TRANSPORT — PRIVATE — GENERAL

1985

JANUARY — OCTOBER.

Minibuses: Delegation to meet Minister

THE SOWETO City Council Trade and Transport Committee is to meet with the Minister of Transport, Mr Hendrik Schoeman, soon to expedite its proposal last year that minibuses be allowed to carry 10 passengers.

The committee's pending meeting comes in the wake of the petrol price hike. The South African Black Taxi Association (Sabta) has also indicated that it is to ask the Minister to allow black taxis to ferry 10 passengers instead of the statutory eight, as an alternative to increasing taxi fares.

Mr S M Tshabalala, the committee's chairman, told **The SOWETAN** that they were awaiting a confirmation date for the meeting.

Last year, he said, his committee had sent the Minister a memorandum as well as a delegation to meet him in Cape Town to appeal to him not to consider the recommendations of the Welgemoed Commission.

The Welgemoed Commission recommended that minibuses used as taxis in the black townships, should be phased out and replaced by sedans which carry only four passengers.

"We stated strongly in our proposal that the eight-passenger bus restriction should be increased to 10 and the additional passengers not be regarded as overload.

"Soweto has a population of 1,5 million and as such needs adequate and efficient transport. At this juncture, the complex is in dire need of transport to ferry its residents into the city, and we as a local authority are bound to assist whereyer we can," he said.

Mr Tshabalala also said on Monday his committee had had a two-hour meeting with the Johannesburg region of the Soweto Taxi Owners Association executive committee at the Council's Chambers in Jabulani.

He said the "frank and fruitful" meeting, which discussed several issues concerning transport in the area, had been basically to forge a communication link between the taxi people and his committee.

According to Mr Tshabalala, it was pointed out to the association that it was important that they have an objector in the Local Transportation Board like Putco and the South African Transport Services (SATS) to fight any application which they feel is likely to work against their interests.

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31/11/85
Sowetan

Mabopane hit by transport problems

TRANSPORT problems that Mabopane and Soshanguve residents inherited when a direct bus service between the two areas and Pretoria was stopped from operating eight months ago have now been aggravated by a shortage of taxis.

To make matters worse is the move by the Pretoria City Council that the taxi rank be moved from town to Marabastad.

A check by **The SOWETAN** revealed that commuters were unhappy with the service rendered by operators. They complained that taxi drivers were inconsiderate and did not care how their decisions affected the commuters.

"For the past two months we have been having problems of being forced out of overloaded taxis by the Traffic Department officials.

"This leads to people being late for work or not reaching their different destinations because of lack of transport. If only taximen could be understanding enough and stick to the road regulations," Mr Silas Moremi said.

Mr Fans Morudu, secretary of the Soshanguve Taxi Owners Association, said there was a serious shortage of taxis. He added that most of the applications for permits were recently turned down and that this organisation was waiting the outcome of an appeal.

9/11/85 Sowetan 332

Dear Senator Kennedy,

On behalf of all the inhabitants of the City of Cape Town, I welcome you as a United States Senator and a member of a well-known American family to the Mother City of South Africa and the "Fairest Cape".

I trust that your all too short stay here will be fruitful and that you will be able to participate meaningfully in the graciousness of our Cape way of life.

I am glad to learn that you are endeavouring to hear all sides of the South Africa experience, which in the case of Cape Town and environs involves, among numerous other things the maintenance of a viable economy and work opportunities for our large semi-skilled labour force so that all our inhabitants may enjoy the benefit of a better way of life.

It is for this reason of the larger welfare of our people and other peoples of our country that I believe I speak on behalf of the majority of our citizens of Cape Town when I say that we cannot accord with you in any support which you give to a programme of disinvestment in South Africa.

I believe that this would tend more to hurt the people most whom I would like to believe you would wish to help most.

I would be happy to forward to you details of equal opportunity employment made available in my Council which has a proud record in maintenance of human rights, and in the city generally.

I wish you well in your stay in our fair city, would be happy to be available should you wish to discuss any matter, and offer you any assistance which I am able to give.

I trust that on return to your country you will be able objectively and comparatively to assess and to assist in supplying the needs of the people of this city and indeed the country, for economic stability and growth.

Yours sincerely,

Sol Kreiner,
Mayor of
Cape Town

Commerce groups back mayor's plea

Municipal Reporter

THE Cape Town Chamber of Commerce and Afrikaanse Sakekamer have joined the City Council in its call on Senator Edward Kennedy to reconsider his disinvestment policy.

This follows an open letter from the Mayor, Mr Sol Kreiner, to Senator Kennedy saying the council disagreed with disinvestment because of the impact it would have on the economy and workforce of the Western Cape.

The director of the chamber, Mr Brian MacLeod, said disinvestment would cause unemployment — mainly among black people — of "vast proportions".

He said: "If Senator Kennedy has their welfare truly at heart, the last thing he should do when he returns home is to beat the disinvestment drum."

The chairman of the local Afrikaanse Sakekamer, Mr Gilbert Colyn, said: "I think the business community is united in its approach on the issue of disinvestment — we believe it will do more harm than good."

He said: "You will not persuade people to change their political views by threatening disinvestment and it may, in fact, have the opposite effect of hardening opinions."

Sweden 16/1/85 (332)



PASSENGERS boarding a midi-bus in Kagiso township. The buses have been operating since last Monday.

Kagiso midi-buses row looming

By NKOPANE MAKOBANE

A battle of midi-buses is looming again between the Greyhound Bus Company and taxi-owners following the introduction of four buses in Kagiso last week.

Since last Monday, the company has been operating the buses between the township and town, charging five cents less than the taxi fare.

This move has angered local taxi operators who claim that the bus company is now competing with them and if not checked would put them out of business. They argue that because of the lower price, their passengers were now deserting them.

And last Thursday, taxi-owners in the township held a meeting with the transport committee of the local village council to find out if the company had been given the go-ahead by the council.

Mr S B Galekhutle, chairman of the council transport committee, said they told the taxi people that they had not been consulted by the company about introducing the buses. He strongly denied allegations that the company had been given the go-ahead by either the council or his committee.

He said the meeting decided that Greyhound stop operating in the township with immediate effect. An Ad-Hoc Committee, he said, had been appointed and was to meet with the bus company's senior officials yesterday to thrash out the issue.

Stoning and shooting as bus boycott goes on

Labour Reporter

A BUS boycott at Empangeni continued yesterday with further reports of vehicles being stoned and shooting in the black townships.

According to a South African Police spokesman, two women passengers in a privately-owned car were injured when rioters set fire to the car. On Monday two buses were set alight while parked at a terminus in the township. Nobody was hurt.

Two people were injured in a shooting incident in the Esikhawini township, but the SAP could not give further information as the area fell under the jurisdiction of the KwaZulu Police.

Withdrawn

The SAP said police were still patrolling townships but there were no further reports of violence.

Col S Mathe, of the KwaZulu Police in Ulundi, could not be reached for comment last night.

Commuters began boycotting the buses on Monday after an increase in fares.

Mr J Steenekamp, manager of Empangeni Transport, told the Mercury that his company buses had been temporarily withdrawn from the black townships of Esikhawini and Nseleni 'as the position there seems unsettled'.

Many workers did not turn up as the boycott continued into its second day and S A Breweries cancelled beer deliveries when truck drivers failed to arrive at work.

Safety

A breweries spokesman in Empangeni said only a few workers reported for duty yesterday morning, but the company decided to send them home as they were concerned for their safety.

Customers called personally to fetch orders. 'We are hoping things will get back to normal so that we may resume our deliveries,' he said.

Mr Steenekamp said the company tried unsuccessfully to get community leaders from the black townships to come forward to discuss the grievances of the commuters.

