedes-Benz franchise since the German manufacturer first began South African operations in 1953.

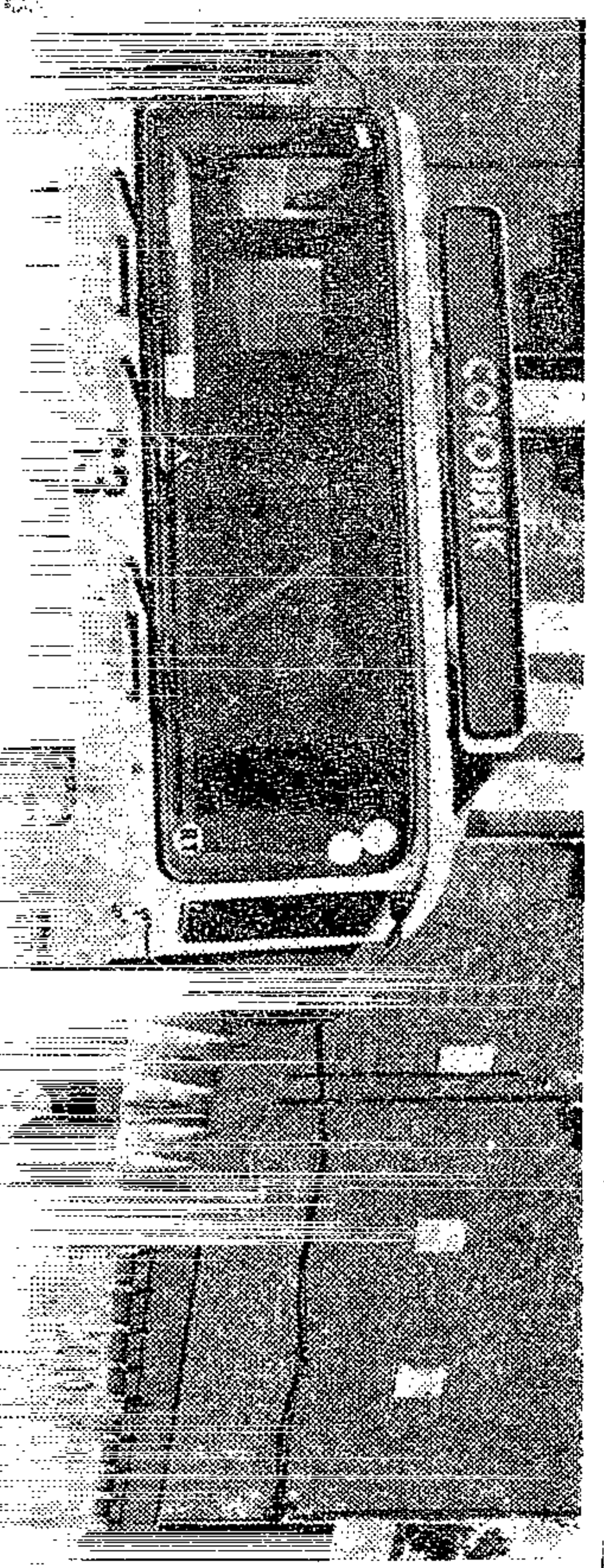
Manager of the company's Prospecton branch, Mr Ron Coppin, says that a good sugar crop, increased activity in the building industry, and continuing orders from Government bodies and local authorities have made a major contribution to record sales figures for NMI.

Further influence of the ADE programme will soon be apparent, he says.

"Tariff protection for the 4 cylinder range of commercial vehicle engines became effective on October 1 and this will have a bearing on the market.

"There already has been a significant volume of pre-emptive buying in anticipation of price rises resulting from ADE. I can't speak for the rest of the country but that has certainly been our experience here, although it is very difficult to determine the extent of this advance purchasing. Only the bigger organisations which have the financial muscle can

Sugar-sweet success boosts 'heavy' sales



RAINBOW'S FUEL SAVERS

TO compliment the 3 ERF trucks already in their transport fleet, Rainbow Chicken Farms recently placed an order for another eight E.R.F. 66 CU / 290 B mechanical horses, giving an average



MERCEDES-BENZ SPARES SHIPMENT JUST UNPACKED!

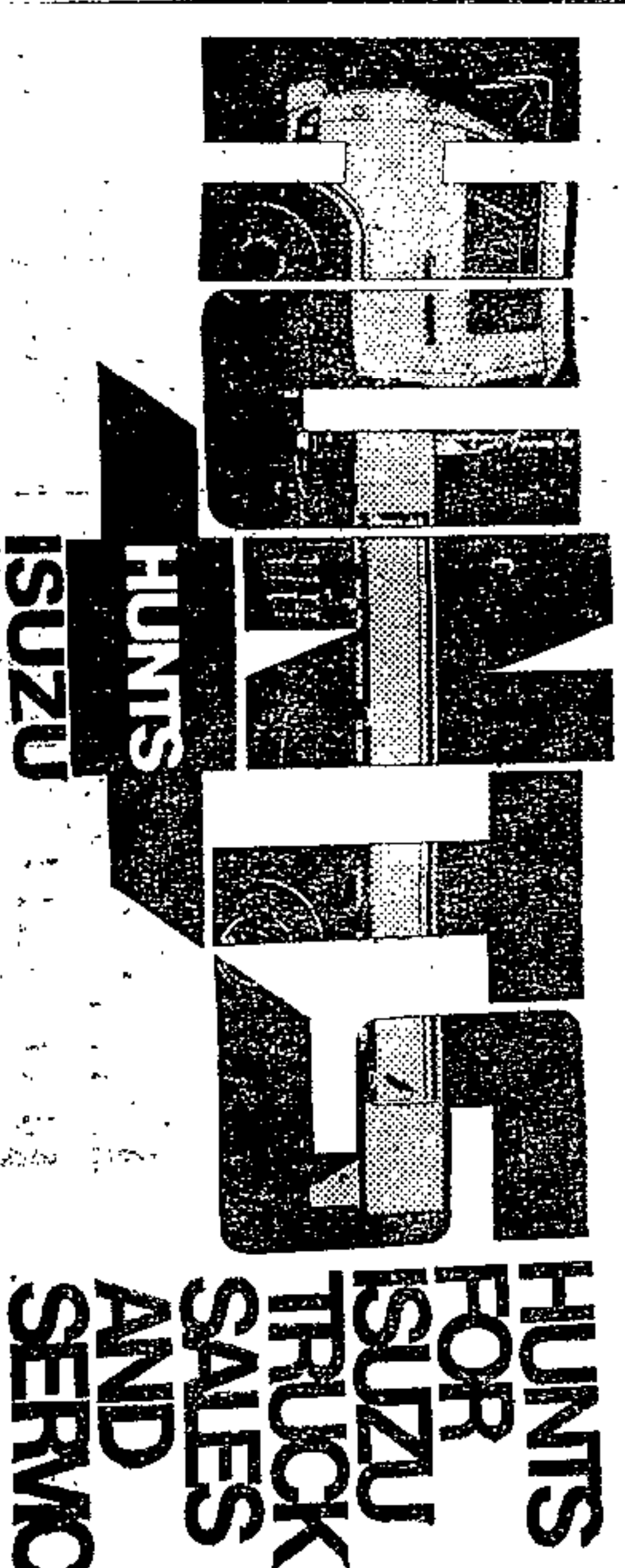
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approach."

Prediction of the ADE influence of prices fluctuate widely from a 15 percent increase to as much as 60 percent. "Personally I think that the increase will be on the lower end of the scale, but there is no question that Atlantis will lead to more expensive trucks," says Mr Coppin.

Tariff protection on the complete range of locally-made engines will be phased in during 1982, when imported models will be subject to a surcharge.

The Atlantis programme has coincided with Mercedes' own introduction of the "new generation" series of trucks which feature what has been described as the "most advanced drivers' cab in the world".

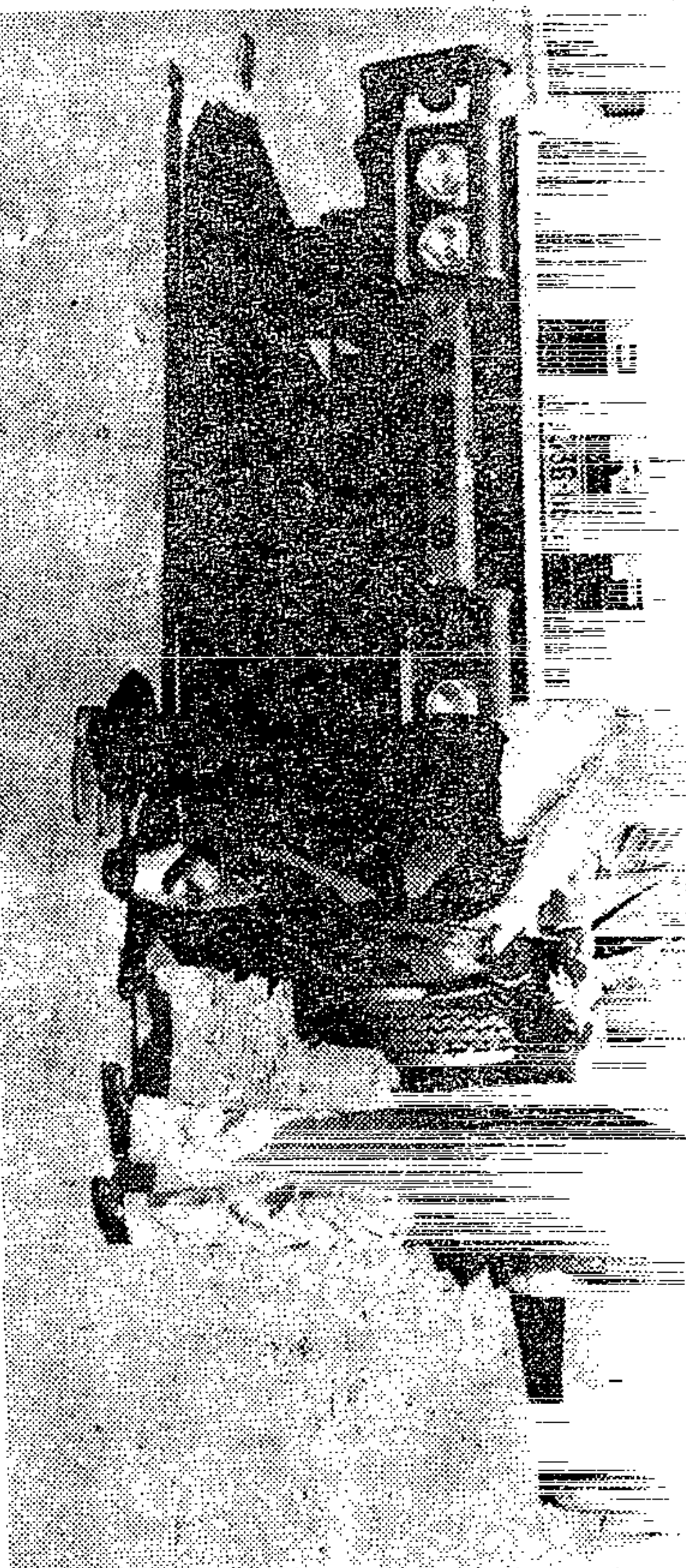
The Mercedes OM401 V6 engine has been replaced with the ADE 409 five-in-line model. Similarly, the very popular OM352A turbo-charged engine has been replaced with the Atlantis 407T version.

Mercedes now has 28.6 percent of the Natal market in which it competes, compared to a national figure of 25.4 percent. Its share of the total plus 5 000kg gross vehicle mass category is 27.1 percent.

The most popular market segment is the 12 500 kg to 15 000 kg range where M-B currently claims an impressive 36.2 percent of Natal sales. It is also strong in the ultra-heavy division — upwards of 20 000 kg — where it commands 30.8 percent of the market.

"We are achieving record figures — both by volume and by value," says Mr Coppin. "Sales levels are unprecedented in the company's history."

Major customers are the sugar industry, haulage contractors, building and construction trades, and local, provincial, and government authorities. "It's a good industrial job," says Mr Coppin. "Mercedes trucks to 16t one million kilometres and still be in active service, so their applied self-evident," says Mr Coppin. "Add to that NMT's own investment in parts, service, and workshop facilities, and it's easy to understand our dominance of the market."



A FURTHER order for 16 ERF tipper trucks, valued at 1.2 million rand, will bring the total of ERF vehicles on the Corobrik fleet to 44. This figure represents 63 percent of the total transport fleet.

From their Briardene factory, the vehicles transport an average of 4 000 tons of bricks and allied products daily. The ERF trucks carrying a payload of 16 tons are returning an average of 44 litres/100 km. This constitutes a considerable saving in fuel costs as the

NEW ERF MODELS

ERF announce the introduction of its new ERF model 66 (CU/450) B and 66 (CU/475) B 6 x 4 three axled tractive units suitable for gross combination mass of up to 150 000 kg.

This new range of ERF tractive units is suitable for use as line-haul-units operating with a twin trailer combination or as an abnormal indivisible load with GCM of up to 150 000 kg.

Both the new models introduced by ERF are available with the newly released twin turbocharged Cummins NTC 450/475 engines. The transmission can either be a Fuller nine speed range change twin countershaft or a Dana Spicer 20 speed.

Final drive will be a Rockwell or Kirksall tandem drive running on a Hendrickson "maintenance free" rubber suspension.

ERF announce that they have already received orders for vehicles powered by the new Cummins NTC 450/475

Big Cam engines. ERF have also introduced their new Gold Star series of 6x4 truck tractors with gross combination masses of up to 150 000kg.

Model 66 (CU/475) B: Power Unit — Cummins Big Cam twin turbo 475 (354kw); Clutch — Twin plate Spicer; Gearbox — Dana Spicer 20 speed; Rear Axles — Tandem drive hub reduction; Rear Suspension — Hendrickson RS700 — rubber.


Model 66 (CU/450) B: Power Unit — Cummins Big Cam twin turbo 450 (335kw); Clutch — Twin plate Spicer; Gearbox — Twin countershaft, nine speed Fuller; Rear Axles — Rockwell SR170 tandem; Rear Suspension — Hendrickson.

The Cummins Formula 450/475 twin turbo Big Cam engines offered as standard are the first production units to be released outside of North America and are renowned for their advanced features, excellent economy, long life, and performance.

annual distance covered by the fleet is four million kilometres.

Corobrik have their own maintenance staff and all repairs and overhauls are carried out in the fully equipped workshops at Briardene. In house training is provided

• Handing over the official order, left to right: Mr Ken Fox, transport manager Corobrik; Mr Bob Simpson, chief buyer Corobrik; Mr Bryan Charlesworth, sales and service manager of ERF (SA) (Pty) Ltd, Natal.



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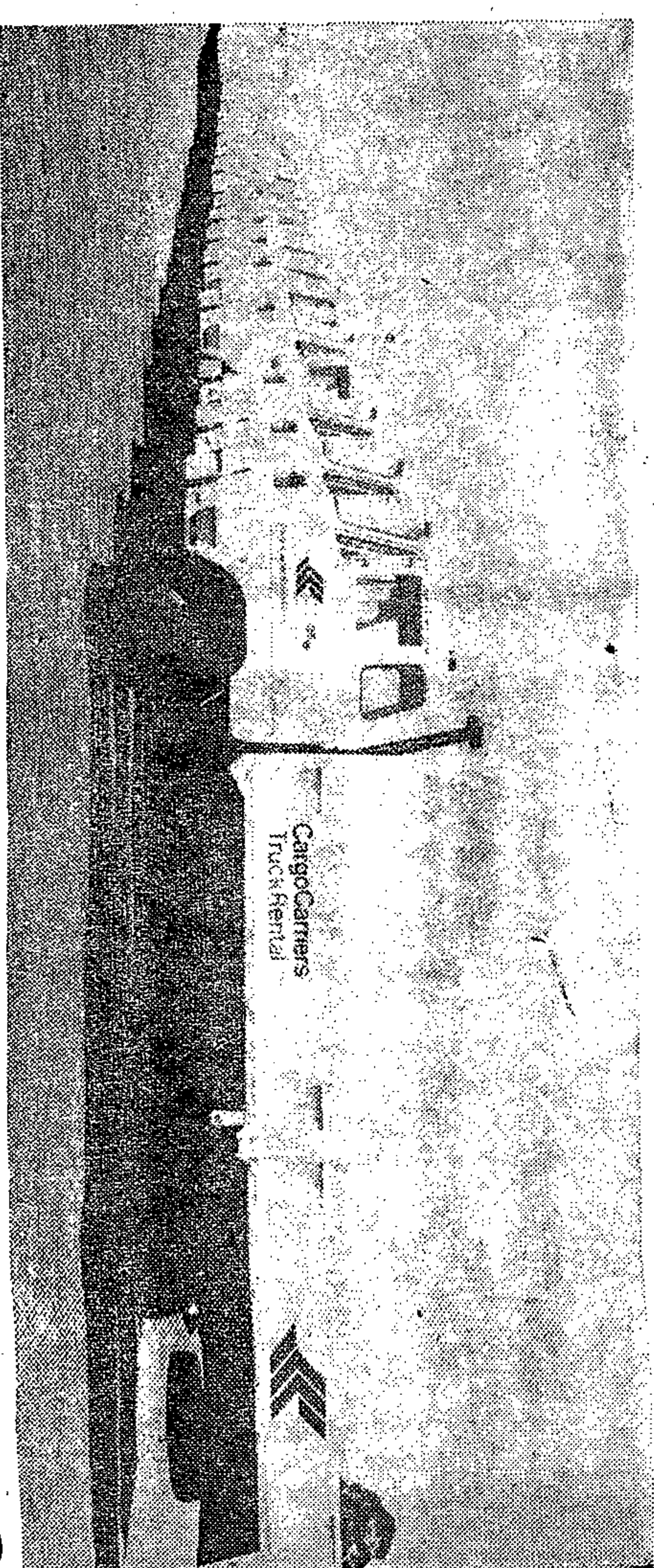
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- ance-free heavy duty design. with 625 cold cranking amps, it is ideal for large diesel engines that need extra starting power, operate in cold climates or have smaller battery mounting area. Like all Delco Freedom models, it offers special user value.

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largely concerned with harbour work.

There is a certain amount of long distance hauls, but they are not specialists in abnormal load work. It is seldom that they are called on for temporary permits and their normal haulage certificates generally are sufficient for their requirements.

Mr Jordan estimated that his vehicles covered about 180 000 kilometres every month and his fuel costs came to around R42 000 for this.

very successfully before becoming involved in a large agricultural implement and Datsun franchise group, operating throughout the Natal Midlands and finally relinquishing his interests there and teaming up with the Daimis Group of Companies, who form part of the Weir Motor Holdings Group.

Daimis Datsun's phenomenal growth in Pietermaritzburg, turnover now exceeding R25 million, over the first two years of its existence, is highlighted by its marked penetration into the heavy truck and bus, and passenger car and LDV fleet market, including deals such as 87 Nissan buses bought by the Pietermaritzburg Municipality Transport Department for approximately

buses and with freight. Originally, he was a mechanic in Scotland, and then he went to Zambia still in transport. Then he came to South Africa and worked with PUICO for a time, but for the last seven years he has been with Strachan. This company has about 30 vehicles in its fleet, mostly tip trucks, but they also have 10 support trucks.

The trucks have a hard life for their cargoes are generally earth — and rocks — and plenty of those too. Plus builders' rubble. These are the sort of cargoes that spell death and destruction to the vehicle. Plus the vast amount of low gear work that these cargoes bring with them.

Clients are the Railways, the NPA, and scores of building contractors. The trucks — mainly Nissan — have a life of about five years and they work about 170 to 180 hours every month. Yet because of regular servicing, there are always about 90 percent of the fleet on the road day after day. This says a great deal for the management of the company.

Much of the work is done vast distances away from Durban. But the drivers who live with their vehicles are looked after well. If accommodation is not available, then Strachan take knock-down huts to the site for them. Food is provided which the drivers prepare themselves.

Home leave is granted every second weekend, for the management realise all too well that a man must see his family as often as possible.

year.

From January 1983 onwards Sigma will utilise the entire production capacity of the Blackheath plant to meet its commercial vehicle requirements.

Sigma will immediately commence planning a major expansion programme to expand the Blackheath plant significantly, such as enlarging and modernising both the paintshop and bodyshop.

At the same time Leyland is to invest in an expansion and modernisation of the Elsie's River plant to handle the manufacture and assembly of new passenger car and commercial vehicle models.

The manufacture of Leyland's present range, including the Mini, Rover

Blackheath. Sigma's investment will increase the production capacity of the Blackheath factory to more than 200 vehicles a day and will incorporate facilities for the introduction of a wider range of new commercial vehicles.

This massive expansion programme will guarantee the retention of the current Leyland labour force in the Western Cape by the two companies, and in addition, it is envisaged to create up to 1 500 new job opportunities in the Western Cape by late next year and early in 1985.

The Western Cape is an area of the country which sorely needs such employment opportunities and the additional income generated will give a much needed fillip to the economic well-being of the area.

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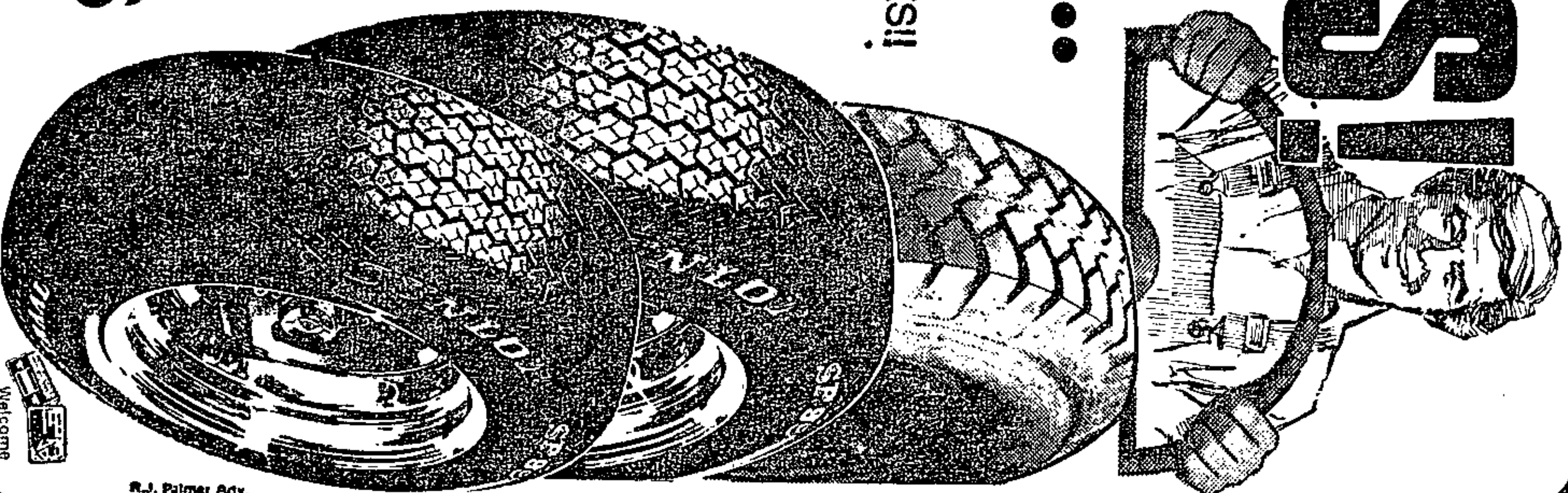
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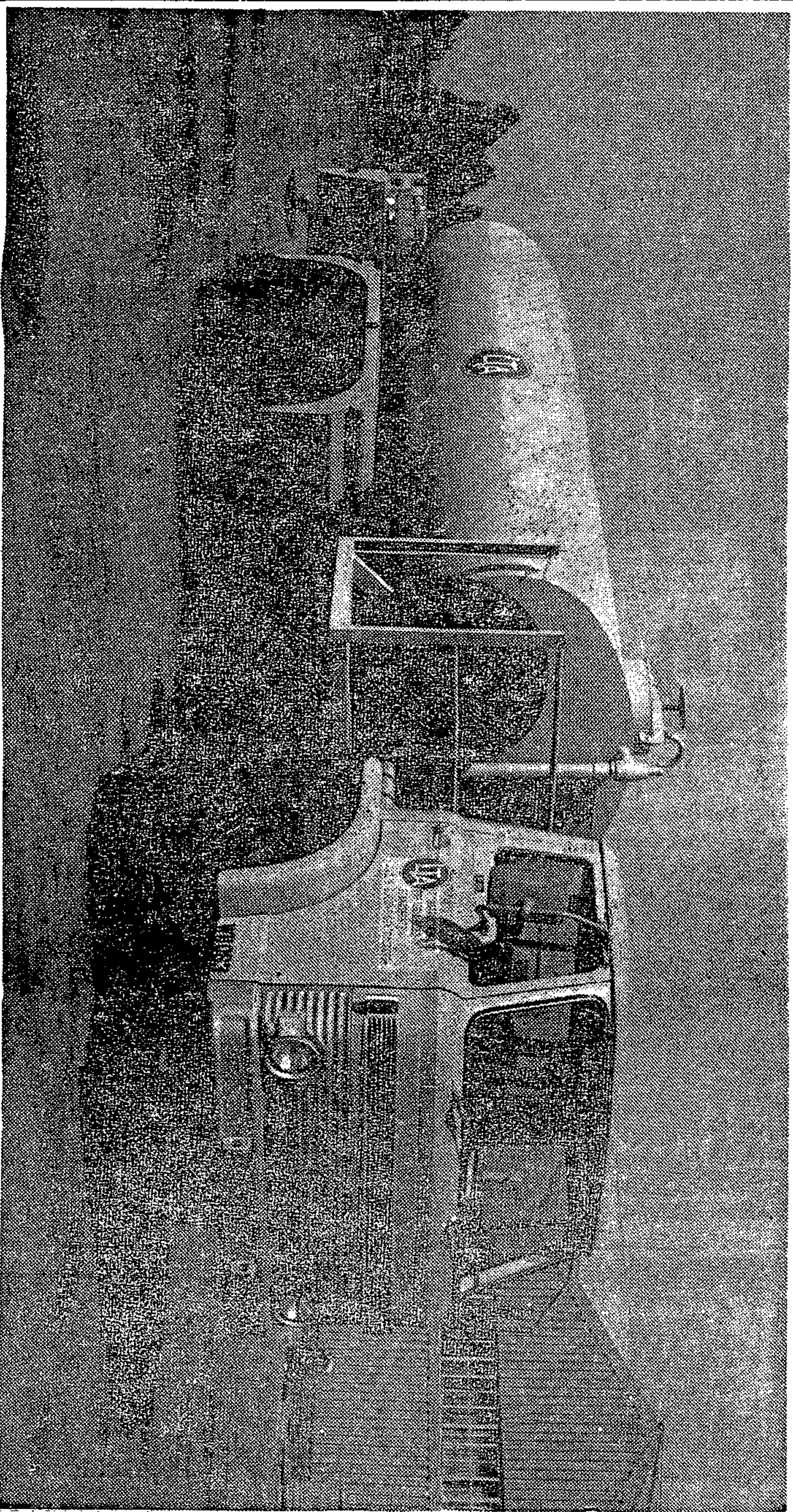
ROY SMITH (no relation!)
in EMPANGENI (25711).

GRAHAM KIDD in
PIETERMARITZBURG (58348)
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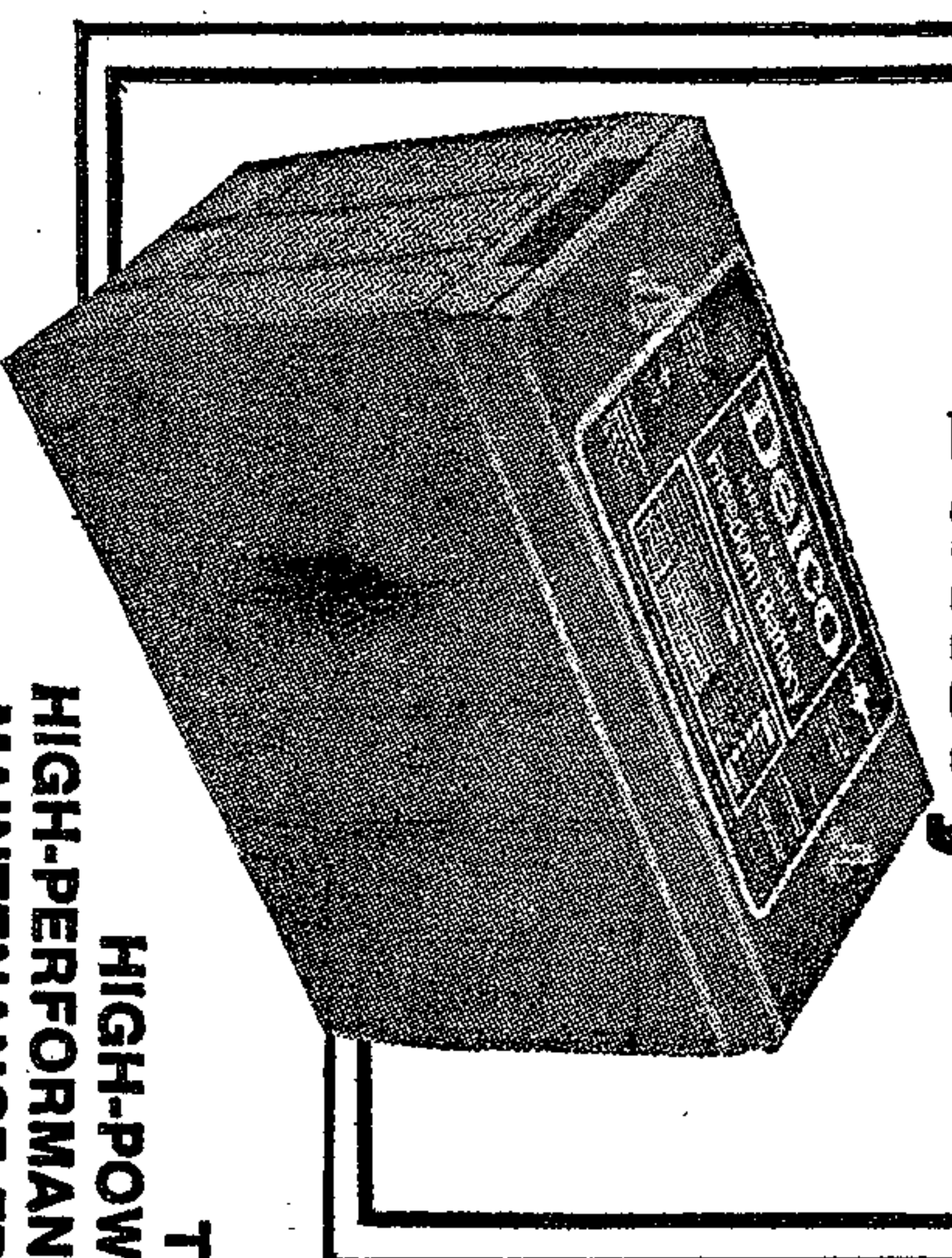
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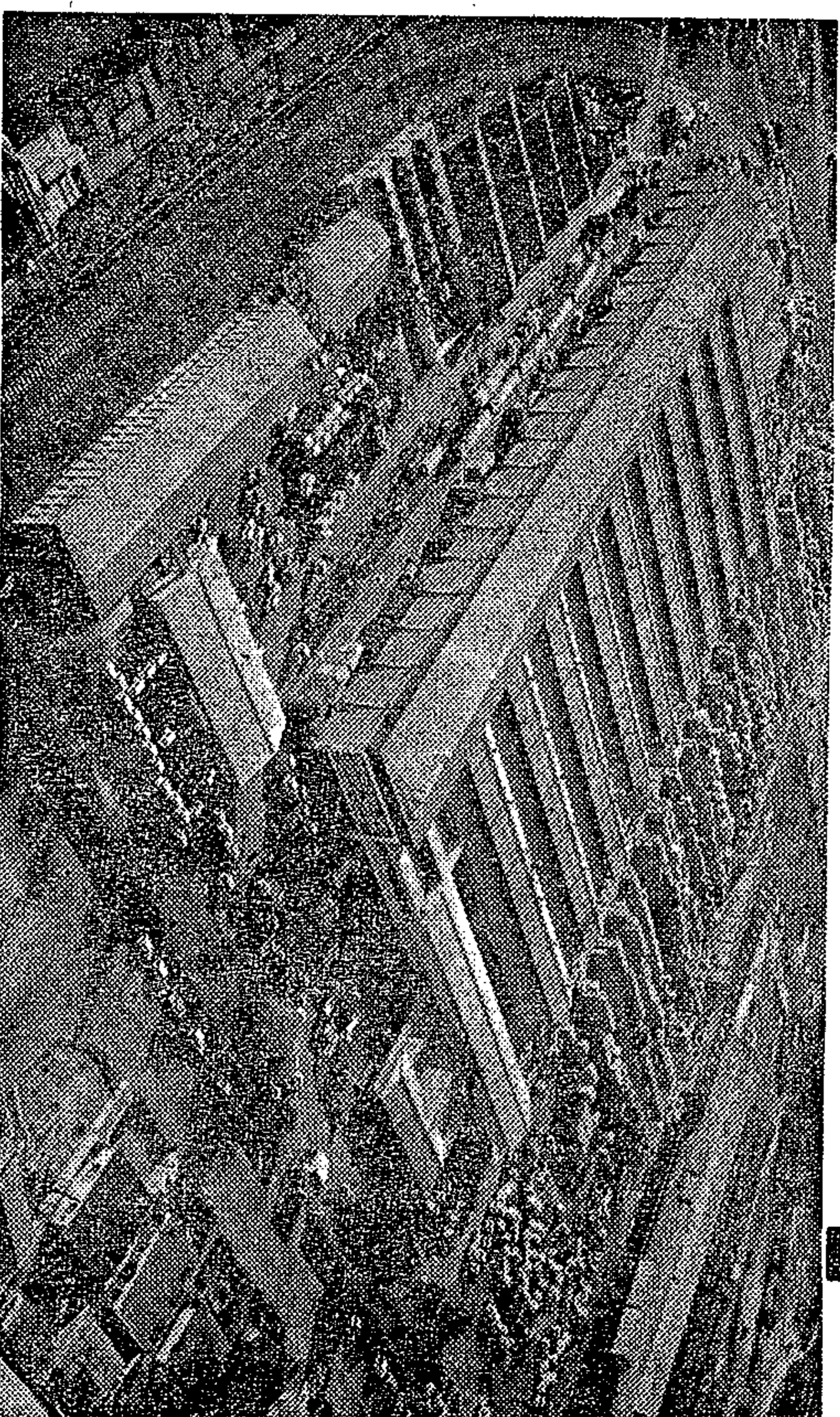
GMS carry out the paper work

NO ONE could be quite sure how G.M.S. Transport (Pty) Ltd acquired their name, but the manager, P. J. Jordaan, was once told it had been founded by three Durban men, Messrs Gradidge, Monique, and Saunders. Hence the initials G.M.S. Today, however, it is part of the Nampak group and, whereas before the Second World War it had specialised in the transportation of building materials, today it is very much concerned with the cartage of paper and cardboard.

Dr Keith found the right tonic

AUGUST 1979 saw the takeover of a well known family business of 30 years standing, Thompson Datsun, by Daimis Datsun, a fast expanding Datsun franchise group with operations in the Border area and the Natal Midlands.

At the helm of this dynamic company is Dr Keith Wimble, a medical doctor with a remarkable flair for commerce, having headed the unit's operations



LEYLAND'S Elsies River factory

No glamour, just hard work

JOHN Feeney, managing director of Strachan Construction, put it this way: "We are the Cinderellas of the trucking industry."

It was an apt remark. The company are mainly concerned with the use of tip trucks for the road making industry, and there is nothing very glamorous about their operations.

The ugly sisters appear to have it all and go to the ball, while little Cinder stays at home and works her fingers to the bone for them.

That is Strachan Construction. As John explained, at least 60 percent of their operations are off prepared roads and mostly in the low gears and 40 percent of the time in reverse gear, while the big boys work on the farms in the upper gear registers.

Strachan Construction is about 20 years old and

SIGMA Motor Corporation is to purchase Leyland's Blackheath assembly plant and will take occupation of the factory from December 31, 1982.

Sigma Motor Corporation and Leyland South Africa are to invest more than R75m in a major expansion and modernisation programme of the Blackheath and Elsies River manufacturing plants respectively.

In a joint announcement made in Johannesburg Mr Fred Butler, managing director of Sigma Motor Corporation, and Mr David Beck, managing director of Leyland South Africa, revealed plans for an expansion programme, which, when completed, will result in a combined production capacity of more than 70 000 vehicles a year from two modernised and enlarged assembly plants at Blackheath and Elsies River.

This acquisition is an expression of Sigma's confidence in the future opportunities in the commercial vehicle market where Sigma and its dealer network have not up to now, been fully represented.

A long term lease has been negotiated for Leyland to continue using the engine manufacturing plant situated at the Blackheath factory site where Leyland undertakes the manufacture of four and six cylinder engines as well as the R40m contractual manufacture of the flywheel and ring gear assemblies for the Atlantis Diesel Engines.

Blackheath factory and more than 16 000 of these units will come off the

and Range Rover models, will be continued and will be transferred from the Blackheath plant to the Elsies River factory during 1982.

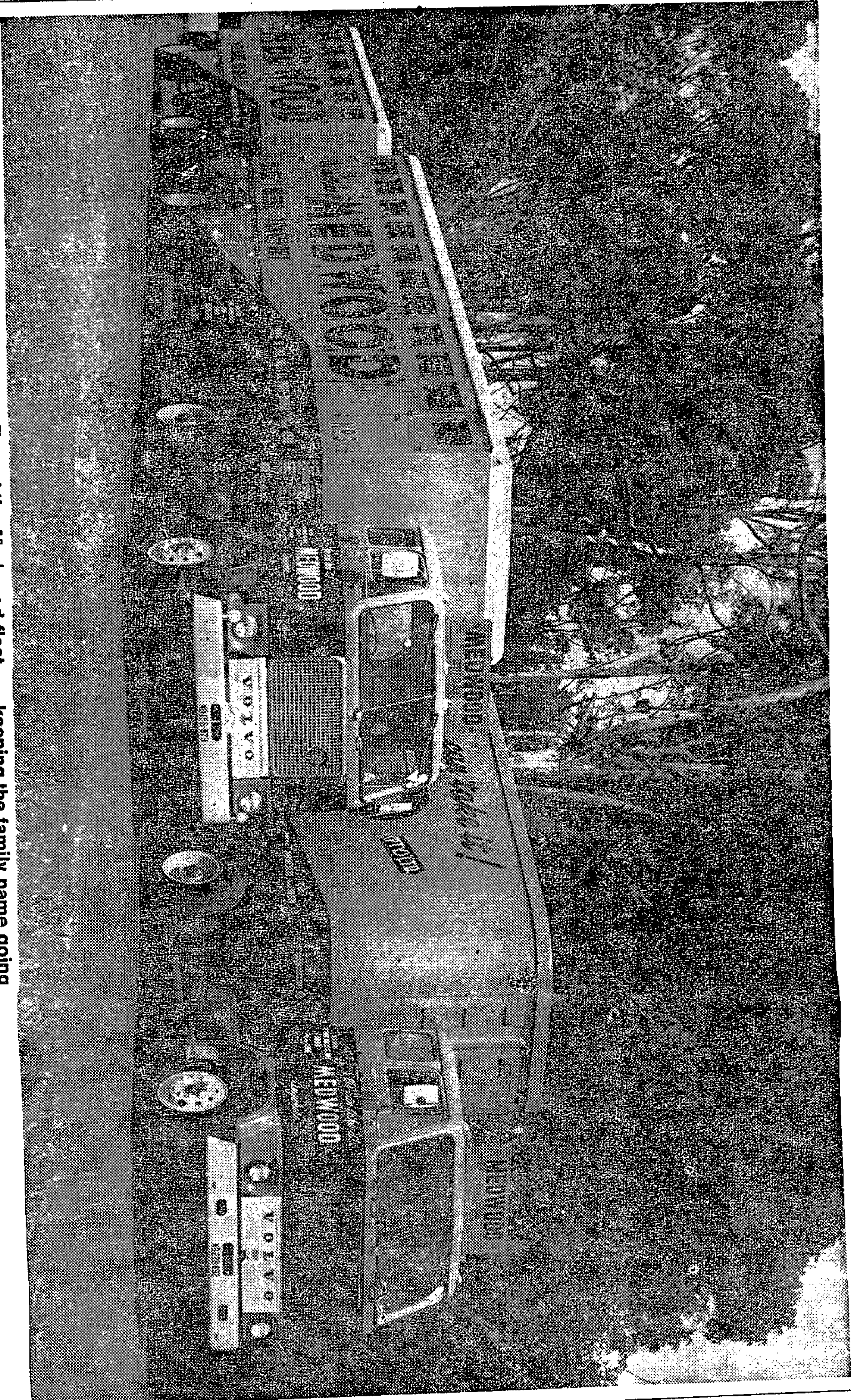
The Elsies River plant will be modernised and the production capacity will be more than doubled to more than 30 000 vehicles a year and will include all Leyland's passenger car models, the Land Rover, and heavy commercial vehicles and buses.

The major part of Leyland's expansion programme will be concentrated at the Elsies River factory with the construction of a new ultra-modern paintshop incorporating the very latest paint technology, jigs, tools, and welding equipment for the introduction of several new car and truck models as well as the installation of sophisticated new equipment and other facilities for doubling the production capacity of the factory.

This investment will also include the expansion of Leyland's engine factory which will be extended to incorporate a new, modern parts warehouse for all Leyland vehicles and the fast-developing "Unit" all-makes parts programme.

Mr Beck disclosed that Leyland had recently purchased additional land adjacent to the Elsies River plant in anticipation of the expansion programme.

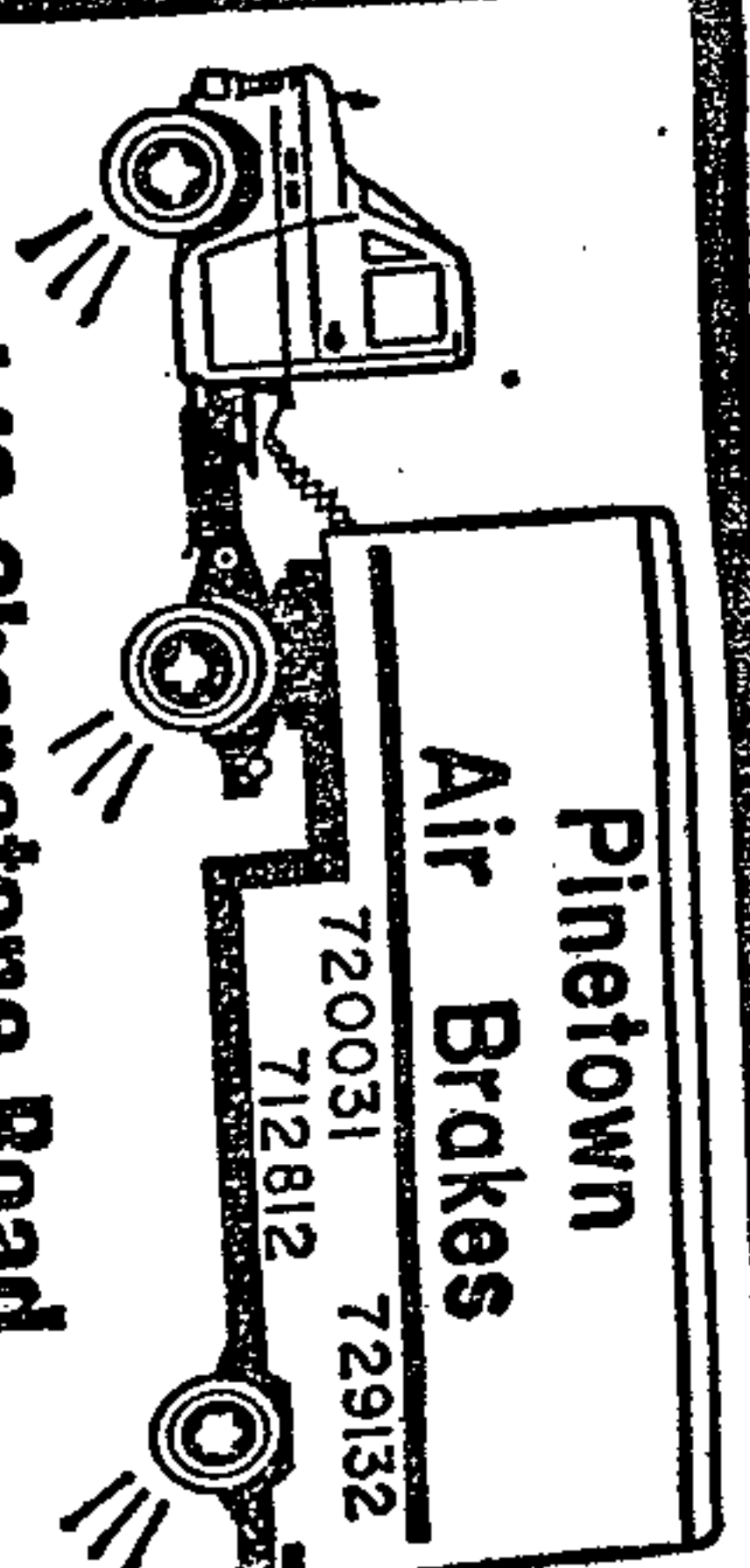
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MEDWOOD has a motto, emblazoned on every one of its trucks: "We can take it. Around the Corner. Around the Republic. We can take it anywhere."

This motto was devised by the men who founded the company, 42 years

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Daimler-Benz Products (Pty) Ltd

BUSAF

2.0kg with 1.8 m³ of Maiste, started trade with a five-ton International truck.

Today there are 107 vehicles at Medwood — 92 of them in Durban. There are 30 rigid panthecons, used mainly for carting their principal cargo, furniture.

There are 20 truck tractors and these can pull 30 trailers used for furniture (15 of them 4 wheeled trailers) and 12 horse trailers, or in other words six double units.

In the carriage of furniture, weight is not the main object — it is the cubic meterage. Bulk is limiting when a household is being moved. A panthecon will carry up to 1 700 cubic feet while on the long distance hauls two trailers can carry up to 4 500 cubic feet.

A good deal of the Medwood trade is concerned with the harbour and often this is general cargo and it can comprise a quarter of the monthly turnover.

The Edwin Swales Drive warehouse has extensive storage space, and often containers of household effects are brought to it and there unpacked and transhipped to other parts of the country, very often the Reef.

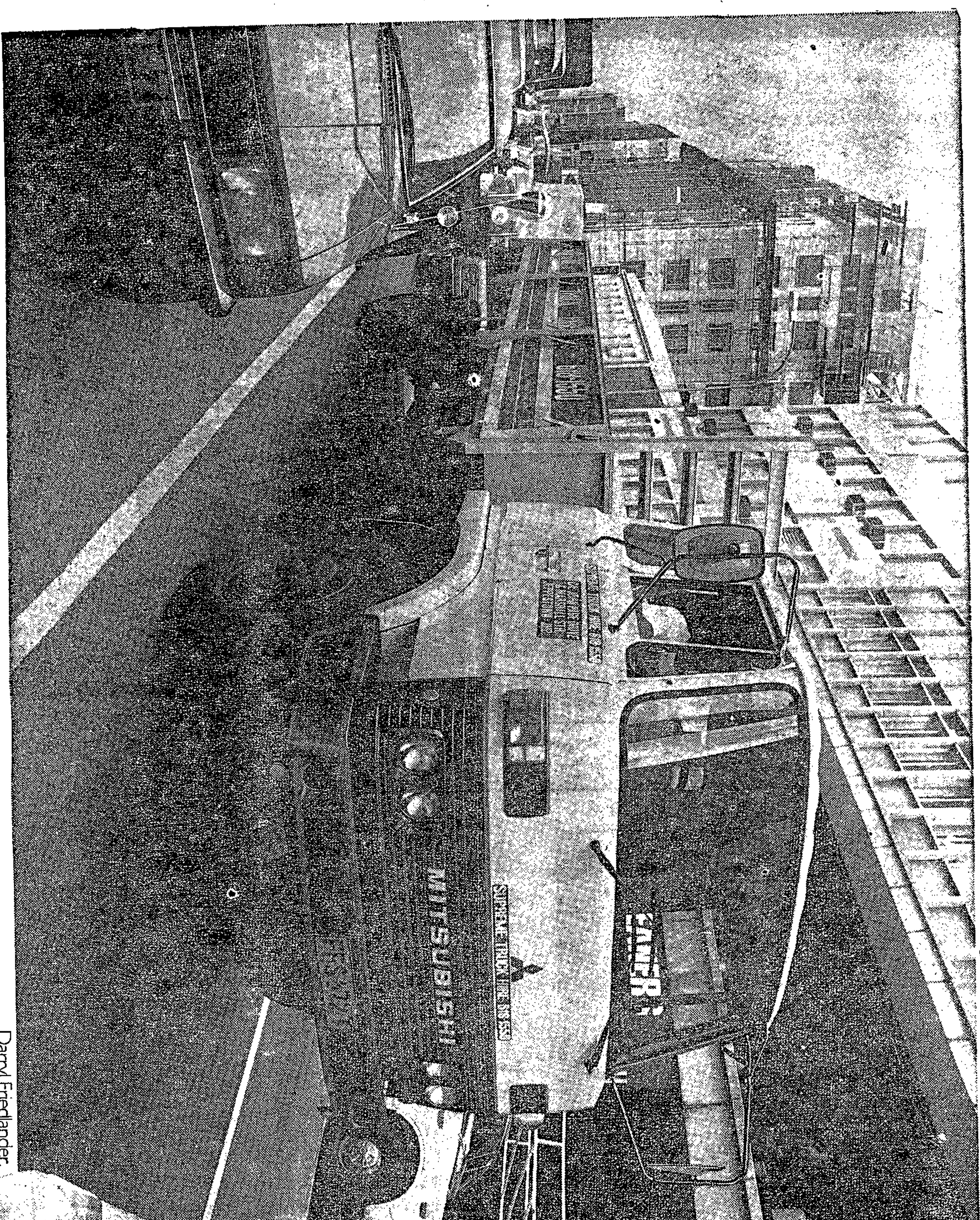
In fact, three to four vehicles go to the Reef daily. There is a smaller Transvaal depot in Alberton but which operates, otherwise in the same way.

Possibly Medwood is best known in Durban and Pietermaritzburg for transporting race horses. Alf Barth, on the advice of ex-trainer Phil Delaney, who first saw the transport for horses by van in Cape Town, started it.

From its inception in 1959, Medwood has carried 131 707 horses. It brings horses from Clairwood and Summerveid to Gertruyville, Clairwood and Scottsville.

It operates in three shifts. For races one to three the loaded trailers leave at 9am and they carry 32 horses. For races four to seven a further 30 horses are loaded at 10am. While for the last races — 7 to 9 — 16 horses are taken at noon. Each horse is accompanied by its groom in the stall.

"I'VE JUST ORDERED ANOTHER ONE."



Darryl Friedlander, Operation Director Supreme Truck Hire.

THEIR EASY OPERATION AND DRIVING COMFORT GIVES YOU GREATER PRODUCTIVITY."

"I don't have to tell you about city traffic. Stop-start driving. Snarl ups. It's bad enough in a car let alone an 8 ton truck. But we've found the manoeuvrability of the Mitsubishis in our fleet actually improves driver productivity.

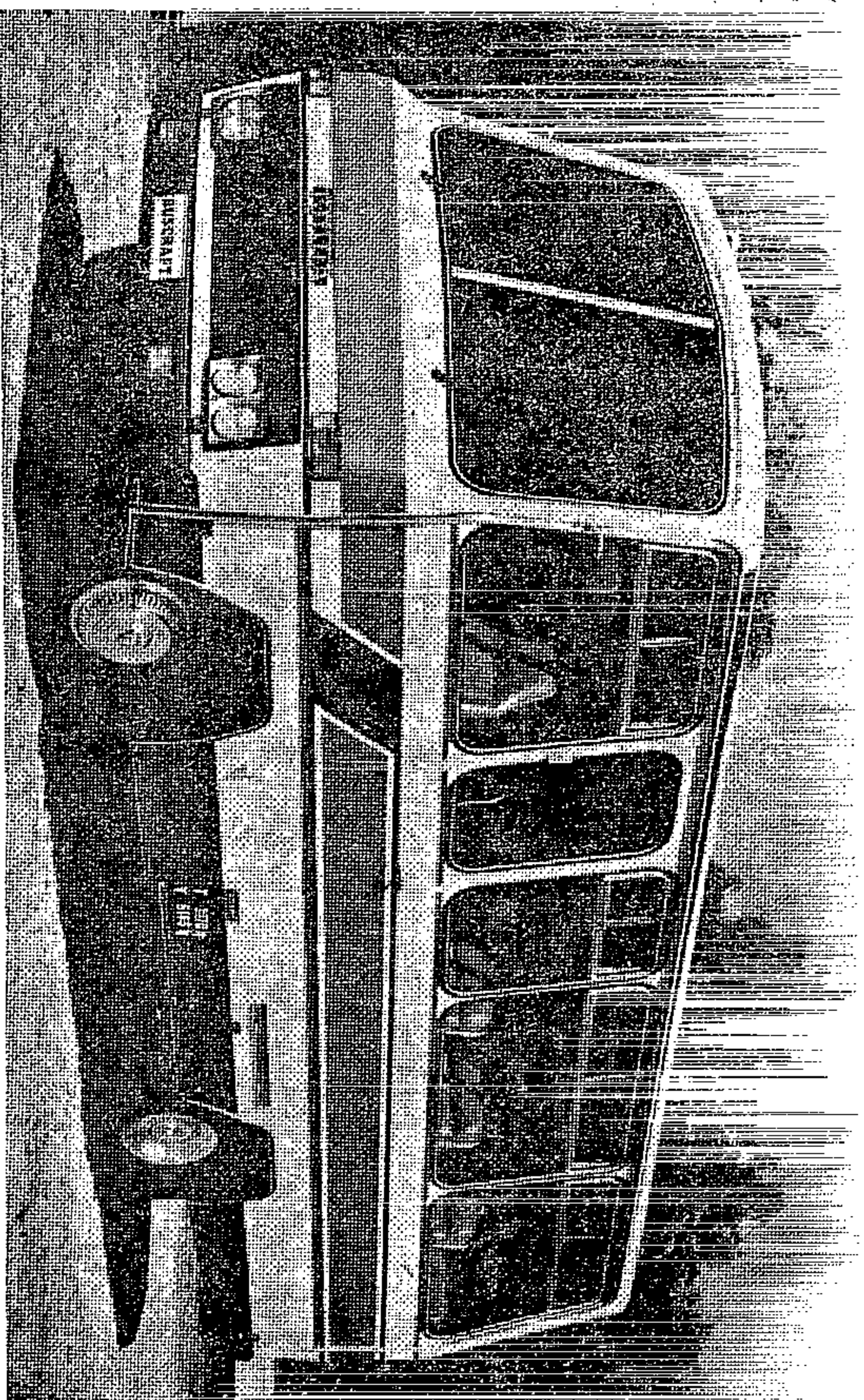
The drivers react so well to the comfort of the cab, the instrumentation, the power steering and excellent exhaust brakes they don't tire easily. So they work much harder. In fact, they not only get to where they're going quicker they drive better too. They've cut our maintenance costs on things like brake linings and tyres right back.

And of course the extra payload capacity because of the engine being placed under the cab, means we can carry more load every trip. Which makes them even more profitable. For my money there's no truck to touch the Mitsubishis. That's why I've ordered another 60.



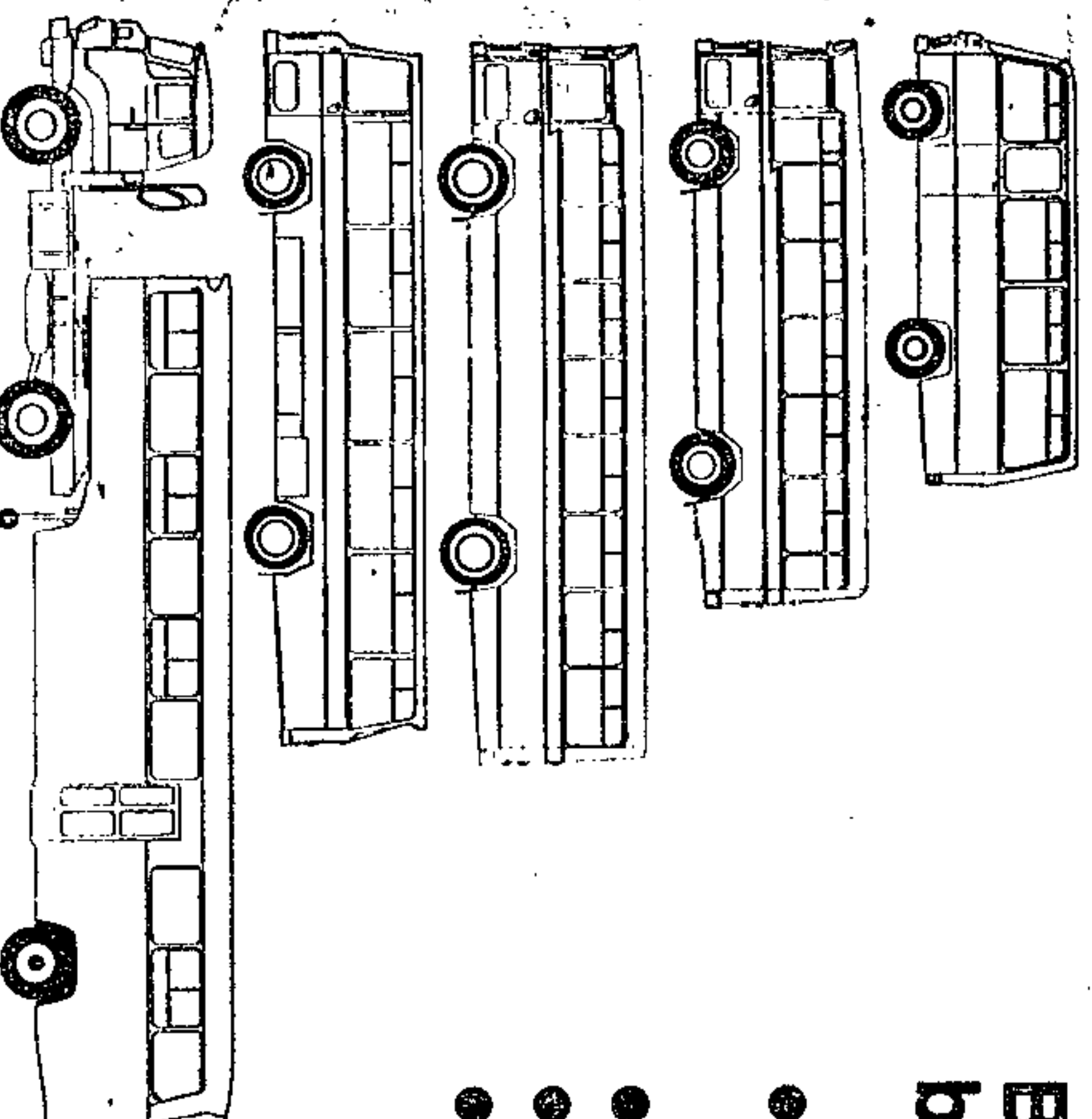
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Dorbyl Automotive Products (Pty) Ltd

BUSAF

speed trailers in the up to two tonne class, have clearly shown that expensive fuel, time and manpower are going to waste. Deliveries can be more economically tailored: small load — just the light truck; large load — truck and two tonne trailer.

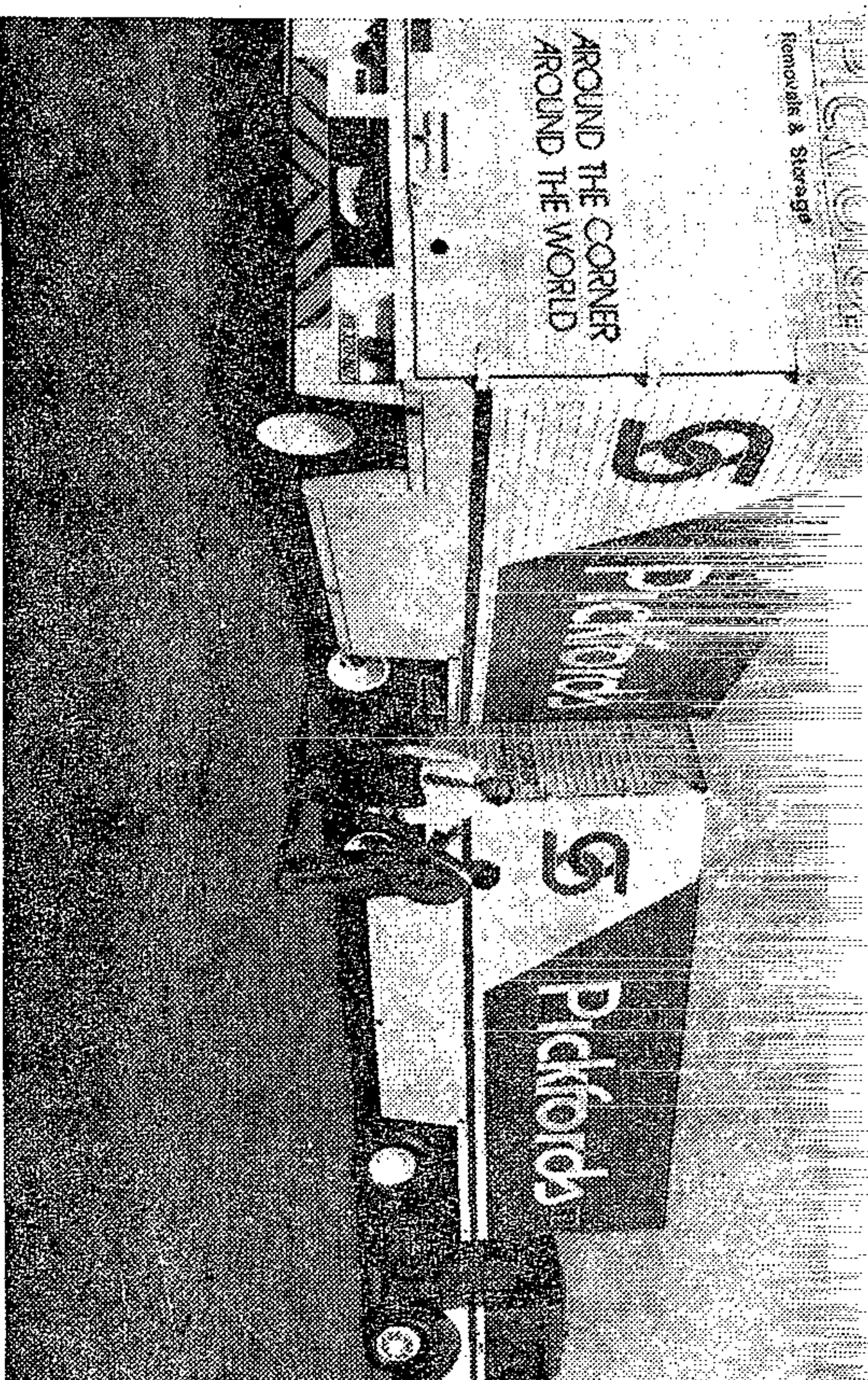
Further flexibility and time-saving comes where the trailer can be left behind to be unloaded while the truck completes the delivery schedule.

Most two tonne trucks have the power and torque to pull a greater load than that governed by their body design and capacity. The illegalities of overloading can be avoided by carrying that extra load in a trailer.

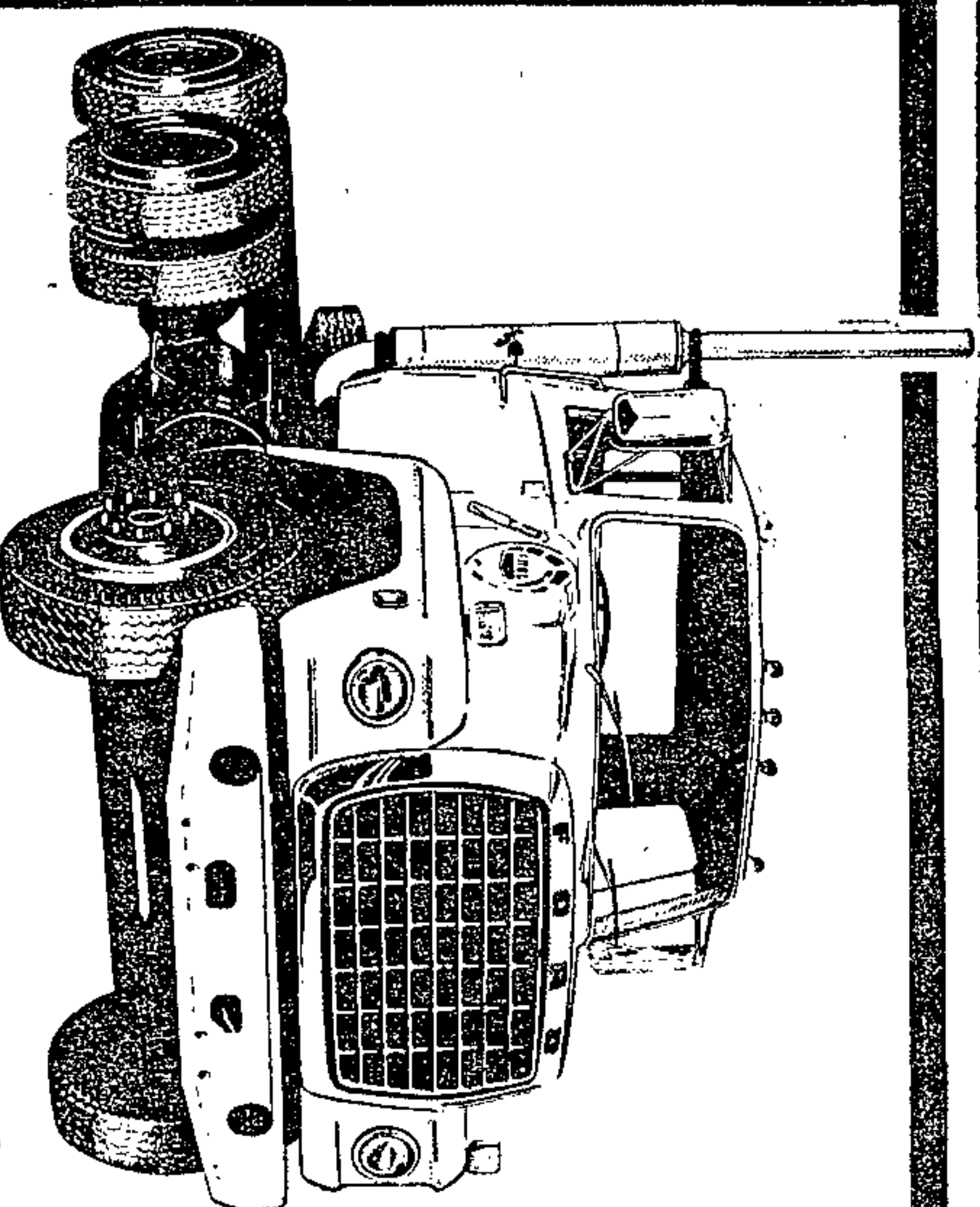
The standard range of CI Trailers' one and two tonne units are ideal for on/off road applications. The high speed two tonne units have tandem axles which distribute the load equally over all four wheels, while the ride is stable; ideal for fragile goods.

Remove & Storage

AROUND THE CORNER
AROUND THE WORLD



INSPECTING the recently completed semi-trailer pantechnicon and close coupled unit (right), and Geoff Henebrey,



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BODYBUILDING BREAKTHROUGH

A BIG swing away from steel cladding in the furniture pantechnicon market has resulted in a major breakthrough as well as a "first" in rigidised aluminium panel bodies up to 12.5 metres long for one of the Republic's foremost heavy vehicle body builders.

Mr John Brett, managing director of CI Flambo, Durban, said orders are increasing steadily, and that pantechnicon construction will represent a significant slice of their business by year end.

CI Flambo and CI Cargo Vans — both part of the CI Industries Group — has manufacturing plants in Durban, Pietermaritzburg, and are currently building semi-trailer pantechnicons and close coupled units for Trek Removals and Pickfords, two of the "big five" in the South African removal industry.

"Rigidised aluminium panel bodies compared with steel have the major advantage of being lightweight, an important factor in fuel consumption on long hauls," said Mr Brett. "Of equal significance, the stability and rigidity of the product

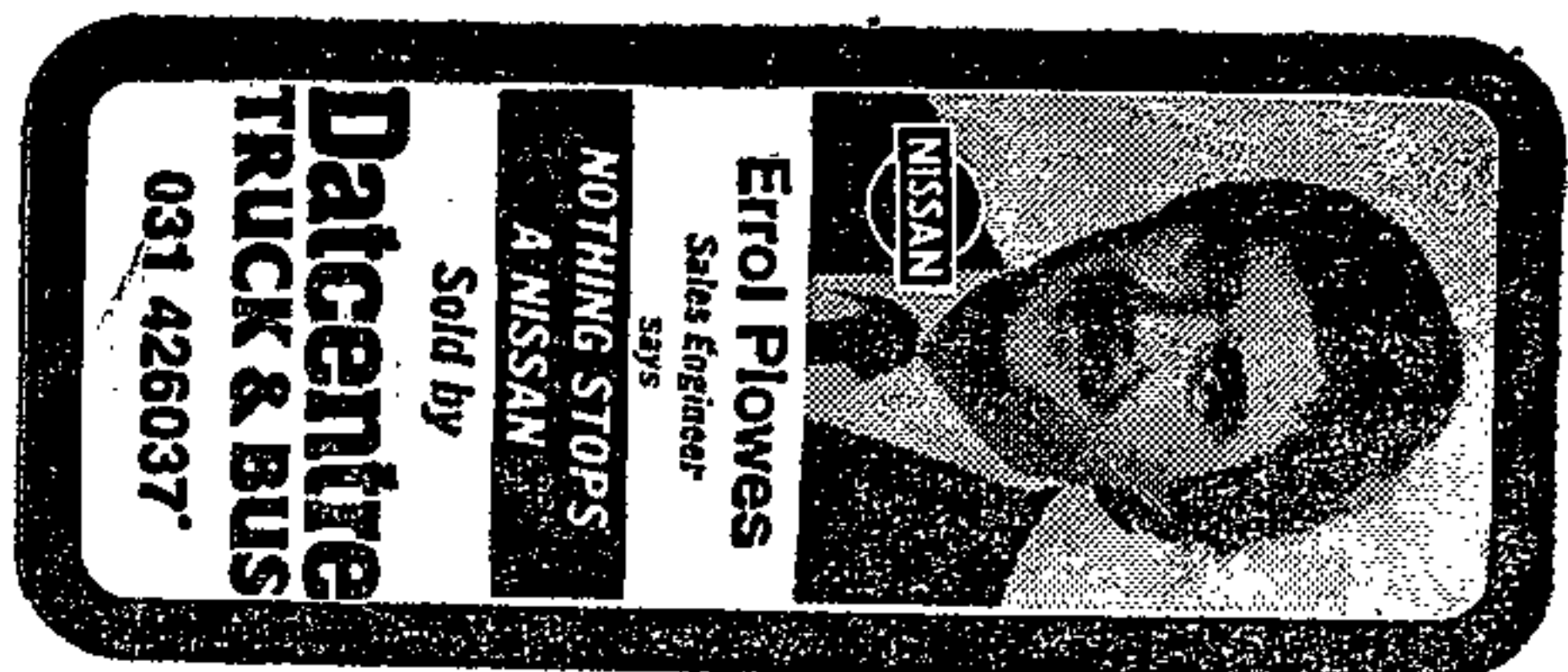
enables us to go to units as long as 12.5 metres.

"Furthermore, they can be more easily styled, have good looks, and the handsome rigidising eliminates the unsightly wavy panels associated with sheet aluminium."

He said that CI Flambo and CI Cargo Vans' turnaround is steadily increasing as the fabrication time with rigidised aluminium compared to steel is considerably reduced.

"Another important point is that should a vehicle be damaged, the operator has just to give us the chassis number, and from our complete vehicle history on file we will immediately be able to supply a replacement panel or part anywhere in Southern Africa. As a result, repair down-time is also reduced.

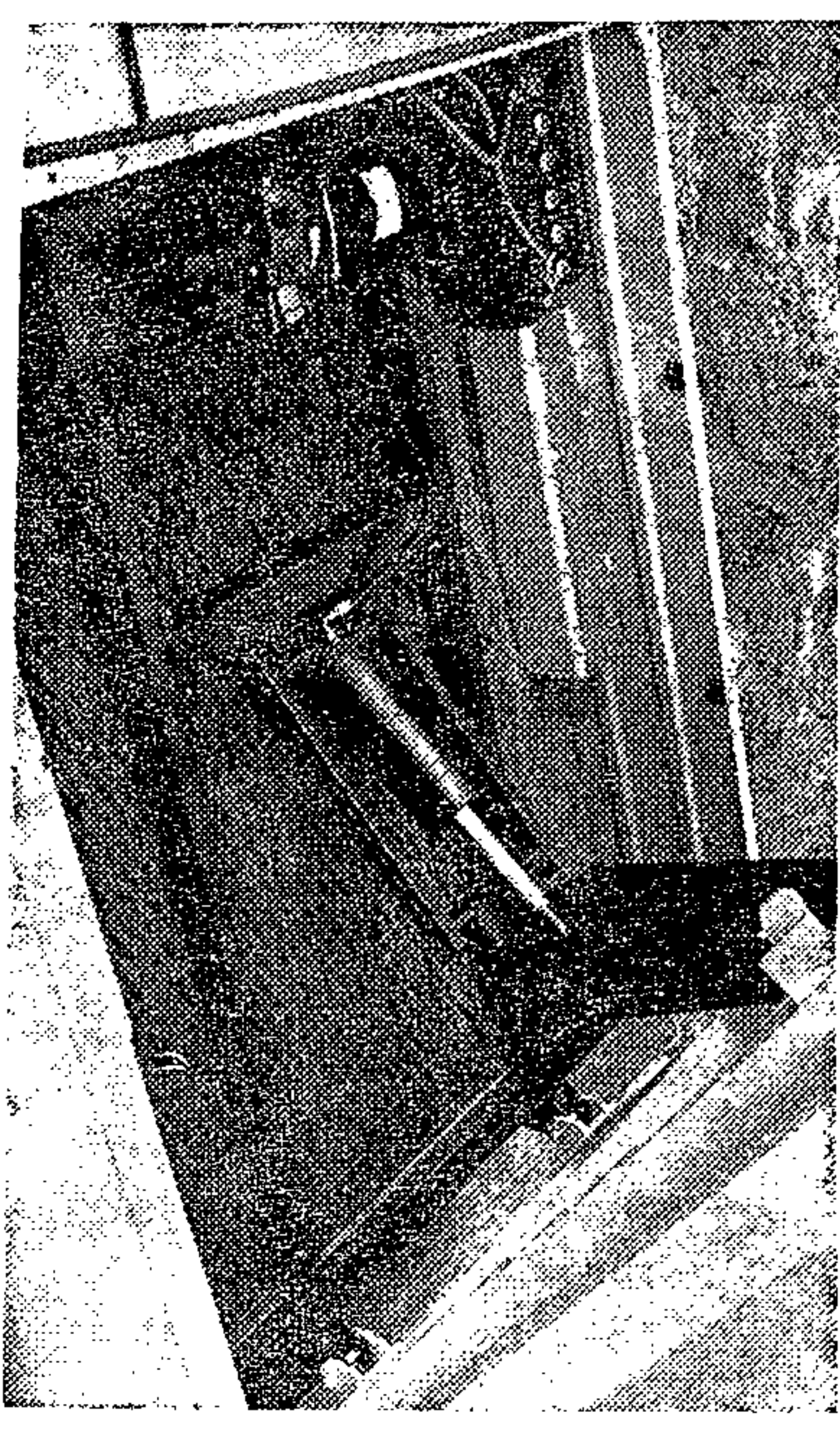
"We will style and custom build to individual requirements. Take for example, the six degree rake-back that Trek specifies for the front of their close coupled trailer so that it does not make contact with the rear of the front unit when negotiating dips or culverts."



IT'S CHEAP AND EASY... YOUR OWN TIPPER CONVERSION



Dumpit 600 on a Corina bakkie



A view of the simple but effective Dumpit tipper workings (left) and an overview (below) of some units available

FOR the first time in South Africa an inexpensive hydraulic tipper conversion is now available for the some 350 000 bakkie owners. A unique feature is that the tipper body is removable and offers tremendous versatility to builders, farmers, truck rental companies and garden services.

The Dumpit range of tippers, manufactured by CI Trailers, Pinetown, and marketed through a nationwide dealer network, are available in four sizes — Dumpit 600, 700, 800 and 900 (from just under one cubic metre to more than two) — for bakkies and trailers with payloads up to two tonnes.

Bakkies and two tonne payload light trucks account for 80 percent of the annual commercial vehicle sales in South Africa.

Dumpit 600 and 700 removable will fit the full range of one and 1.5 tonne bakkies manufactured in the Republic, while the longer Dumpit 800 and 900 removable are suitable for two tonne flatbed and dropside models.

CI Trailers has the exclusive rights in the Republic for this British developed tipper system.

A two tonne tandem axle Dumpit trailer will also be manufactured. The carrying vehicle needs no alteration for

installation. The conversion takes one hour as there are only four bolt holes to drill and two wires to connect to the power supply.

The unique aspect is that the Dumpit body can be removed or refitted in a few minutes, offering tremendous versatility and obvious economies through operational flexibility.

Prices range from R1 720 for the Dumpit 600 to R1 985 for the 900 model. The Dumpit 900 trailer costs R4 180.

The tipper bodies are light, yet extremely strong and are purpose built on a production line basis with welded pressed steel and fabricated members.

The Dumpit trailer comes complete with rear dump jacks and electric. The four-wheel close coupled high speed unit enables loads to be moved with any suitable vehicle.

In use, the Dumpit tipper body protects the main bakkie body from damage, and enables loads to be moved with speed and dumped in places not accessible with larger dump trucks which can cause surface damage.

There is virtually no loss of body capacity, and Dumpit saves valuable time and backbreaking labour as the hydraulic scissors movement raises the tipper body to 45 degrees and lowers it in seconds.

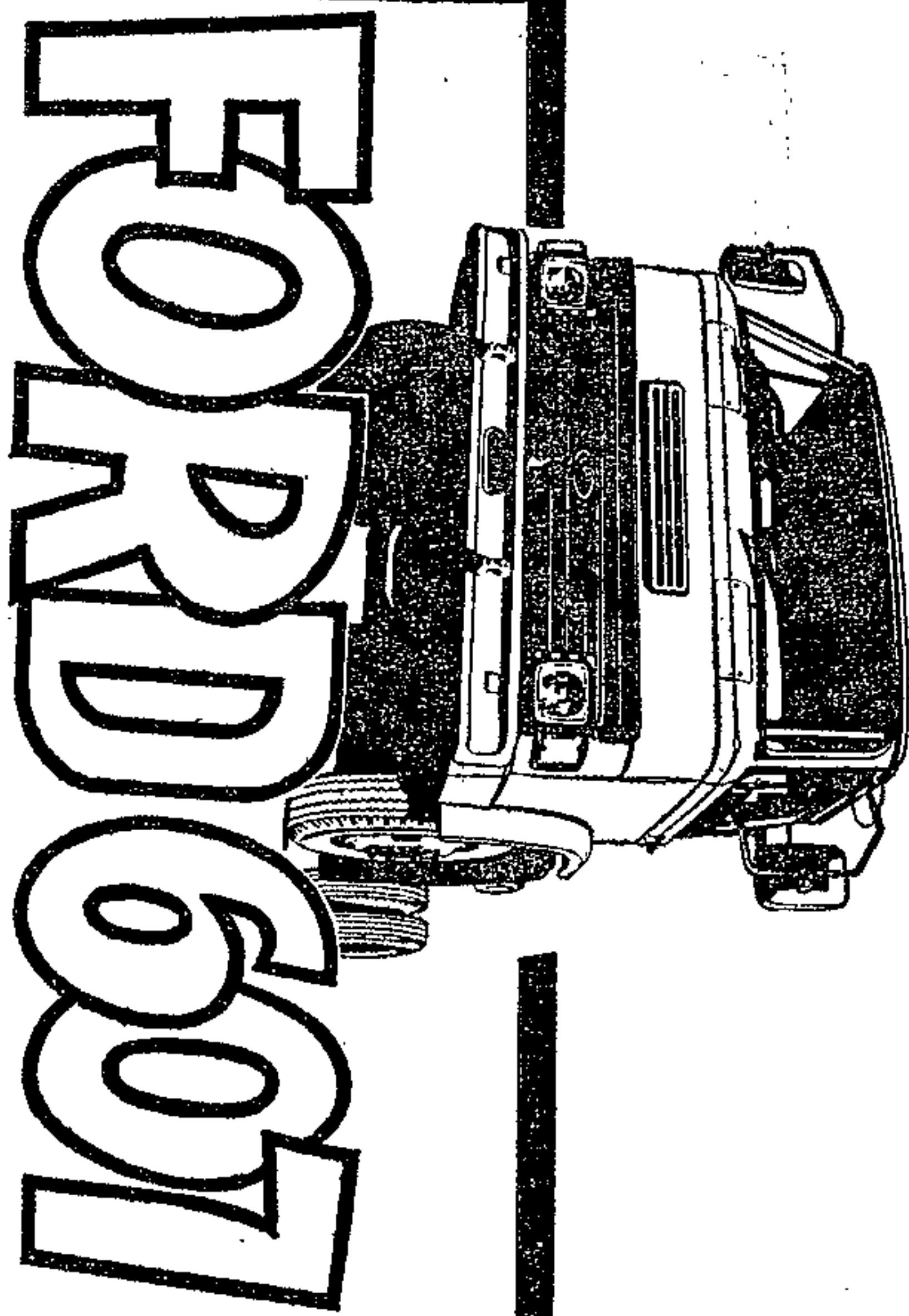
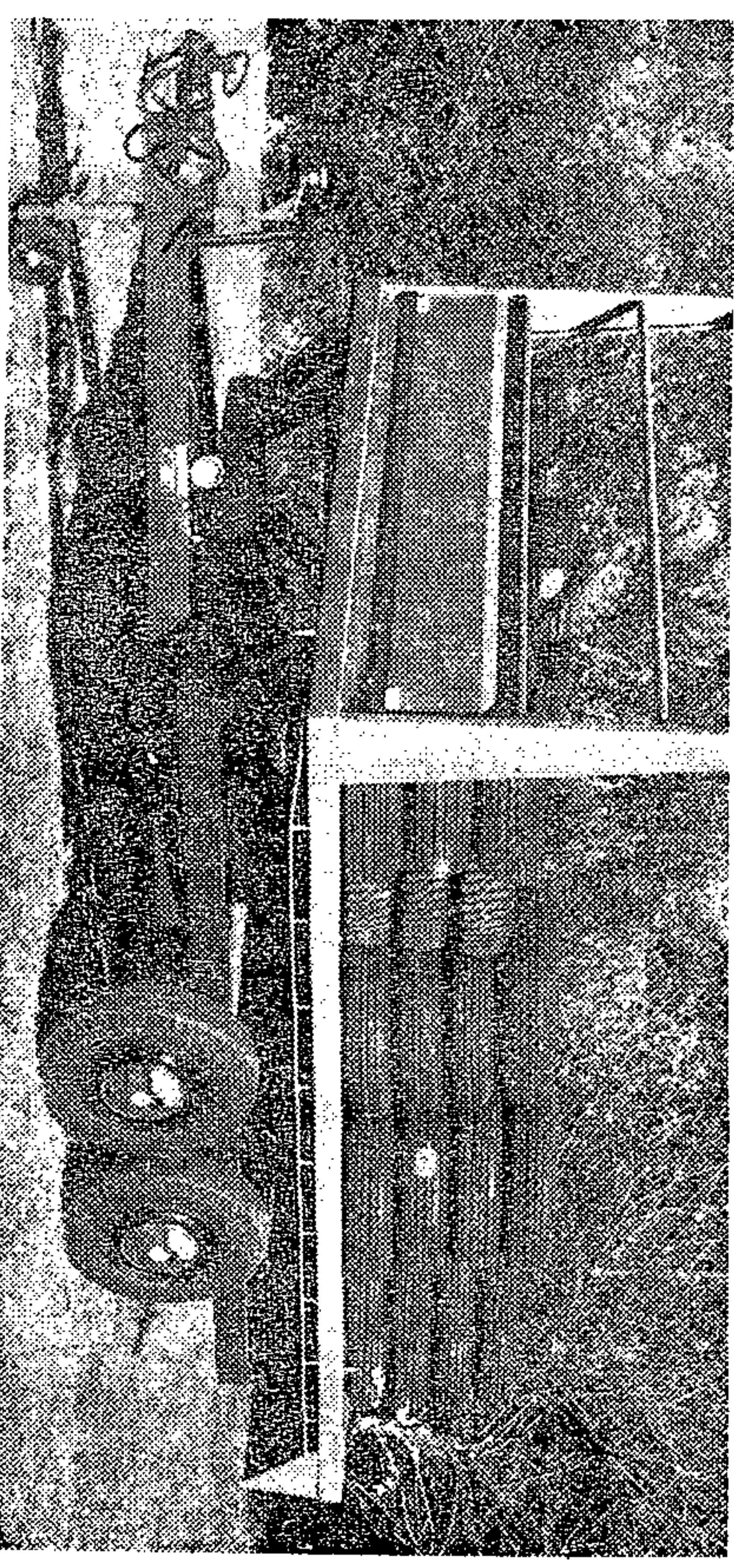
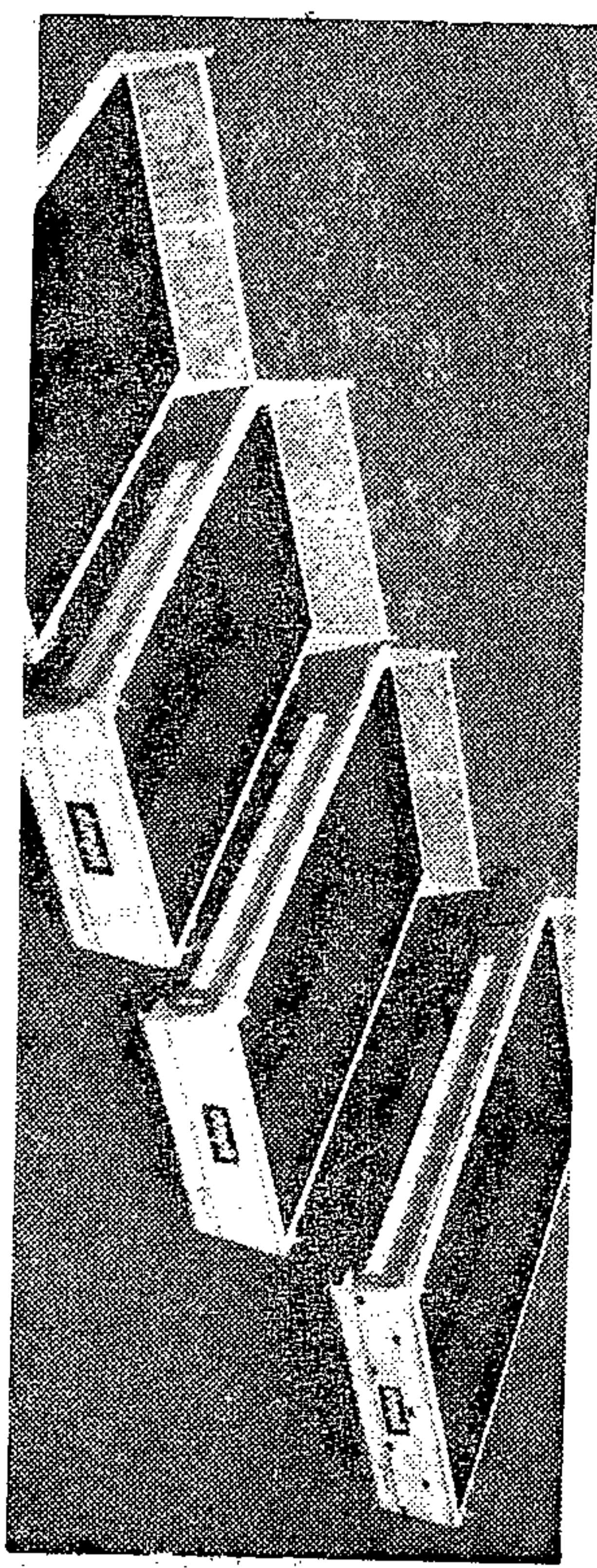


THE Dumpit 900 trailer

Carry it in a trailer . . .