He doubted the trouble had been caused by the bus fare increases which have been in effect for two weeks. There was a split between those who wanted to travel by bus and those who did not.

'We are trying to operate as normally as possible, but will not allow the buses to go right into the Esikhawini and Nseleni townships,' he added.

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Rioters stone three police homes during bus boycott

Labour Reporter

RIOTERS in an Empangeni township stoned a house when they went on the rampage after a shooting incident this week in which two people were injured during unrest following the bus boycott.



W/O E Mathenjwa with his wife, Cynitha, and their children, Anna, 11, and Simangele, 1, outside their home which rioters mistook as belonging to another policeman.



An angry mob of about 100 surrounded the home of W/O E Mathenjwa in Esikhawini township and pelted it with stones and also caused extensive damage to his car.

Most of the windowpanes in the house were broken, large gaping holes were left in the asbestos roof and the car's windscreen and side windows were shattered. The bodywork was dented. Mr Mathenjwa said damage to his car had been assessed at R4 000.

The mob fled and attacked the home of Sgt Alan Khumalo, who had allegedly been involved in a shooting incident earlier when his bakkie was forced off the road.

The sergeant fled from the scene, abandoning his bakkie, which was set alight.

When the Mercury visited the townships yesterday the battered homes of Sgt Khumalo and another policeman, Sgt Mandla Mchunu, of Ngwelezane township were abandoned. One of the families had taken refuge at the local police station.

shouting outside my house.

'When I peeped through the window I was shocked to see a mob of more than 100 at my gate demanding that I come out or they would set fire to my house.

'Although I had my firearm I was too terrified to use it and remained indoors while they stoned my house, breaking all the windowpanes and smashing my car. The attack lasted for about 15 minutes.

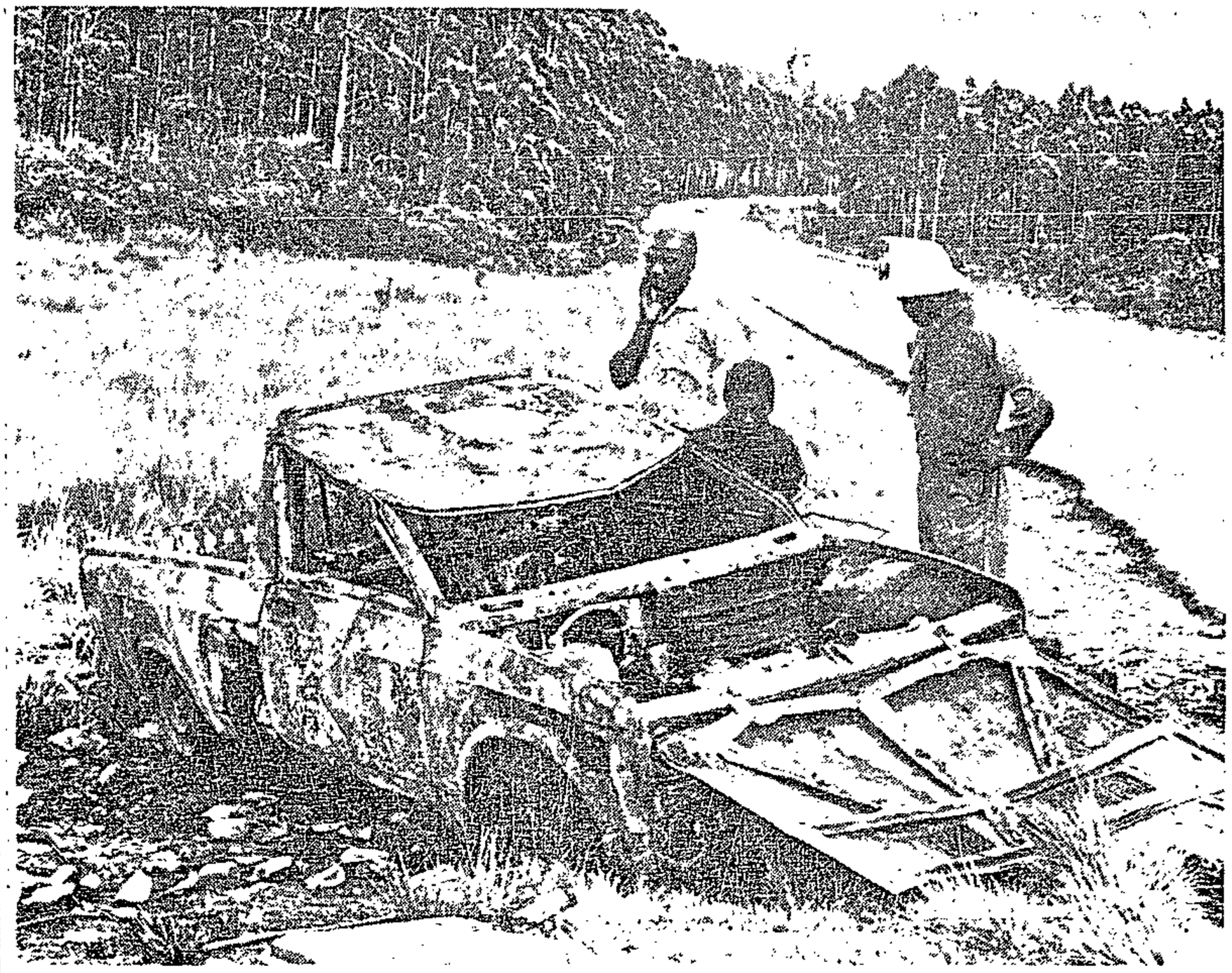
'During that time I frantically tried to telephone the police but there was no answer from the station. The attack stopped when somebody outside told them that it was the wrong house,' he said.

The boycott continued into its third day yesterday and most people were using taxis to get to work.

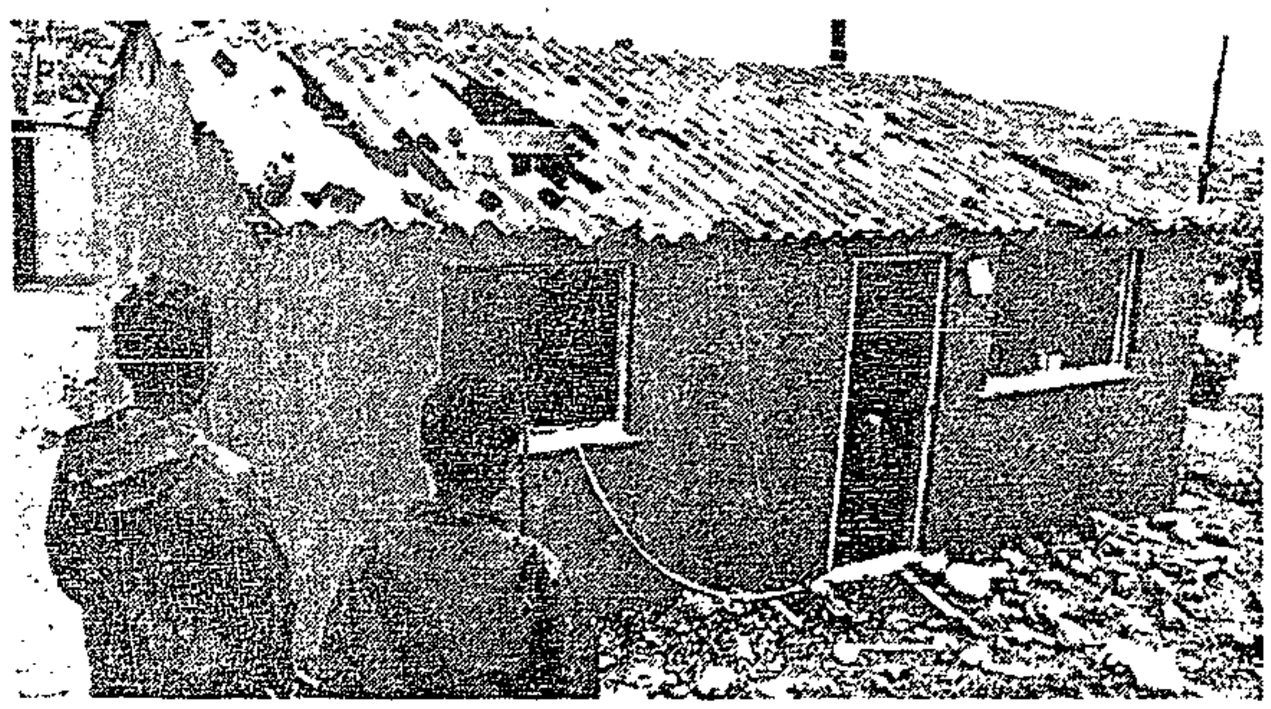
The Rev M A Mkhize, of the St John's Church in Esikhawini and a spokesman for the taxi operators, said the operators had decided to reduce fares from R1 to 70 cents with immediate effect until the bus boycott was resolved.