THE versatility offered through the operation of light truck/two tonne trailer combinations, as against single 2.5 or five tonne trucks, can save the average operator up to 20 percent a year in operating costs alone. He can also achieve faster load turnaround and more economic delivery cycle times.

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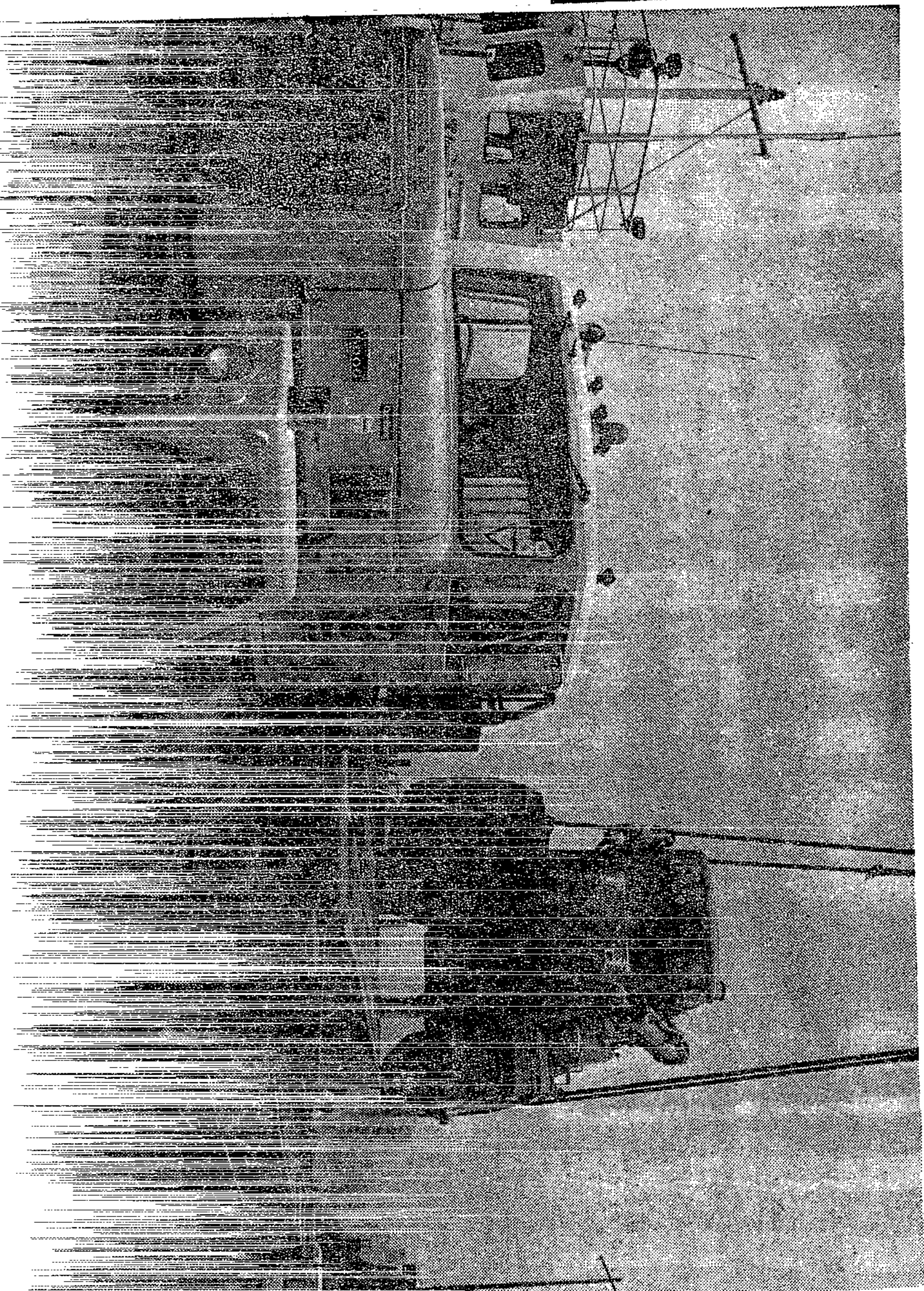
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Comparative fleet surveys carried out by CI Trailers, Pinetown, South Africa.

The big ones

If you're looking for a heavy long-distance carrier . . . then Intertruck can put you on the right road



INTERTRUCK Durban (Pty) Ltd, is the company which handles the International Harvester vehicles and goes for the big machines.

International Harvester, an American company, is said to be the largest truck company in the United States with 30 percent of sales.

The two main types they offer are the 12 500 to 15 000 kilograms. Then there is the very large machine which can carry loads over 31 000 kgs. If these are rigid vehicles the price is about R12 000. If it is a truck tractor type, it will cost about R17 500. The price depends on the type of load.

If the vehicle transports cattle, then a further R12 000 can be added to cover the cost of fitting crush bars.

Jeremy Swiss, manager of Intertruck says he is always worried about drivers. These expensive trucks can be written off by careless drivers. He said with private motorists' most accidents were caused by alcohol. Driver fatigue and poor maintenance are the problems facing the long distance driver.

International pioneered a special rig called the Cummins Fuller-Rockwell concept consisting of the Cummins engine. Swiss claims it is more suited to long distances in South Africa because of the similarity to American distances. The Fuller gearbox copes with the long hauls.

Finally there is the Rockwell rear axle which Swiss claims is among the best in the world.

BUS TRANSPORT



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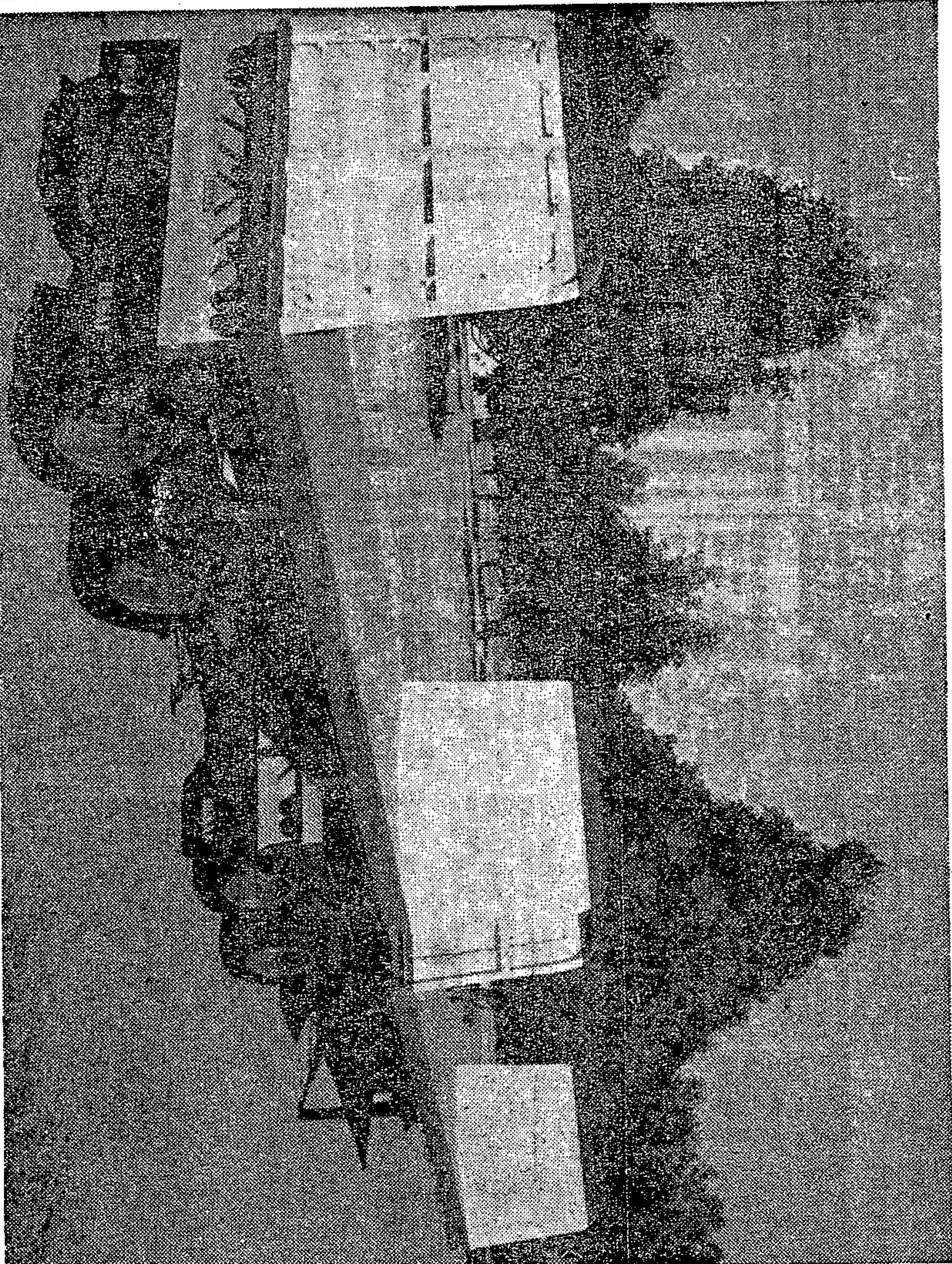
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INTERLINK



The new concept interlink semi-trailer combination from Busaf Transvaal has increased load-carrying capacity

A NEW concept, interlink semi-trailer combination with increased load-carrying capacity, has been produced by Busaf Transvaal.

This interlink combination has been developed mainly to meet the transport requirements of bottlers and allied industries, as maximum loads of these commodities are achieved. The design incorporates removable head and tail boards enabling 14 pallets to be carried up front and 12 on the rear trailer.

"Not only have we achieved this additional load-carrying capacity legally," John Davies, manager of Busaf Transvaal said, "but we have found that it is an extremely stable unit — particularly when compared to the conventional semi-trailer drawbar trailer configuration."

Busaf's interlink consists of a tandem axle semi-trailer at rear testing on an extended rear overhang of the front tandem axle semi-trailer, which is equipped with a fifth wheel.

"Our first four interlinks for Thoirley's Transport of Ladysmith, which subcontract to the breweries in Natal, have a slope deck design which is ideal for bottle transportation," Davies said. "But I expect the interlink semi-trailer combination concept to become increasingly popular among transport operators in other configurations, ranging from flat deck trailers through to tankers and from flatdeck trailers from container carriers."

For smaller loads the semi-trailers can be used individually and still stay within the requirements of the Road Traffic Ordinance.

A. artist diesel engine. He thinks it will not fit into the type of vehicle International provide because it is a European engine not built for long distance haulage.

What you wanted to know about the future

TRUCK manufacturers, dealers and operators face an uncertain future with the introduction of locally built engines and other major parts.

Some of the answers will be found at a top level conference on the Outlook for Trucks, the first of its kind in South Africa at the RAU Conference Centre on November 25 and 26.

Transport Management magazine has invited authorities on every aspect of trucks to the conference. Answers will be given to questions such as:

- What is going to happen to truck prices and market shares over the next year?
- How will the slow down in the economy affect manufacturers and the trader?
- How will local parts affect the performance of trucks and what will be the criteria for vehicle selection in the future?

• How will manufacturers remain competitive with common parts and what stance will they take to protect or increase their market shares?

Other aspects will cover the changing face of the transport manager, significant developments in fleet management systems, decision making aids and how the environment for successful truck marketing is going to change?

The speakers will include:

- Colin Adecock chairman of the Naamsa heavy truck committee
- Hartmut Beckurts managing director of Atlantis Diesel Engines
- Max Braun Consulting editor Transport Management
- Pierre de Villiers managing director of Astus
- Johan du Plessis general manager Checkers Distribution Centre
- Joel Kay account executive of Adam
- Rick Loughlin managing director of Marplan Business Expansion
- Wyand Pretorius senior lecturer in transport economics at RAU
- Ron Rundle managing director of Nedfin
- Marin Spring chief editor of Frieson Business News Agency
- Hugh Sutherland publisher of Commercial Transport
- Phil Wharton Managing director of BBDO
- Ron Wynter general manager of Stannic

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AS IS ENGINES
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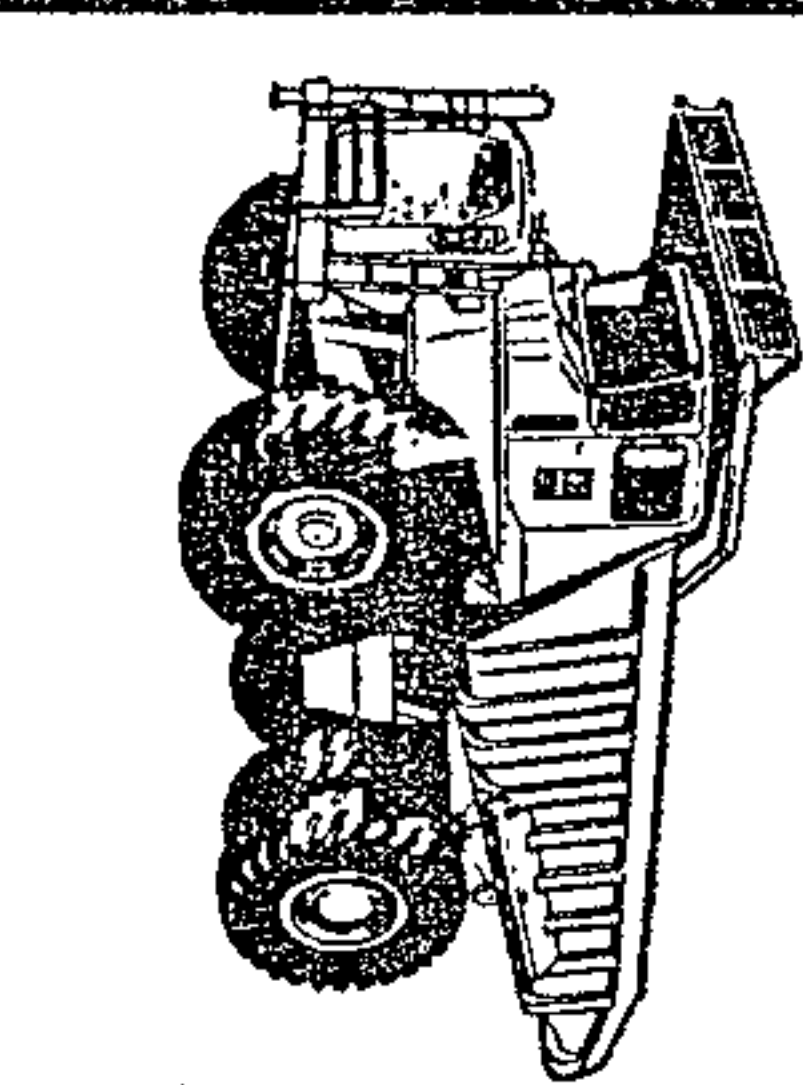
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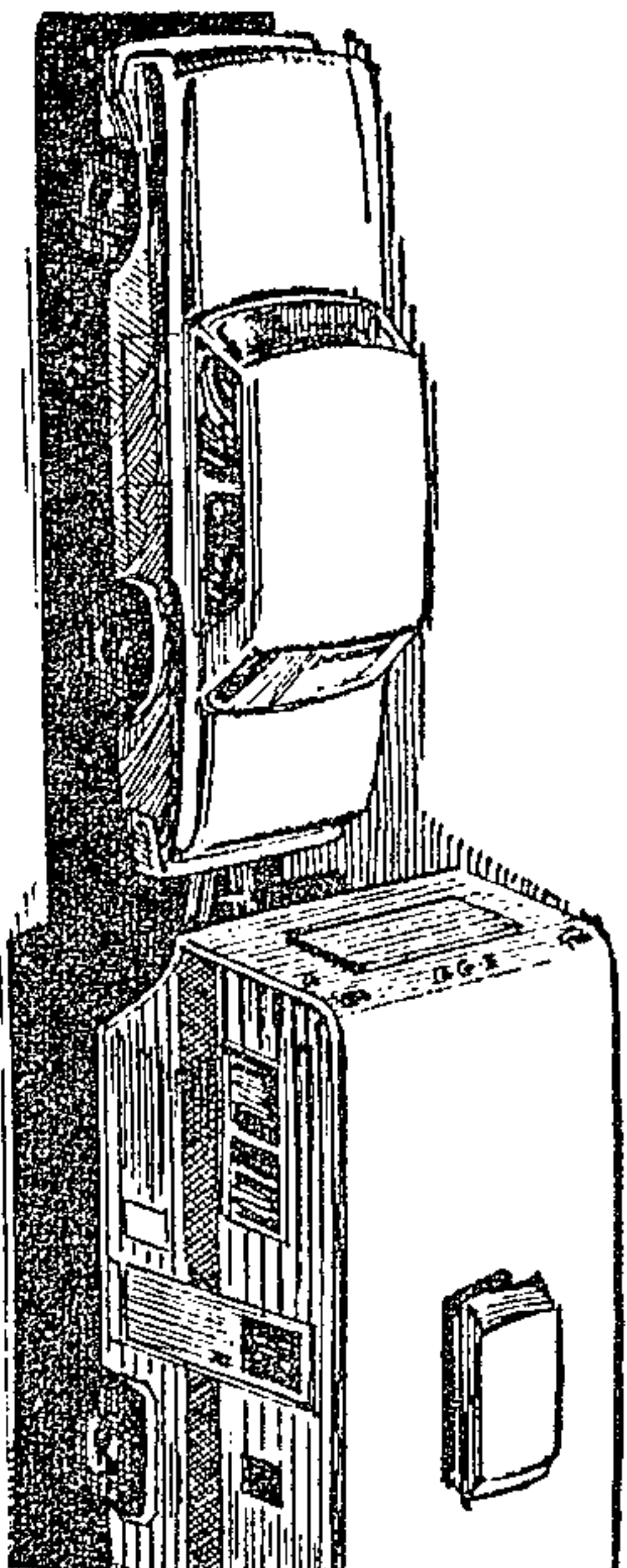
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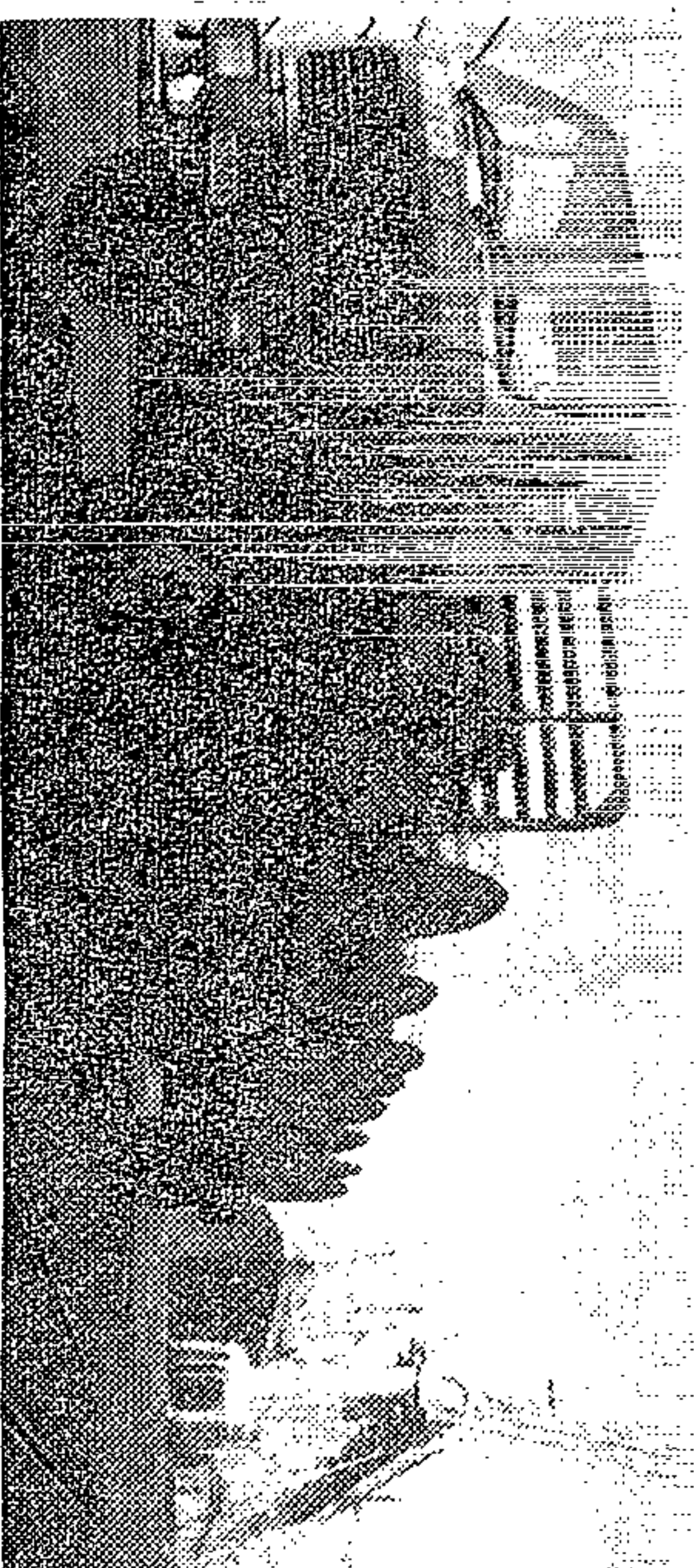
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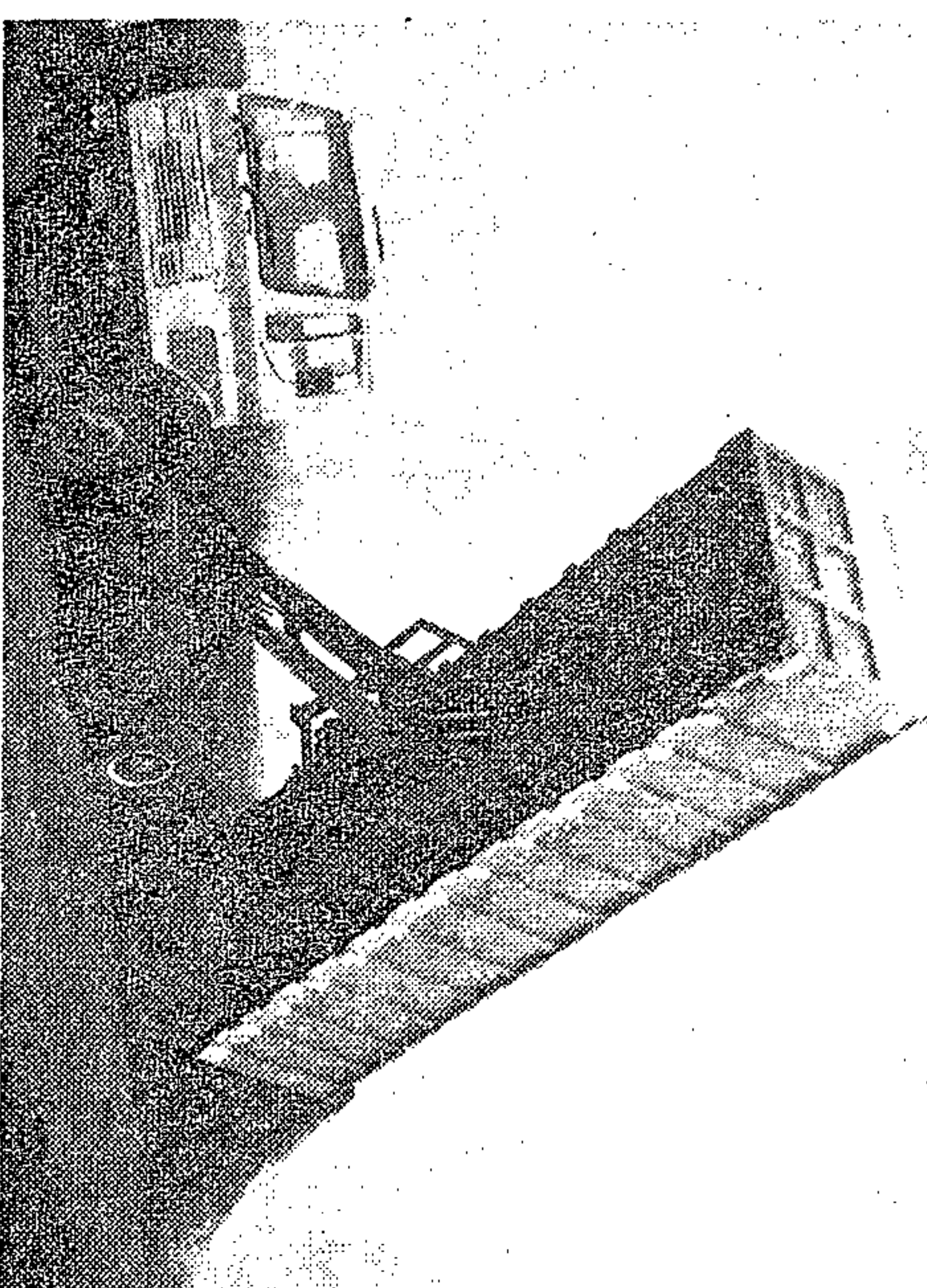
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NATAL TRUCK and BUS BODY BUILDERS



Delivery of paper to Maydon Wharf for export



newly built in Natal in 1965. The move to Natal was a successful strategic move — the company is now one of the big hauliers in Natal.

Natal United Transport moves many heavy general goods and also offers specialised contract transport.

The company has several contracts including SAICCOR and Bakers. Also with two depots in Durban and in Glendale, it offers a cane haulage service. It transports for Glendale sugar mill and more recently containers to the Reef.

The 96 000 tons carried by United Transport — The group's holding company — in 1967 pales into insignificance when compared with 5.5-million tons of sugar cane, raw and refined sugar, timber, pulp and industrial materials carried annually today.

The group in Natal also uses 256 truck tractors and 305 large-capacity trailers — Mercedes Benz — to cover a total annual distance of about 22.5-million kilometres.

Commenting on the growth of the company in Natal, Mr C. A. G. Moore, director and general manager, said that while Natal has for many years had the

Transport facilities occurred from 1976 onwards with the development of the Richards Bay area and the expansion of several large industries in Natal.

As a result in 1979 the subsidiary company United Transport Zululand was formed, specialising mainly in transporting timber and cane and operating through four depots north of the Tugela River. This division also hauls cane to the Amatukulu mill.

As the timber industry took off, United Forestry Contractors was formed in 1980 as a timber harvesting division, offering a specialised service.

United Transport entered a joint venture with C. G. Smith at the start of 1980 to form Sugar Transport Services, which has the contract to haul cane and bulk and pocket sugar for the main C. G. Smith mills at Illovo, Sezela, Slanger, Noodsberg and Urzinkulu.

Early next year Sugar Transport Services will site its head office on a 2.7 hectare plot at Isipingo rail, south of Durban. This will incorporate central workshops and depots as well as a central training school for drivers, mechanical staff, and other workers.

"We place a great deal

"Our group training demands of growth in Natal, we not only have to provide the necessary instruction for staff while practical in-house training is carried out on a continuous basis right down to junior supervisor level," he added.

Senior management staff are not forgotten and several have attended the British Transport staff college. Two executives from the group are on a three-month course there.

One of United's recent success stories is its contract for the distribution of Ijuba products (150 million litres a year) along the

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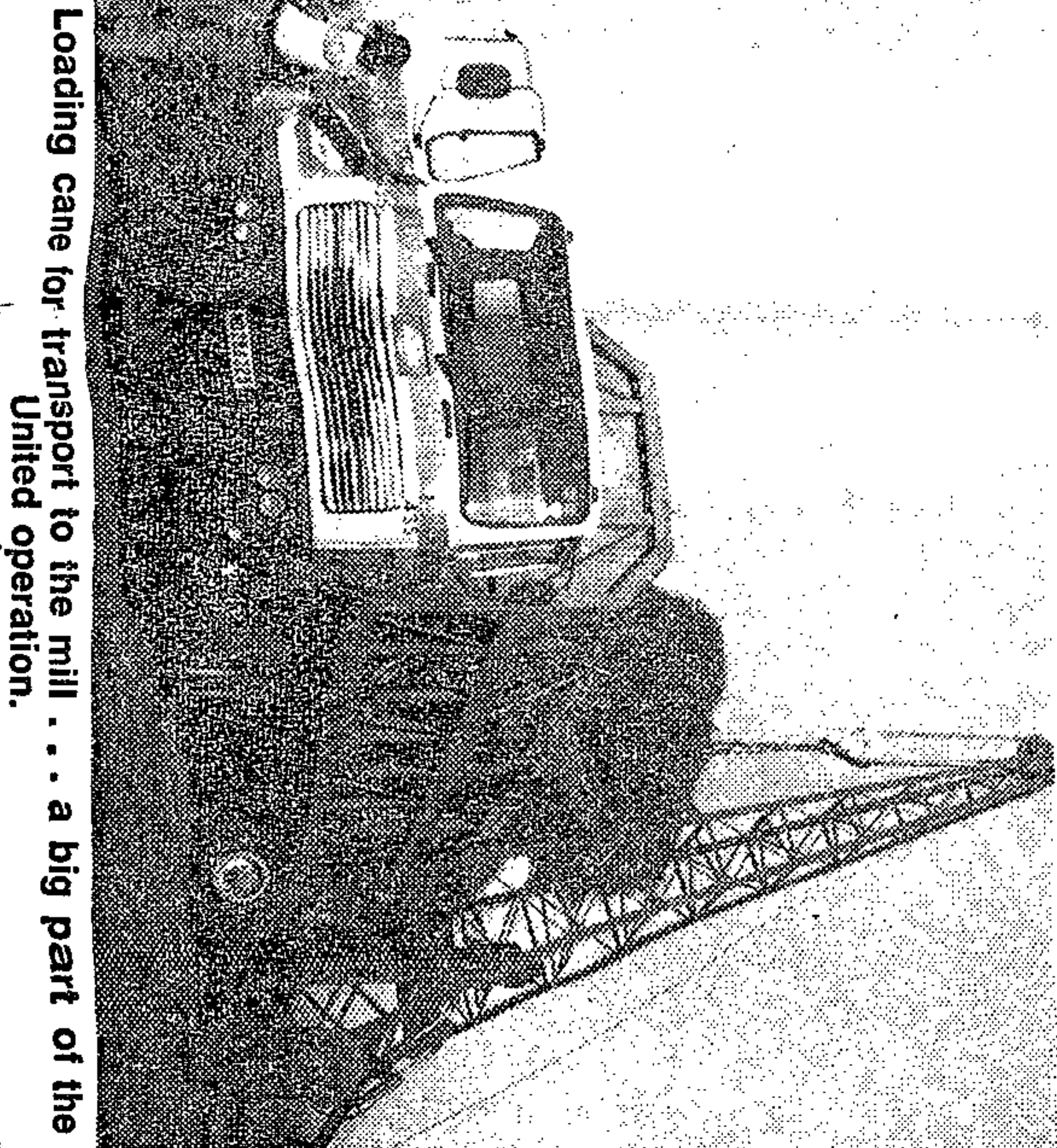
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ter birth as 34 teams line up

"S HERE - THE UPPER LEAGUE

The outcasts of love



Loading cane for transport to the mill ... a big part of the United operation.

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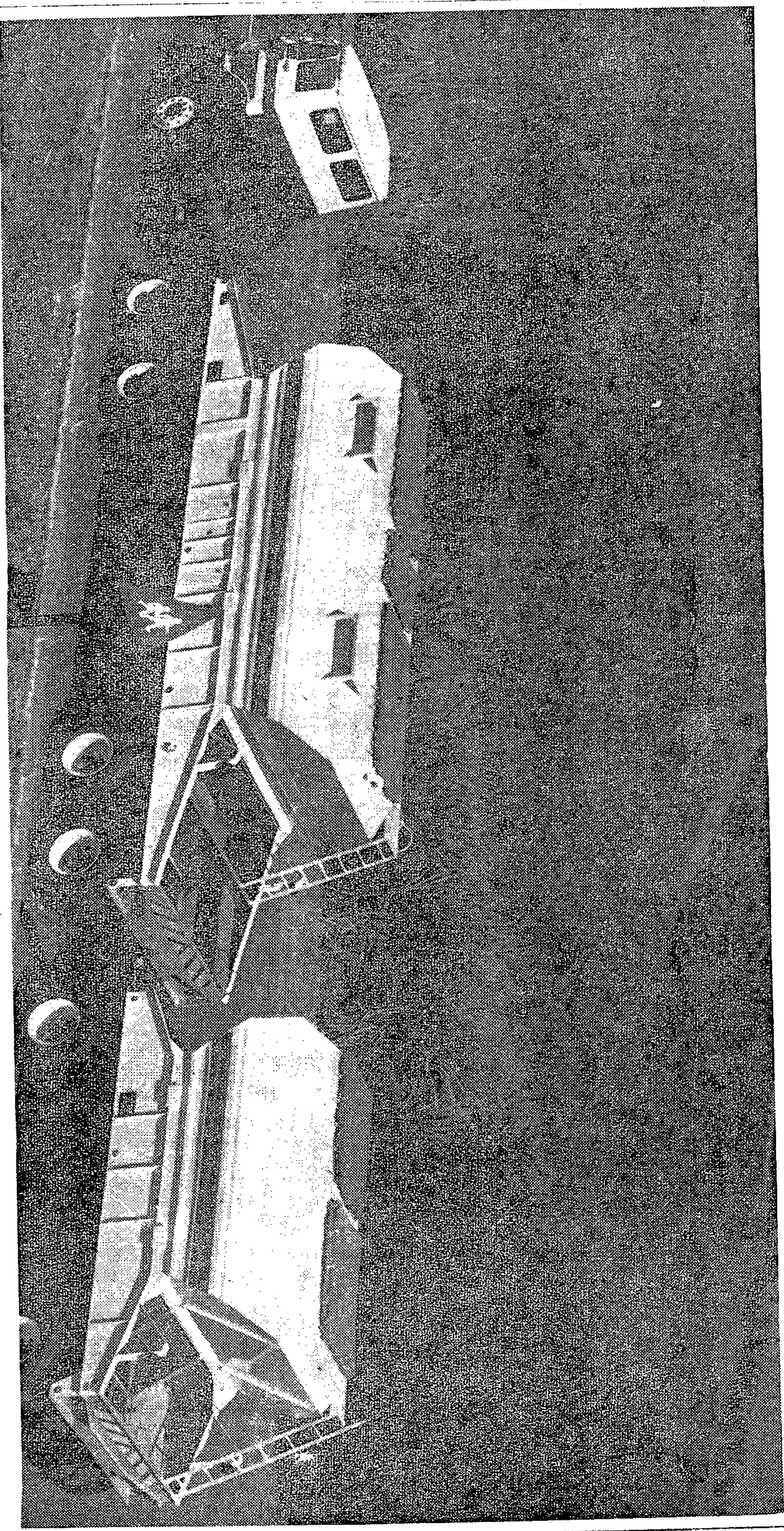
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SUPER-RENT

UNITED HAS A WAY...OF MOVING THE HEAVY STUFF



THE United Transport potential to become a of emphasis on training coast between Port Elizabeth and Grahamstown, most with a staff of more than 100.

Cargo men who get things moving

'Smokey' finds a way here too...

THOSE SHINY 18-WHEELERS ARRIVE

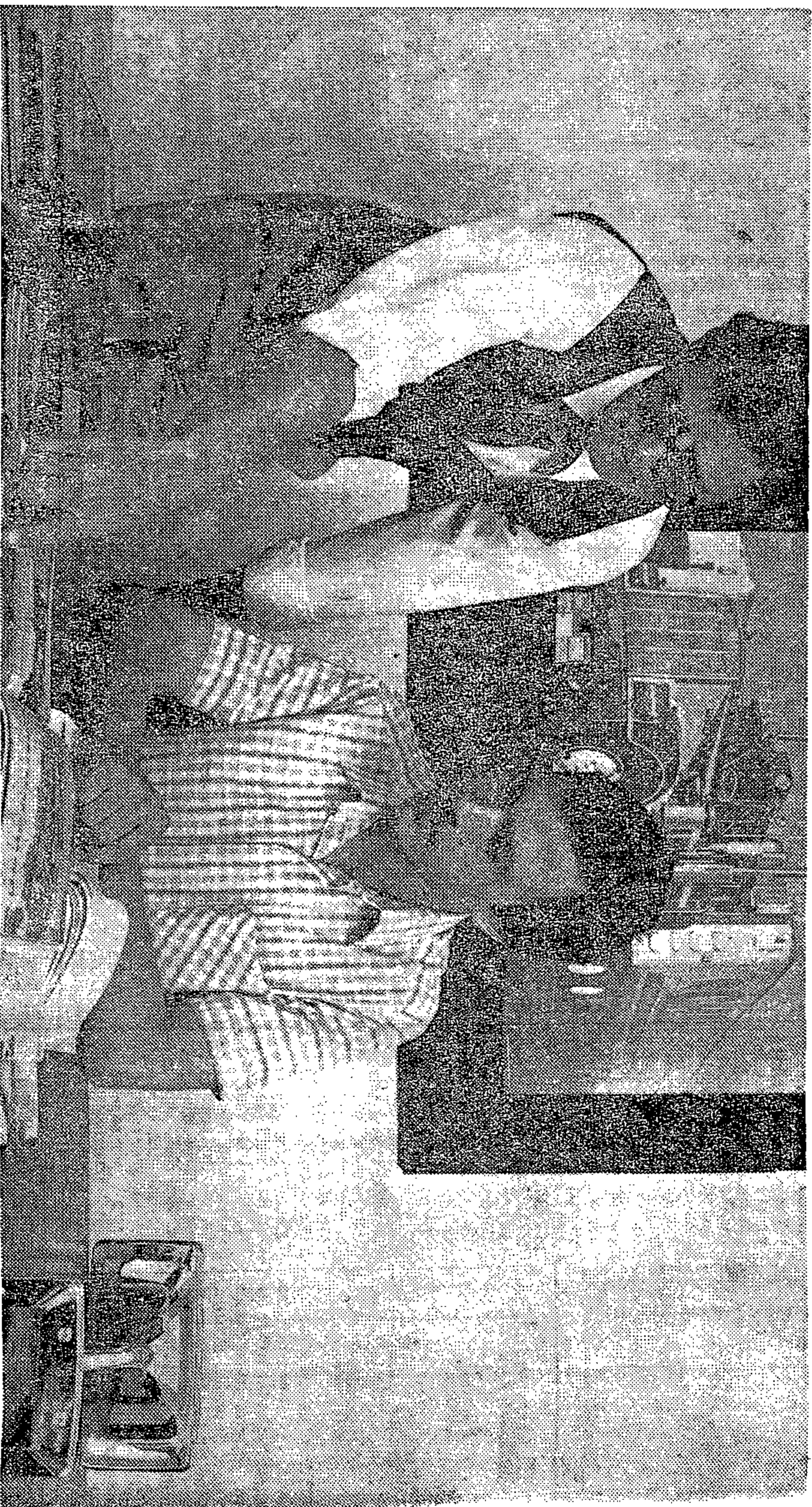
THE Head Office of Cargo Carriers (Natal) Ltd is in Elandsfontein in the Transvaal, and it has branches and depots in the Orange Free State, in the Transvaal, and also in Swaziland.