W/O E Mathenjwa with his wife, Cynitha, and their children, Anna, 11, and Simangele, 1, outside their home which rioters mistook as belonging to another policeman.



The remains of a bakkie which was burned out during rioting in Esikhawini township near Empangeni.



The battered home of Sgt Mandla Mchunu which was abandoned yesterday.

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When the Mercury visited the townships yesterday the battered homes of Sgt Khumalo and another policeman, Sgt Mandla Mchunu, of Ngwelezane township were abandoned. One of the families had taken refuge at the local police station.

Wounds

The S A P set up roadblocks at the entrances to the Ngwelezane and Nseleni townships yesterday. A police spokesman said the townships were quiet.

During the unrest which broke out on Monday morning, at least six people, including four with bullet wounds, were admitted to the Ngwelezane Hospital, Dr M Girdwood, the superintendent, confirmed yesterday. He said one of the victims was in a critical condition.

Among them was a child who had been injured by rubber bullets, he said.

Mr Mathenjwa, the policeman whose home was mistakenly attacked, said yesterday: 'My family and I were relaxing in the lounge after breakfast when I heard people

RDM 17/1/85 (332)

Another shipping line on the skids

By DAVID FURLONGER
Industrial Editor

ANOTHER independent shipping line serving South Africa is on the skids.

European Lines SA (Elsa) has not made a single sailing since announcing its arrival in October to serve the SA-Europe cargo trade.

Shipping sources say that unless the line's backers act immediately, they will have to abandon the undertaking.

Elsa is owned by an anonymous London-based shipper. According to the line's agents, he operates other lines around the world, but refuses to have his name linked to the new SA service.

The line's day-to-day business is in the hands of agents in Britain, Belgium, France, West Germany and the Netherlands.

Mr Clayton Elsley, the managing director of the SA agent, African Shipping (Afship), blames the line's predicament on its London agents.

He says Elsa was established on their assurance that there was plenty of potential southbound cargo.

"We need base cargoes from the UK. The UK agent said he had open contracts with European companies. It turned out he didn't."

Mr Elsley insists there is no shortage of South African customers for a new breakbulk service to Europe, but he is resisting attempts by Elsa's owner to send empty ships from Europe to pick up South African cargo.

"The owner has offered us a vessel for February, but we are waiting for guarantees of a southbound cargo. It's not worth my while. Agents share commission and I don't want to be the only one to fill the ship and then have to share the results. We would lose face.

"We're not doing anything here until everything's settled. We can't start with a bad name or we'll never get any trade. We've told the owner we can't commit ourselves."

October's announcement of Elsa's entry into the Europe-SA trade was accompanied by bold pronouncements that the line was a surefire winner.

As well as South African cargo, operators predicted they would pick up business from Botswana, Mozambique, Malawi and even Zimbabwe.

The line's anonymous owner was expected to make five 26 600-ton vessels available for the SA service. However, the first voyage was to be made by a chartered Liberian cargo vessel, the Amazonia.

The first sailing from Europe was scheduled to arrive in SA in late November or early December. Mr Elsley stated at the time that the Amazonia was already 75% booked for the return voyage.

What Afship didn't know, however, was that the Amazonia had just completed a charter voyage for British Steel.

"The agent didn't tell us that British Steel had the right to re-charter the vessel," says Mr Elsley.

When the British nationalised industry duly took up its option on the Amazonia, Elsa's plans were immediately thrown into disarray. They have still to recover.

The owner has now appointed new British agents and Afship is waiting to see what happens. Mr Elsley says he is demanding a six-month sailing schedule and other guarantees.

"I'm very embarrassed by the whole thing," he says. "But there's nothing we can do until we hear from the owner."

Disclosure of Elsa's problems came a week after the announcement that another independent, States Africa Line (SAL), had debts of nearly $2m in the US.

R600 hike shelved

THE WESTONARIA Town Council has temporarily shelved earlier plans of increasing parking tariffs for taxi owners at the new taxi rank — from R20 to R600 a year.

The council early this month informed taxi owners in the nearby Bekkersdal township that as from this year taxi owners will have to pay R600 instead of the R20 they used to pay in the past years, for parking facilities at the recently built rank in town.

The Bekkersdal Taxi Association is opposed to the new tariffs and on Wednesday the national executive committee of the National Association of Taxi and Transport Operators (Nato), met with senior officials of the town council and the Westonaria Department to discuss the matter.

The taxi association is affiliated to Nato, a break-away taxi group from the Southern Africa Black Taxi Association (Sabta).

It was resolved at the meeting that the tariffs should at least be temporarily suspended while the taxi owners meet.

The taxi operators were given until February 7 to come with an anternative offer.

The taxi owners told the meeting that they were against the new tariffs because their business was suffering as a result of the economic climate in the country and the escalating costs of new cars, tyres and spares.

The taxi owners delegation was led by Mr Noel Mlokoti, the general secretary of Nato. Other Nato executive members present were Mr Moffat Zitha (treasurer) and committee members Messrs G Tsotsane, S P Mokotedi, B Zulu and J Skhosana.

The town council was represented by Mr S Van Niekerk, the Town Clerk.

Fares boycott halts bus services

By PHILLIP VAN NIEKERK

A BUS boycott by thousands of commuters in three townships near Empangeni in northern Natal — which sparked unrest and mass stayaways this week — has led to the suspension of services by the local Empangeni Bus Company.

And the committee representing the bus boycotters yesterday said the boycott would continue until the company's services were terminated.

They said if the company continued services, it would be viewed as "provocation" and called on the Minister of Transport to appoint a commission to look at the scrapping of services.

The committee comprises representatives of the Federation of South African Trade Unions (Fosatu), two Inkatha members of the KwaZulu Legislative Assembly and several town councillors.

The boycott in protest against fare increases in the three townships — Esikhaweni, Ngwelezani and Nseleni — started on Monday after a mass meeting.

Commuters are also protesting against a poor service and the overloading and the absence of bus shields. They have called for the establishment of an alternative bus service.

The boycott was accompanied by stayaways on Monday and Tuesday when, according to a committee spokesman, nearly 80% of the workforce did not go to work.

This was disputed by Mr Robert Barber, chairman of the Zululand branch of the Natal Chamber of Industries, who said there was a 60% turnout for work on Tuesday.

Following a request from the committee, employers were helping workers with transport and were lenient with people reporting late.

He said the chamber was asked to mediate between the committee and the bus company and had offered to reconcile the parties.

But it considered the request for an alternative bus service and rejected it as "impractical".