It is solely owned by Des Bolton, a real transport man, who started the company with one truck which he drove and maintained himself.

Today, in Natal alone, there are 103 units of varying sizes and makes. The manager in Natal is Mike Coutts who started work in a bank, but decided that banking was not for him after several years and then joined Tanker Service as a trainee in management before finally coming to Cargo Carriers.

Of the 103 units, 26 are of the rigid variety and 77 are truck tractors. The trailers are of all shapes and sizes, some open and many of them of the closed variety, and they even have 13 tankers in use. Cargo Carriers do a lot of harbour work and the vehicles so employed average only about 7 000 kilometers a month. But the other vehicles in the fleet can travel anything up to 22 500 kms.

The cargoes carried vary considerably. Among them are cement, petroleum products, sugar, and one of the most interesting, of all, Park Homes and caravans. Park Homes



HAULQUIP marketing director Ian Symington (left) discusses developments in the American truck-tractor conversion business with his partner, Mike Blyth

THE mammoth chrome-18-wheelers modifications require expert skills and the

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"S HERE — THE

UPER LEAGUE

The outcast of love



to transport them but they can load three caravans on to the specially-constructed trailers. These Park Homes and caravans are taken to the developing areas, as for example, Sasol projects and also to power stations being built.

A number of Park Homes were delivered to Iahesburg at the time of the floods there. Most long distance hauls go the Vaal Triangle, and it is interesting to note that very often return loads are arranged consisting of such items as second hand cars for which there is a considerable market on the coast because of the lack of rust, due to the atmosphere of the Highveld.

Mr. Coutts said that every month is bettering the previous record established and today are close on a million kilometres covered monthly.

One thing that Cargo Carriers insist on is the safety factor and to ensure this they have one of the most up-to-date training systems in the whole industry. They employ the Leonardo audio visual system to train their drivers and each driver has a two-week course.

They have had separate films made to cover the whole scope of the driver's education. These modules cover such items as "You — the Professional Truck Driver" which explains very carefully what is required of a good driver, to "Vehicle Handling in Towns". The films are repeated time after time, and the drivers are questioned on the various points that are brought forth.

But before a driver is accepted for the training course he must already be a licensed driver. He then undergoes a rigorous medical test, an aptitude test and finally a driving test.

Every year there are refresher courses and there is even a special training vehicle which can take five trainees plus the instructor.

Mike Coutts says accidents happen, generally, between midnight and 5am, and all long distance hauls stop for this period. The accident rate at Cargo Service is therefore very low.

There is a complete workshop in the Durban depot manned by a workshop manager with two foremen and 19 highly skilled mechanics.

which in "Convoy" and "Snokey and the Bandit" seem far removed from South African highways.

But the local trucking scene is changing gear rapidly, and gone certainly are the days of olive-green "old faithfuls" chugging away the dusty kilometres.

The modern truck is fitted with a large variety of mod-cons, from extra-long range fuel tanks to bull bars, air conditioners, and radios. There is also a growing demand among fleet owners for distinctive and stylish fleet colours, and already some of these have become common sights on South African roads.

Marketing director Ian Symington attributes this trend to a realisation that corporate and broad image is projected by company vehicles, which are mobile advertising billboards.

"Increased comfort is an incentive to the driver to take better care of his vehicle. It's a simple economics. In a country with a rapidly growing economy, driver comfort is an important element. After all, truck owners have invested a considerable amount of money in each vehicle and, if that vehicle is not cared for, the investment goes down the drain," says Symington.

Specialised truck and heavy-duty vehicle

pressure, since time is more often than not at a premium.

In the vanguard of these new developments and changing demands, Haulquip (Pty) Limited is fast establishing itself as a leader.

Haulquip was established four months ago by Symington and his partner, Mike Blyth.

"We saw there was an opportunity in the trucking industry with demand exceeding supply about 50 percent. We felt there was a definite need for a specialist truck-tractor equipment business such as Haulquip — and the increasing demand over the past months has borne our feelings out," Symington says.

"With the advent of the higher-priced Atlanta's engines early next year coupled with money being tighter, I expect to see a drop in truck sales generally. However, it won't be as bad as in 1978 and we should see the industry begin to pick up again towards the end of 1982."

into market

BUSCRAFT intends taking full advantage of the tremendously increased demand for small buses, and has now launched its new minibus into this market area.

The new minibus, with bodywork by Busaf mounted on a Toyota Dyna chassis is available varying seating configurations to accommodate from 10 to 33 people—with all the luxury and spaciousness that they may require.

This is the "baby" of the Buscraft range and its styling combines attractive elegance with functional considerations such as maximum carrying capacity, passenger comfort, safety, and easy access to and from all seating.

The large sun-filtered windows allow passengers an unobstructed all-round view of their surroundings, and the specially designed seating offer the utmost in comfort and durability. Buscraft's minibus also has luggage lockers with

lockable exterior doors.

Says Sarel Ras, general manager of Buscraft: "The Toyota Dyna chassis is well tried and tested under SA conditions, and technically is an advanced unit, making our minibus a highly sophisticated vehicle in all respects."

Perhaps he didn't need to add that, as with all Buscraft buses, minibus customers will enjoy the company's finance facilities, quick delivery and dependable after sales service.

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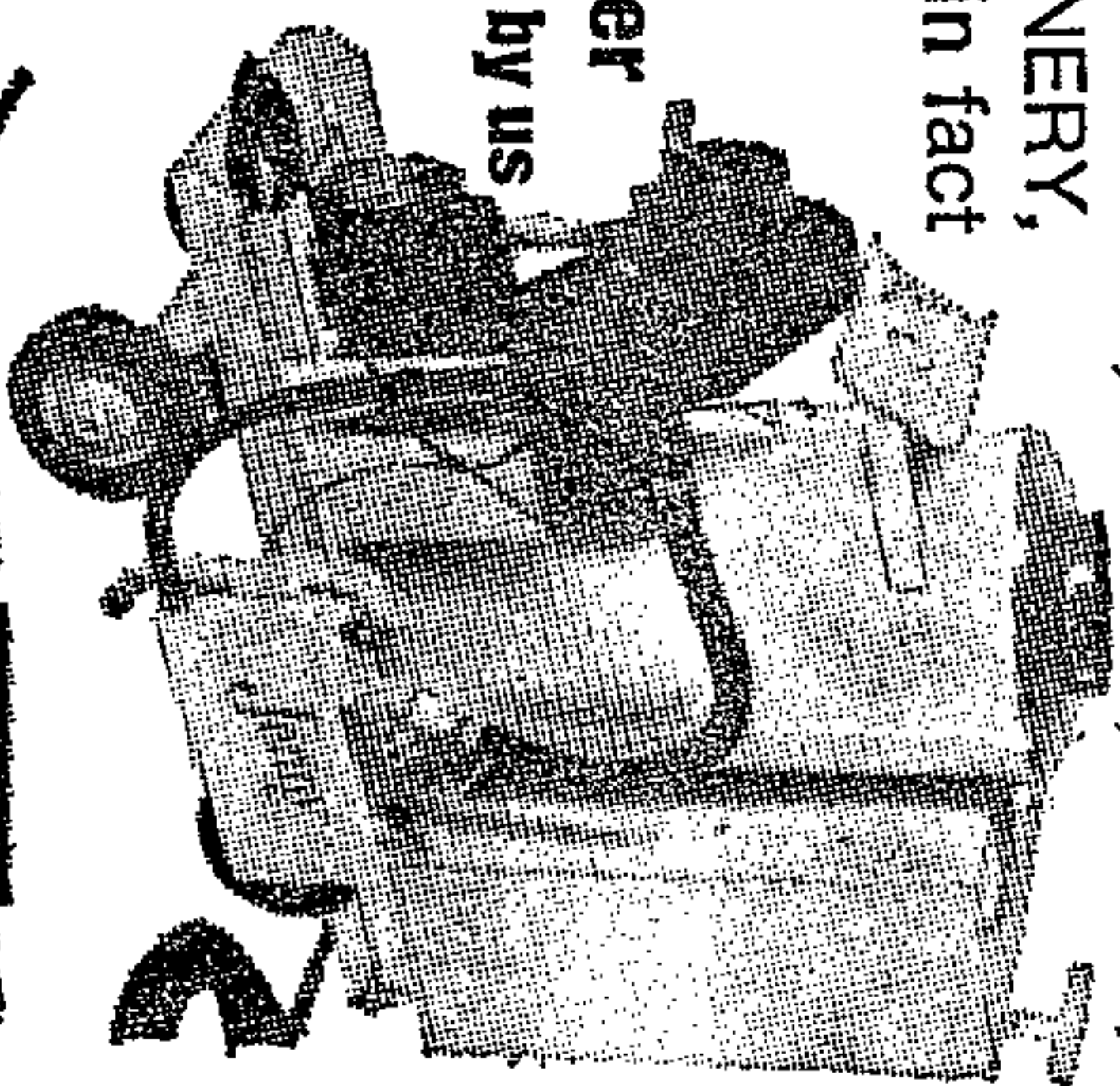
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MAKE USE OF OUR EXPERTISE

TRUCKING

NATIONWIDE... IT KEEPS THE FREIGHT MOVING

SAR

The South African Railways road transport section offers a comprehensive trucking service to the country with their wide variety of vehicles.

In Natal, its fleets travel from Port St Johns to Golei on the Swaziland border, and from Durban to Matatiele and Vryheid.

Goods are also transported by bus trailer to reach most remote places.

Natal is covered by 16 depots which carry a wide range of vehicles from the 2500 kilogram rigid truck to the really big 20 000 kilograms articulated vehicles.

There are refrigerated vehicles, which keep perishables cool during summer, and volume vans used to carry goods which must be preserved from the elements. These are also in the 20 000 kilogram class.

For ordinary deliveries, SAR employs open articulated trucks pulled by truck tractors. These range from 10 000 kilograms to 30 000 kilograms. There is a vast fleet of container vehicles which can cope with containers measuring three to nine metres. SAR is the biggest container carrier. There are also tankers designed to carry 27 500 litres of petrol and 22 000 litres of diesel.

Then there are the abnormal load vehicles. The largest in Natal is a trailer about 16 metres long which can carry loads of 25 000 kilograms. For the really big and dangerous loads, special vehicles are sent down from Johannesburg. These trailers have anything up to 192 wheels and are pulled by a special mechanical horse or truck tractor.

Mr J. H. Jacobs, superintendent in Natal and Mr van Niekerk, Natal road transport controller maintain there is a tremendous co-ordination between the various depots throughout the country. They said their

Abnormal load-carrying concern

THE Darling and Hodgson Group, is one of the largest in the country in its own sphere, comprising: Tanker Services (Natal), Tanker Services (Transvaal), W & J Bulk Tankers, D & H Freight Line and the Omnibus Group — an abnormal load carrying concern.

The group has more than 300 heavy vehicles, all in the 280 to 360 hp truck tractors.

Its main operation is transporting bulk liquid and chemicals, but it also carries dry bulk.

It transports more than 200 different products, from Kerosene Oils, used for making of toffees, to solvents for paints and



DIESEL-ELECTRIC is playing an educational role in the Atlantis Diesel Engine (ADE) project in the Cape. One of the most important areas where

"getting the message across" is vital is in the fuel injection system which is used on the ADE engine range. Diesel-Electric held a five-day know-how

course for ADE service managers, quality control men and training officers in Johannesburg recently. The course was directed by Diesel-Elec-

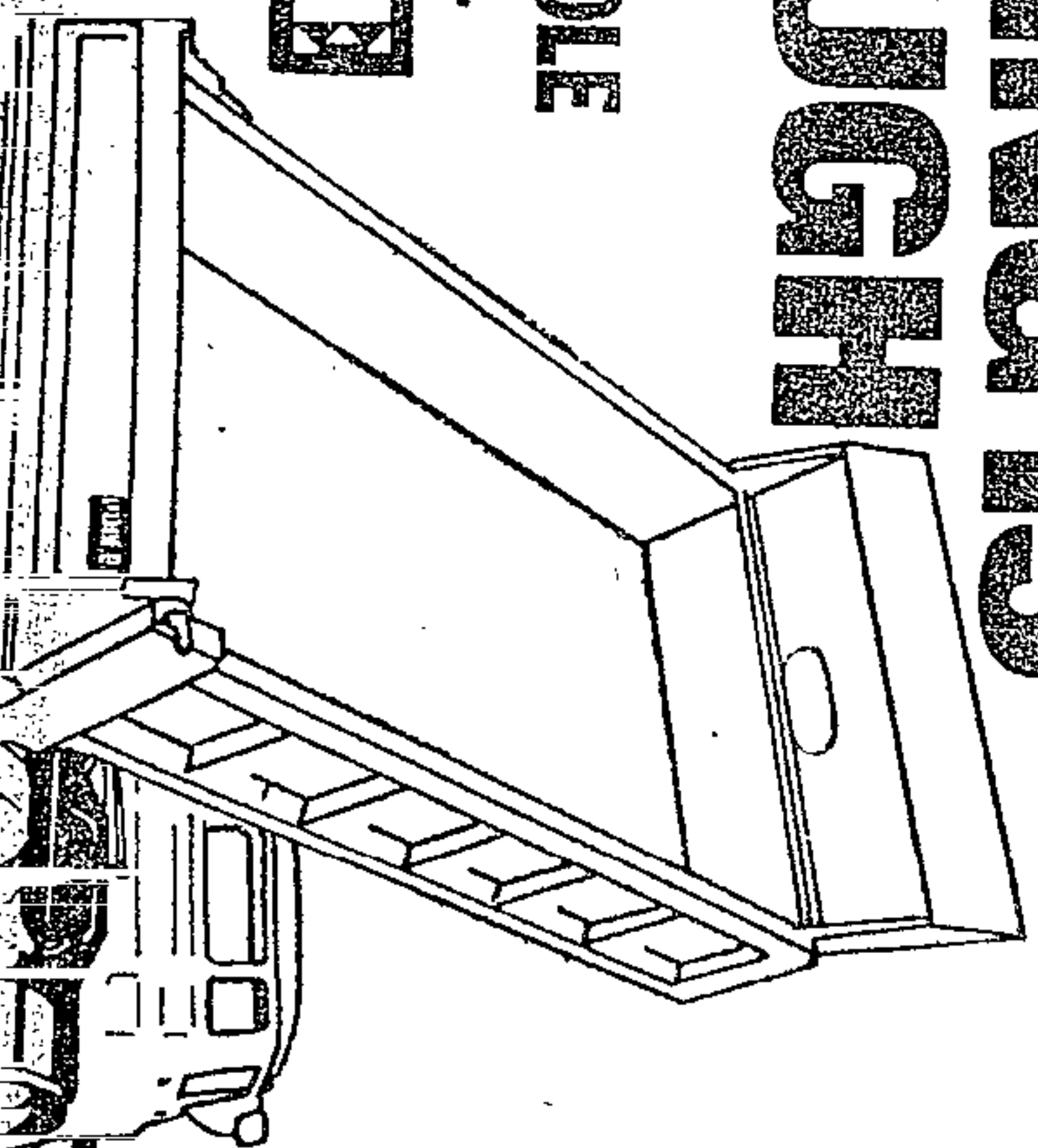
tric's national training officer, Mr W. G. Strecke. From left to right: Seat-ed: Mr D. Kemp (ADE), Mr W. Decker

(ADE), Mr E. Brann (ADE), Standing: Mr D. Turner (ADE), Mr R. Barnett (ADE), Mr E. Bilson (ADE), Mr W. Strecke (DIESEL-ELECTRIC).

OUT THERE WHERE THE GOING IS TOUGH

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TRUCKING

5000 Indians in the business

ONE estimate of the number of Indians involved in the trucking business was as high as 5 000.

The number of trucks owned by them varies from a single tip truck to several of the largest models available. They are engaged in a tremendous variety of cargoes too, from large scale inter-provincial carriage of fresh produce to the carrying of the largest containers, brought into this country, with the greatest number being in the tip truck operations.

To discover something of the Indian influence in trucking I visited three operators.

Nundall's Transport

This Ungeni Road company is owned by Mangunu Nundall, the son of the man who originally started the business in 1938. In those days, the business was mainly concerned with bus transport. Mr Nundall firstly drove for his father both buses and trucks and then looked after the maintenance side of the business. He started on his own in 1965 with a 3 cubic metre tip truck, the equivalent of a five-ton vehicle. Today he owns 33 tip trucks varying in size from seven to 12 tons.

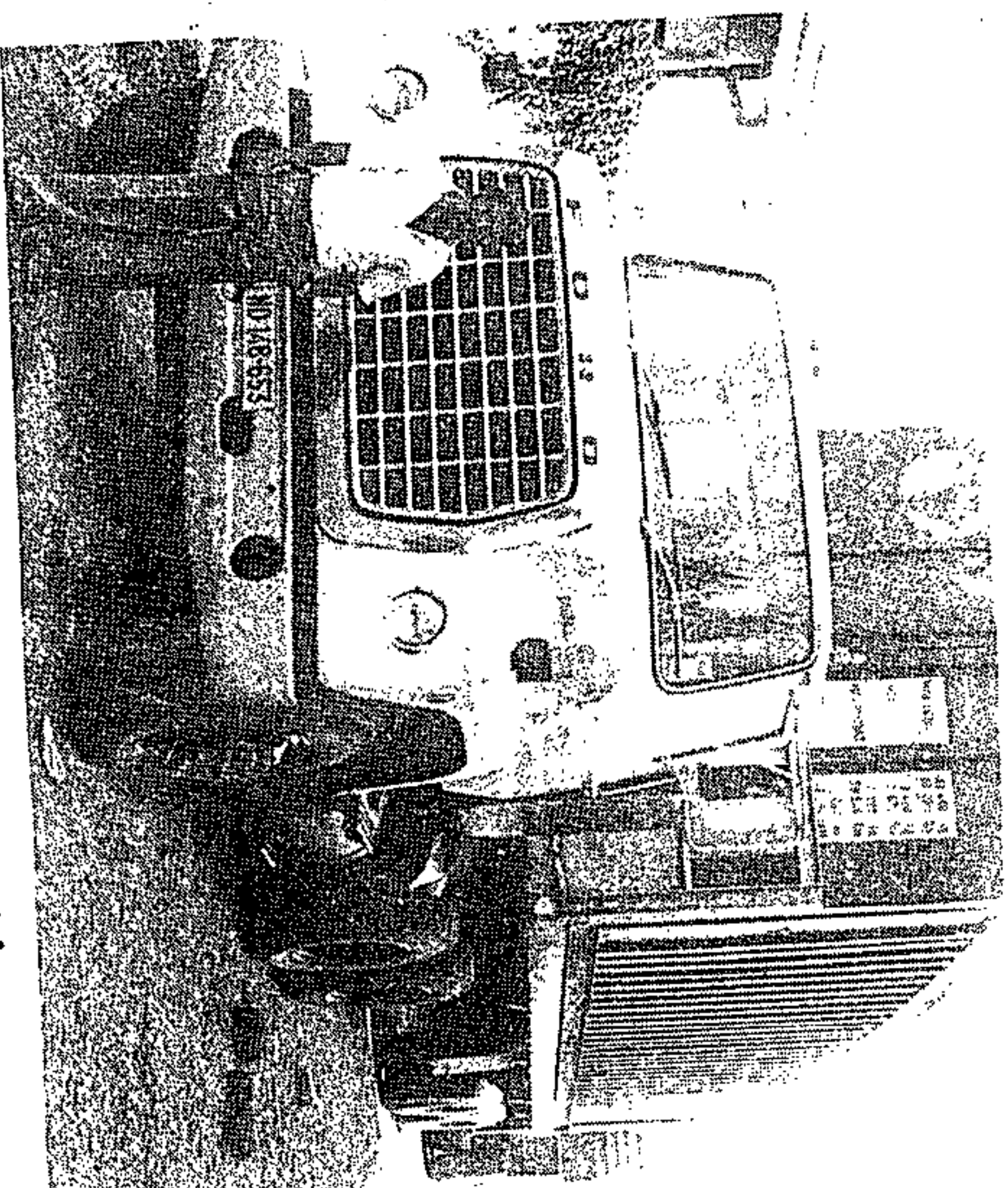
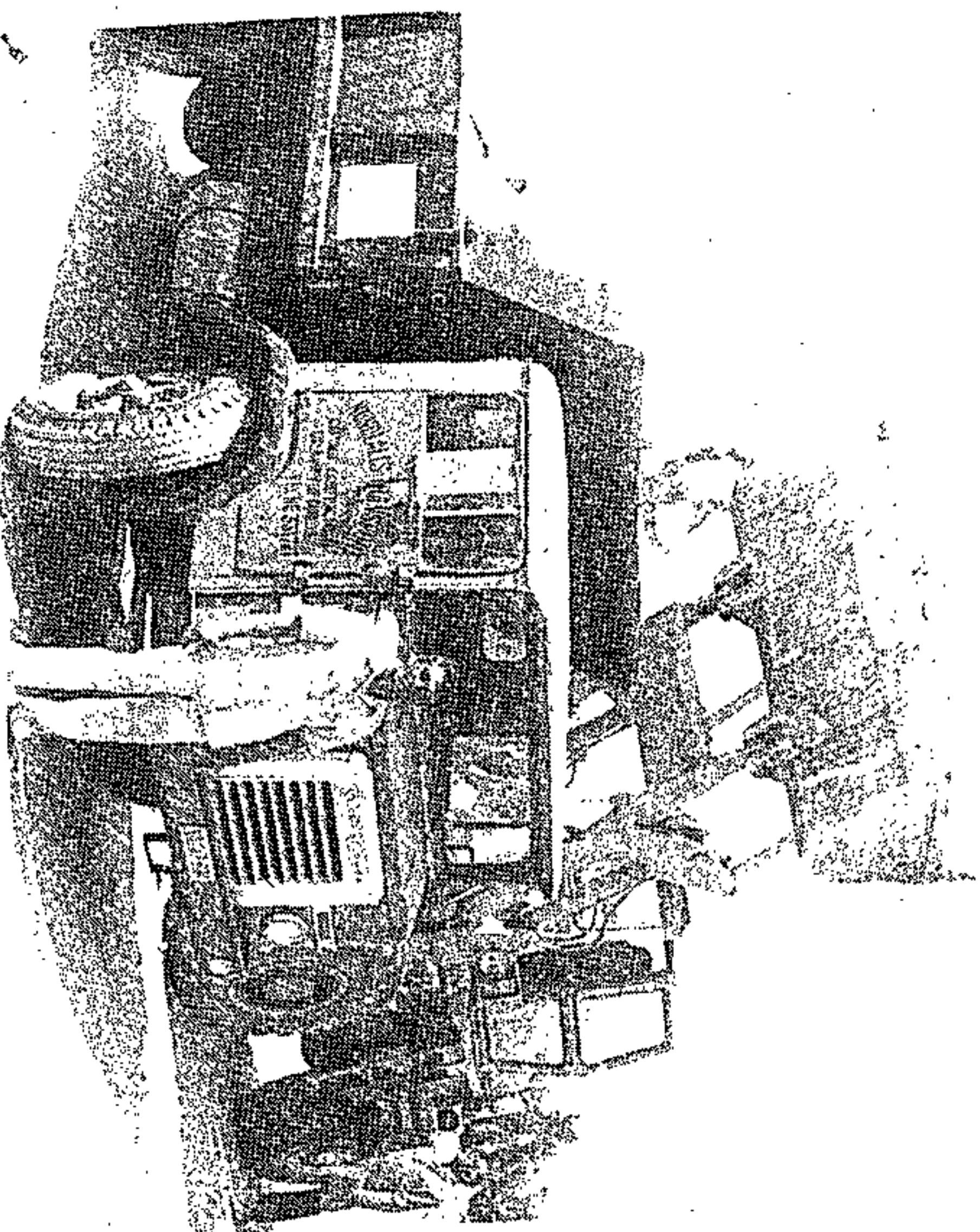
He is involved generally in earth moving, the transport of asphalt, demolition work (when I saw him he was on site supervising

MANGURU NANDALL... started off driving buses

the removal of debris of what was once the Durban View Hotel at Umhlanga Rocks). He operates principally in Durban and the surrounds, and very often is under contract to the Durban Corporation and the N.P.A. The cargo he carries is very hard on the body work of his trucks and he is constantly repairing them. In the case of demolition work end uses his own front end loaders, for by so doing, he ensures that the loads are dropped more carefully into his vehicles.

Rosslyn Carriers

Ram Naidoo, the owner of Rosslyn Carriers, specialises in the transportation of containers from Durban to the Reef. To do this he has a fleet of 6 rigs, all in the 22 000 kg to 25 000 kg class. He can take two of the smaller containers, depending on the load inside the con-



RAM NAIDOO... specialises in containers

tainer, on one trailer or one of the 9-metre large containers. He is lucky in that generally he can find a return load for the journey back to Durban and this is principally empty containers. He says he does not profit much on this return journey but at least if he is carrying something it pays the fuel and overhead costs.

National Carriers

This is another Indian company which shows great initiative in the transportation field. It


McIntosh Motors expand

McIntosh Motors, the Mercedes Benz dealers in Pine-town, have announced plans to expand their existing commercial vehicle workshop from 12 to 24 productive bays. Parts warehouse space is also being doubled.

According to Mr I. H. McIntosh, this expansion has become necessary to cope with existing and future demand for truck servicing. McIntosh Motors now operate a two-shift system in their workshops which allows fleet operators to service their vehicles outside of normal business hours. The increasing customer demands on their workshop and parts services have prompted them to embark on this expansion.

Building is expected to commence within the next four weeks.

Anything from one tip truck to many big 'uns



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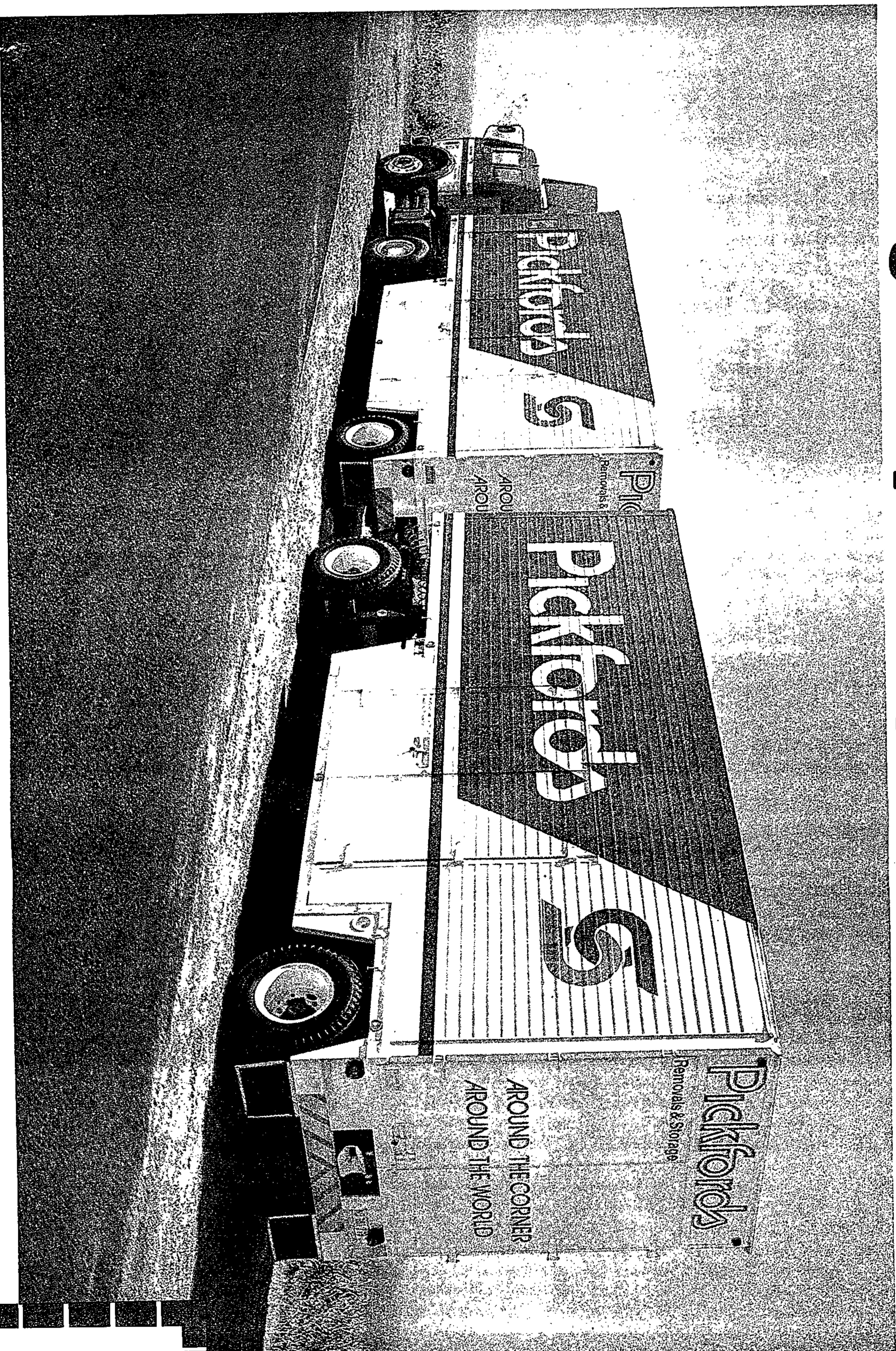
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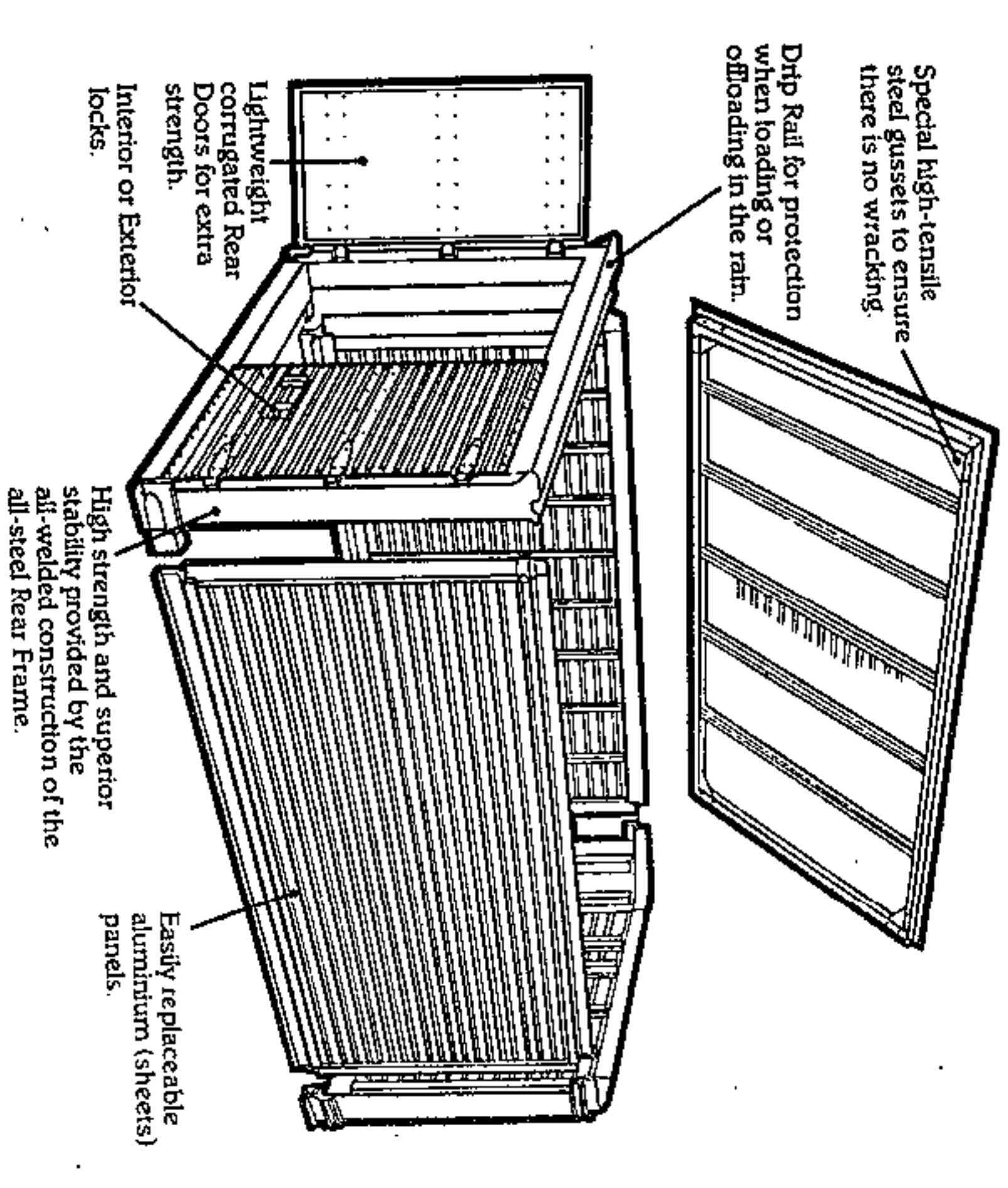


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For our full colour brochure, please send completed coupon to CI Industries, Commercial Vehicles Division, P O Box 137, Pinetown, 3600.

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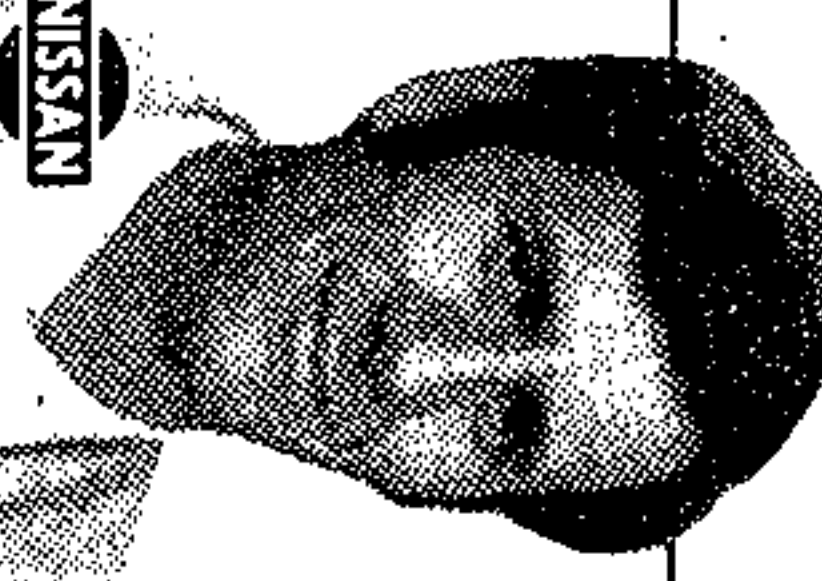




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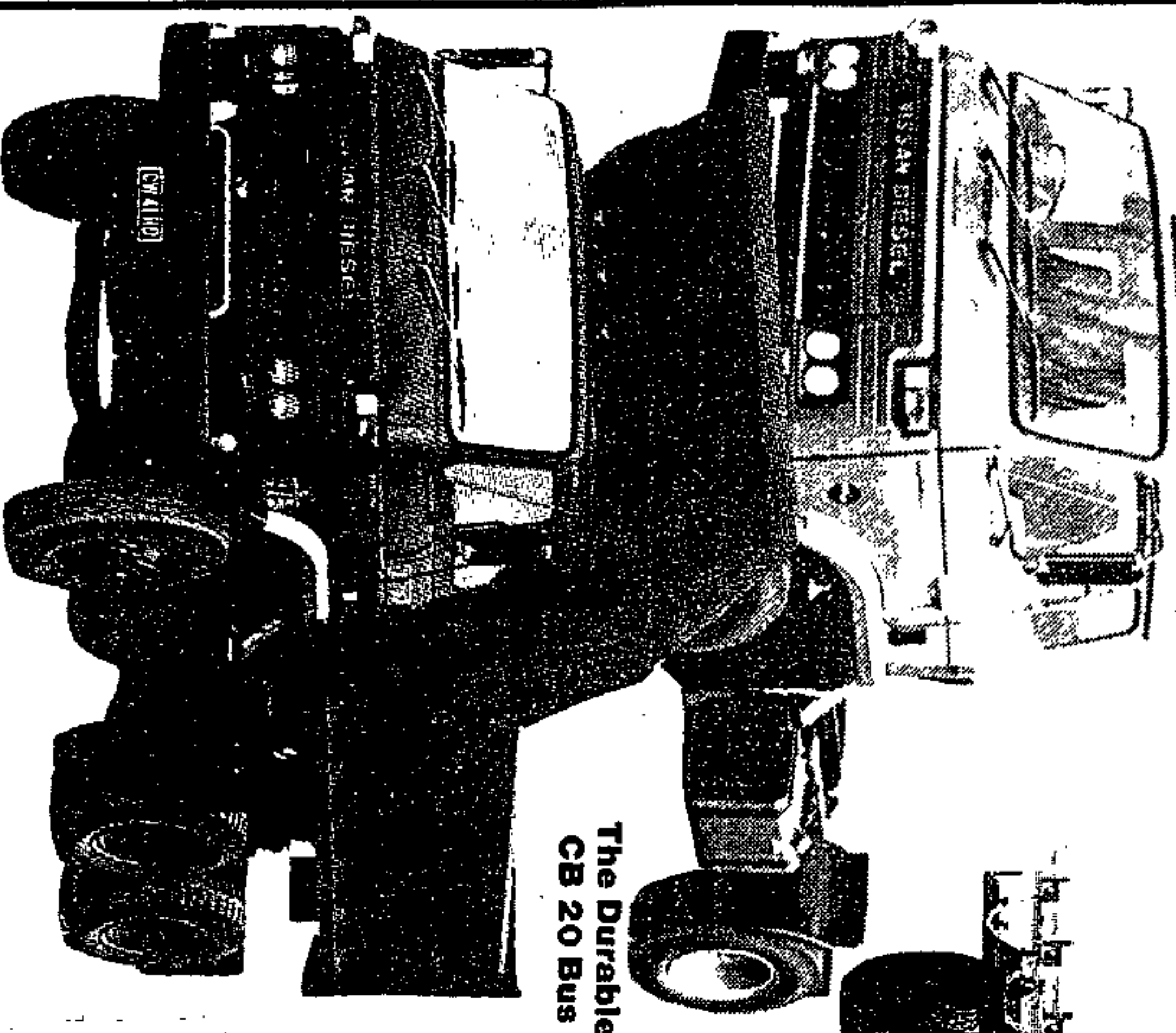
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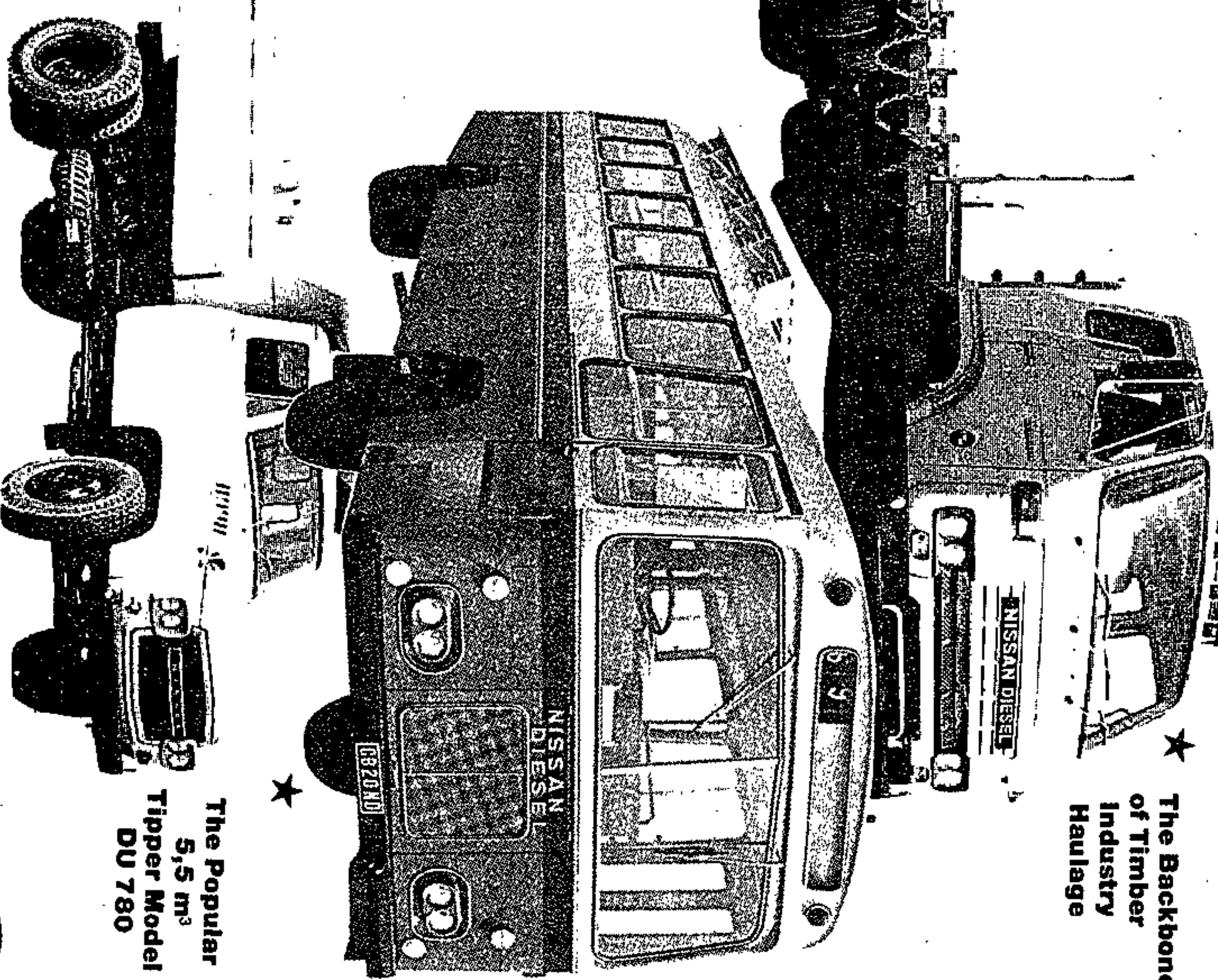
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AND THEIR MACHINES