He said the chamber would keep buses out of the townships and would continue assistance until Monday, but after that services would be reinstated.



RAIN, RAIN, GOOD RAIN? It might have brought relief, but to some it came along with miseries. They say every picture tells a story. This one does.

'Buses to stay'

Sowetan 18/1/85 332

THE Greyhound Bus Company has no plans to withdraw its four midi-buses introduced recently in Kagiso township despite an outcry from local taxi-owners.

Mr K Morton, the company's traffic manager (local service), said yesterday they had held a meeting last Friday with an ad-hoc committee comprising of the local council transport committee members and representatives of taxi operators.

He told **The SOWETAN:** "We made it clear at the meeting that we do not understand what the noise is all about because the 24-seaters are also buses.

"The whole outcry is irrelevant and instead our midi-buses express service has proved to be exceptionally popular with the residents."

Meeting

Mr B J Vorster, the Kagiso Village Council town clerk confirmed that a meeting had taken place. He said their discussions had reached a deadlock after representatives of the bus company had remained adamant and refused a suggestion to suspend the buses until the matter had been settled amicably.

"I want to reiterate that the council was not approached by the company for permission to operate the midi-buses. The approval we gave the company was on certain routes it wanted to use and not the introduction of midi-buses.

"We want to promise and assure the taxi people that should the bus company continue to show its intransigence, we are going to make representations to the highest level. We do not need these buses in the township because we have enough taxis and would not like to see taxi-owners running out of business," he said.

Mr Morton said Greyhound was now operating 22 midi-buses on the West Rand in the townships of Mohlakeng, Westonaria, Kagiso, and Carltonville.

Mediation offer in bus fares dispute

Mercury 24/1/85 332

Labour Reporter

THE Zululand branch of the Natal Chamber of Industries has offered to act as a mediator between commuters and an Empangeni bus company to help resolve a week-long bus boycott which is disrupting industry in Zululand.

Mr R A Barbour, the branch chairman, confirmed yesterday that the chamber had offered to arrange and sponsor negotiations between representatives of the commuters and Empangeni Transport (Pty) Ltd.

The chamber had also offered to provide a chairman for the meeting to ensure a thorough and meaningful discussion of the commuters' grievances.

Concessions

He said the management of the bus company had assured the chamber that it was prepared to negotiate with commuter representatives under a chairman provided by the Chamber of Industries.

'It is also prepared to make compromises and concessions within the ambit of its authority in terms of the Transportation Act,' he said.

The boycott, which started last week in the KwaZulu, Richards Bay and Empangeni areas, has prevented many workers from reaching their places of employment.

According to a spokesman for the commuters, the protest is against an increase in bus fares.

Withdrawn

The Chamber of Industries intervention follows representations by Mr S Z Conco, a member of the KwaZulu Legislative Assembly, to Mr Barbour for help in settling the dispute.

Mr Jan Steenekamp, general manager of the bus company, said yesterday that the meeting was still being arranged.

Meanwhile buses have been withdrawn from the townships after two buses were extensively damaged when they were set alight by boycotters. A number of buses were also stoned.

The company operates more than 200 buses with a capital value in excess of R20 000 000 over 13 routes, transporting 57 000 passengers over a total distance of 35 000 km each day.

City bus fares to rise — extra R4,1-m on yearly fuel bill

Staff Reporter ARGUS 24/1/85

CITY Tramways has announced that bus fares will increase from February 1 to cover the extra R4,1-million a year the company will have to pay for fuel.

Details of individual fare adjustments would be made available later, said the managing director, Mr N S Cronje.

The company now had to pay more than R4,1-million a year extra for its fuel, Mr Cronje added.



City Tramways "simply cannot absorb" the additional cost.

Since it was known that the fuel price would be increased pleas had been made to the Minister of Mineral and Energy Affairs, Mr Danie Steyn, and the Minister of Transport, Mr Hendrik Schoeman, not to apply the increase to bus operators, or to help to obtain higher passenger subsidies.

Mr Johann Barnard, City Tramways chairman, had also pointed out that if lower-income groups could be exempted from paying more to get to and from work, the effects of the labour component on an inevitable increase in the consumer price index would be significantly cushioned.

City Tramways had also appealed to the Department of Transport to pay a bigger passenger subsidy on 10-ride clipcards.

"Every one of these requests was turned down," Mr Cronje said.

The public relations officer of City Tramways, Mr Bob Krause, said the company would not have to apply to the National Transport Commission to increase its fares.

● City Tramways Peninsula bus fares rose by an average of 12 percent in November.

, Letters 12, Women 15-16, Finance 17-19, Racing 22, Watersport 26, Sport 28-29, TV on Page 3 of Tonight.

Bus fares to be increased soon

By JIMMY MATYU

BUS FARES in the Port Elizabeth, Uitenhage and Despatch area are to be increased soon because of the increased price of diesel fuel.

The fare increases will come into effect in nine days time — on February 1.

In a statement today, Mr Carl Coetzer, managing director of Port Elizabeth Tramways, said the announced increase in the price of diesel fuel used for passenger buses had come at a very bad time for Port Elizabeth and Uitenhage.

Mr Coetzer said that when his company heard in December that the fuel price might be increased, strong representations for relief were made through the managing director of the parent company, Mr Johann Barnard, to the responsible Minister and to the Department of Transport.

"However, these representations, either for relief from the increase or for higher passenger subsidies, have not been successful and we must, therefore, immediately prepare for an increase in the bus fares to be paid by bus passengers in this area."

Mr Coetzer said it was regretted that no fuel price increase could be carried by the company without an increase in fares.

Details of the individual bus fare increases were now being calculated and an announcement would be made in this regard as soon as possible, he said.

"In terms of Section 12a of the Road Transport Act, a bus operator may automatically increase its bus fares by up to 10% in order to recover the additional costs due to a fuel

● Turn to Page 3

Bus fares set to rise in PE area

● From Page 1

price increase," he said.

Mr Coetzer said in anticipation of an increase, they had attempted to hold maximum stocks of diesel fuel and were very pleased to announce that in spite of the fuel price increase coming into operation today, the Section 12a bus fare increases would only come into effect in nine days time — February 1.

He said the last bus fare increases in this area was in June, 1983 — more than 18 months ago.

"In order to grant wage increases due to bus drivers at the end of last year, fares should already have been increased. However, with the help of the three trade unions, whose members are employed by this company, a wage freeze has been agreed to until a normal fares increase is applied for and granted later this year," he said.

"By far the majority of bus passengers on the buses of PE Tramways in Port Elizabeth, Uitenhage and Despatch area are from the poorer section of our community who cannot afford a motorcar and will be hit by this increase with immediate effect," he said

Star 24/1/85

Workers 'forced to resign'

Four valued employees of a Kempton Park engineering firm have been forced to resign because the massive fuel price hike will absorb "an unacceptable amount" of their salaries.

The firm's technical manager, Mr Vernon Potgieter, said the employees — who live a considerable distance from their workplace — had decided it would not be worthwhile to continue working in Kempton Park because of the new fuel price.

Mr Potgieter said the board of the firm would consider subsidising the employees' petrol costs, because they were all "reliable and diligent workers.