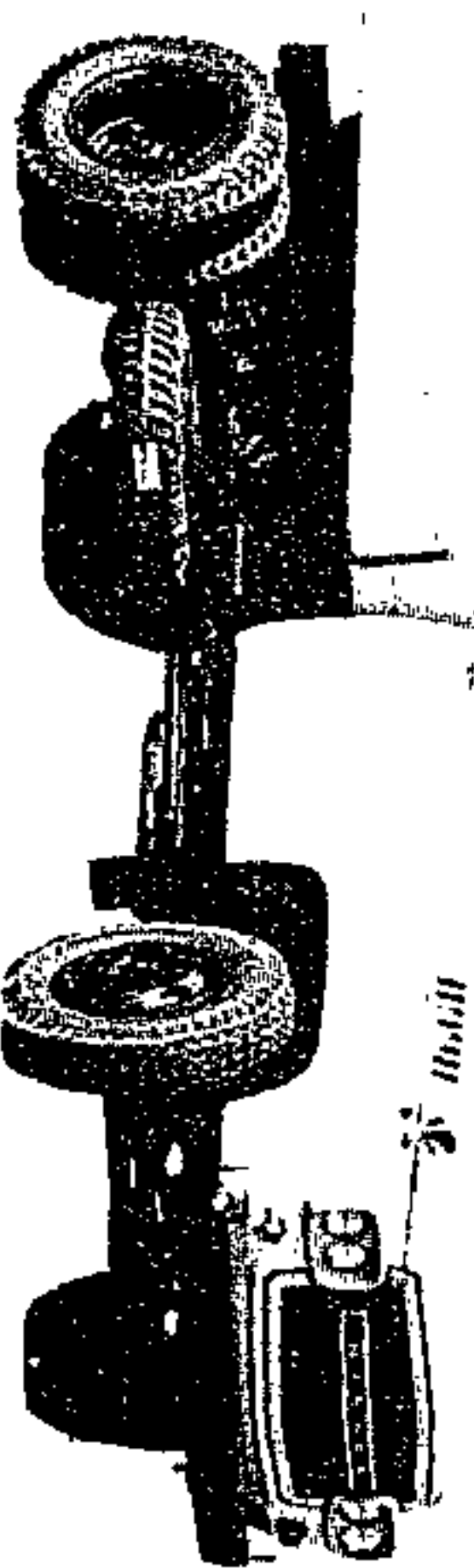
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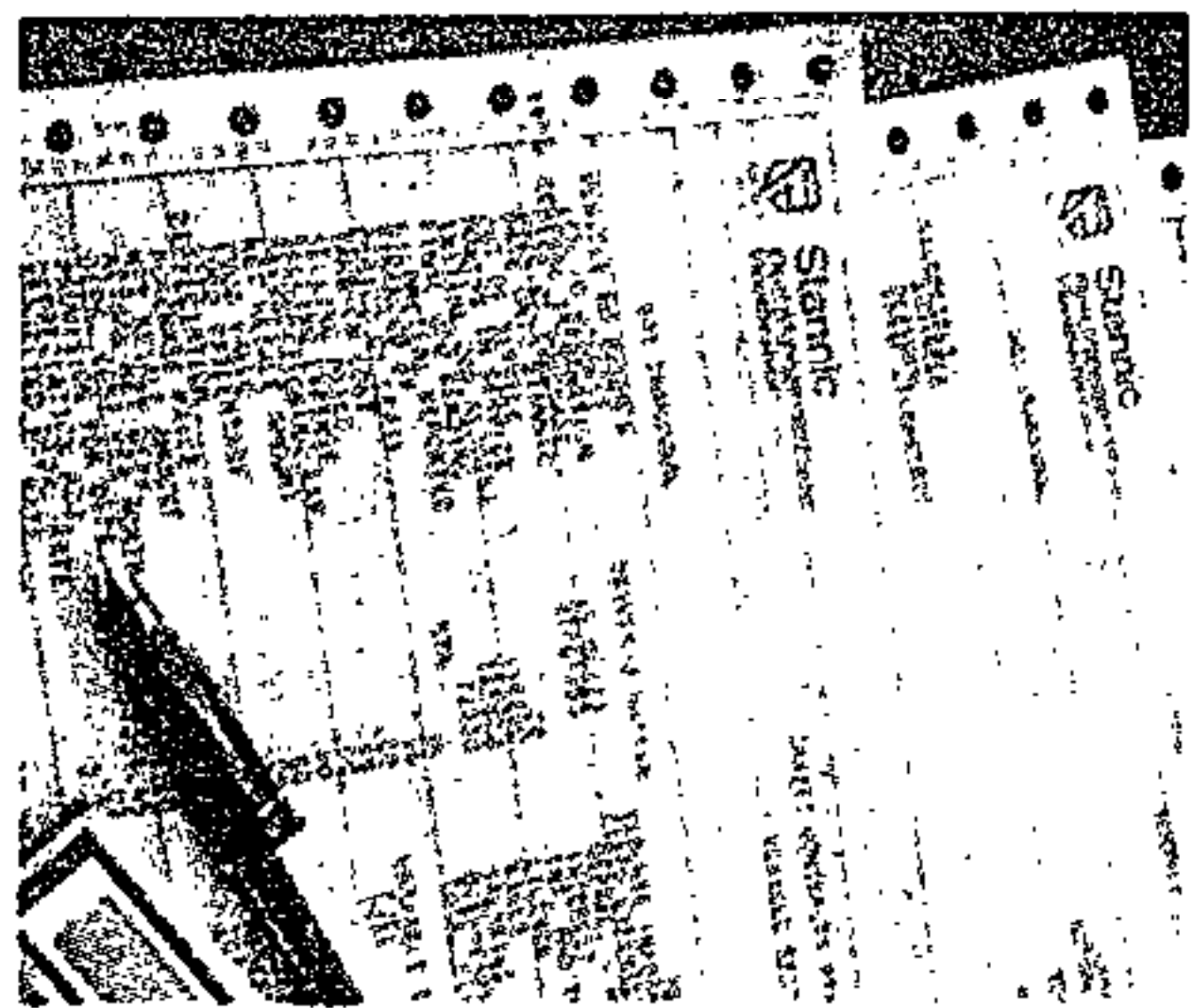
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We'll even give you the operating costs of different vehicles from our National Statistics and tell you when you'll need to replace them. We'll also discuss the other aspects of fleet management.

In short, the Stannic Fleet Management System, with its MOTORCARD, offers you a total approach to fleet control.

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A system designed for the 80's

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TRUCKING

GOING

currently undergoing durability trials.

IT WAS in 1959 that the Datsun Motor Vehicle Distributors (Pty) Ltd was formed to market vehicles made by the Japanese Nissan Motor Company and one year later 38 one-ton bakkies were imported.

Actually, the first Nissan trucks came to this country in 1964, but it was only with the introduction of their "C" series that the company seriously entered the South African heavy truck market.

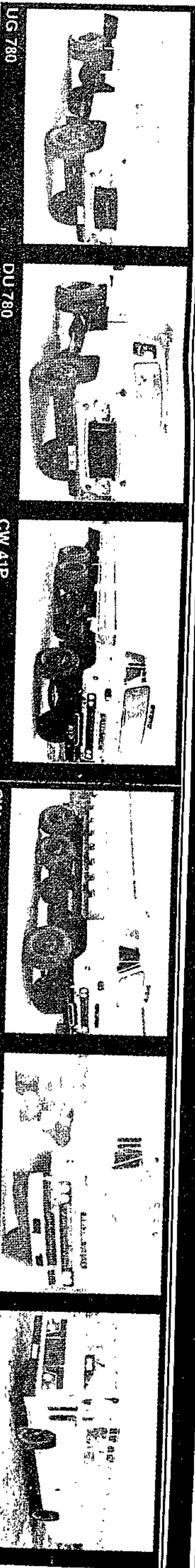
There is a policy in the company that they will continue to carry spares for 10 years after a line goes out of production.

The current basic truck range comprises three C.K. models (the C.K. 10, the C.K. 20, and the new C.K. 41 CT). In addition to this there are also the C.K. 41 and D.U. and U.G. models.

The Nissan heavy truck range does not as yet compete in all segments of the South African heavy truck industry. Yet despite this, the existing models have already captured 14% of the total market in the 10 001 kg to more than 20 000 kg category.

Based on the period January to September 1980, it appeared that the U.G. and D.U. models have given the company a 22 percent market penetration of the market up to 12 500 kg.

In accordance with the Datsun-Nissan strong commitment to all government local content programmes, the company has already fitted and tested Atlantic engines in all trucks (and



FOR THE BIG ONES

All-time sales record as the figure passes R2 500 000

IT'S a case of "Keep on Trucking" for Datcentre Truckor in Durban who have notched up one of their all-time record sales periods over the past three months with sales of heavy duty trucks and buses totalling more than R2 500 000.

In addition, the dealership has become one of the only two Datsun-Nissan truck outlets in the country holding the coveted Datsun-Nissan Gold Quality Award. This award is presented annually by the manufacturers to the dealership achieving highest standards of quality in service and performance.

According to General Manager David Jones, the period from July through September was one of the most productive on record. With the value of sales soaring over the R2 500 000 mark, this represents the company's growing penetration of the Durban-and-District truck and bus market, through its innovative and service-based approach, he said.

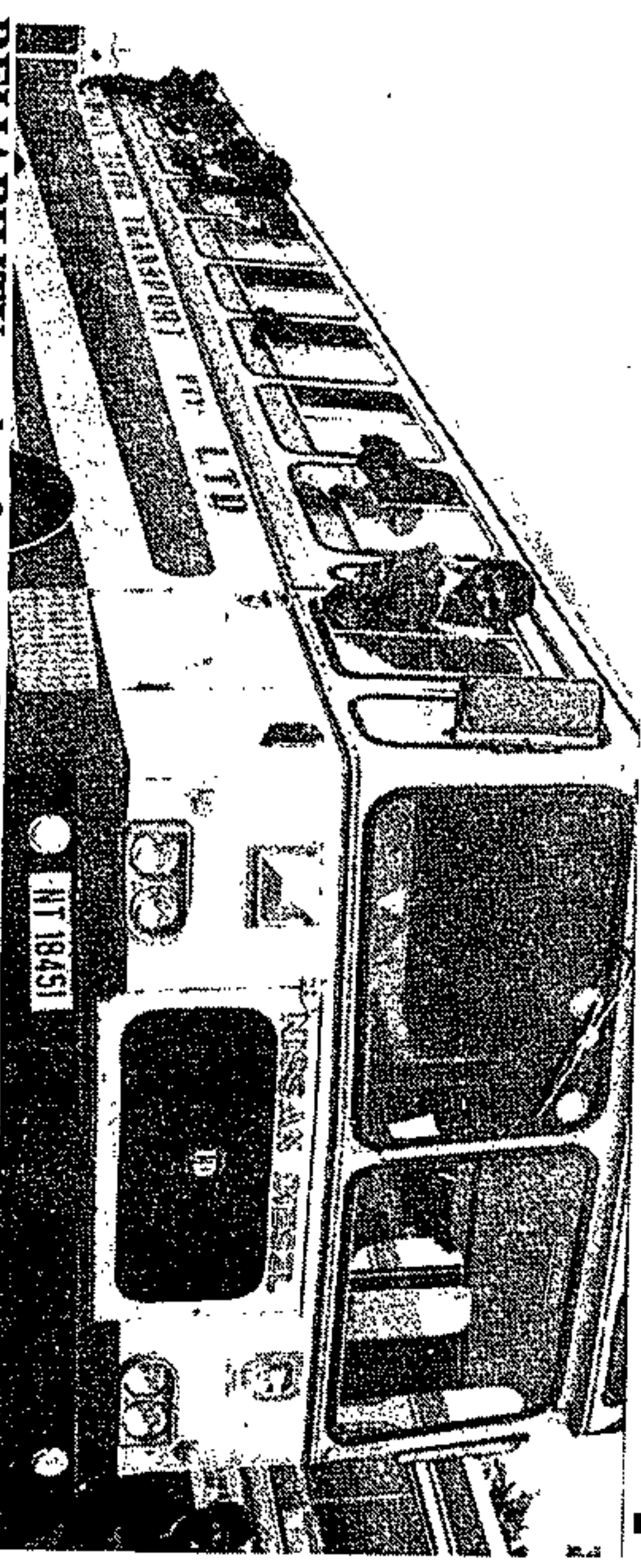
In September alone sales of more than R1 000 000 were notched up by the sales team.

operates," Jones said.

In addition, the Service and Parts Division achieved sales of more than R700 000, yet another record.

"It's been an extremely busy period and quite honestly we don't expect much change in the coming months. The industry is buoyant at the moment, but it's service and back-up which will eventually tell when things tighten up," Jones added.

Maraj's bus service helps develop Kwazulu



RELIABILITY and safety . . . key to Mr Maraj's success with his bus service

PLAYING a major role in the industrial development of Kwazulu is an Indian-owned bus service which, until six years ago, had only seven buses serving a small area around Stanger.

Today the service which, because of its reliable transport, has enabled factories in the Isithebe Industrial township to mount night shifts and work over weekends, has grown to 86 vehicles, plying routes as far afield as Maphumulo, Darnal, Doringkop, and Kearsney.

Owner and managing director of the group which controls a multitude of routes in the Lower Tugela area, Mr Kem Raj Maraj, told of how his service was able to come to the aid of Isithebe industrialists: in the early days of the industrial township which is today a show-piece of Kwazulu, industries were unable to secure a labour force to operate night shifts or on weekends, because of the uncertainty of passenger transport.

DGM Bus Services — as Mr Maraj's group is known

"Add to that the frustration of passengers, who have to walk, or find alternative transport, and the cost to the company in time, and loss of reputation is incalculable.

"Our drivers must be able to handle running repairs: they must know how to bleed brakes, he must know the sound of the bus and when it is sounding wrong.

"We achieve this by insisting a driver and bus stay together. We don't change drivers on a particular vehicle. When the driver goes on holiday, the bus goes into the depot where it remains until that driver returns.

"This is the only way we can ensure a reliable and safe service. All repairs are authorised by the driver himself, so that he knows exactly how his bus is running and what it is costing. It's his bus and he must look after it to the best of his ability."

The group runs a driver incentive scheme, in which drivers are judged on many aspects of their performance over an annual period. This includes fare collection, in which the drivers are on trust, as there is no conductor on board.

The company presently runs a number of different types of vehicles, but is gradually moving over to standardising on Nissans.


Mr Maraj explained: "We bought our first Nissan bus in 1978. Since then it has covered 275 000 kilometres and apart from routine servicing and petrol, the vehicle has cost us exactly R16,10!"

The company now runs 11 Nissans, which have been put on the most arduous route, the Maphumulo Mail run. This is over some really rough roads, which would give any driver nightmares," Mr Maraj said. "But the Nissans have held out extremely well."

DGM have ordered another four Nissans, which are presently being built. It is intended to replace outgoing vehicles with Nissans at the rate of eight to 10 a year. All present Nissans are being supplied and serviced by Datcentre Truckor in Durban.

Today the DGM Bus Service controls nearly all the routes in the Lower Tugela area, and is growing rapidly.

"We believe in service, passenger comfort, and fulfilling our promises. That is how we helped Isithebe, and that is how we help all the communities in our area," Mr Maraj said.



Clive Heath
Sales Engineer
says

NOTHING STOPS A NISSAN

Sold by
Datcentre Truck & Bus
031 426032

Your service network

Municipal Reporter

THERE will be an average 25% rise in bus fares in Port Elizabeth and Uitenhage if the Local Transportation Board approves an application submitted by PE Tramways.

This was announced today by the general manager of the firm, Mr Carl Coetzer.

But clipcard users would pay less under the new scheme than commuters who pay cash do at present, he said.

If the board approved the proposed new fare structure, peak-hour express buses transporting people from the north-

ern suburbs and townships directly to their work would be introduced.

Mr Coetzer pointed out that the last fares increase was in July, 1979. Since then the Consumer Price Index had risen by about 36%.

Should the new fares structure be approved, 96% of all passengers carried by PE

Tramways would have to pay between 2c and 6c more a trip.

A flat rate of 15c a journey would apply to schoolchildren in black and coloured areas while white pupils using the Skoolink service would pay 30c — an increase of 50%.

Mr Coetzer said the new fares structure was designed

so that it would be cheaper for casual passengers to travel in off-peak periods.

The express bus services would enable workers to be taken to their places of employment as quickly as possible during peak hours as there would be no intermediate stops.

The schedule of the pro-

posed new fares reveals that whereas a single ticket from Walmer Location to the city would cost 24c, it would cost only 15c for the journey if a clipcard was used.

Had all who were entitled to use clipcards actually done so in the past year, the total saving to commuters would have been R3,5 million.

Mr Coetzer said clipcards were sold every day from mobile ticket vans at 31 bus terminals.

Employers could buy clipcards in bulk and distribute them among their workers either free or for a percentage of the cost.

It was also announced today that the Park 'n Ride bus service which served the city's central business district would be terminated as it had been poorly supported.

It would, however, operate during the December shopping period.

Fares may increase by 25% — and the Park 'n Ride service will end

EV Post 6/11/81 (333)

Big wage hikes

EV Post

6/11/81

(333)

for PE busmen

Bid to overcome staffing problems

By SHELAGH BLACKMAN
Municipal Reporter

MASSIVE wage and salary increases of between 25% and 44% have been

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Meeting on race

mixing

issue

still on

By MOKONE MOLETE

THE MP for Algoa, Mr James Kleyhans, said today that the proposed public meeting to discuss problems on multiracial buses will go on, whether PE Tramways sends a representative or not.

The meeting will be held at the Pieter Rademeyer Hall on Monday evening. Mr Kleyhans dismissed as "nonsense" earlier claims by the general manager of Tramways, Mr Carl Coetzer that the meeting would be "political".

"The people have called the meeting to discuss problems they experience with the transport service," Mr Klenhans said.

Mr Kleyhans said it was up to the bus company to send a representative but the meeting would go on whether one was sent or not.

Last week Mr Coetzer said his company "will never be involved in any party-political meetings of any nature, which this proposed meeting clearly is."

"We will discuss any matter concerning the operations of PE Tramways with any individual or group in my office, where complaints can be heard and considered and the complainants satisfied. At such a meeting, however, we reserve the right to have present members of any population groups."

A spokesman for PE Tramways, Mr G Bird, said in a statement today that the company's stance on the proposed meeting "remains unchanged".

"The company is not prepared under any circumstances to reintroduce bus apartheid," he said.

The company is still waiting for the local Transportation Board to set up a date for the hearing on its application for an average 24,6% rise in bus fares, Mr Bird said.

The chairman of the Local Transportation Board, Mr N J Oosthuizen, said the date for the hearing had not been set yet but might be "be held some time in January next year".

11

Rra Mothusi for help

BophuthaTswana Transport Holdings has created a passenger advisory service at their head-office. This body will not only receive advice and suggestions but also complaints from passengers.

The head of the service is Rra Mothusi (Mr C Sentletse). Rra Mothusi will appear in newspapers and radio advertisements as well as on items to be given passengers.

All passengers making

use of the buses are invited to inform Rra Mothusi of suggestions or complaints that they have. His postal address is P.O. Box 16719, Pretoria North, 0116. His telephone number is Pretoria (012) 55-2389.

^{Sowetan} ^{14/11/51} Tsakane nightmare

THE past few weeks have been a nightmare for Tsakane bus commuters because of the drastic shortage of buses at peak hours - especially on Monday mornings.

The buses operating in Tsakane are owned by the Brakpan Town Council and yesterday the Brakpan town clerk Mr G E Swart confirmed there was a great shortage in Tsakane "but the council is doing something about it."

Residents interviewed by The SOWETAN yesterday said the situation was so serious that in most cases they arrived late at work. They also said at times they had to walk more than five kilometres to Kwa-Thema Springs in order to get buses to Brakpan.

Mr Swart said "most of their buses were out of order and they were having problems because of the shortage of artisan labour to repair the buses."

40 City taxi-owners decide to join ranks

CAPE TIMES 16/11/81 332

By YAZEED FAKIER

LONG-STANDING grievances, including the inadequate number of taxi stands in Cape Town, have led to City's taxi-owners forming the non-racial Cape Taxi-Owners' Association.

The association was formed at a meeting on November 8 when 40 of central Cape Town's taxi-owners met and elected as chairman Mr Alex Kirsch, vice-chairman and secretary/treasurer, Mr Burt Lloyd, and a working committee.

The committee consists of Mr Archie Kerr, Mr M Wingerin, Mr Mike Raphael and Mr G Muller.

"Our main concern at the moment is to establish a strong membership and then we will work on securing a better deal for taxi-owners. We will then assist taxi-drivers, if they need assistance, once our organization gets off the ground," Mr Lloyd

said yesterday.

Conditions

He said taxi-owners had realized it was time they formed an organized body to improve the conditions under which they worked.

"We are going to fight for benefits like medical aid and pensions and to this end we intend having a meeting with the authorities. We will shortly contact them in the proper manner and write to them."

At present, Mr Lloyd said, there were about 150 registered disc-holders — taxi-drivers — in Cape Town, of whom about 90 operated in the central area, 30 in the docks and 30 at Cape Town station for mainline rail passengers.

In the Cape Town municipal area, about 480 drivers were registered to operate.

Mr Lloyd said there were

only four taxi ranks in central Cape Town serving about 90 vehicles, and these were "wholly inadequate". The association would make representations to the authorities in order to:

- Have more ranks made available.

- Have ranks outside hotels and nightclubs.

- Be given petrol permits for use after hours use.

- Eliminate "pirate" taxi operators.

Mr Lloyd said that at an estimate there were about 100 pirate taxis operating in the City and they were "taking the bread and butter from legal operators".

The association would also seek to have a "better working relationship with the authorities so that they can assist us in our objectives".

"I am optimistic that this association will do much to alleviate taxi-owners' grievances," he said.

Bus owners want to meet minister

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Mercury Reporter

INDIAN bus operators plan to hold an urgent meeting with the Minister of Transport, Mr Hendrik Schoeman, after his ultimatum to private bus operators that if they did not form themselves into companies by December next year, they would lose their licences.

Mr Logan Reddy, secretary of the Durban Bus Owners' Association, said yesterday that the unprecedented move by the minister to implement the recommendations of the Van Zyl Commission which investigated bus operations in the Durban area last year would seriously affect Indian bus operators.

There were 225 Indian bus operators who ran a fleet of 695 buses, he said.

'Indian bus operators are concerned about their livelihoods which will be hard hit if they failed to meet the minister's requirements,' he said.

Mr Reddy said Indian bus operators had spent vast sums of money to protect their businesses, particularly during the Van Zyl Commission of inquiry.

'We hoped to preserve the bus operation on a status quo basis but we were shocked by the minister's weekend announcement.'

Mr Reddy said his association was concerned also because the implications of the minister's decision were 'vast and horrifying'.

Inefficiency

'We will appeal to the minister not to interfere with the Indian bus operator.'

He said changes sought by the minister would be neither more efficient or more economical in view of the present rate of inflation, and the formation of companies would breed only inefficiency and would also give rise to higher fare structures.

Mr Reddy said the importance of the Indian bus operator was illustrated by the fact that their buses continued to operate in spite of not being State-subsidised, he said.

However, although buses controlled by companies and municipalities were State-subsidised, their fare structure was much higher than that of the Indian operator.

Meanwhile, the Welgemoed Commission of inquiry into national public transport in South Africa is sitting in Pretoria. A Durban attorney, Mr R S Nowbath, a commissioner, represents the Indian community.

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Whites claim no room on mixed buses for them

By SAVVAS GEORGIADIS
ALGOA PARK residents complained bitterly at a meeting last night that there was no room on mixed buses for whites.

The meeting, chaired by the National Party MP for Algoa, Mr James Kleynhans, in the Pieter Rademeyer Hall, was attended by about 200 people.

Mr Kleynhans said he agreed whites should have their own bus service. Buses in Port Elizabeth dropped all racial barriers last year.

The meeting decided that representatives from Algoa Park would seek an interview with the Minister of Transport, Mr Hendrik Schoeman, to discuss the issue.

They hoped to meet officials from PE Tramways on Friday to discuss their grievances.

The meeting was attended by two city councillors, Mr Danie Dorfling and Mr Chris Meyer. The MPC for Algoa, Mr Sakkie Louw, and the chairman of the Local Transportation Board, Mr N J Oosthuizen, were also present.

Several residents aired their grievances at the meeting.

A Mrs Meyer said her children often had to miss school because buses were full.

"The coloureds stand packed in front of the bus and when my daughter asks to be let through, they just laugh at her," she said.

Others complained that whites often had to wait for a long time

because buses were filled with black and coloured commuters.

Some said coloureds from Windvogel and Missionvale crammed into the buses and left no room for whites.

Another speaker, a Mr Roos, asked why blacks had their own bus services and coloureds did not.

A schoolgirl, Miss D Straters, said when she went to and from school she had to stand in the bus.

"I can't find a seat because coloureds sit one by one on the seats. When I sit on an empty seat, one of the coloureds will stand up and sit next to me," she said.

Another resident called for smaller buses for whites. He said he knew fewer whites used buses and recommended single decker buses should be made available for whites.

Mr Kleynhans said he was bitterly sorry that representatives from the bus company did not attend the meeting so they could hear for themselves the problems faced by white commuters.

"People can't live normally if this goes on," Mr Kleynhans said.

Mr Dorfling said Algoa Park bus services should be white.

He said a prominent person, whom he did not name, had made certain points to the bus company.

"There should also be a special bus service for children who play sport after school hours," Mr Dorfling said.

New harbour 332 incinerator *Argus 19/11/81* unit ready soon

WORK is nearing completion on a R1,25-million incinerator in Cape Town harbour. The electric twin-oven unit is designed to dispose of the bulk of the 15 tons of refuse collected in the docks every day.

The harbour engineer, Mr B O-Whitfield, said the plant was expected to be ready for use early in January and each oven would be able to burn up to 500 kg of refuse an hour.

'It has not yet been decided whether we will run them on a 24-hours-a-day basis... but whatever the case is we are confident of being able to handle our refuse disposal problem.'

The harbour at present has two small hand-fed coal-burning incinerators which port staff describe as being 'completely inadequate.'

30 YEARS

It is understood that these two units, which have served the harbour for the past 30 years, will be dismantled when the new unit comes into operation.

The harbour has a fleet of four waste removal trucks which collect refuse from ships and various other parts of the docks each day.

Most of the scrapmetal is sorted out and sold to scrap metal dealers while stuff that can be buried to form compost is buried at a site near Back Beach and the remainder ends up in the incinerators.

The new incinerator, which is being built on the bank of the Salt River Canal, has been designed to accommodate refuse coming in in rail trucks as well as the vehicles.

Non-conference service for Med-SA run

Argus
19/11/81

332

A NEW non-conference shipping service is to be run between ports in the Mediterranean and the East Coast and South Africa.

The recently formed Intercharter organisation has been appointed local agents and according to the firm the first sailing is due to leave the Spanish port of Valencia on December 7.

The service will cater for containerised and break-bulk cargo but will not have facilities for reefer units.

NOT LISTED

Med Service Line of Naples says it will start the new service with a vessel called Cer Amity — a ship which is not listed in Lloyd's international shipping register — and later bring a multi-purpose vessel on to the run.

Ports-of-call in the Mediterranean will include Valencia, Barcelona, Marseilles and Leghorn while the turn-about in South Africa will be Durban.

Calls to Cape Town will be considered on inducement.

Suffering seamen and the

FOR thousands of seamen a career on the ocean wave is nothing less than a constant rip-off journey.

From the time he signs up and leaves his home port he becomes a stranger in a foreign country, prey to fast-buck locals in every harbour city he visits. And in far too many cases he may be no better off on board his ship on the high seas.

There he is at the mercy of his captain, some of whom are as unscrupulous and shady as some of the companies they work for.

For a number of these seamen the end of the journey, their escape from a latter day slave trade, takes place in Durban.

But helping hands are available. They take the form of a powerful international union for seamen, the International Transport Workers' Federation (ITF), whose local representatives this week tore away the romanticism of Durban's dockland to expose the daily human drama of people jettisoned at will, seamen who, but for the ITF, would be destined to sojourn indefinitely on foreign soil.

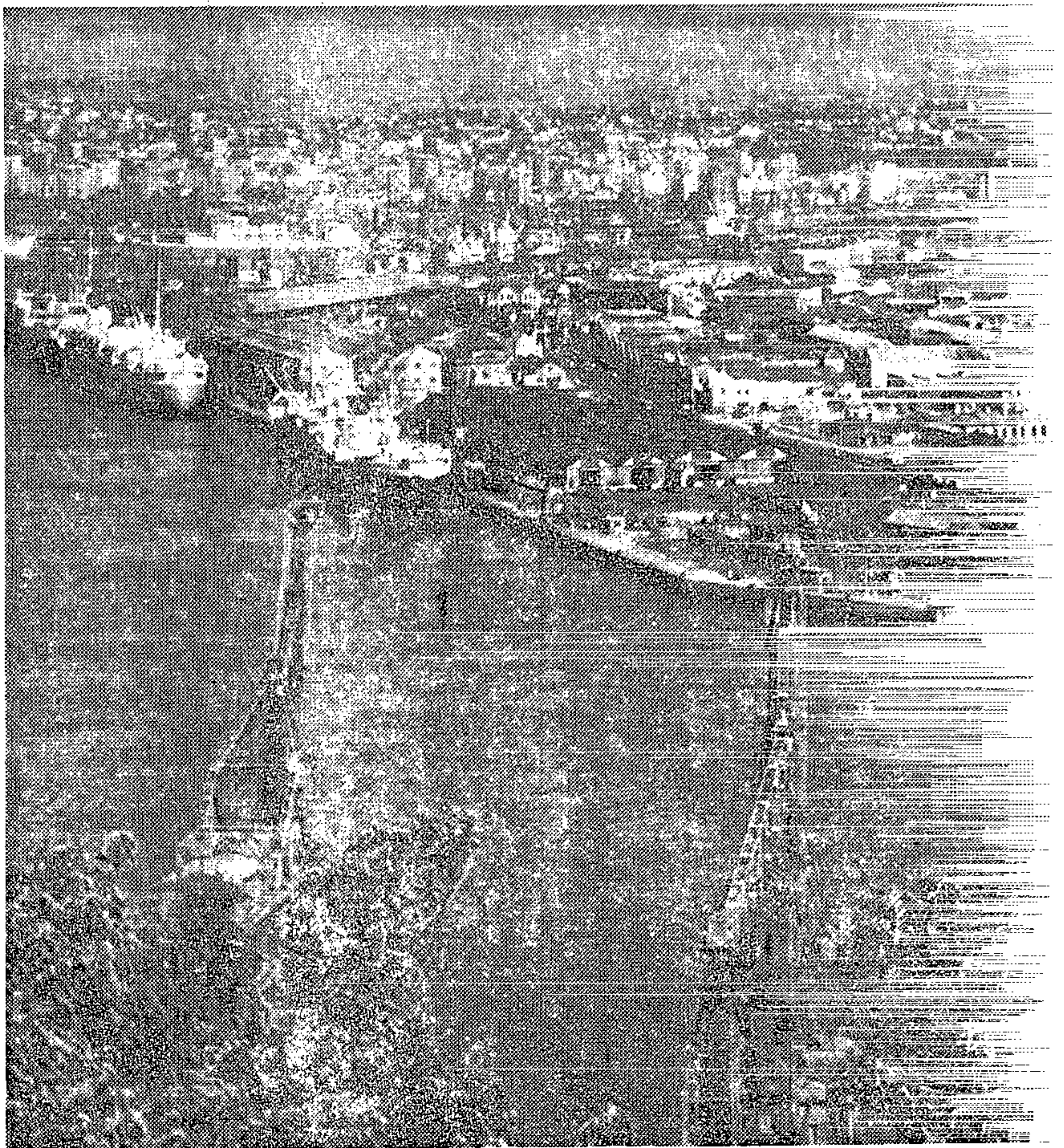
How foreign seamen, stranded in Durban, coped before 1978 — when the ITF established itself in Durban and other South African ports — is hard to imagine in the light of amazing stories related to the Sunday Tribune this week.

The last two years in the career of Daranayagala Gunasekera, 32, a qualified engineer from Sri Lanka, gives some insight into the plight of many seamen and the conditions under which they are forced to work.

In a country where jobs are few, he managed to obtain work on a Greek ship as an engine room oiler — but only after paying an "agent" a bribe of 500 dollars.

This entitled him to sign a contract for 14 months. At that stage he had no idea which ship it would be or what conditions on board would be like.

Grateful though he was for the job, he admits he was shocked to find his floating home for the following 14 months was a rusted, 27-year-old, 7 500-ton vessel which has since paid a long overdue



Some of the ships tied up in Durban's harbour carry many secrets about the employees of shipping lines and

THE BIG

By ROD JACKSON-SMITH

visit to the scrapyards.

"There was no air-conditioning or fans on board and there was never sufficient food, but there were plenty of rats..."

For the duration of his association with the ship, it plied the route between Durban and the Persian Gulf port of Dubai, carrying steel.

On one occasion, the ship was forced to lie

at Dubai's outer anchorage for three months waiting for a berth.

"During that time, food ran out and water had to be rationed. I and the other crewmen had to catch fish and prepare our own meals," he said.

Appalling though conditions were, Mr Gunasekera had no financial problems. For the first 10 months of

his contract his money was paid regularly at the end of each month.

Inexplicably, he was not paid after that, but acting on the advice of a fellow crewman, he held his peace — until he could report the matter to the ITF.

Three fellow crewmen, also not having been paid for several months, followed Mr Gunasekera's lead.

After his contract expired, Mr Gunasekera elected to

remain on board an extra month as he did not wish to leave the ship in the Persian Gulf where there are no ITF offices.

When the ship returned to Durban he and the three other crewmen who had not been paid their full salaries, terminated their services and reported the matter to the ITF.

That was on September 10 last year. He was back in Durban this week for a

r strife on the ocean wave

from Kenya, joined the ship in Mombasa on July 15 on a year-long contract, but he was summarily dismissed by the captain of the ship — who apparently was unaware of an ITF presence in Durban.

In defiance of the provisions of the Greek Collective Agreement, the captain also refused to provide Mr Mohamed with an air ticket to take him home.

The other crewman, Membar Abbas, from Tanzania, whose 13-month contract expired on the day the ship entered Durban, elected to terminate his services in Durban, but the captain refused to sign him off or provide him with his air ticket.

Once alerted, the ITF representatives in Durban acted swiftly and negotiated with the captain of the ship before it sailed. They secured two air tickets, arranged for Mr Abbas to be signed off and undertook to investigate Mr Mohamed's dismissal and non-payment of salary for the unexpired period of his contract.

They were fortunate. In some instances ships bound by the Agreement simply discharge crew at ports where it is known the ITF is not represented. For simple crewmen — many are illiterate — it's a mammoth task to take on a shipping line single-handed.

Understandably, many just give up in bitter disgust, undoubtedly so much wiser, but poorer, for the experience.

"All the claims I have handled have been those against Greek ships, but I must say not all Greek lines are the same. There are some outstanding Greek shipping companies which give us no problems at all," Mr Shaik said.

A headache for the ITF are those ships flying so-called "flags of convenience" which are not bound by any agreements, but the ITF, which is slowly but surely spreading its activities around the globe, has created a special fund to handle these cases which have to be resolved by common law.

Meanwhile the battle goes on: "In Durban we deal with cases virtually on a daily basis," Mr Shaik said.

of seamen: Their conditions of work, food, pay and other problems which some reluctant to face

RIP-OFF

Supreme Court hearing, instituted by the ITF, which ended with Mr Gunasekera being awarded R6 203 in back pay and the three other crewmen a total of R11 183.

"Now I'm going back to Sri Lanka and hope to start my own business. Maybe in a few years time I'll join another ship, but I hope it won't be a Greek one again," he told the Sunday Tribune.

In a sense, Mr

Gunasekera was fortunate that the incident did happen on a Greek-owned ship, although ITF spokesman in Durban, Yunis shaik, told the Sunday Tribune that in his experience Greek ships were the worst offenders, probably because of the vast number of Greek ships plying the oceans.

Mr Gunasekera's good fortune — if it can be called that — stems from the fact that all Greek-owned

ships or those which fly the Greek flag, are automatically bound by the stringent provisions of what is known as the Greek Collective Agreement, an agreement which clearly spells out the rights of Greek shipping companies — and those who work for them.

Once a seaman's complaint has been investigated and found to be valid, it is a relatively simple matter for the ITF to

follow up, as in Mr Gunasekera's case.

But that does not mean some captains are unwilling to chance their luck.

This week another Greek ship arrived in Durban for a brief stop-over and sailed again that night.

But it left two crewmen behind, one willingly, the other with eight months of his 12-month contract still outstanding.

Kigowa Mohamed,

Putco to run late buses

By WILLIE BOKALA
PUTCO, the giant South African bus company, announced this week they were prepared to provide a new service that would cater for people who leave from town late at night.

But the late-night special service can only be installed if residents, particularly the people who need the service, approached PUTCO, so that the company could be in a position to know the real needs, assess the situation and arrange on how to implement the service.

Putco's public relations officer, Mr Barney Molapo, said the company had investigated the possibilities of bringing about a "late night special" service. "We realised at the end of our in-

vestigations that there was a need for such an operation. We are concerned particularly about people who knock off from work in town after 10 pm."

He said the other obstacle in operating late services was that drivers feared entering Soweto townships late at night because of the threat of being robbed, injured or killed.

"But as long as people can come forward and say they want the service, we will find a way of protecting the drivers. We can either ask people to buy season tickets so that drivers should not handle money or make some other means to protect their lives.

"All that we need now is for people to make some representation to us. They can see me or our Soweto Area manager, Mr G R Hall," he said.

EXAMPLE 16

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EXAMPLE 17

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All-race buses

on the casino run

By GEORGE MAHABEER

The South African Transport Services plan to introduce another multi-racial bus service that will operate between the Wild Coast casino and Durban.

The SA Transport Services (formerly South African Railways) integrated buses on its Margate and Maritzburg route recently. These are the first services run by the company.

The service to the Wild Coast will begin on December 1 when the new multi-million rand Holiday Inn casino is to open its doors.

Mr Ken Rogers, a senior official of S A Transport Services, said that there "will be no segregated seatings on the Wild Coast tours".

"Seating will be conducted strictly on first come first serve basis. A person's colour will not be taken into consideration.

"We will be catering mainly for people who wish to spend a day at the casino."

The buses will leave daily between 9am and 2.30pm for the three hour journey to the Wild Coast and will start the return journey at 6pm and 1am.

The company will be using two luxury Silver Eagle buses, which are air-conditioned with reclining seats and toilets.

Light refreshments will also be served on all trips and the buses will make intermediate stops on the way.

Big demand

Mr Rogers said his company expected a lot of business from the Indian community.

"We are in a position also to have buses leave from other parts of Natal to take day trippers to the casino, and, if there is a big demand on the two Silver Eagles, we will consider adding more buses," said Mr Rogers.

A private Durban company, "Wild Coast Tours", will also provide a bus service between Durban and the casino from December 1.

The company bought three new semi-luxury buses at a cost of R150 000 to service the route. All the buses are painted in the Holiday Inns green and yellow livery.

Mr Narend Singh, a director of the company, said all passengers will be given free

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g o resort as an added perk for travelling on his buses.

Transkei authorities are to collect a toll tax from visitors to the complex.

"Our services will also be completely multi-racial and there will be special late night bus services for gamblers.

"We have already begun taking in bookings for the trips and it's very encouraging.

"Several enquiries have also been received from organisations who are planning to hold their conferences at the Wild Coast," said Mr Singh.

Wild Coast Tours will operate their daily service from 9am, and their "Gamblers Special" will leave Durban at 5pm.

Mr Singh said his company would make arrangements to pick up groups of five and more from convenient spots in the centre of Durban.

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We'll fight fare increases, Putco is warned

By David Braun

The National Association for the Advancement of Coloured People will fight Putco's proposed increase in fares every inch of the way, says the NAACP executive director, Dr. Joe Joshua.

He said last night the Azanian Coloured Commuters Association, a division of the NAACP, gave evidence at a hearing of the National Road Transportation Commission on Monday.

"We made it known that it was unfair to expect people to pay for transport over long distances when through no fault of their own they were forced to live far from their places of work."

GROUP AREAS

"In other countries the poorer section of the community live closest to their place of employment. Transport is therefore not a major problem for them."

Dr. Joshua said that as the community was compelled by the Group Areas Act to live far away from places of employment it was entitled to a Government subsidy if Putco was not in a position to provide a cheap service.

vide a cheap service.

"The Government should at least provide us with a State-owned minimum-cost national transport service."

UNIQUE

He said Azacca felt it was absurd for Putco, a State-subsidised company, to make profits for private shareholders.

"We know very well that Putco makes large profits over and above capital replacement. This is the only country in the world where a thing like this happens."

Dr. Joshua said the effective subsistence level for an average family of six was R293 a month. This was about equal to the average income for each family.

BETTER DEAL

These families were now facing big rent increases and if massive increases were made in transport fares they would not be able to cope.

"We appeal to Putco and the Government to take a proper look at the situation and work out a better deal for us," he said.

Pickfoods surplus cash problem

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C. TIMES
2/12/81

By ALEX PETERSEN

FOLLOWING a bumper abnormal dividend from its shares in Tollgate Holdings, and with the restructuring of its meat interests, an extraordinary profit of R6.5m on the sale of subsidiary companies and properties to Karoo, Pickfoods immediate problem appears how to invest its surplus cash.

Pickfoods' chairman, Mr J P du Toit, notes in the group's annual report that "the form which the reinvestment of all available funds will take on in the longer term remains unresolved".

The report shows that the group holds 458 700 ordinary shares in Tollgate Holdings Ltd. In March Tollgate paid an abnormal dividend of 220c a share, and a capital reduction of 50c a share.

The other cash bonus to the group came from the restructuring in July 1980 of the group's meat interests.

As a result Pickfoods has 10.5m or 39% of the ordinary shares in Karoo Meat Ex-

change, as well as 1.6m 7% redeemable preference shares of R1 each. The market value of the shares, Pickfoods largest investment, is about R25m.

Pickfoods group income after tax and minority interests rose 30% to R4.73m (1980: R3.6m), while earnings per share rose from 63c to 82c, although dividends rose only marginally to 20c, pushing dividend cover to 4.1.

Noting that the merger of the meat interests of Kan-hym and Pickfoods with those of Karoo was the basis for the strong growth experienced, Mr Du Toit points out that turnover for Karoo for the 12 months to June increased by R426m or 138% to R734m, while group attributable profit increased by R5.649m or 211% to R8.327m.

According to Karoo's budget for 1981, as well as the five-year budget, Mr Du Toit reports that "healthy growth is expected and the growth in profit experienced during the past five years should be maintained".

Uneconomic competition on common bus routes in Natal

Findings of National Transport Commission into road services

CAPE TOWN.—The problems and shortcomings identified by the National Transport Commission in its investigation into road transportation facilities in Natal would be brought to the attention of all parties concerned for the necessary further attention, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in a statement here yesterday.

The investigation covered the magisterial districts of

Durban, Pinetown, Umlazi, Inanda, Ndwenwe and Umbumbulu.

The statement said there was unproductive and uneconomical competition over common routes leading to the non-compliance with approved timetables, so-called 'short turns' and speeding.

There was a lack of suitable depot facilities which, conceivably, could not be afforded by smaller operators, resulting in the ineffi-

cient mechanical maintenance of buses and numerous service breakdowns.

One of the problems was also the contentious, though necessary imposition of restrictions on road carrier permits in regard to the loading and unloading of passengers for the protection of competing services over common routes.

There was a duplication of services and a resultant uneconomic use of petroleum

fuel, a lack of coordinating routes and timetables and a lack of so-called 'cross-city' services.

There was a lack of a uniform tariff structure over common routes or within the same areas and a lack of uniform standards of service and of sufficiently trained personnel especially in smaller areas.

The infrastructure, vehicles and manpower were used uneconomically.

The whole area covered by the investigation, excluding white residential areas, would be divided into separate geographic-economic service zones, such as Chatsworth, Phoenix, Isipingo and Greenwood Park, for example, under the guidance of the local Road Transportation Board in Durban.

Operators who conveyed passengers from such zones would be allowed a year as from January 1, 1932, for mutual deliberations with a view to the creation of such zones.

There would be a rationalisation of their services within such zones by means of take-over of permits, the forming of companies and so forth in order to foster the concept of unified control.

This meant that the bus services conducted by five operators in the Phoenix zone, for example, could be taken over by one of them or a company could be formed.

This could also apply to other zones where there was more than one operator.

The commission would remain in force so that the investigation could be resumed after the 12-month period. — (Sapa.)

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SOWETAN, Friday, December 4, 1981

Page 3

Strike: Vaal drivers in court

TEN Vaal Transport Corporation bus drivers appeared briefly in the Verrezening Magistrate's Court yesterday following a two-day strike over salaries at the company this week.

Their appearance is a sequel to a deadlock, reached on Tuesday between the workers' committee and management over increases in salaries and the annual bonus.

The accused were not

asked to plead, no evidence was led and the hearing was postponed until December 18.

It is understood that the workers did not receive their annual bonus, while other employees, including all the white staff, did.

The workers' committee approached management on the issue and when an agreement could not be reached the workers stopped work on Wednesday.

Police were then called to

the company and were said to have baton-charged and used dogs to disperse the workers who had refused to take their usual trips to the Vaal townships.

Some of the drivers claim that they were assaulted during the fracas that ensued. No serious injuries were reported at Sebokeng Hospital.

The accused, all members of the workers' committee, are: Mr Ephraim Mokholotse (21), Mr Vellie Ngalwa (39), Mr Molefi Kamela (37), Mr Aaron Mokoena

(27), Mr Zacharia Mokone (23), Mr Fana Tshabalala (21), Mr Tlwane Mokoena (30), Mr Tsele Tseotetsi (48), Mr Johannes Radebe (34) and Mr Martin Dunywa.

Police arrested several drivers during the struggle, but many of them were released later. Two of the 10 men, Mr Dunywa and Ngalwa are out on R500 bail.

The general manager of the bus company, Mr F M Brick, told **THE SOWETAN** that for two days there had been de-

lays of buses of between 20 minutes and an hour, caused by drivers who refused to work.

The company dispatched over 325 buses every morning, and only a few were affected, he said, adding that the company was busy discussing the dispute with the drivers.

He declined to comment on reports that some drivers were assaulted and on the fact that only 10 of the scores of drivers appeared in court yesterday.

Bus firm's case for fares rise

EVENING POST

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9/12/81

By SANDRA SMITH

TRANSPORT costs for families in Port Elizabeth and Uitenhage were lower than anywhere else in the country, Mr S Selikowitz, appearing for Port Elizabeth Tramways, told the Road Transportation Board in Port Elizabeth today.

Mr Selikowitz, who is appearing in an application for increased bus fares, said according to the Household Subsistence Level drawn up by the University of Port Elizabeth, the percentage of the family budget spent on transport costs was lower than anywhere else in the country.

The company has applied for a revised fares structure, ranging from 2c to 6c a journey for an estimated 96% of passengers.

Mr Selikowitz (instructed by R Asherson and Asherson) said that bus fares in Port Elizabeth were probably the only cost factor that had not gone up in the past two years.

Salaries everywhere had risen, but bus fares had not risen since the end of 1979.

He said that the company intended absorbing 20% — or R50 000 — of the increased costs and would not boost its profits by the increased bus fares. Improved wages would absorb 75% of the proposed increase, he said.

As a result of dissatisfaction over the wages paid by PE Tramways, the company had experienced "colossal problems". There had been a shortage of drivers and the company had to employ "moonlighters," men who held other jobs at the same time as working for PE Tramways.

Trade unions in Port Elizabeth had obtained higher wages for its members, yet there was much criticism be-

company.

PE Tramways intended to spend R25 000 on research, development and publicity, in the coming year. While the company was not prepared to disclose publicly the exact price paid for fuel, consumption was very high and like other commodities, the price was continually increasing.

From April, 1980, to November, 1981, the price of fuel went up 5,65c a litre. Mr Selikowitz said a new wage agreement recently agreed upon by the PE Tramways would cost the company R1,4 million during 1982.

About R50 000 of this would be absorbed by the company, but "the rest must be paid for by commuters".

Representing eight community organisations, which included Pebco, the Domestic Workers and Salesladies Association, the Malabar and Bethelsdorp Ratepayers Association and Roots, Mr G Budlender said Tollgate Holdings made profits which were "quite spectacular".

PE Tramways was completely owned by Tollgate, through Cape Tramways.

In 1980, the Government subsidy represented 27% of bus companies' revenues.

PE Tramways wanted to increase profits by the rate of inflation plus. There had been a growth of 125% of Tollgate shares over the past five years.

Mr Budlender said that as the company made such high

cause PE Tramways was asking for a rise in fares.

PE Tramways was a private, profit-motivated company, and shareholders were entitled to a fair return on their investment.

The company expected increased expenses during 1982 of more than R3 million and it was anticipated that the company would show a loss of R1,3 million for the coming year.

If the fare application was granted, the company's pre-tax profit would be R1,3 million.

Mr Selikowitz pointed out that the costs of maintenance materials and "group facilities" showed an increase of 20% a year.

The condition of roads in parts of Port Elizabeth also led to higher maintenance costs than elsewhere in the

profits, it could provide a better service.

"Is the company providing a reasonable service with the enormous profits it makes?" he asked. "Isn't it time that the bus company, which has done so well over the years, carried a bit of the brunt of increased costs?"

Mr Budlender predicted the time would come when the Government would say bus companies were a public service and were being subsidised to such an extent that they would buy them out.

The chairman of the PE Bus Workers Union, Mr H Plaatjies, a bus driver for 30 years, said the union supported the proposed amendment to bus tariffs. "We believe we have been subsidising the company by working for low wages for so long," he said.

net short-term, R3,8m. Debt:equity ratio: 47,3%. Current ratio: 0,9. Group cash flow: R11,4m. Capital commitments: R9,9m.
Share market: Price: 135c (1980-81: high, 212c; low, 150c; trading volume last quarter, 1,3m shares). Yields: 17,4% on earnings; 14,8% on dividend. Cover: 1,2. PE ratio: 5,7.

| | '78 | '79 | '80 | '81 |
|---------------------|------|------|------|-------|
| Return on cap (%) | 27,0 | 26,3 | 28,4 | 27,2 |
| Turnover (Rm) | 52,0 | 57,5 | 74,6 | 65,2 |
| Pre-tax profit (Rm) | 14,3 | 16,5 | 20,8 | 14,8 |
| Gross margin (%) | 33,1 | 33,2 | 31,0 | 25,6 |
| Earnings (c) | 51,8 | 57,2 | 69,6 | †23,5 |
| Dividends (c) | 11,2 | 12,5 | 16,2 | 20 |
| Net asset value (c) | 227 | 274 | 316 | 224 |

* Adjusted for cap issue. † After additional depreciation.

Tollgate's results and the dividend for the year to end-June obscure the extent of falling returns being experienced and the justification behind management's plea for an increase in Cape bus fares. Without such an increase it seems highly unlikely that the company can continue its capital programme and at the same time maintain dividend growth.

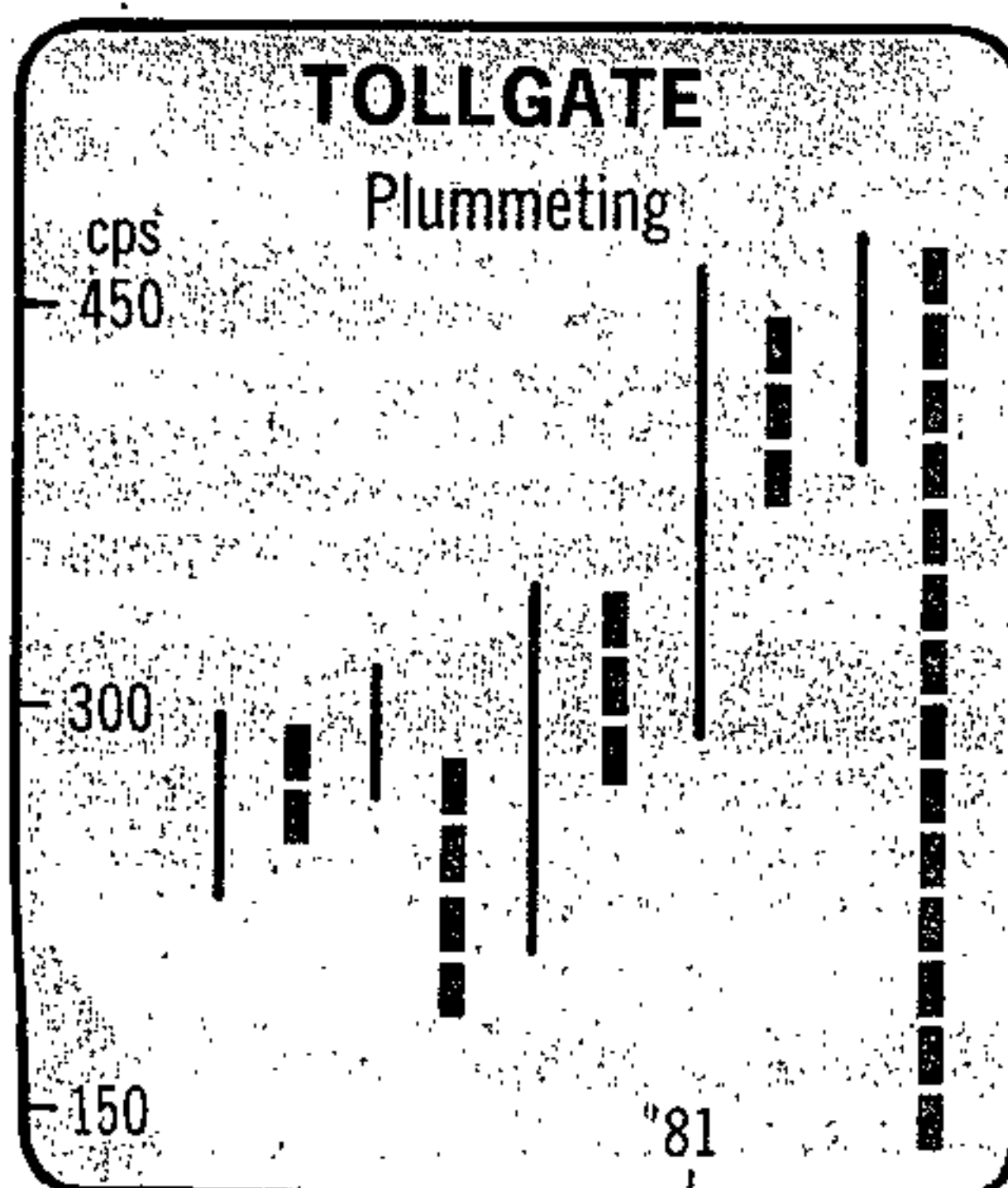
Over the past year, the group's finance and insurance subsidiaries have been sold and non-operational properties were disposed of. During the year a 270c special payment was made to shareholders on top of the 20c (16,25c) ordinary dividend.

These changes mean that asset yields as shown in the FM table are misleading. The return on capital appears to have almost level-pegged at 27,2% (28,2%) but, stripping out the additional interest earned during the year (prior to the distribution to shareholders of the surplus R48m) and adding an extra R22m depreciation to bring the buses up to a realistic value, Tollgate is returning only 15% on capital employed. Obviously, given the average cost of funds — both equity and borrowings — management is concerned about continued capex.

In the annual report the directors warn

TOLLGATE *F.M. 11/12/81* Banking on fares

Activities: Active in the field of road transport, tourism and related services. Directors control 36% of the equity.
Chairman: D M Marais; managing director: E E Grubb.
Capital structure: 17,8m ordinaries of R1. Market capitalisation: R24,0m.
Financial: Year to June 30 1981. Borrowings: long- and medium-term, R11,9m;



that R17m expenditure on current and future capital projects is being reviewed. The group has submitted another fare increase

application but, ahead of the government-appointed investigation into road transport, Tollgate may still have to wait some time for a response.

Though the return Tollgate is achieving on assets leaves much to be desired, there is still no shortage of cash in the group. Funds on hand at end-June (after distributing the R48m) totalled R3,1m (R916 000) of which R1,8m is owing to shareholders for the final 10c dividend.

In addition, Tollgate is lowly geared. The debt:equity ratio is 47,3% and the interest-/leasing bill is covered nearly nine times by gross profit. Provided the group can at least maintain profit, gearing can comfortably be increased.

Maintaining the profit rate, however, is where the problems start. Firstly, the rate of increase in bus operating costs must be crippling and, secondly, the 1981 earnings reflect the final benefits of the financing and investment arm including Golden Arrow and Tollgate Finance. These former subsid-

NAMPAK

In last week's FM, we incorrectly named Mr L Wilder as deputy chairman of Nampak. Wilder had resigned during 1980. In addition, the picture captioned as chairman Bas Kardol was, in fact, Peter Clayton, a director of Nampak. We apologise for any inconvenience caused.

aries were sold in October 1980 but still managed to produce 39,3% (20,6%) of after-tax profit. Stripping this out, the return on group capital employed would have fallen even further.

This year, management gives no forecast, as the fate of its bus fare application is unknown. The share offers a 14,5% historic yield, giving some indication of how the market sees this Cape Town group and indicating that the dividend could be in danger unless the group is granted a reasonable fare increase.

Des Kilalea

Shareholders' concern for Tollgate's future

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By ALEX PETERSEN

Cape Times 12/12/81

IF TOLLGATE HOLDINGS could not get fare increases, and its bus companies not earn a reasonable return, then government should buy the company, the group's directors were told by a shareholder at the annual meeting yesterday.

Champion of minority shareholders' interest, Mr Issy Goldberg, who also represented the Shareholders' Association, said Tollgate had become "the pawn of social forces within the system".

His comments were clearly spurred by the directors' gloomy remarks in the annual report, suggesting that unless the company could increase its revenue to fund increasing expenditure, then the authorities should assume the burden of urban road passenger transport.

In the current circumstances Tollgate, said Mr Goldberg, "is performing the function of a local authority,

and is being asked to carry the baby".

Mr Goldberg said from a personal point of view he did not want "fat dividends if they are compounded from people's misery"; but if people "had to be taxed by way of bus fares," it could not be expected that an individual company should carry the burden.

At present on capital involved, the company was not earning more than 10 to 15%.

Suggesting a "partnership with government", he said that if Tollgate was not allowed to run profitably, then the government should buy the company, but retain the existing management skills.

Management fees could be linked to co-efficients of the expertise with which the operations were run.

Mr Goldberg lavished praise on Tollgate directors, saying it was the most efficiently run transport company in the country. Comparisons showed that transport groups in other centres cost "millions of rands in subsidies".

Asking whether the company had contractual obligations to continue, Mr Goldberg suggested it might pay to liquidate the company.

However, Tollgate chairman, Dr M D Marais, said that in spite of definite problems, the board had decided on a policy of "business as usual".

The outlook was in fact not all that cloudy. The rejection of the fare application had forced the company to maximize efficiency, with resulting cutbacks on uneconomic runs.

Conversely, rail fare increases had resulted in

nificantly better passenger rates on some routes. "We have had an appreciable increase in turnover. There is no reason to be unduly pessimistic."

For the sake of prudence, a decision on the interim dividend had been deferred to January. On prospects Dr Marais said transport was less susceptible to cyclical changes, and he faced the future with "cautious optimism".

Replying to Mr Goldberg, the managing director of transport, Mr J Barnard said that the question of whether the government should be more involved in transport was the brief of the Welgemoed Commission, but there were a number of methods whereby government and private enterprise could come together. Should the company decide to close its operations, 30 days notice would be required.

While he could not disclose operating costs per kilometre, he said that the rise in operating costs over the last seven years had been lower than the rate of inflation.

Other comments from shareholders included that of Mr Jan Pickard, who said that while he agreed with Tollgate's policy of divesting itself of its adjunct companies, the resulting R48-million cash payout to shareholders had not benefitted the company's image.

He also suggested that with a number of the present directors living either overseas or in Johannesburg, it would be appropriate to increase the number of Capetonians on the board.

New vow to battle bus fare increases

LOCAL community organisations have vowed to fight vigorously the proposed busfare increases for Mitchells Plain and Atlantis which come about two months after similar increases were refused due to 'community pressure'.

The Cape Areas Housing Action Committee (CAHAC) and Mitchells Plain's Electricity Petition Committee (EPC) both said last week they would again contest the applications.

The increases asked for by City Tramways and the bus companies in Mitchells Plain and Atlantis were refused after a three-day hearing at which more than 30 organisations — with petitions signed by about 25 000 people — opposed the applications.

OPPOSED

A spokesman for the EPC said the latest applications would definitely be opposed.

'People will be spurred on by our recent victory and will fight more vigorously this time. Also, the situation has worsened with rents going up,' he said.

Mitchells Plain and Atlantis have asked for increases of up to 30c a route.

A senior spokesman for City Tramways said the company did not intend applying.

Mr Trevor Brice, a director of Associated Bus Holdings, the mother company of Atlantis and Mitchells Plain, said the main reason for their application was to offset higher labour costs from January 1.

He said the company ran at a loss of R75 377 last year.

'We will not be able to continue this way,' he said.

EXTENT

He said he would not be surprised if people again objected to the increases, but he did not know what the extent of the objections would be.

Under the proposed fare structure, the costs of internal journeys in Mitchells Plain would rise from 15 to 20c. From Mitchells Plain to Hanover Park they would rise from 35c to 40c.

A journey from Atlantis to Killarney would rise from 90c to R1.20 while the fare from Atlantis to the Koeberg power station would rise from 70c to 90c.

A trip from Hanover Park to Atlantis will cost R1.75. The present price is R1.50.

Taxi drivers off to Japan

SEVEN members of the Southern Africa Black Taxi Association (Sabta) leave for Japan next February to visit the plant of a major car manufacturer.

The trip, which will last three weeks, will be sponsored by Datsun Nissan, according to Sabta secretary Mr N Mlokoti.

Those who will be leaving are Messrs J Sojane, president (Tvl), G O Hlongwane, vice president (Natal), N P Mlokoti, national secretary (Tvl), M Matsunyane, assistant secretary (OFS), and three committee members, P Nkosi (Tvl), A Caincross (Cape Province) and G Mometsi (Tvl).

Sabta was formed early this year in Katlehong, Germiston, to cater for the needs of all taxi owners and drivers in South Africa.

Sabta is made of Tvl, OFS, Natal, Bophuthatswana and the Cape Province.

Sowetan 31/12/81 SOWE

Putco hike in doubt

UNCERTAINTY still surrounds the outcome of the 35 percent fare increase applied for by Putco earlier this year.

The application for a nation-wide fare increase last June, if approved, would have been effective from October on the company's routes throughout the country. The major metropolitan areas served by Putco are Pretoria, Durban and Johannesburg.

Mr Dan Rolt, Putco's liaison officer, said in Pretoria yesterday nothing had been heard from the authorities concerning the application. The company only submitted the application and the Department of Transport had the final say on the matter.

Mr Rolt had earlier said the increase applied for by Putco covered a two-year period of 17,5 percent a year. This did not necessarily mean that passengers had to meet the total increase because, if ap-

proved, the hike could be absorbed by a Government subsidy to the passenger, he said.

Rising costs had forced the company to apply for the increases. Bus licences had gone up by 50 percent, the price of a new bus by 35 percent, tyres by 20 percent and Putco's wage bill by 47 percent, totalling an extra R15-million in pay.

The South African Railways increased its train fares during September.

Pretoria's black township commuters had an added burden when taxi fares went up by 20c — between Mamelodi and Pretoria — from 60c to 80c; the Atteridgeville/Saulsville fare increased from 10c to 60c. Fares also went up between the city and Soshanguve and the Bophuthatswana towns of Ga-Rankuwa and Mabopane. — Own Correspondent.

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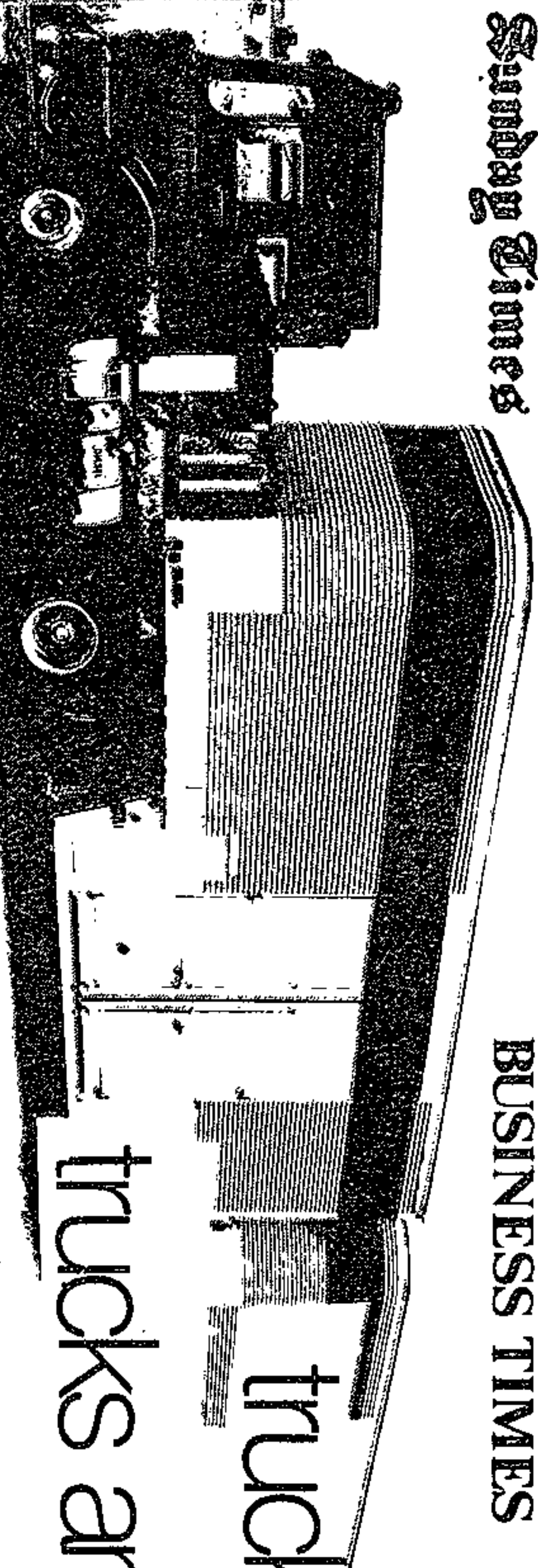
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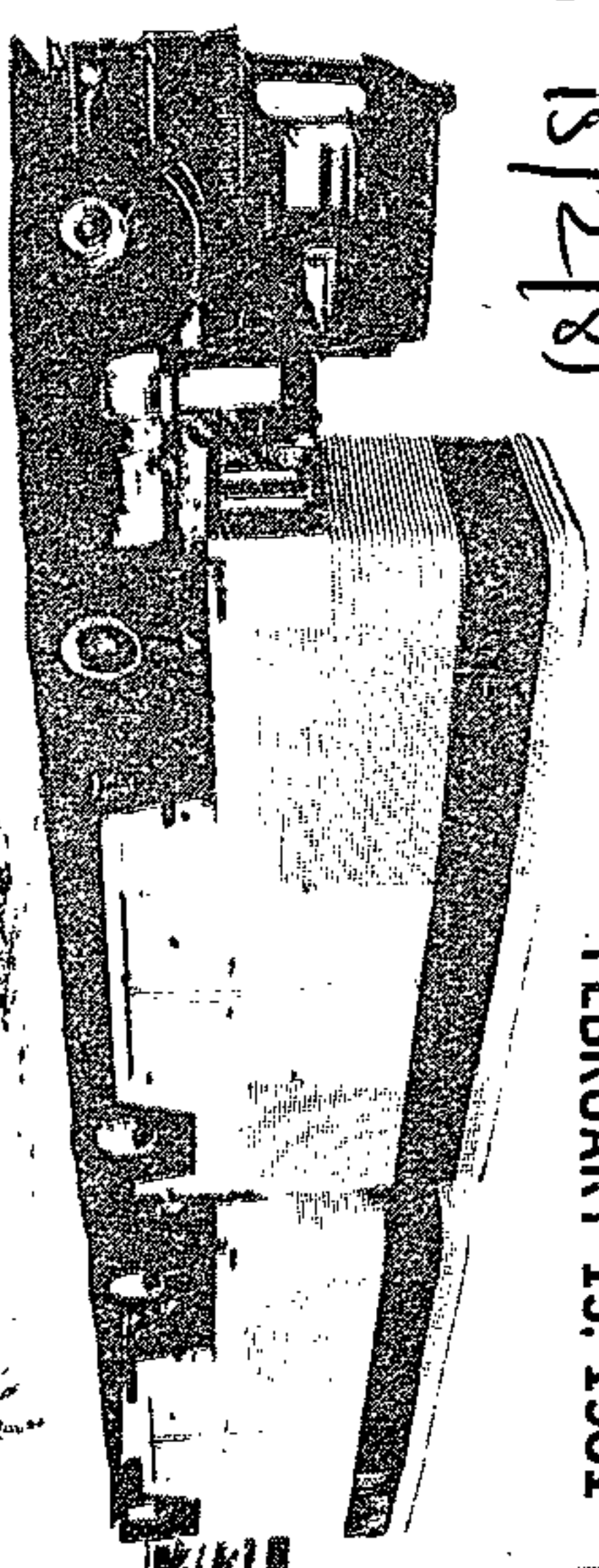
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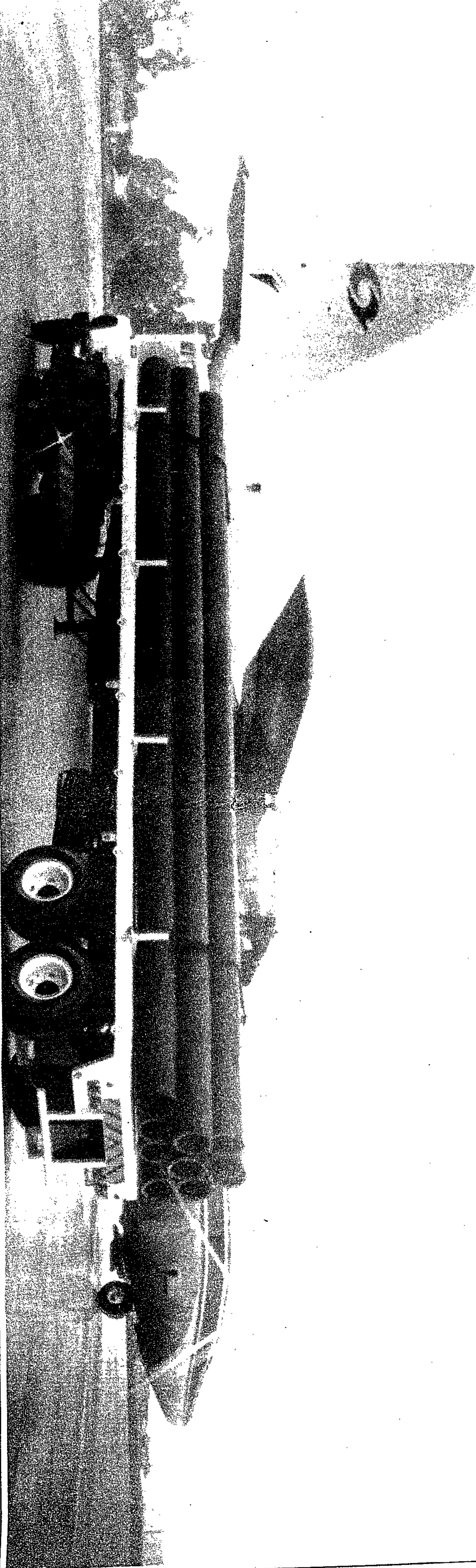
trucks and trucks and

TRUCKS and trucking

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Edited by GEOFFREY BERRIDGE



Output of lightweight, tandem axle semi-trailers is being boosted at the Pretoria West factory of FA Poole. Light tare weight, with increased payload, is one reason for fast growing demand, says the company. Braking specifications conform with the proposed SABS specifications. There is provision for load sensing equipment. The trailers are fitted with Rockwell four-spring suspension and axles.

Crisis looms for SA truck

The life of your Nissan is protected by law. Because the maximum loads the law will allow are substantially less than Nissans are designed to carry.

Plain common sense will tell you that a truck which carries far less load than it was designed for, will outlast a truck that operates to the extreme limits of its capacity.

superly-engineered that they can carry considerably more load than South African law prescribes. It means you can never strain a Nissan.

ran for about five years, each doing more than 700 000 trouble-free kilometres. As Mr. Norman sums it all up: "There's no doubt in my mind that the 780 Nissan has the best engine in the world."

Free Nissan Pre-Purchase Computer Service.

Nissan can tell you exactly what your running cost will be for any Nissan truck before you spend a cent. After you've bought a Nissan you can receive monthly printouts containing such vital information as: Cost for any Particular Vehicle; Average Cost per Fleet; Average Cost for All Fleets; Highest and Lowest Cost per item and so on.

How Nissan cope with that ugly word: Downtime.

93% of all Nissan breakdowns are back on the road within 24 hours. No more than 10 minutes.

NEXT week's talks between the Government and the National Association of Automobile Manufacturers of South Africa (NAAMSA) promise to be the make-or-break point in the controversy surrounding the timing and local production of gearboxes, axles and other components for heavy trucks.

The outcome will be either firm adherence by the Government to its existing policies, in which case industry might be thrown into turmoil; a deferred programme, representing a radical change in timing and a more orderly approach for manufacturers; or a compromise on timing and duties that would allow each manufacturer to fix his own timetable without penalty.

The Government has already approved a gearbox and axle facility which matches the performance characteristics of engines to be produced by the new ADE engine plant.

Both companies will operate under the umbrella of General Mining's industrial division and, at the

Deadline

The ADE programme has dropped behind schedule, necessitating an adjustment in the Government timetable for imposition of duties. In November last year the deadline for fitting engines (and gearboxes) was moved from October this year to January 1, next year.

This is the date by when locally produced engines, gearboxes and axles will need to be used by manufacturers. Instead of imported types, according to Government ruling.

205 transport students pass RAU first-year final examination

RESULTS of the first year's course in road transportation, sponsored by the Department of Transport and the Federation of Road Transport Association, show that 205 of the 232 students who sat the final examination passed the course.

Each will receive a certificate issued by the Department of Transport and will go on to the advanced course this year.

The course, run by the Rand Afrikaans University Department of Transport Economic Research and Development, attracted 331 students when it started last year. Of these 281 completed the course and 232 sat the final examination. While students accounted for 88 percent of the total, nine percent were black and four percent Indian.

Operators worried over local content

TRANSPORT operators are awaiting detailed costings from Atlantis Diesel Engines (ADE), manufacturers of axles, gearboxes and trucks, so they can calculate the impact of the local content programme on the cost of road transportation.

Up to now the operators have maintained a low profile in the hot debate surrounding

By GEOFFREY BERRIDGE

moment, have sole licence to manufacture in South Africa. This was notified to manufacturers in a letter from the Secretary for Industry last year.

The Government wants to have local gearboxes fitted in trucks having engines about 41 in capacity, and axles in trucks having engines in excess of 91 (matching with the ADE 400 diesel engine series) at the same time as engines become available from the new Atlantis Diesel Engine plant in the Eastern Cape.

To ensure this, a 30 percent duty on the total price of trucks having imported engines and 15 percent duty on the total price of trucks having imported gearboxes, have been approved.

At these hefty duty levels, manufacturers accept that protection for local products will be guaranteed.

The protection given by the Secretary for Industry to General Mining in the middle of last year still stands — but there are signs, and growing hope among manufacturers, that the Government might move away from its hard line and virtually go back to square one with its policy rulings.

Certainly since the Department of Industry letter went out, Self Changing Gears, a Leyland associate, has met no obstacle in planning local production of semi-automatic Wilson gearboxes, used mainly in buses. These do not conflict with the ZF manual range planned by Gemin, and may be seen as a gap-plugging exercise which the Government is happy

They came from all parts of the Vaal Triangle, Cape Town, Durban, Port Elizabeth, Pietersburg, Western Cape, Eastern Province, Natal and the Northern Transvaal.

The second year's courses start later this month when incumbents will sit the first year while last year's successful students begin the advanced course. Those who pass the advanced course this year will receive the Department of Transport's Certificate of Competency in Road Transportation.

This is the qualification that is likely to be stipulated by the Government as a future requirement for those who wish to become operators.

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Lower demand for trucks predicted. Page 10

to condone.

The same cannot be said for Eaton International's ambitions to produce Fuller gearboxes, however, since this is a hot favourite among heavy truck manufacturers and a very definite competitor to the ZF range.

Eaton International has formed C and H Components which, it is intended, will first assemble and later manufacture the Fuller gearboxes and Eaton axles locally. C and H has yet to submit its formal application to the Government.

This is still being prepared and, for the industry, is a test of the Government's monopoly ruling in favour of Gemin.

Axles

C and H is letting matters take "a natural course." The deadline of January next year for gearbox and axle supplies to industry can still be met on an assembled basis, it says.

On the axle side, it is virtually certain that the Government will be considering application from Protea Axles and Spares, which wants to make Rockwell axles as an alternative to Gemin-MAN's range.

The final score, then, is that Gemin has had its application for axles and gearboxes gazetted (two companies having Government monopoly assurances), as has Self Changing Gears for gearboxes.

Protea Axles is in the pipeline with its axle application and, finally, C and H Truck Components is standing in the wings with an application pending for both axles and gearboxes.

If all are approved the monopoly will not only fall away, there will have to be a rethink on a local content timetable which manufacturers can be fairly asked to meet.

Local content does not stop at engines, gearboxes and axles, as manufacturers are quick to point out.

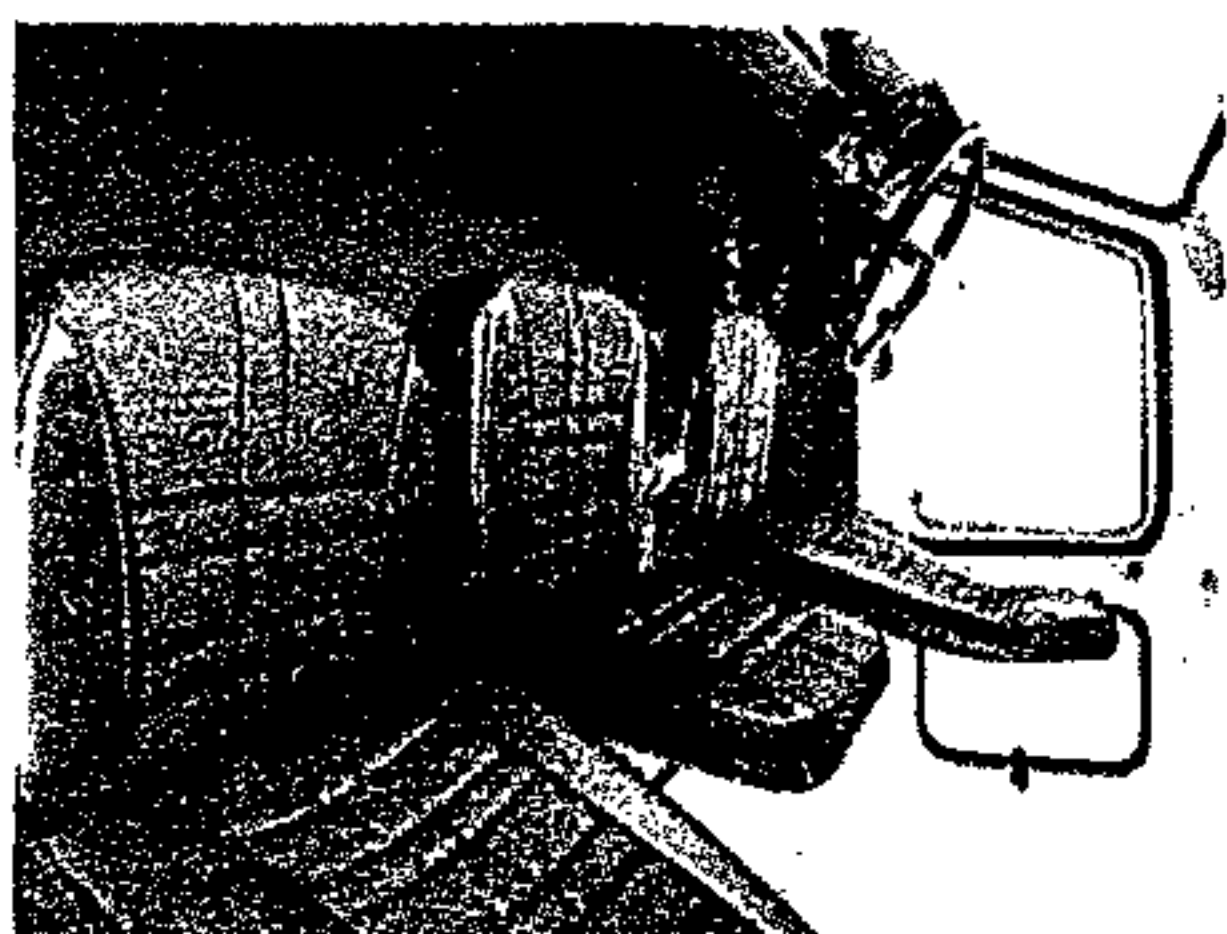
Contenders are emerging to produce front axles, clutches and brakes. These may eventually be approved and introduced as compulsory local content by the Government as and when deemed necessary.

metres. "I've seen you're in reason a 3 e s tape you would make it without straining yourself."

Now do the same run with a load of twenty kilograms on your back. Your heart would have to pump harder, your overworked lungs would leave you gasping. Maybe you wouldn't have the legs to finish.

It's exactly the same with trucks. Overload them and you're in trouble.

But Nissan trucks are so

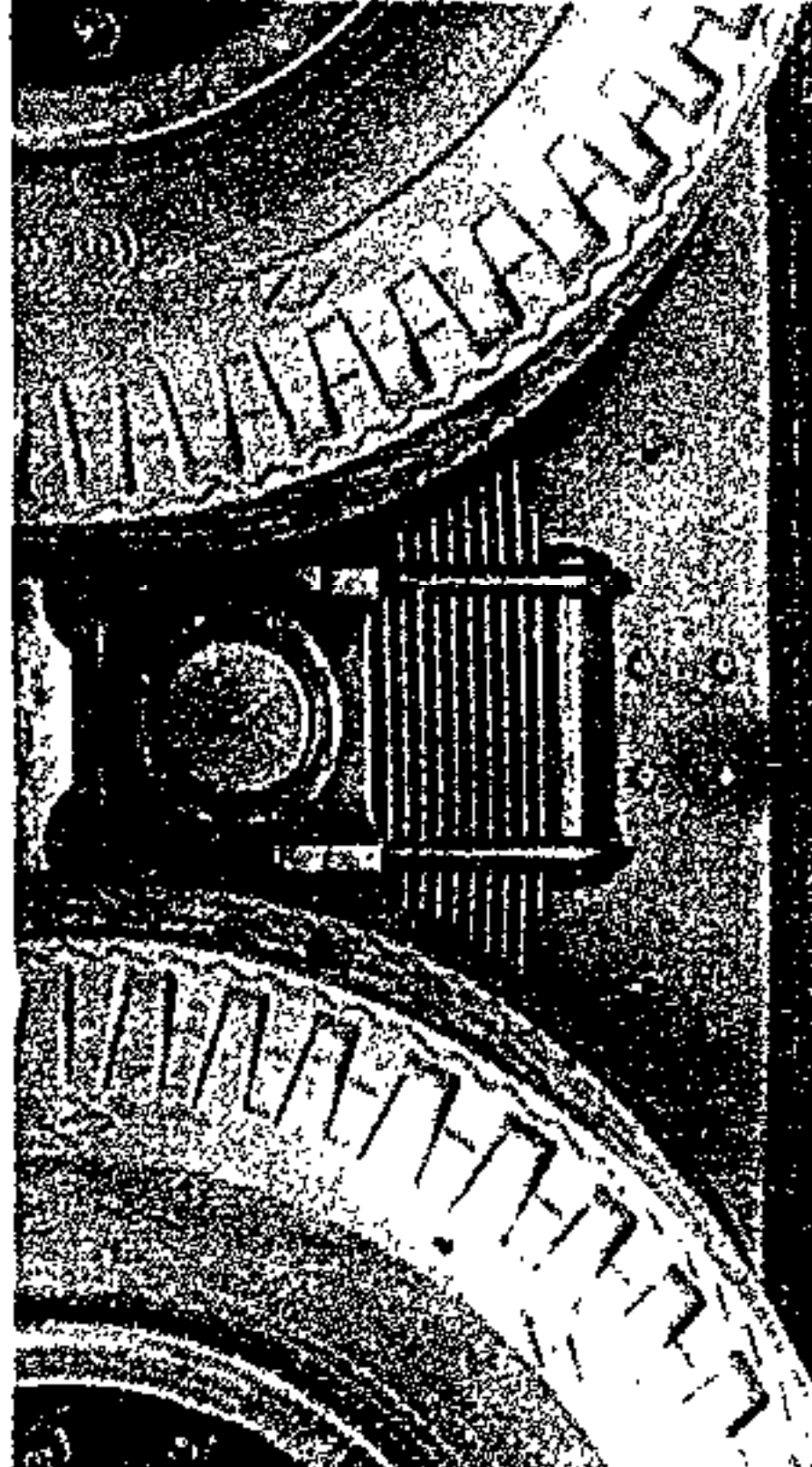


Deep cushioned seats, superior ventilation.