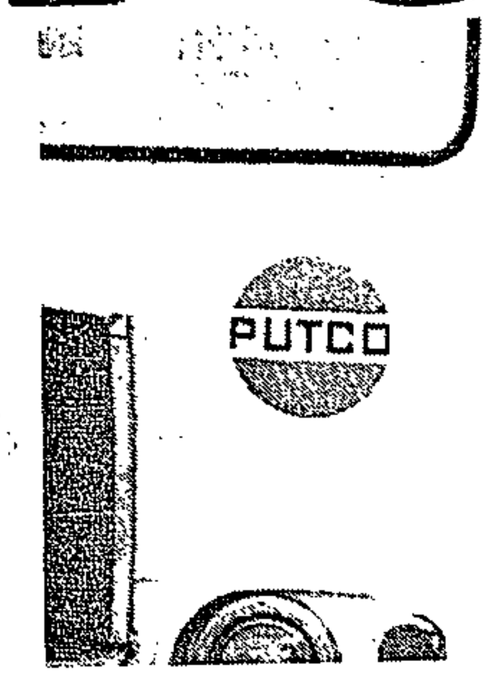
"It will be a tragedy if they have to resign because it is not worth their while to travel to work," Mr Potgieter said.

FRIDAY, JANUARY 25, 1985

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23c+2c GST (SA) Elsewhere 25c

PUTCO SET TO UP FARES





COMMUTERS . . . will feel the pinch as bus fares go up next month.

Blow for commuters

By NKOPANE MAKOBANE

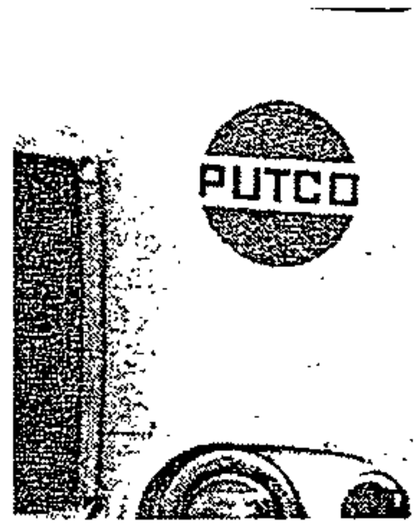
PUTCO Bus Company is to apply to the National

said his company had made representations to the Government for a differentiated lower fuel

OK Means Budget Beating Prices!

LARGE

UP FARES





COMMUTERS . . . will feel th

Blow for commuters

PUTCO Bus Company is to apply to the National Transportation Commission for an increase in its fares from February 1 following the drastic rise in fuel costs which came into effect yesterday.

At the same time, the South African Bus Operators' Association (Saboa), said yesterday that bus operators countrywide would have no other option but to increase fares as a result of the hike.

The Minister of Transport, Mr Hendrik Schoeman, has also said in a brief statement that the South

By NKOPANE MAKOBANE

African Transport Services was a large transport undertaking and as such used a lot of fuel. In view of this, careful consideration would have to be given to fares as soon as possible.

Taxis

Although two major black taxi bodies in the country, the South African Black Taxi Association (Sabta) and the National Association of Taxis and Transport Operators (Natto) have not come out clearly about their position, indications are that their affiliates will soon be raising their fares.

Mr Pat Rogers, Putco's PRO, said his company had made representations to the Government for a differentiated lower fuel price or a subsidy on behalf of the passengers.

"These efforts had been successful and the company had had no alternative but to pass on the increase to passengers. Every one cent increase in the price of a litre of fuel costs us about R1-million a year," he said.

Saboa said its representations to the Government had clearly pointed out the implications which a higher fuel price for the industry will have on the economy, especially since the majority of bus passengers are of the lower income group.

And yesterday, Mr Ray Swart. the Progressive Federal Party spokesman on black affairs, warned that the inevitable fare increases could aggravate the already volatile situation in black townships. He said the five cent increase in the cost of paraffin would also hit the poor hard.

He appealed for an increase in the R210-million a year subsidies on commuter transport. he said bus fares were a vital part in the lives of the poor and any major increase would have "a devastating effect on the lives of thousands of South Africans".

What's in your BAG

SOWETAN SUNDAY MIRROR

THIS SUNDAY

RENT-A-WOMB controversy: the lessons that whites could learn from South African blacks.

- **As the recession deepens and prices shoot up, the race for jobs, which are getting fewer, gets to be very grim. The Sowetan Sunday MIRROR brings you all the facts and figures.**
- **If you live in Mohlakeng in Randfontein — Didi — you will want to read all about your township.**
- **And we have a brand new competition for you, Sunday Chat. Sparkling. And this week's subject will really get you thinking . . .**

TUESDAY, JANUARY

Putco fares to rise

PUTCO is to increase its Economic fares throughout South Africa by a maximum of 10 percent from February 1 to cover the cost of the fuel price hike.

In a statement the Durban headquarters of the company said the increase ranges from the present 20c cash fare for stage one to 20c, and rises from R1,40 to R1,60 for stage 15. The 10-trip ticket increases range from the present stage one R2 to R2,20 and from R9 to R10,50 for stage 15. Scholar fares, which are sub-economic and for which Putco's passengers receive no subsidy, will go up for a 10-trip ticket from the present R1,20 to R1,40 and from R2 to R2,40.

The statement says the passenger bus industry has been unable to obtain either exemption or subsidy on behalf of its passengers and has no option but to pass on to them the fuel price increase announced by the Government.

Because Putco's passengers represent in general the lower income group, and transport was a service essential to the country's economy, the company appealed to employers to help workers meet the new fare increases.

Putco says it operates about 3 200 buses covering 180 million km a year, and carries a million passengers a day. It uses 7,5 million litres of diesel a month, which means that a 22c per litre increase, after GST, will cost the company nearly R20 million a year — Sapa.

29/1/82

Mercury 29/1/85 332 [illegible]

Bus fares up by between 10 and 25 percent

African Affairs Correspondent

BUS fares on Durban Corporation Green Line buses will rise from Friday by between 10 and 25 percent as a result of last week's increase in the price of diesel.

The general manager of the Durban Transport Management Board, Mr Marshall Cuthbert, said yesterday the board had made representations to the Government for a differentiated lower fuel price or a subsidy.

Regrettably, the bid had not been successful, he said.

The fuel price increase meant that the board had to recover additional expenditure on diesel of about R2 270 000 a year.

An example of the fares increase was that single-clip card fares — the equivalent of coupon fares on the Blue Line buses — between Lamontville and Durban would rise on Friday from 36 c to 41,5 c while the cash fare would be increased from 60 c to 65 c.

Publicise

Single-clip card fares between Chesterville and Durban would be increased from 25 c to 28 c and single cash fares from 35 c to 40 c.

The board was doing everything possible to publicise the new fares.

Mr Pat Rogers, public relations manager for Putco, said his company also intended to communicate its bus fare increases in the Durban area as fully as possible.

Putco was increasing its economic tariffs by 10 percent as from February 1. However, scholars' fares, for which the company received no subsidy, were sub-economic and increases here would be higher.

Mr Rogers said present scholars' fares for a 10-trip ticket would rise from R1,20 to R1,40 and from R2,00 to R2,40.

Reacting to Putco's appeal to employers to help workers meet the new fare increase, the president of the Durban Chamber of Commerce, Mr Frank Aplin, said it was the chamber's view that wage increases could not and should not be related to specific increases.

Mr Aplin said wages should be negotiated between individual employers and workers.

Mercury 29/11/85 332

Bus boycott talks begin

Labour Reporter

TOP-LEVEL talks aimed at ending the two-week-old Empangeni bus boycott are to be held in Richards Bay today, between senior officials of the Department of Transport and representatives of the commuters.

Mr Rob Barbour, chairman of the Zululand branch of the Natal Chamber of Industries, which assisted in arranging the meeting jointly with the local branch of the Chamber of Commerce, said yesterday he hoped the dispute would be resolved today.

He said industrialists were reluctant to continue providing company transport for workers.

Abandoned

It's costing them money and some of the vehicles used are not designed to carry passengers. All sorts of vehicles, including trucks, are being used to ferry workers and the recent increase in fuel prices is going to add to the problem,' he said.

Earlier attempts to settle the dispute between the bus company and commuters were abandoned when commuters refused to talk to the company, he said.