Home rule, a 3 e proof.

Andrew Norman Earthmoving, working on South Africa's new 1 500 km North-South Highway, runs a fleet of 74 heavy-duty trucks and tippers, 37 of which are Nissans.

"And there are lots more to follow," says Mr. Andrew Norman Jr. Their first Nissans



Every Nissan is engineered to take far more punishment than it will ever receive.

technicians on the spot within 24 hours. Often in less time, 76% of all Nissan truck and bus parts are available immediately off our dealers' shelves throughout the country.

Nissan's long experience and continuous pursuit of engineering excellence has bred a range of trucks that are virtually impossible to beat. Even our laws have not yet been up-graded to allow for vehicles as superior as Nissan.

They are in a class of their own.



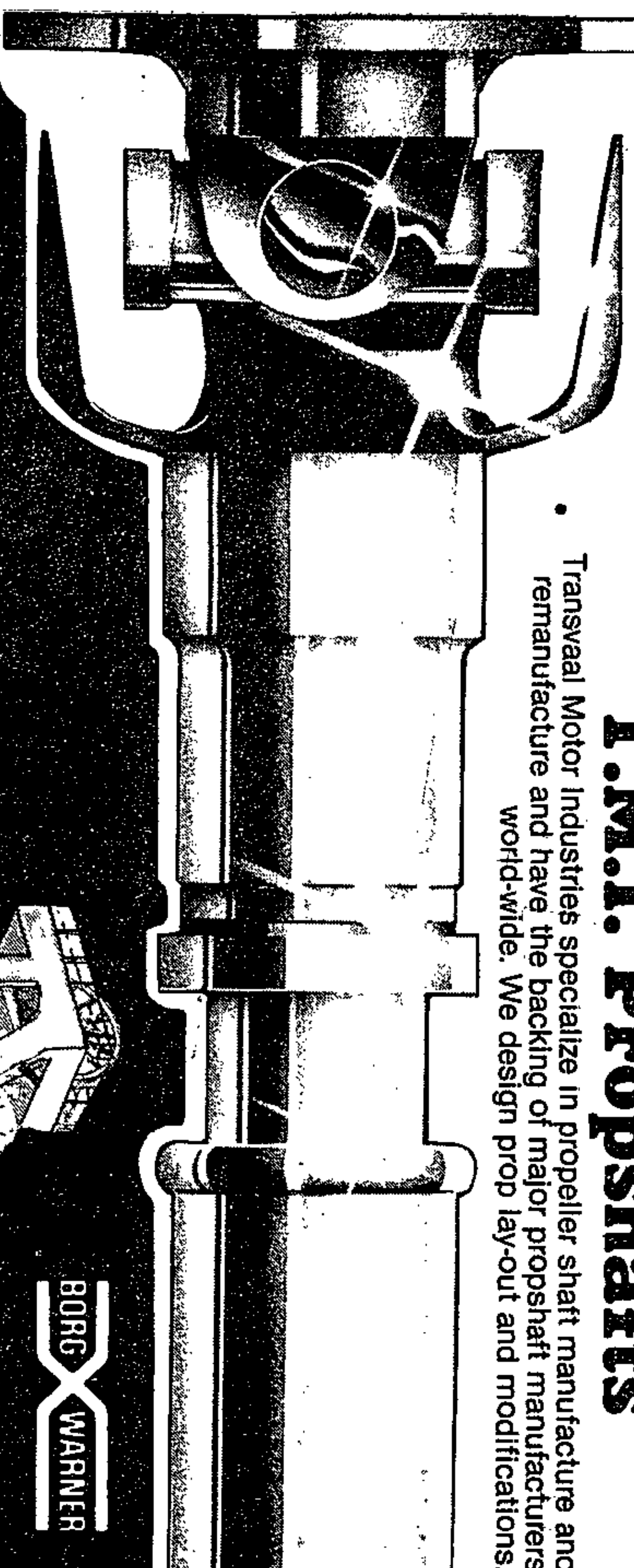
Keeps trucking on the road.



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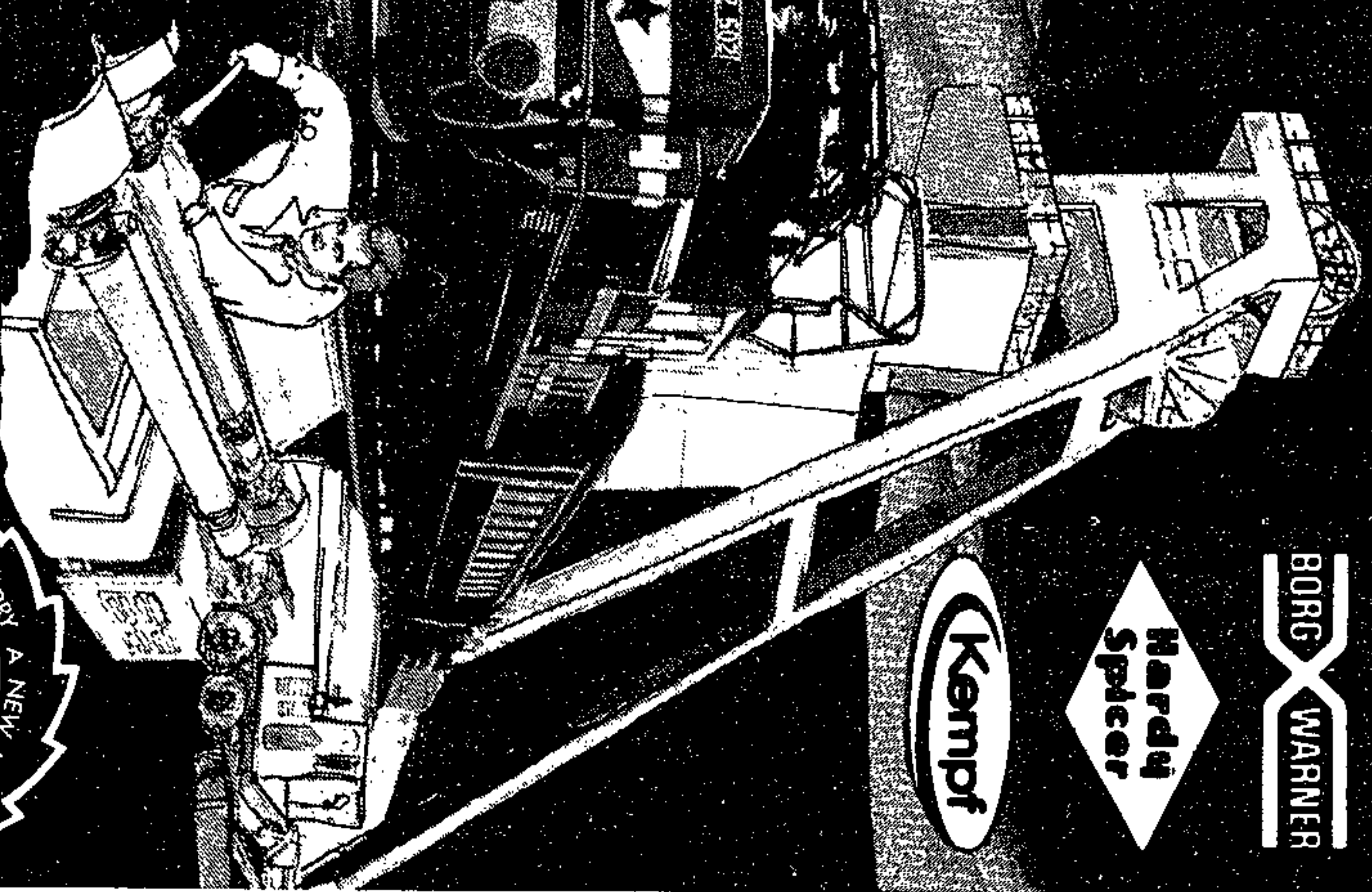


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T.M.I. hold an enormous stock of spares of every conceivable part you may need. What is more, we can rebuild your existing propshaft with original equipment, back to standard with a new unit guarantee.

The drive behind Industry

'Bishi' range now four

MTSUSHI trucks have been given a facelift, and expanded from three to four models. The most noticeable changes are the restyling of the front end with a new grill, and a facelift interior.

The range now consists of the FK 115J (the new-comer) with a wheelbase of 4 480mm and a payload of 5 000 kg; the FK 115K with a wheelbase of 4 790mm and a payload of 6 200kg (replacing the K 115H) the FM 215L, 5 160mm and 8 000 kg; and the FM 215F, a tipper with a wheelbase of 3 670mm and a payload of 7 300kg. The range is still powered by the Mitsubishi direct injection six-cylinder diesel.

Chassis

A wider chassis with wider track is reported to give better stability and control under load. A new heavy duty gearbox which provides closer ratios is standard in all four models.

A major improvement is the installation of a brake system designed to meet SABS standards. The system includes spring brakes and a load-sensing device.

The incorporation of spring brakes results in the truck being stopped automatically if the air pressure falls below the safety mark.

To prevent brake lock-up, the load-sensing device apportions the brake load under different braking conditions.



Mr Alasdair MacDonald, left, and Mr Koos du Plessis, standing in front of the Oshkosh truck fitted with an ADE 407T prototype engine

Big expansion plans for MAN SA

THIS year sees the beginning of a R2-million investment programme to expand fixed assets for MAN Automotive South Africa, parent company of MAN Truck & Bus and wholly owned subsidiary of the German MAN concern.

The little-known MAN Automotive operation is involved in plans to set up an axle plant with the Industrial Division of the General Motors.

A few months later, MAN will replace the five cylinder D 2565M with the equivalent ADE model 409, again with

Unique engine in oshkosh trucks enter further phase in local content

OSHKOSH Africa (Pty) Ltd has acquired two ADE prototype engines — the six cylinder 407 Turbocharged unit which delivers 206 kw and the 407 turbocharged, intercooled unit with an output of 235 kw.

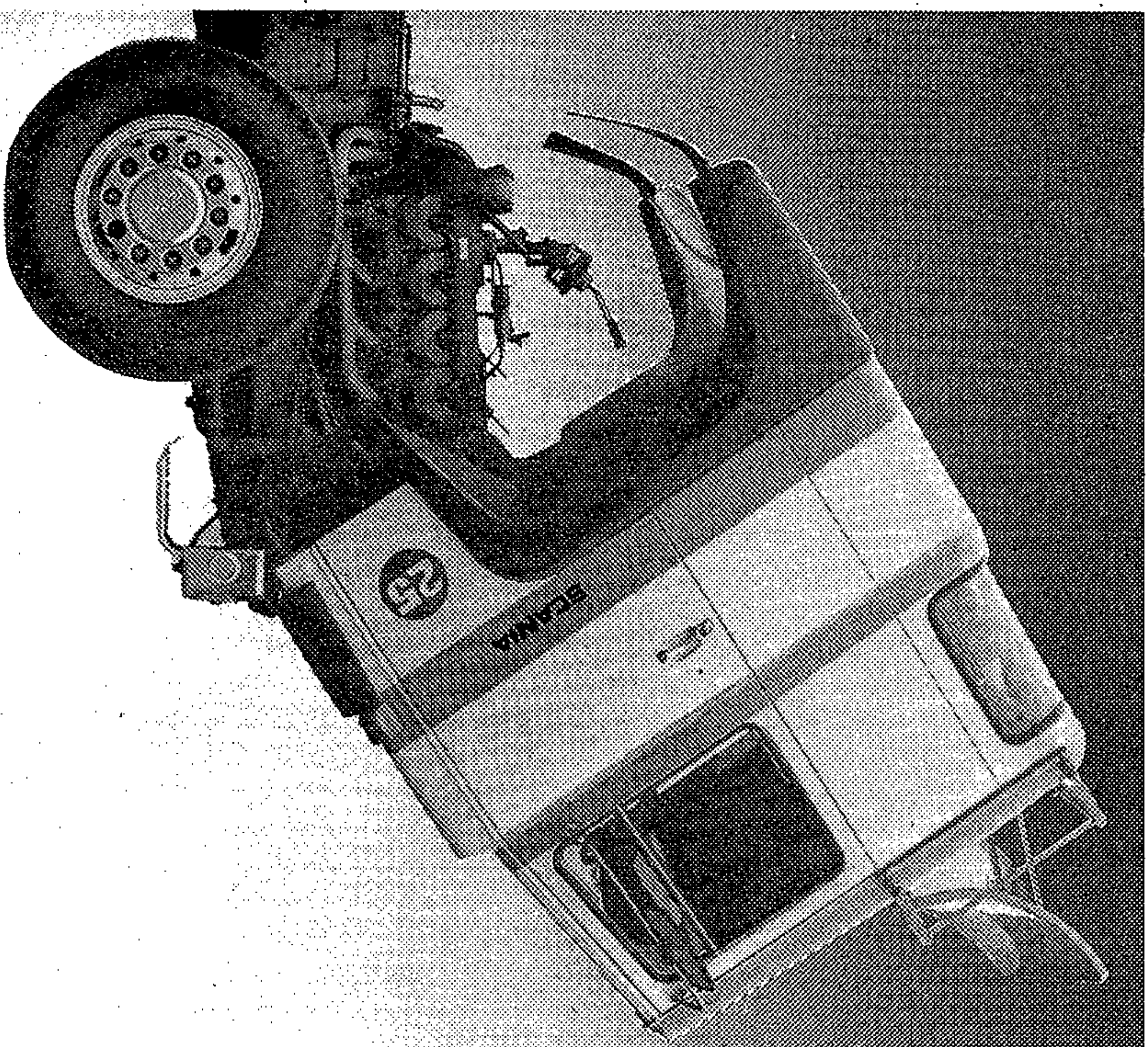
The 407 T has been fitted in an Oshkosh E1344 truck and has now completed

gearshift arrangement, had to be dovetailed to the chassis specifications to enable it to take the 407 T engine.

Unique components — a special flywheel assembly to take a Spicer clutch, alternator brackets and a fan drive — have also been supplied by ADE.

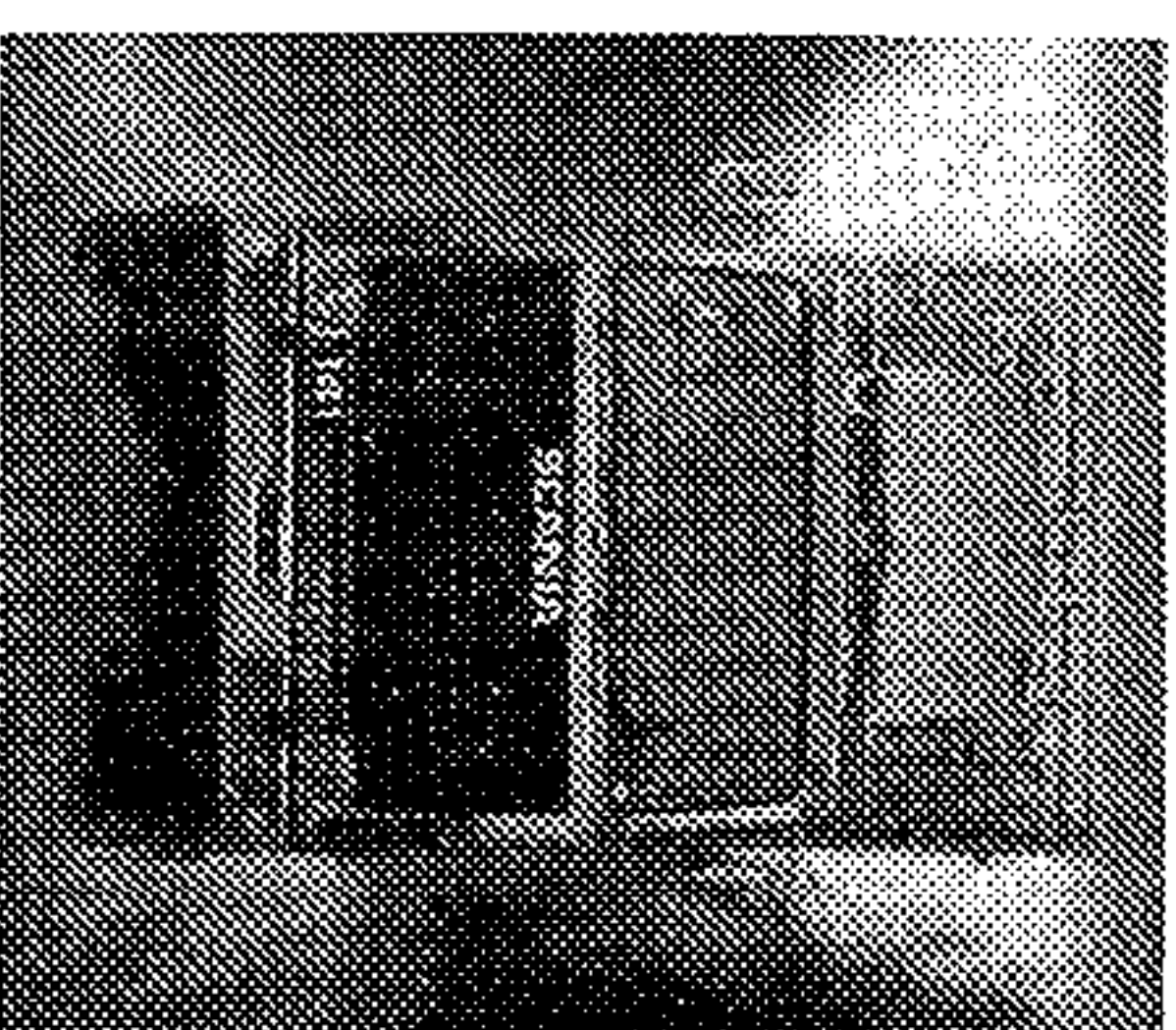
The 13-ton truck will shortly

AVERAGE ANNUAL MAINTENANCE COST LESS THAN FIVE CENTS PER KILOMETRE*



And that's an average taken over an annual distance of no less than 82 400 kms. The reason for Scania's remarkable record for durability and reliability begins with their powerful turbocharged diesel engines and ends with uncompromising commitment to overall quality. A commitment backed with the confidence of a remarkable one year warranty that includes free parts, free labour and free lubrication regardless of mileage.

It's the kind of performance which, in more than 70 countries across the world, has made thoroughlybred Scania the quality standard by which all others are judged.



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SCANIA
THE THOROUGH-BRED

Enquiries: Malcomess-Scania (Pty) Ltd,
P.O. Box 2445, Kempton Park, 1620
LINTAS INTERACTION 51644

Its stake as a minority shareholder in the axle plant will build up to R4-million in the next three years, when it should reach capacity.

Perhaps more important to the MAN truck and bus operation, however, is the pending increase of commercial vehicle output from its Pinetown assembly plant to 120 units a month. There will also be sophisticated unloading, handling and storage facilities for imported CKD material.

The service and spare part facilities of the Natal network are to be substantially enlarged, mainly the Pinetown branch. A store building and offices are also to be erected next to the MAN head office in Isando, Johannesburg.

The new SA Axles company must, however, represent the biggest potential for MAN Automotive South Africa, since it provides industry-wide participation.

Back-up

The axle venture is backed by a licence granted by MAN, Germany, for its hub reduction axles — the same units fitted to MAN vehicles sold in South Africa.

Back-up assistance from Germany includes technical, documentation and other areas, with CKD kits initially coming from the German plant. Supply contracts between MAN and Daimler-Benz will also mean that some of these kits will be sourced from the Mercedes plant, supplied through MAN.

On the same basis, MAN will supply certain diesel engine parts to Daimler-Benz for the ADE operation.

MAN is advising SA Axles on production-line requirements and the first units, depending upon the final decision of the Government regarding the timing for this part of the local content programme, are expected to leave the assembly lines by the end of this year.

This is intended to coincide with output of locally assembled diesel engines from Atlantis Diesel Engines (ADE) at its new plant in Atlantis, Western Cape.

Wolf Meurer, managing director of MAN Automotive South Africa, said: "We are committed to installing ADE engines as soon as they become available. MAN will use the five and six cylinder versions of the ADE 400 series engines to be assembled and manufactured by Atlantis under a licence from Daimler-Benz."

In Germany, Daimler-Benz co-operates with MAN in various instances insofar as diesel engines are concerned and this has led to a certain similarity between some of the engines both companies use in their commercial vehicles.

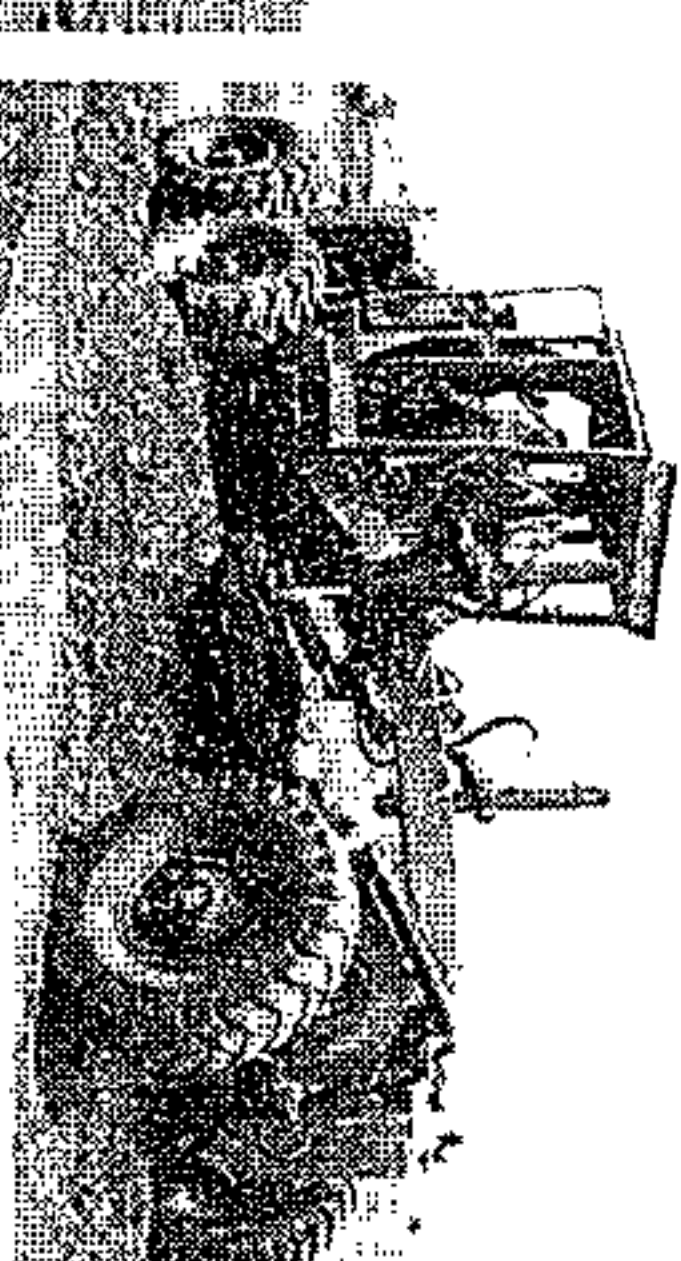
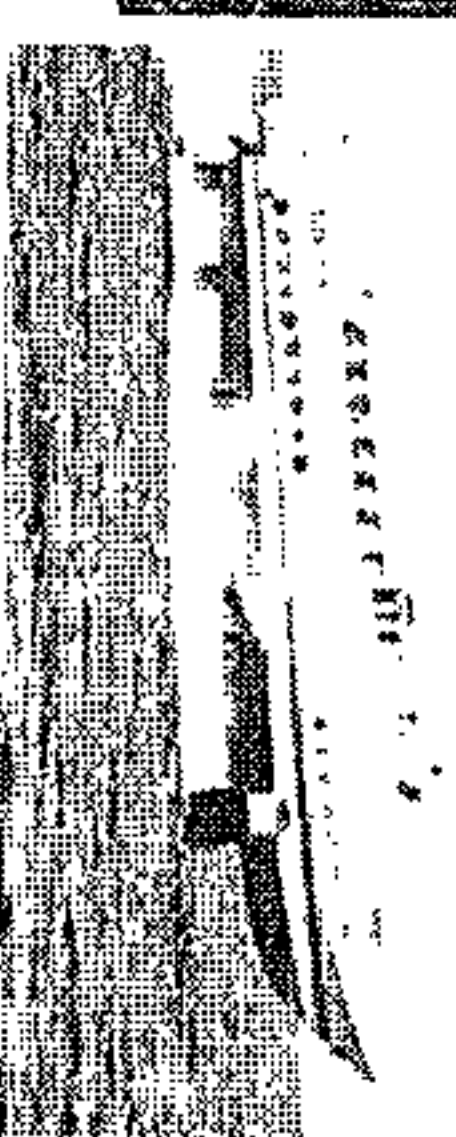
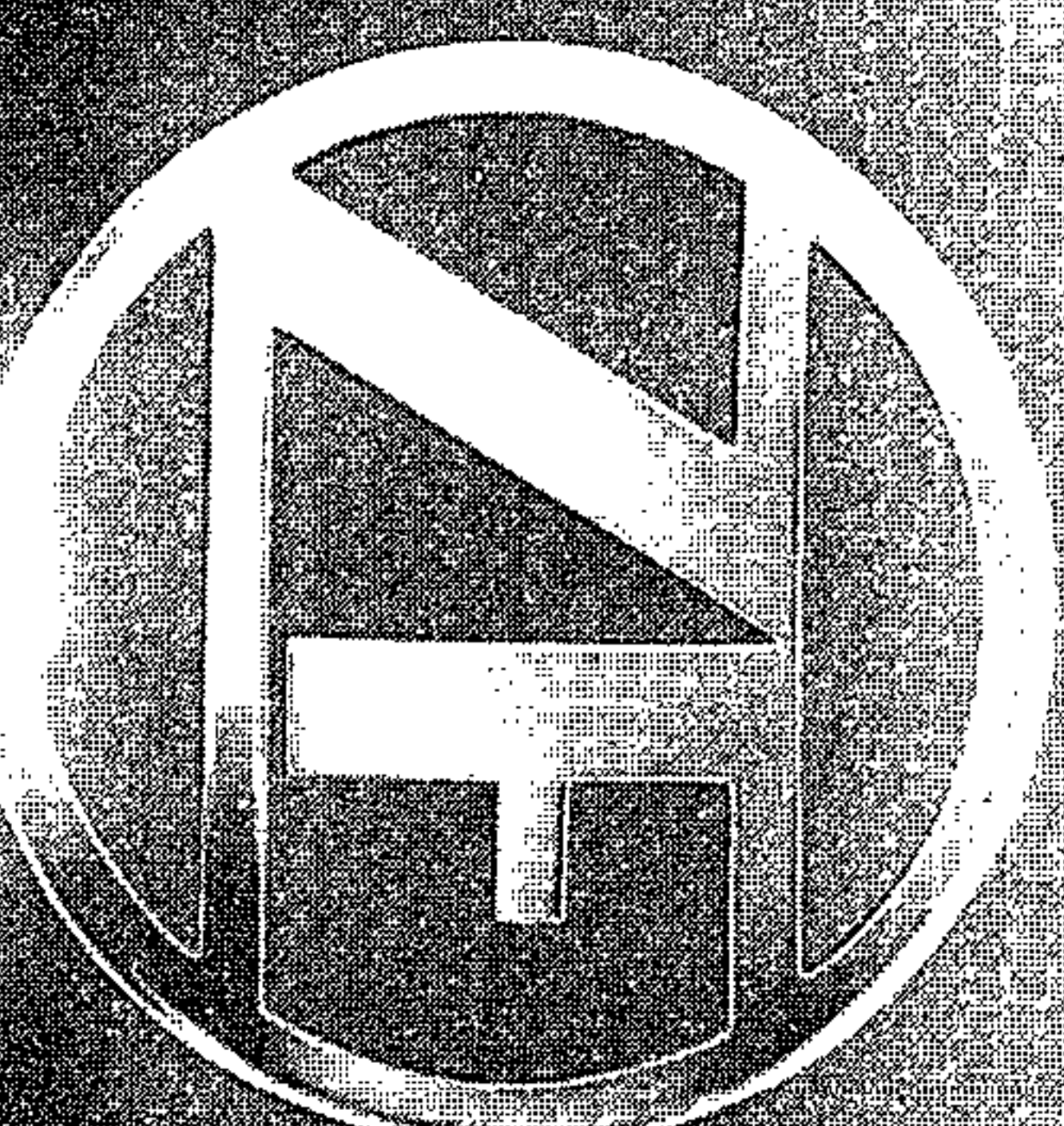
"Consequently, there is also a very obvious similarity between the up to now imported engines used in MAN vehicles distributed in South

equipment, with the six-cylinder model. Power of 177 kW is identical, as are revolution characteristics (2 200 rpm), displacement (11,41 l), bore, stroke and outside dimensions.

Oil availability in the Atlantic the turbocharged MAN six-cylinder D 2566MT will be replaced by the ADE 407T. MAN will not be using the V8 and V10 engines to be produced at ADE.

The actual fitting of the 407 T engine in the Oshkosh F 1344 started late in 1979. Various changes, such as engine mountings and the

plete between 70 000 km and 80 000 km under normal operating conditions, during which it will be monitored for performance and fuel consumption.



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Throughout the world, the ZF symbol is synonymous with safety, economy and reliability.

This high reputation has been founded on ZF technological innovations and developments which have created a high quality product range which is extremely diverse:

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The world of transmission technology

66 Datsun buses for Putco

PUTCO has ordered another 66 Datsun CB20ND buses, bringing the number of Nissans in its fleet to 100. Worth more than R2-million, 40 are CB20 automatics and 26 CB20 manuals.

In this particular segment of the heavy vehicle market, Datsun is having difficulty keeping pace with demand. The CB20ND bus is in short supply due to the shortage of supplies from Japan.

The new Putco order will be fitted with braking systems conforming to latest SABS standards and an electrical system to specifications laid down by Putco. They will be fitted with 300-litre fuel tanks.

'Fuel saver' rigs take to the road

HERPA Transport, of Krugersdorp, has taken delivery of ERF rigs for the transportation of furnace fuel oil to Swaziland, ammonium nitrate solution to Phalaborwa and styrene to Cape Town.

Herpa's ERF 6x4 model 66 (CU/350) B "Fuel Savers" will average more than 200 000km a year. Herpa reports fuel consumption of 49.5l/100km.

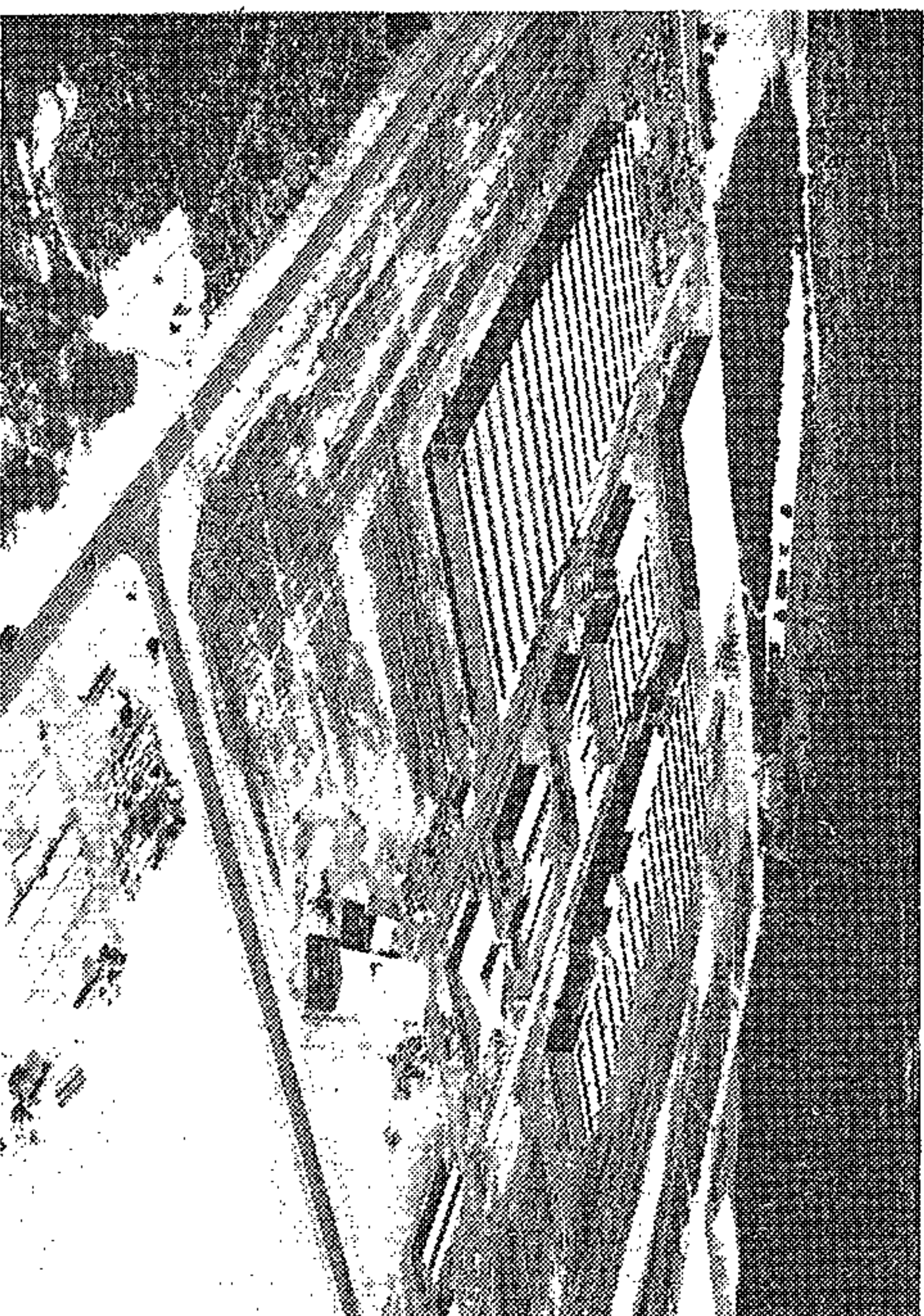
The hauler is powered by a Cummins NTE 350 "Euro Big Cam II" turbocharged diesel engine, driving through a Fuller RT1250R Roadranger transmission, by way of a Spicer twin plate clutch.

The bogie assembly comprises a Rockwell SS1D tandem drive axle set and Hendrickson RY40 suspension.

These drive line components have been selected for optimum performance with maximum fuel utilisation.

An "SP" Euro sleeper is fitted. This patented design is made up from a rigid cage steel frame to which is bolted 27 (SMC) plastic panels.

The cab is virtually corrosion free as well as fire-resistant — an important feature in the transportation of flammable liquids.



An aerial view of the ADE site showing the Daimler-Benz engine factory on the left, the central stores in the background and the Perkins engine factory on the right.

New home for ADE's staff as wing of office block opens

ADE office staff has moved from its temporary accommodation — located 2km away from the factory — into a permanent home in the first wing of the factory office block.

The second wing should be completed by April.

Other work in progress at the plant includes the installation of equipment in the engine test cells in both factories. Provision has been made for a total of 34 engine test cells of which 34 are in the Perkins factory and 20 in the Daimler-Benz factory. The Perkins test cells should be ready for commissioning by March.

The Perkins cylinder block machining line has been "proved-off" as far as four cylinder blocks are concerned and "prove-off" for the machining of six cylinder blocks is in progress.

In the prove-off process blocks are machined and subjected to validation in the measuring facility. The objective of the measuring procedure is to pinpoint faults in the machining line and to rectify them.

During February a number of engines will be assembled as a training exercise followed in March and April by the assembly of engines for validation and testing.

Actual production is due to start in July.

In the Daimler-Benz factory work is in progress on the test cells, assembly conveyors and services such as air conditioning and electricity.

Daimler-Benz machining lines are on order and delivery, starting with the crankcase line, begins in May.

Recruitment

The total number of employees by the end of this month will be nearly 650 with overseas recruitment now concentrated on finding application engineers and quality control personnel.

Training is receiving high priority and by the end of this month three courses for first line supervisors will have been completed.

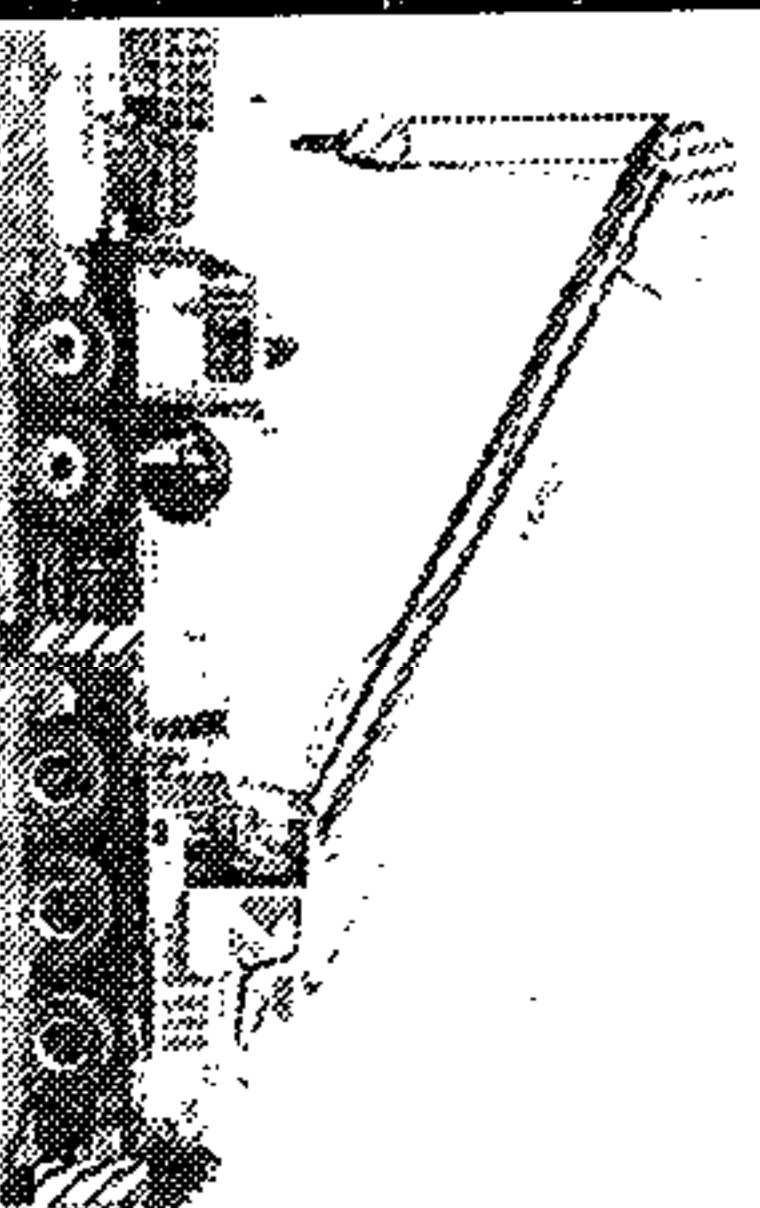
The courses, including product familiarisation, supervisory management and industrial relations training, followed four technical training courses completed at the end of last month.

These were: Dynamometer training for operators and chargehands on the Perkins side; operator training for Daimler-Benz; chargehand training for Perkins; and a measuring instrument course "QC" for Perkins.

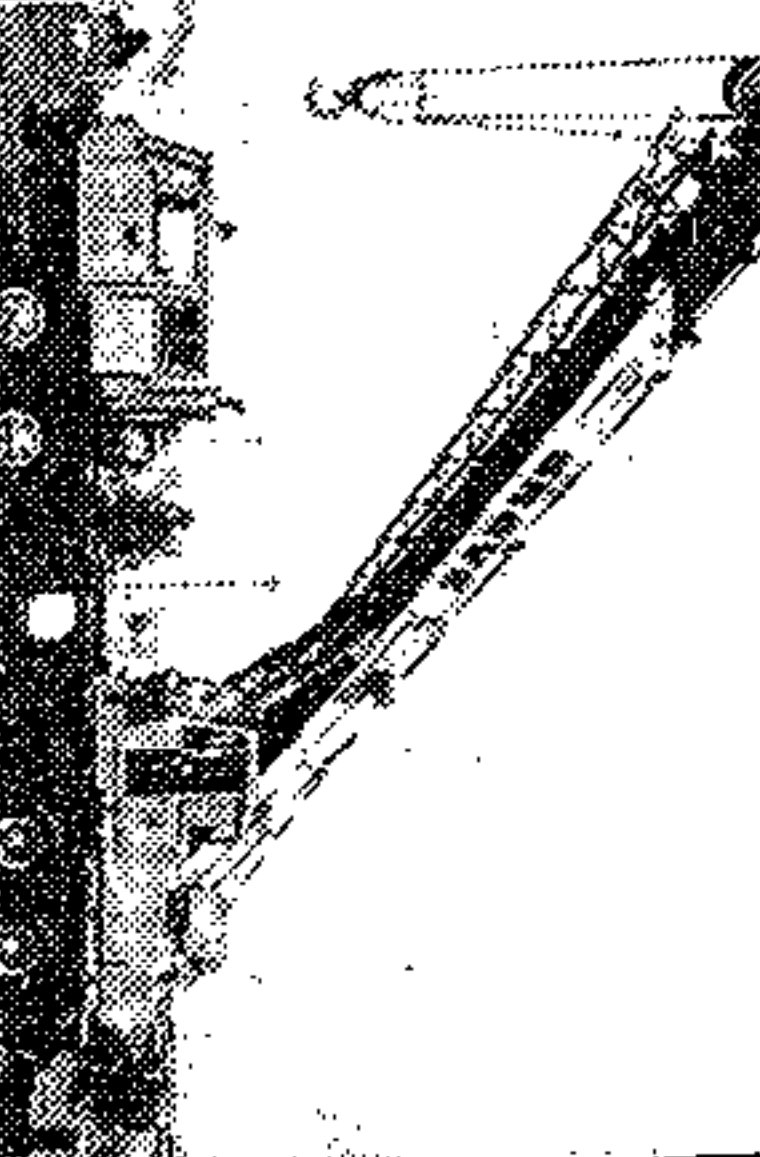
The January courses were 75 percent practical and 25 percent theoretical and with an 80 percent average required for a pass their principal objective was to achieve the highest possible level of productivity.

HENLOOK GROUP OF COMPANIES

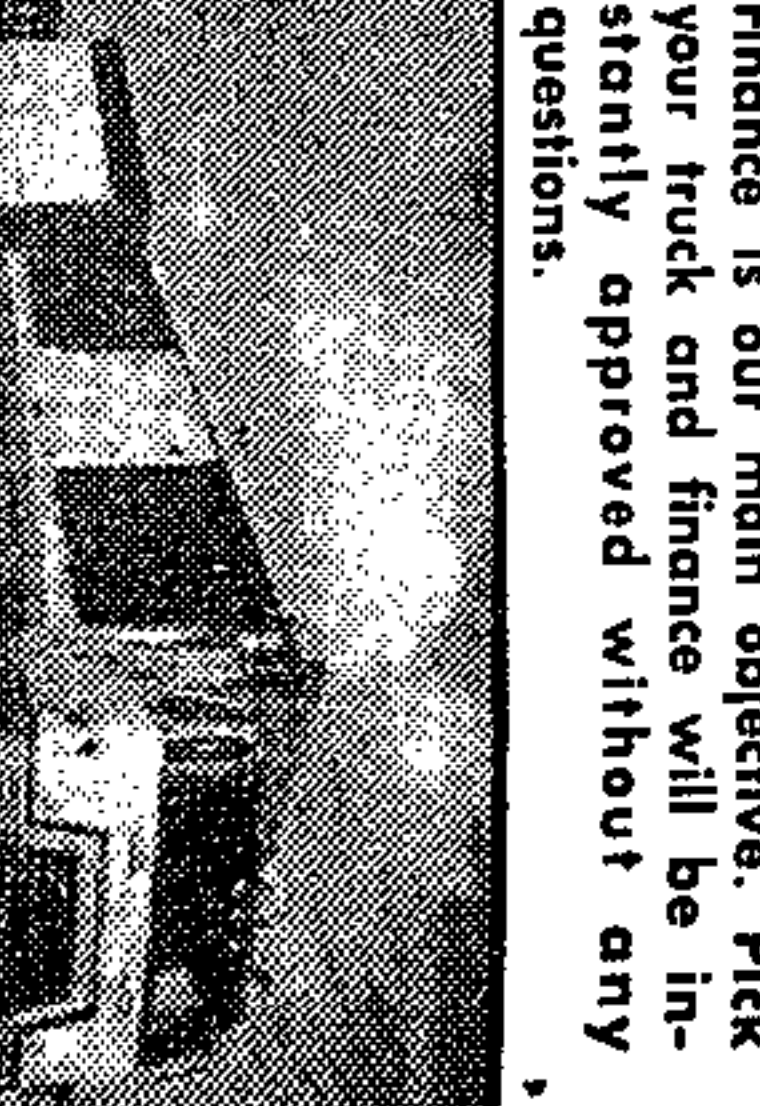
Finance is our main objective. Pick your truck and finance will be instantly approved without any questions.



Grove TM800 80 Ton Hydraulic Crane 12 x 6 Carrier Model fitted with 2 speed hoist extendable counterweight. Powered by Cummins Engines and Fuller gearbox fitted with Trapezioidal 4 section boom and swingaway fly section and 4 section working in of R860 000.00. Price: 296 000.00



Grove TM5300 15 Hydraulic Crane with Trapezioidal boom 35 to capacity 30 metric tons. 4 section boom with fifth swing away fly section. Powered by Cummins engine, Fuller Gearbox and Rockwell flys fitted with exiliary winch and 400 overhauling device at section. Price: R182 500.00



International Transport double diff M/Horse. Head New Pentechon Trailer. R17 000.00. Headed Pentechon Trailer. R8 000.00

All trucks have been thoroughly inspected in our workshops and are fitted with new brakelings, new batteries and new tyres.

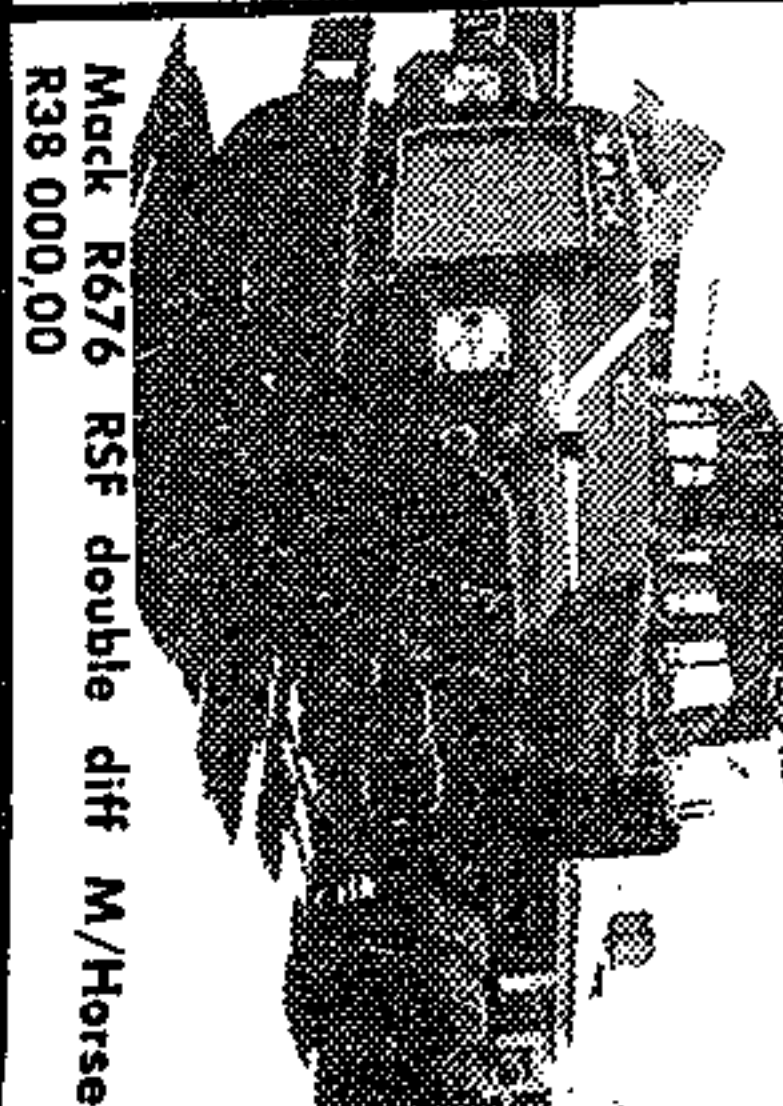
VOLVO F88 Double diff M/Horse.....R15 800.00
MERCEDS BENZ 2632 double diff M/Horse with new tyres.....R28 600.00
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OSHKOSH double diff M/Horse.....R20 000.00
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SCANIA double diff Truck.....R30 600.00
MACK 9.5 cubic meter Tipper Truck.....R4 500.00
SWIFT Pentechon Semi Trailer.....R6 500.00
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ISUZU double diff M/Horse.....R2 500.00
MACK 6600 M/Horse with dual fuel tanks and new tyres.....R35 600.00

SCANIA 140 M/Horse with Sleeper Cab R36 800.00
ISUZU 9.5 cubic meter Tipper Truck. R29 600.00
SCANIA III double diff M/Horse with new tyres.....R37 800.00
OSHKOSH double diff M/Horse with reconditioned engine and new tyres.....R30 600.00
SCANIA 110 single axle M/Horse with Sleeper Cab.....R16 500.00
VOLVO F88 M/Horse.....R10 800.00
SCANIA III Super M/Horse with Trailing axle.....R27 600.00
OSHKOSH 1674 double diff M/Horse R22 000.00
SCANIA single axle M/Horse.....R26 800.00
OSHKOSH 1644/125 double axle M/Horse with Sleeper Cab.....R32 000.00

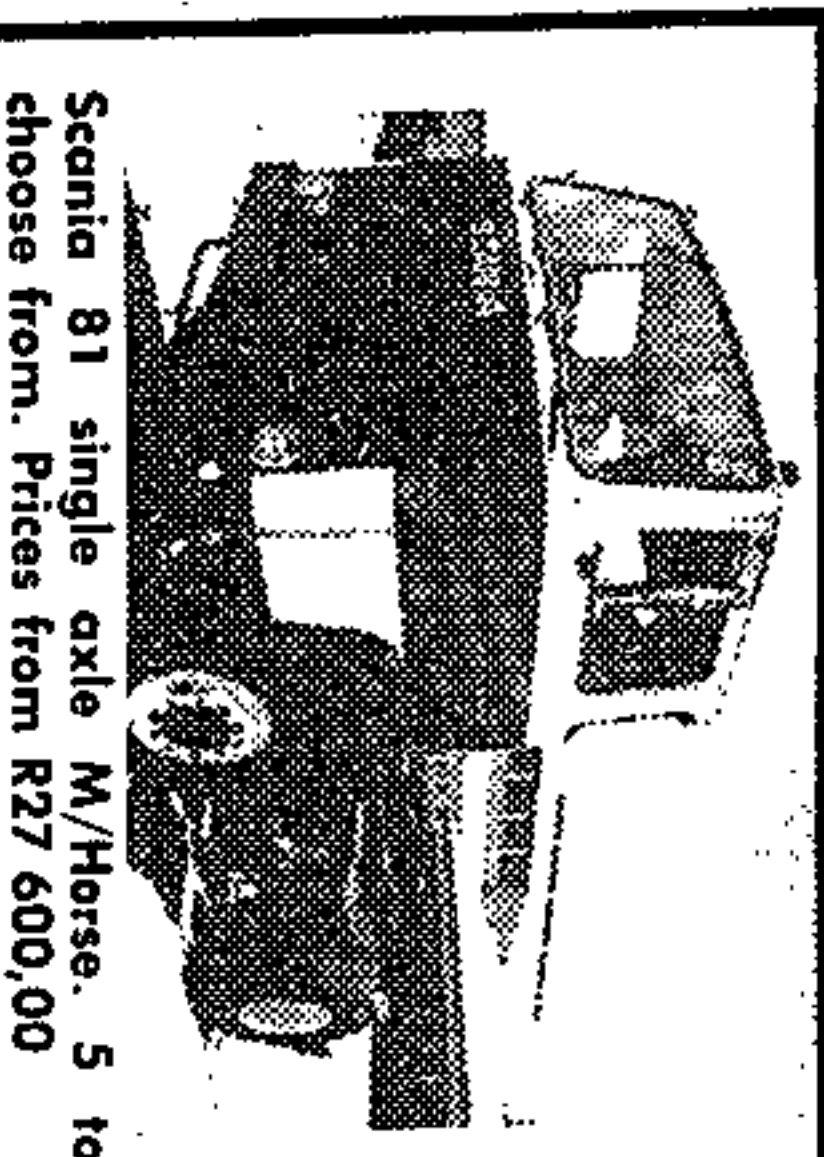
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MACK H R600 M/Horse.....R38 600.00
MERCEDS BENZ 1513 dropside Truck. R16 000.00
NISSAN Tipper Truck.....R28 000.00
OSHKOSH M/Horse.....R26 000.00
FORD Dropside Truck.....R3 500.00



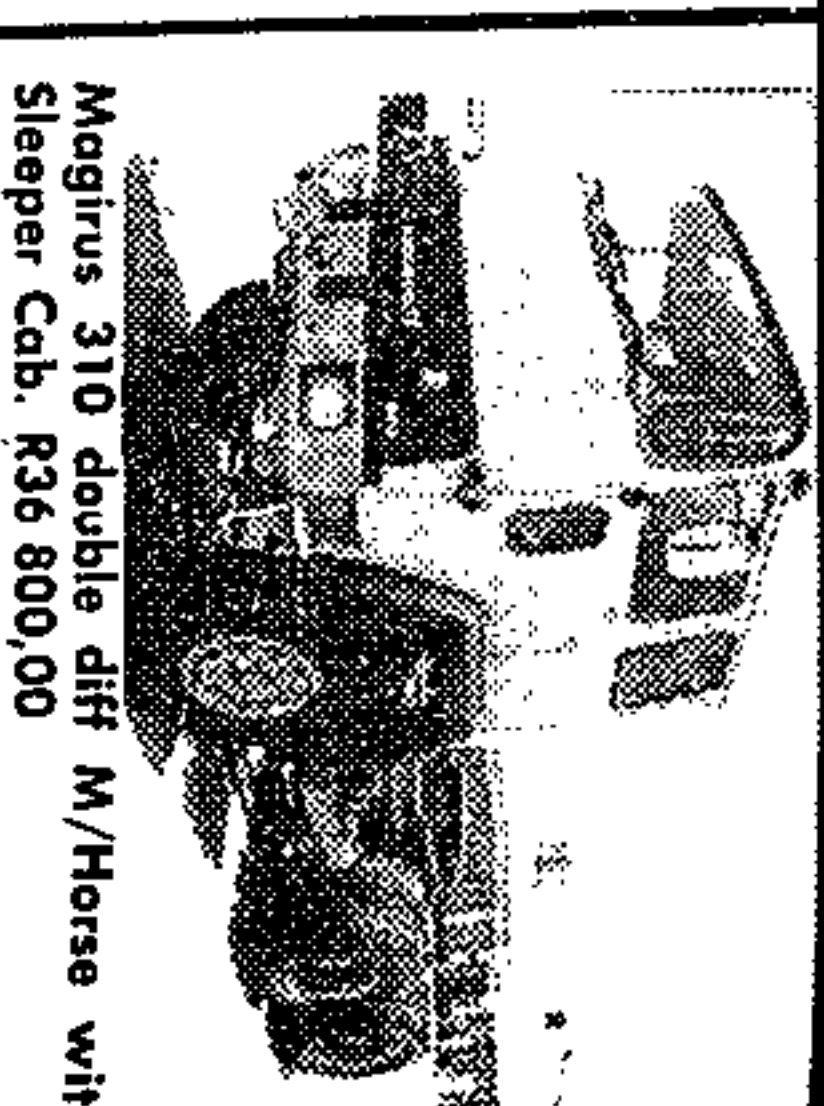
International Royston 5000 double diff with long distance tank. 4 to choose from. Price from R35 600.00



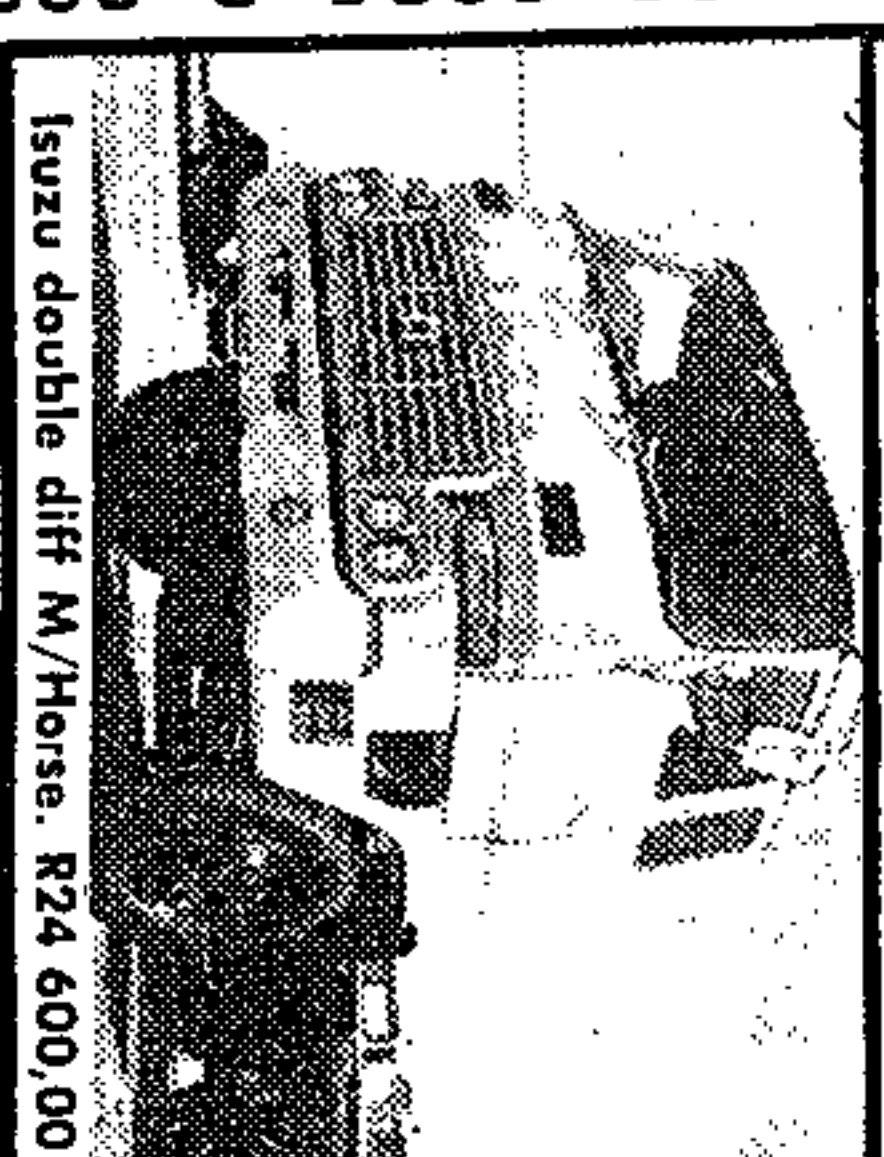
Mack R676 RST double diff M/Horse. R38 000.00



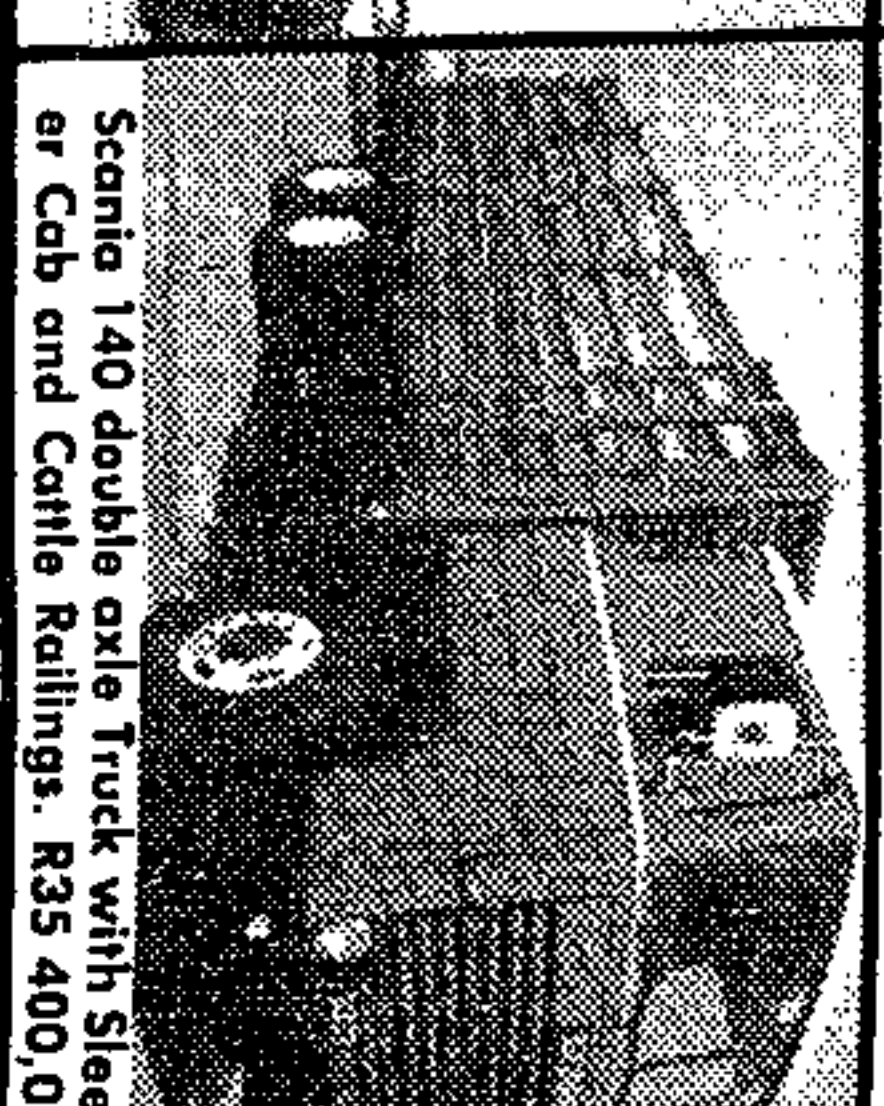
Scania 81 single axle M/Horse. 5 to choose from. Prices from R27 600.00



Magnus 310 double diff M/Horse with Sleeper Cab. R36 800.00



Scania 140 double axle Truck with Sleeper Cab and Cattle Rallings. R35 400.00



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THE HENLOOK GROUP

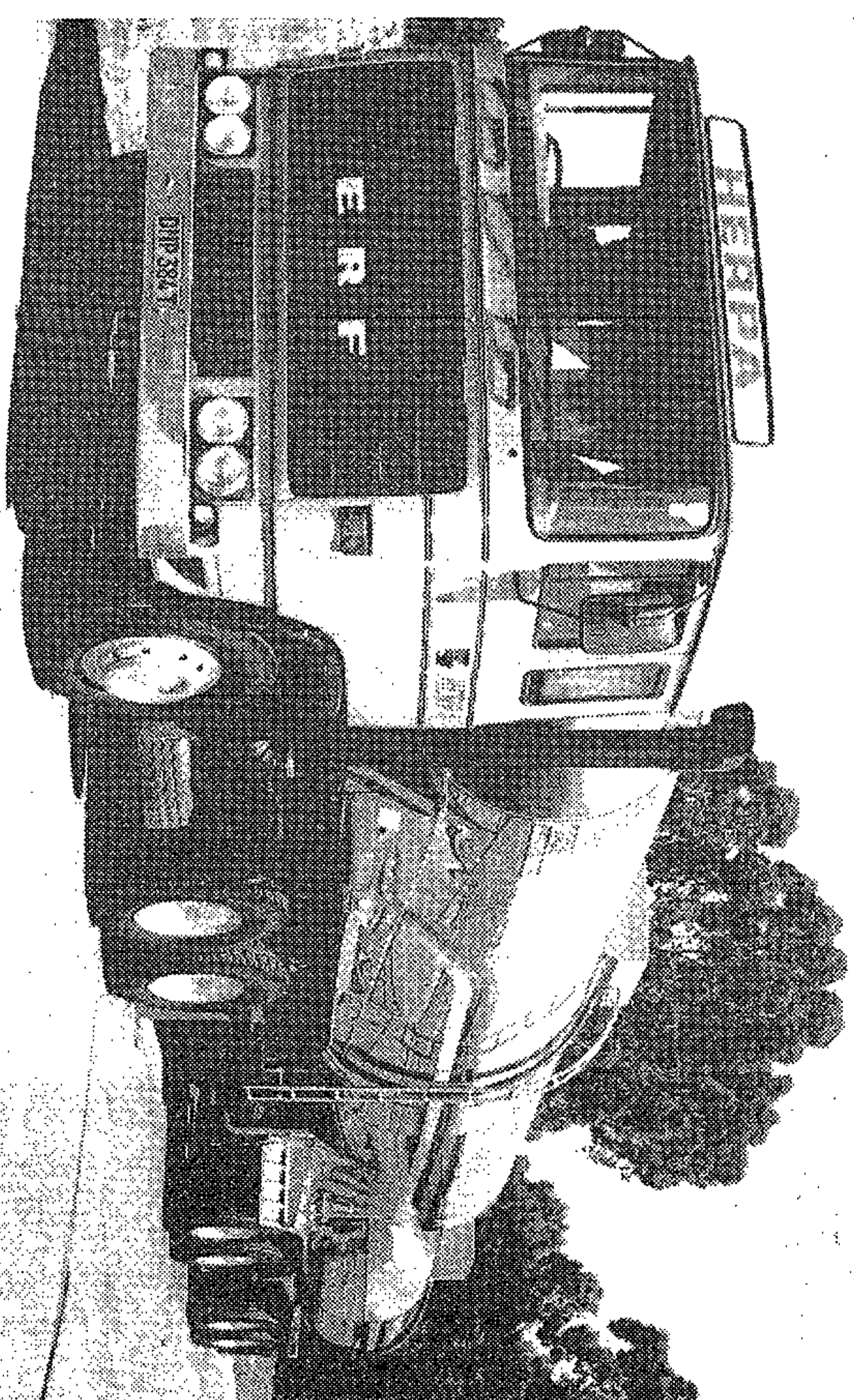
Corner 4th Street and 2nd Avenue, Wynberg, Sandton.

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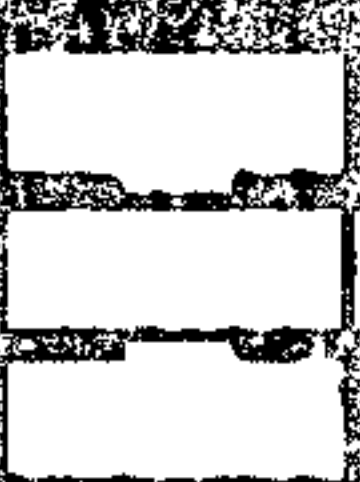
The ERF 6 x 4's delivered to Herpa Transport are powered by Cummins NTE350 diesels



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When it comes to moving people Putco moves with Fiat.

For many years now, the giant Putco company has chosen Fiat buses to service their routes. And now they have ordered a further 440 Fiat buses.

Why? Well, knowing Putco, some of their bus routes could compete with the Roof of Africa rally for pure unkindness to moving vehicles. And when you're up against heavy conditions, it makes sound business sense to put your money on a horse that's been bred to take it. Fiat buses can take it. This has been proved over and over again right around the world. And by Putco. Fiat buses are also economical to run - not just in the sense that their thrifstis small, but also due to the fact that spare parts are easily available and won't cost you an arm and a leg. So, if your business is moving people, move to Fiat.



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FIAT TRUCKS
Industrial Vehicles Corporation
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Technical information and specifications

The 331A chassis and cowl.

(a) Engine

Vertically mounted at front with an output of 149 kW at 2500 r/min and 682 N.m torque at 1200 r/min.

(b) Gearbox

Standard 5 speed constant mesh gearbox with synchromesh on 2-5. Optional - fully automatic 4 speed Allison model 6-43 gearbox.

(c) Front axle

Forged steel double T section with single rate leaf springs with shock absorbers. Front axle capacity 6500 kg, optional 7000 kg.

(d) Rear axle

Double reduction with bevel and spur gearing. Single rate leaf spring with stabiliser bar. Rear axle capacity 10400 kg.

(e) Steering system

Fiat hydraulic power-assisted steering. Consists of pressed steel longitudinals connected by cross members using riveted construction; front cross member and spring supports bolted to longitudinals wheel base 5892 mm or 6400 mm.

(f) Chassis

Seating capacity ± 65 adults. Other models available

(g) Other models available

(a) 110NR - 91 kW engine with 5 speed gearbox and power steering. Seating capacity ± 40 adults. Wheel base 4870 mm. (or extended per your requirements)

(b) 130NR - 108 kW engine with 5 speed gearbox and power steering. Seating capacity ± 50 adults. Wheel base 4870 mm. (or extended per your requirements)

All Fiat trucks, buses and tractors are imported and distributed throughout South Africa by Vetsak. Service and spares available through dealers and co-operatives.

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FIAT TRUCKS
Industrial Vehicles Corporation
VETSACK

"We look for top-class rugged vehicles, selected for their reliability and economy of operation. We also consider availability of after-sales service in certain areas of operation."

Vehicle maintenance and driver training are considered to be the two most vital aspects in running a large fleet. "Fuel economy is the personal responsibility of every fleet operator," he said.

Epul policy is to maximise loads by using fewer, bigger vehicles, each carrying bigger loads. Farmers are encouraged to buy in bulk. Frequent service on rough routes require regular preventive maintenance.

The company has found it cheaper and more convenient to look after its own fleet and all service and routine maintenance is done at all but the smallest depots. Some of the larger depots even tackle major servicing.

This is where Epul's concept of simplifying the range of vehicles pays off.

long-life

"Fewer major components and increased expertise on a restricted range makes life a lot simpler," said Mr Firstbrook.

Epul now has 31 Oshkosh trucks and, apart from the two new S-Series, has recently bought three 6x6's.

"The long-life rebuildable truck for us is the answer to high maintenance costs. Some of our oldest trucks look fit to see quite a few more years of useful service."

"Often, instead of going out and buying a new vehicle we will spend R25 000 on overhauling a particular truck and it is as good as new."

It is the driver, however, who plays the most important part in ensuring long truck life. Epul driver training is tough.

The company uses the Luliparsley course and supplements practical tuition with lectures and films on maintenance, new trends and instruction on different components.

In the same way maintenance men are encouraged to become involved in the operating side of the vehicle.

Where possible, each driver is kept with the same rig so he becomes familiar with it and feels responsible for it.

"Most drivers are willing to accept this responsibility and, with each rig costing around R85 000, this really pays off."

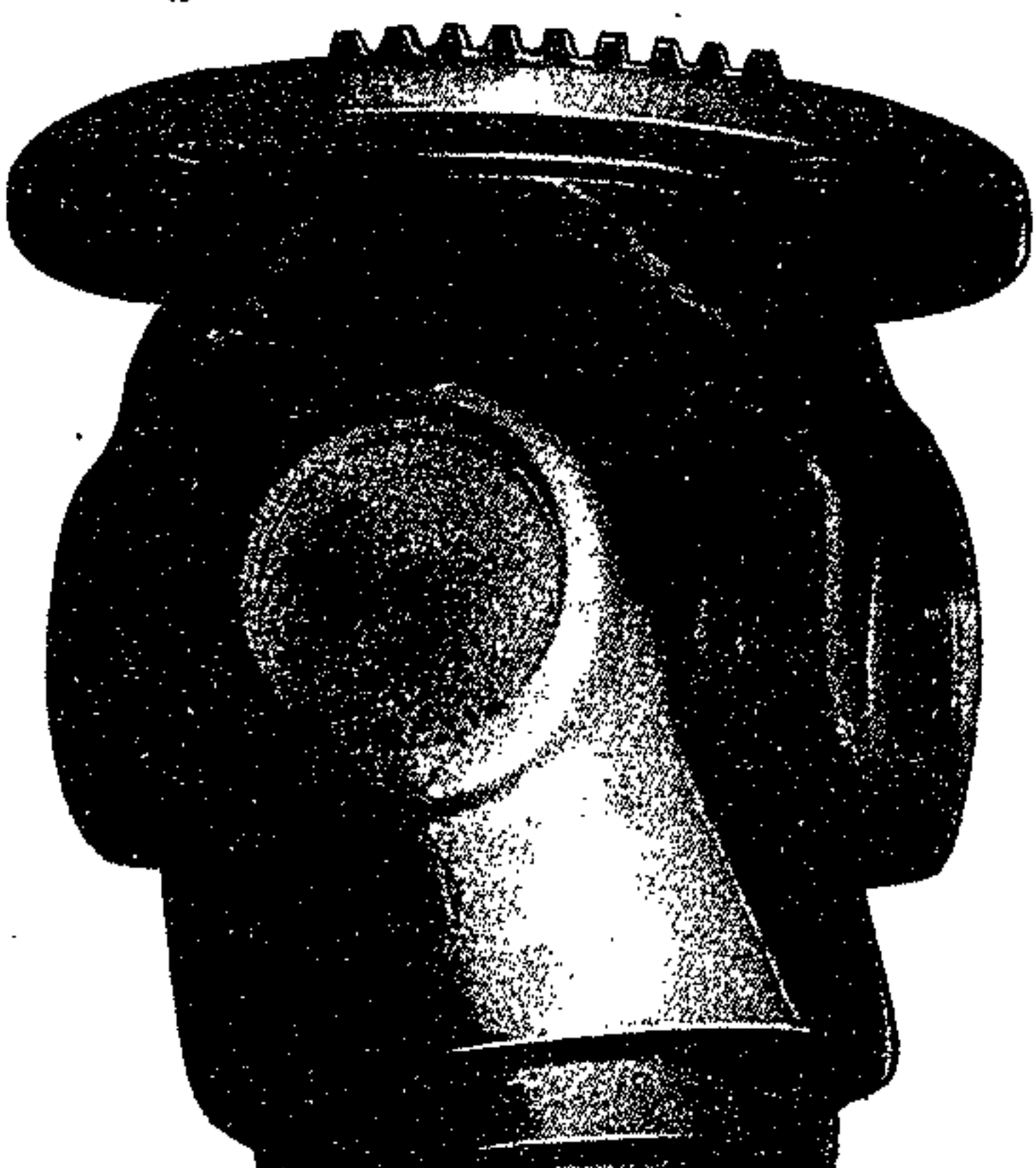
"All take a pride in their rigs and some come in on a Saturday, without being paid, to wash and polish them," he said.

Get heavy With your propshafts.

Don't put up with second best. When you need propshafts for heavy commercial vehicles, earth-moving equipment and machinery, come to Cabris, the propshaft specialists, the sole agents for G.W.B. We not only offer a full range of universal propshafts, we offer a total propshaft service as well. This includes having a complete selection of parts in stock and being able to provide a full repair facility for damaged propshafts. But, better still, we have the expertise and the necessary qualifications to be able to give you optimum advice on all propshaft problems. Need we say more?

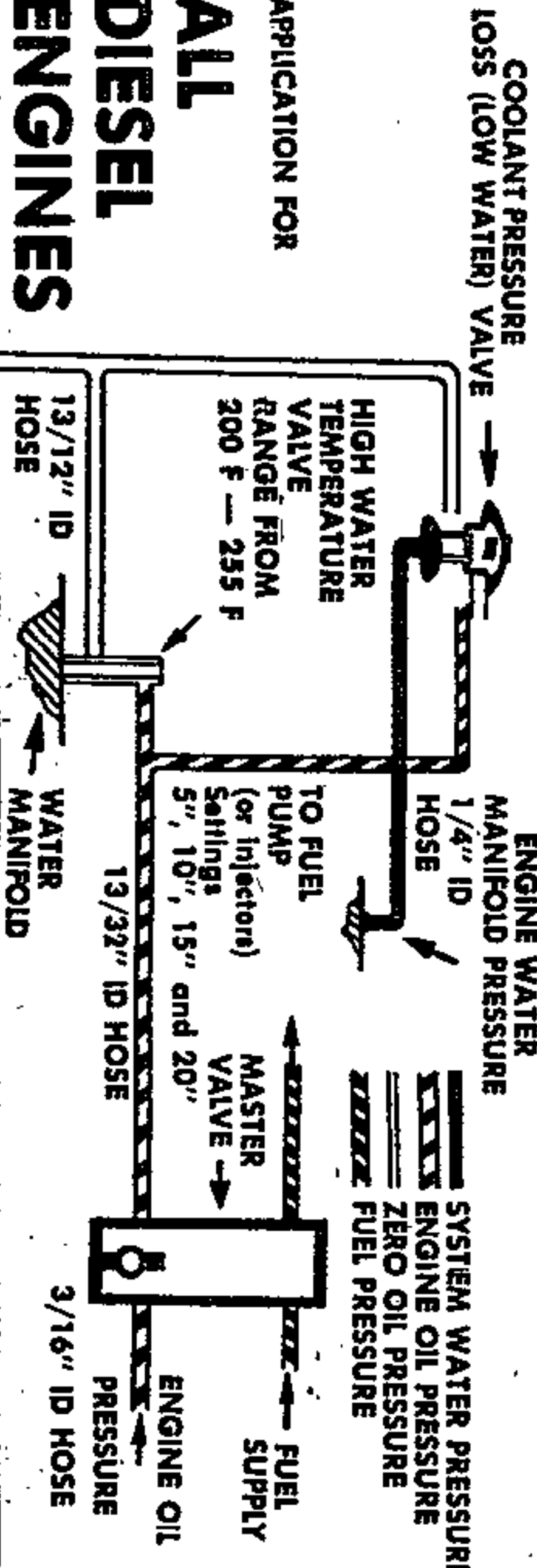
As soon as you decide to get heavy with your propshafts, we want to hear from you. Call Cabris Johannesburg 975-9651/7. Cabris Cape Town 51-0940/1 or Cabris Durban 72-6750/72-6292. Or write to Cabris (Pty) Ltd. (Head office and factory), P.O. Box 22559, Johannesburg, 2000.

Cabris (Pty) Ltd.



SENTINEL ENGINE PROTECTION COMPLETE SHUT-DOWN WITH MODEL D OR BROUGHT TO IDLE WITH MODEL DT

CL WATER-LOSS VALVE
Sentinel's non-electric CL water-loss valve guards against pressure loss due to sudden failure in an engine cooling system when ruptured hoses, broken connections, or other adverse conditions occur. It monitors pressure and activates the master control for water pump, kill, or alarm.



S Africa's gearbox production plans go step further

PLANS for the production of gearboxes in South Africa have progressed a step further with the appointment of ZF of South Africa as the sole after-sales service organisation for AS Transmissions and Steerings (Pty) Ltd (ASTAS).

South Africa, said: "Our after-sales service organisation has been incorporated into the agreement between Sandcock Austral and ZF AG, whereby ZF gearboxes will be produced in South Africa under licence, because of the success of ZF's standard after-sales and service policies worldwide.

also produced under licence in South Africa, ZF gearboxes will in future play an important part in the South African market. "Under its ASTAS after-sales service agreement, ZF of SA will stock and supply spare parts, as well as auxiliary gearboxes such as pit's, transfer cases, splitters and other items to the industry.

special tools and equipment for repair workshops, and handle warranty claims for all ASTAS products, and others that are not produced locally. "Documentation, training programmes for OEM's and fleet operators, plus repair facilities located in Johannesburg, Durban and Cape Town, are also involved in the agreement.

"Reconditioning and supply of ASTAS products will be via the OEM's and ZF of SA/ASTAS after-sales service stations.

"With the protection of the manufacturing of gearboxes in South Africa, probably starting in early 1982, ZF of SA will publish a recommended retail price list for all ASTAS spare parts and reconditioned units."

ZF of SA technicians and engineers will be supporting ASTAS this year with prototype installations with the OEM's. All gearboxes that are already available locally, and which will be manufactured later, are currently being serviced either by ZF or the OEM's.

Fast-expanding Scania has big plans for the near future

SCANIA expects a 30% increase in sales this year, rounding off a series of developments geared to extending distribution and service back-up, and higher market penetration.

This month the company opened new premises in the Western Cape where uncovered space has been increased by 125%, with 40% and 50% bigger areas for spare parts and administration.

West Africa agency and received Government recognition for its training facilities.

Plans for this year include the development of re-engineered Scania vehicles having locally made engines and power trains, and the establishment of more and bigger Scania fleets.

Most popular vehicle in the range is Scania's biggest and most costly truck, the L8T 141. With 276 kW of power and peak torque at only 1 300 rpm, the vehicle is reputed to be one of the most fuel and cost efficient available. It has a gross combination mass (GCM) rating of 70 000 kg.

Malcomson-Scania, 60% South African owned, has reached 27% local content. Plans for the incorporation of ADG engines are well advanced although deliveries, ordered some time ago, are still awaited, says the company.

"Scania supports the Government programme for self-sufficiency but we believe the cost to the end user will be substantial," said Mr Scott.

Said marketing manager Peter Scott: "We are looking for even bigger successes this year. There have been four years of continuous growth in sales and last year we reached a new record with a 166% increase over 1979."

Last year, the company opened the new Pinehaven branch, expanded its South

One unit excluded at the moment is the ZF Ecospit gearbox (series 130/160), which is to be introduced locally in mid-year.

Spare parts for the smaller boxes are already available from ZF, whereas parts for the 130/160 series will only be available in the next four or five months.

Before the end of June, all OEM's will have been visited so that ZF can ascertain spare parts requirements for dealer networks; documentation requirements; timing of training programmes; warranty claim procedure.

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One of the top sellers in Toyota's over 20 000 kg category, the 260r.



Oshkosh boost to SAR fleet

A REPEAT order for 27 vehicles has pushed the SAR & H Oshkosh fleet beyond the 500 mark.

The latest order consists of 22 Oshkosh E 132 T 290S truck tractors, with sleeper cabs for hauling panthecon trailers, and five standard E 132S T 290's for hauling semitrailer passenger buses.

All units are powered by the Caterpillar 346 Economy diesel engine with the Fuller RT 12509 direct drive transmission.

"The SAR now has the biggest fleet of Cat-powered trucks in South Africa," said Mr John Miller, sales manager.

Engineered

The start of the Oshkosh/SAR involvement goes back to 1976 when 76 E-Series 4x2 units went into service in the Cape Town container depot. Allison automatic transmissions were engineered into some of the units to cater for the unique stop-start short haul application.

Since then Oshkosh has dominated the container side of the SAR fleet.

"The challenge of fitting the latest automatic transmission to what is recognised internationally as one of the top economy truck engines in the business and satisfying both suppliers and the SAR that all components were operating at optimum efficiency, has been met," said Mr Miller.

Epöl buys rebuild trucks for rough roads

RECENT acquisitions have pushed the Epöl truck fleet to in excess of 130 in the heavy range, and more than 300 overall.

Epöl, a wholly owned subsidiary of Premier Milling, is involved in the manufacture and distribution of animal feed operating units.

This includes light rigid in the 6 ton to 8 ton range right through to articulated units with more than 22 tons of

stricted to urban, small order deliveries. While heavier duty trucks are needed for farm deliveries — the major

mode areas, a factor which pushes up fuel consumption as well as the costs of maintenance and tyre