At today's meeting Durban labour lawyer Chris Albertyn will represent the commuters.

The buses were withdrawn from the townships two weeks ago after two vehicles were gutted by fire.

Women protest at increase in bus fares

By JIMMY MATYU

ABOUT 30 members of the Port Elizabeth Women's Organisation (Pewo) today assembled outside the Port Elizabeth Tramways' New Brighton bus depot — Bay Passenger Transport — to protest against increased bus fares.

The women were watched by police who photographed the crowd. One video camera was used.

Some of the placards read: "Down with high bus fares"; "High fares, NO"; "No high wages"; "We are hungry, we have no money"; "Decrease bus fares" and "This is a peaceful demonstration".

Last night the women decided not to assemble outside the Centenary Great Hall after Brigadier C A Swart, the Divisional Commissioner of Police in the Eastern Cape, had warned on Monday that the march would amount to an illegal gathering.

Today they walked to the depot one-by-one or in couples.

Outside the depot, five women, Mrs Ivy Gcina, the president of Pewo, Miss N Stampo, the assistant secretary, Mrs Elizabeth Hashe, the treasurer, Miss N Zini and Mrs N Mbunye, were delegated to seek an interview with company officials.

While the five women were inside the premises of the bus depot, the others stood across the street displaying placards.

Mrs Gcina and Miss Stampo later met depot officials.

Mrs Gcina said they were advised to write to Mr Carl Coetzer, the managing director.

She said they had told the officials that the bus fare increases had come at the wrong time with breadwinners being retrenched and high unemployment.

Representatives of six affiliates of the United Democratic Front — Pewo, the Port Elizabeth Black Civic Organisation (Pebco), the Port Elizabeth Youth Congress (Peyco), the Congress of South African Students (Cosas), the Motor Assemblers' and Components Workers' Union of South Africa (Macwusa) and the General Workers' Union of South Africa (Gwusa) — will hold a meeting on the bus fares increases in the Gana Kakaza Hall today at 6pm.

PE bus fares up on Friday

E. Post 30/1/85 ~~3419~~ 332

Post Reporter

BUS FARES in Port Elizabeth go up by as much as 10% on some routes from Friday.

Mr F E Stamp, general manager of PE Tramways, said the increase in fuel prices had necessitated the move.

In order to minimise this effect, 72% of the passengers would face an increase of up to four cents and 13% would face an increase of 10%.

Mr Stamp said there would be no increase on those routes commonly refered to as feeder or internal services — black school pupils in Uitenhage and Port Elizabeth fall into this category.

Details of price increases are:

The cash fare in Uitenhage goes up from 28c to 30c. A R2 clipboard will go up to R2,20.

A 33c fare from New Brighton to Port Elizabeth will become 36c and a R2,30 clipcard will become R2,60.

The fare from Windvogel and Zwide to the city will go up from 43c to 47c and clipcard from R2,90 to R3,30.

Mr Stamp said that of the allowable 10%, in terms of Section 12A, the company had only increased fares by an average of 8,5%.

● See Page 4.

City bus fares up 7,7%

ARGUS 1
30/1/85
332

Staff Reporter

AN AVERAGE bus-fare increase for the Cape metropolitan area of 7,7 percent was announced by City Tramways today.

Cash fare increases ranging from 4,8 percent to 9,7 percent come into affect on Friday.

Clipcard users will in some cases have to pay increases of more than 10 percent to meet the shortfall between the unchanged subsidies and the fare increase.

"All attempts by City Tramways to avoid having passengers meet the R4,1-million annual additional fuel costs faced by us failed," said the managing director of City Tramways, Mr Nic Cronje.

"The amount was so large in terms of the turnover and income of the company that it was just not possible.

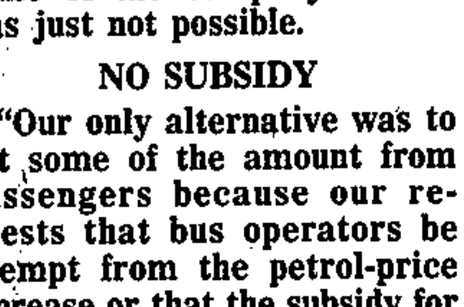
NO SUBSIDY

"Our only alternative was to get some of the amount from passengers because our requests that bus operators be exempt from the petrol-price increase or that the subsidy for bus passengers be increased were refused."

Because the company would get no additional help from the subsidy fund to meet its increased fuel bill, clipcard users would have to pay the increase on the cash fare portion.

"Even so, clipcards remain substantially subsidised so that they are still considerably cheaper a ride than the equivalent cash fare," Mr Cronje said.

About 50 percent of the 270 000 passengers using City Tramways and Associated Bus Holdings buses each working day used clip-cards.



Clip-card holders can beat the increase

CH BODIES

Staff Reporter

COMMUTERS can beat the bus fare rises for at least two weeks by buying clip-cards today and tomorrow at the old price.

Valid for two weeks from the date they are bought, the clip-cards will help commuters to delay the effect of the fare increases which come into operation on Friday.

Because the Department of Transport subsidy on bus fares is not being increased, clip-card users will, in some cases, have to pay more than 10 percent extra.

Cash fares are increasing by an average of 7,7 percent — the lowest increase being 4,8 percent and the highest 9,7.

"Clip-card users pay a portion of the normal cash fare for a journey and the difference is met by the Department of Transport's subsidy fund. Because it stays the same, clip-card users will have to pay the increase on the cash fare portion themselves," said the managing director of City Tramways, Mr Nic Cronje.

"This means they will pay more than 10 percent extra for their clip-cards, but even so clip-cards will continue to be substantially subsidised so they remain considerably cheaper a ride than the equivalent cash fare," he said.

For example, the cash fare for a trip from Cape Town to Camps Bay goes up from 65c to 70c. Because the subsidy of 28c a passenger a trip remains unchanged, clip-card users will pay the extra 5c themselves, bringing their fare from 37c to 42c.

● See fares table, Page 3

FUEL PRICE INCREASE — PUTCO ANNOUNCES NEW FARES

The passenger bus industry, as already announced, has been unable to obtain either exemption or subsidy on behalf of its passengers, and has no option but to pass on to them the fuel price increase announced by the Government.

Because Putco's passengers represent in general the lower income group, and transport is a service essential to the country's economy, the company is appealing to employers to help workers meet the new fare increases.

Putco operates some 3 200 buses covering 180 million kilometres annually, and carries a million passengers a day. It uses 7,5 million litres of diesel a month, which means that the 22c per litre increase applicable (inclusive of GST) will cost the company nearly R20 million a year.

To cover this extra cost, Putco is increasing its economic fare tariffs from **Friday February 1** by the maximum 10% allowable in terms of Secion 12 (a) of the Road Transportation Act of 1977. This makes it possible for fuel cost increases **only** to be recoverable immediately, before the normal lengthy application procedures still required. It is stressed that the increase does not provide for any other cost factors affecting the company.

The introduction of an across-the-board 10% increase on economic fare tariffs will necessitate the use of copper currency in the system, and passengers are asked to assist by carrying the correct change where possible. The following tabulations will apply to single journey cash fares.

Present	Amount of Increase
30c, 35c	3c
40c, 45c	4c
50c-95c	5c
R1-R1,95	10c
R2-R2,95	20c
R3 and above	30c

It is pointed out that the economic fare tariff — or revenue — is the tariff required to provide for operating costs and a reasonable profit. In the case of season tickets it is made up of the passenger's contribution **and** a discount or passenger subsidy recoverable from the Government. This subsidy is intended for the benefit of workers, who are regular commuters. It does not apply to single trip cash fares, which in general then reflect the full economic fare tariff.

On average the passenger contribution to Putco's economic fare tariff on season tickets accounts for about 60% against 40% subsidy. However, the subsidy varies considerably according to distance involved and other factors determined by the Department of Transport. The 10% revenue increase therefore will mean an increase to subsidised passengers varying between extremes of 10,5% and 41%. Some specific examples are clarified below:

10-Trip Weekly Ticket	Passenger Fare	Subsidy	Total (Economic Fare Tariff)	Increase	New Pass Fare	Increase to Passenger
Alex/Noord Street	R3,40	R2,60	R6,00	0,60	R4,00	17,6%
Diepkloof/City	R4,30	R2,70	R7,00	0,70	R5,00	16,3%
Dobsonville/Roodepoort	R3,50	R1,50	R5,00	0,50	R4,00	14,3%
Emdeni/City	R5,40	R6,60	R12,00	R1,20	R6,60	22,2%
Evaton/City	R7,50	R12,50	R20,00	R2,00	R9,50	26,7%
Meadowlands/City	R4,90	R4,10	R9,00	0,90	R5,80	18,4%
Feeders (Soweto)	R2,10	0,90	R3,00	0,30	R2,40	14,3%
KwaThema/Station	R3,50	R2,50	R6,00	0,60	R4,10	17,1%
Vosloorus/Boksburg Ind	R3,50	R5,50	R9,00	0,90	R4,40	25,7%
Tembisa S/Noord St	R7,40	R5,60	R13,00	R1,30	R8,70	17,6%
Tembisa S/Edenvale	R4,50	R3,50	R8,00	0,80	R5,30	17,8%
Tembisa S/Alex	R4,90	R6,10	R11,00	R1,10	R6,00	22,4%
Eldorado Park/City	R5,50	R4,50	R10,00	R1,00	R6,50	18,2%
Ennerdale/City	R7,30	R10,70	R18,00	R1,80	R9,10	24,7%
Westcol/Bree Street	R3,80	0,20	R4,00	0,40	R4,20	10,5%
Garankuwa S/Callies	R4,40	R9,60	R14,00	R1,40	R5,80	31,8%
Erasmus/Callies	R4,50	R7,50	R12,00	R1,20	R5,70	26,7%
Mabopane/Groenkloof	R7,10	R12,90	R20,00	R2,00	R9,10	28,2%
Soshanguve/Groenkloof	R7,00	R12,50	R19,50	R1,90	R8,95	27,1%
Belle 'Ombre/Feeder	R2,40	0,60	R3,00	0,30	R2,70	12,5%
Belle 'Ombre/Mon Park	R4,60	R1,40	R6,00	0,60	R5,20	13,0%
Marabastad/Kwaggafntn	R8,60	R18,40	R27,00	R2,70	R11,30	31,2%
Marabastad/Ga-Seabe	R9,00	R28,00	R37,00	R3,70	R12,70	41,1%
Mamelodi W/Callies	R4,50	R4,50	R9,00	0,90	R5,40	20%
Ekangala/Springs	R8,60	R11,40	R20,00	R2,00	R10,60	23,3%
Feeders (Mamelodi & Atteridgeville)	R2,10	0,90	R3,00	0,30	R2,40	14,3%
Saulsville/Callies	R4,60	R4,40	R9,00	0,90	R5,50	19,6%
Stage 51 (Belle'Ombre/CBD)	0,45	R3,00	R3,45	0,30	0,75	66,7%
Stage 52 (Belle'Ombre/ Loftus/Walker)	R1,60	R2,45	R4,05	0,40	R2,00	25%
Stage 21 (Wonderboom St/ Mayville)	R0,45	R3,00	R3,45	0,30	0,75	66,7%

Scholar fares, which are sub-economic and for which Putco receives no subsidy, will go up 10%.

M30/D725896

Bus fares in capital to be increased on Friday

Pietermaritzburg Bureau

MUNICIPAL bus fares in the capital will be increased on Friday by about 3 c, according to, the director of transport, Mr George Hichens.

He said in a statement yesterday that the department's fuel costs had risen by 50 percent and this amounted to an extra fuel bill of R110 000 a month, or 4 c a passenger trip.

From Friday, all fares on the general (white) service and the coloured and Indian service will go up by 3 c.

On the black services, scholars will have to pay 2 c more for their coupons while adult clipcards for Sobantu, Slangspruit and Swartkops will rise by 25 c a week or 2,5 c a day.

Mr Hichens said fares were being increased reluctantly after urgent negotiations in Cape Town between the executive of the Bus Operators' Association and Cabinet ministers had failed to bring relief in the form of reduced fuel prices or additional fare subsidies for black workers.

He would report to the City Council about the unrecovered additional amount of 1 c a trip amounting to R27 500 a month.

The Transport Department was investigating all possible fuel savings and every effort was being made to improve the fuel efficiency of the bus fleet, he said.

Taxi owners to ask for fare increase

EAST LONDON — Taxi operators in East London have agreed to increase fares to a flagdrop rate of R1 and 80c a kilometre, and have applied to the Road Transportation Board for approval.

Mr Ivan Butler, spokesman for a local taxi fleet, said taxi drivers had started feeling the pinch since the announcement of the petrol increase last week when 98 octane fuel was increased by 25c, 93 octane by 27,1c and diesel by 20c a litre.

Another East London taxi fleet owner, Mr Buks Smith, said he had been forced by the increased petrol prices to put in an application for a R1-flagdrop charge and 80c a kilometre.

At present his charges are 60c a flagdrop and 50c a kilometre.

"I have three cars going all the time and another three on standby and I am losing nearly R100 a day," he said.

"It is going to cost me an extra R75 to have my meters changed once I have been told what increase I am allowed to charge," he said.

He said he had on occasions spent R3 to pick up a fare and the customer had had to pay only R1 for the trip because it was so short. He had not charged from the rank to wherever he had to pick up the fare, but would now be forced to do so.

Mr Smith said he had also noticed that the number of private taxi operators had declined, and he believed this could be because of the increased operating costs.

Another taxi owner said he had only one vehicle which operated from a rank in the centre of town near a supermarket and he had also filed a similar application to the others.

He said that with GST and fuel-price increases over the last two years, he had found it difficult to survive on his own.

He said his fares were governed by the Road Transportation Act, which only allowed a small profit margin.

Miss Helen Treston, senior transport administration clerk with the Road Transportation Board in East London, said it could take some time before the applications were considered. — DDR

US SPEAKS

US government hopes for dialogue in SA

Argus 31/1/85 (332)

NEIL LURSSEN of The Argus Foreign Service reports from Washington on American government reaction to President Botha's speech

THE United States Government said today it hoped the speech by President P W Botha at the opening of Parliament on Friday would lead to a dialogue of all races in South Africa. The speech was a "significant statement," the US said.

"We consider the invitation to black leaders and interest groups to discuss constitutional and related matters with the government to be of particular importance," US spokesman Mr Bernard Kalb said after diplomats had studied the text.

Some American commentators have dismissed President Botha's speech as offering too little, too late.

But Mr Kalb, a television journalist who recently replaced Mr John Hughes as the State Department's chief spokesman, said: "We consider it a welcome statement of the government's intent to address major outstanding issues that must be resolved as South Africa moves away from apartheid."

The US hoped South Africans of all races would test President Botha's intentions by entering into a national discussion on the issues.

Points in President Botha's speech mentioned specifically by Mr Kalb included:

- The need for a mechanism for consultation and negotiation;
- The reality of permanent black urbanisation;
- The need for a "higher-level political situation" by urban blacks;
- Reform of influx control;
- The right of blacks to own freehold property;
- And the question of black citizenship.

Mr Kalb said the US hoped President Botha had set the stage for steps that would translate the spirit of his speech into action. "We hope that the emphasis on consultation and mechanisms for dialogue with black leaders can contribute to meaningful negotiations on change toward a system based on the consent of the governed," he said.

It is almost certain that today's State Department's welcome of the Botha speech will be denounced by critics of the US policy of constructive engagement as further evidence of the Reagan Administration's support for an apartheid regime.

As if to counter those criticisms in advance, Mr kalb said pointedly today: "In the months ahead, we will follow with intense interest how the ideas in the president's speech are implemented."

The US hoped South Africans of all races would discuss them and decide whether and how to make changes in the system. "In this respect, we must withhold judgment on what the proposals mean for South Africans," Mr Kalb added.

Pressed by reporters on whether the US saw the Botha speech as a statement of intent that South Africa meant to move away from apartheid, Mr Kalb said that a speech to Parliament was a statement of intent.

Time would tell whether it represented meaningful reform because there had been charges that the South African government was not serious but it was the US view that President Botha had expressed his intention to consider further changes away from apartheid that would benefit the black majority.

Cape Times 31/1/85

Bus fares: Unions 'shocked'

332

Staff Reporter

TRADE unions and community organizations reacted with shock and criticism yesterday to the announcement of a bus-fare increase that will push up tariffs for the Peninsula's 270 000 daily bus commuters by an average 7,7 percent from tomorrow.

Warnings that such increases in the cost of living could precipitate anger and unrest among people already hard hit by the economic downturn came from several organizations.

The director of the Cape Town Chamber of Commerce, Mr Brian MacLeod, criticized the authorities for failing "to allow themselves to be persuaded" to grant an increase in the subsidies paid to City Tramways.

At a press conference yesterday the company's managing director, Mr Piet Cronjé, said appeals to the authorities to increase subsidies to cover the 40 percent fuel-price rise announced last week had been turned down. This meant that commuters would have to bear the fares rise alone.

The fuel-price increase — which Mr Cronjé said was the only reason for the fares increases — would mean an increase of R4,1-million in running costs for the company in 1985, he said.

While cash fares will increase between 4,8 percent and 9,7 percent, clipcard users will have to face a far greater percentage increase — in some cases as much as 13,5 percent — although the fares they pay will still be less than for daily cash fares.

Mr MacLeod said the "special" situation that existed in Cape Town, with most bus commuters living a long distance from their workplaces, and the "sensitivity" surrounding the issue of busfare increases, should have prompted the government "to do everything possible" to avoid passing on the cost of the fuel price increase to bus passengers.

A spokesman for the General Workers Union said the burden of the fares increase would fall on clipcard users, the vast majority of whom were working-class people.

At workers' expense

The government, which had refused to increase its public-transport subsidies, clearly intended climbing out of the recession at the expense of workers' standards of living, he said.

The United Democratic Front warned that the erosion of living standards that resulted from such increases would find expression "in an increasingly militant and angry community".

● Mr Cronjé announced that clipcard users who bought cards today could do so at the present prices even though these would expire in a fortnight.

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13/2/85 D. Dispatch

Court threat over inflated taxi fares



MR BUKWENI . . . "We will retaliate".

EAST LONDON — Taximen who inflated fares between Mdantsane and King William's Town would be taken to court, Mr L. M. Bukweni, chairman of Mdantsane, East London and Districts Black Taxi Association said yesterday.

Mr Bukweni was reacting to a statement released to the press by Mr John Damane, Mr Headman Mbatha and Mr Duhase Kewute, of King William's Town Taxi Association who said that fares between King William's Town and Mdantsane had gone up on Friday from R2 to R2,50.

The men said Mr Bukweni had no right to speak on their behalf as they were from King William's Town and had nothing to do with Mdantsane.

Mr Bukweni said he was speaking on behalf of the members of his association.

What he said in the press was the decision of the association taken at a meeting held on February 10.

At that meeting it was decided that fare increases be suspended until further notice and that commuters be consulted before an increase was made.

He said the fare to King William's Town would remain R2 until such time as members of his association decided otherwise.

The three men from King William's Town should have approached the executive of his association concerning the fares to King instead of going to the press, he said.

He charged that any member of his association who transgressed the fare rules would be prosecuted.

He appealed to members to stick to the correct fares.

"Greed would lead to your downfall," he said.

He said those who wanted to know the latest developments in the taxi industry should attend meetings.

Mr Bukweni said it was unfair of certain taximen to unilaterally increase the fares because his association might retaliate by reducing the fares.

"Sometimes changes in fares do not bring the desired effect, but the opposite," Mr Bukweni said.

He appealed to commuters to avoid taxis that were charging higher fares, adding that it was not fair for the already burdened commuter to be saddled with extra charges on fares. — DDR.

Boy dies after eating grapes

CAPE TOWN — Police believe a nine-year-old Villiersdorp boy may have died after eating grapes sprayed with insecticide.

Jannie Williams of the farm Schoongesicht died on Monday. He apparently had eaten unripe grapes on a nearby farm. — DDC.

Passengers boycott buses

Passengers protesting against increased fares boycotted Putco buses and set up roadblocks in kwaNdebele this morning, Putco's public relations officer, Mr Pat Rogers, said today.

The increased fares came into effect today after the rise in the price of petrol last week.

Mr Rogers said kwaNdebele had the highest tarrif increase, with passengers on long-distance trips having to pay R12,70 instead of R9 weekly.

FM 1/2/85

BUS BOYCOTT

Employers squeezed

Government, employer and community representatives are meeting in northern Natal on Tuesday in an attempt to end the bus boycott which began in mid-January after a 35% increase in fares. All 60 000 commuters from three Empangeni townships, most of whom work at Richards Bay some 30 km away, are demanding that the local bus company cease its operations.

Employers in the area have played a major role in cooling tensions since the boycott began on January 14. After meeting with a committee elected to represent the communities, they agreed to temporarily provide as much transport to and from work as they could, and to show tolerance towards latecomers. They also arranged the talks.

But patience on all sides is wearing thin, giving rise to fears that if the meeting does not resolve the matter, serious conflict could erupt. A spokesman for the Zululand division of the Natal Chamber of Industries (NCI) says the situation is "critical."

A high-powered delegation is to meet the community representatives. It consists of the MP for Umfolozi, Willem Heine, a senior representative of the Department of Transport, the chairmen of the Zululand division of the NCI and the local Chamber of Commerce, and two members of the KwaZulu Legislative Assembly. Also present will be representatives of the three local councils.

The legal adviser to the committee tells the *FM* that the committee has refused to meet with the bus company, Empangeni Transport, which it accuses of having failed to consult with commuters previously. He says the committee, which is made up largely of trade union and Inkatha activists, will demand that Empangeni Transport, a subsidiary of United Transport, close down its operations.

He adds that the commuters will accept any other company as a replacement, but their preference is to have more than one company operating. This will "break the monopoly situation" which they believe has not served their interests.

The GM of United Transport, Okkie Goossen, says his company is prepared to meet with representatives of the boycotters. He told the *FM* last week, though, that it will not be possible to reduce fares to their previous level as the company is bound by tariffs laid down by the Road Transportation Board. It can take more than six months for fares amendments to be processed, he says.

Meanwhile, the NCI spokesman says employers cannot continue providing transport for much longer. Apart from the costs involved, employers do not have the necessary licences to run a transportation service. One Richards Bay employer summed up the dilemma: "Should a solution to the dispute not be reached soon, the already volatile situation could become very ugly."

20 000 boycott buses

RDM 2/2/85

332

Mail Reporter

ABOUT 20 000 commuters boycotted Putco's bus service between KwaNdebele and Pretoria in protest against the company's 40% increase in fares which came into effect yesterday.

This is the highest increase of all as bus fares went up by the maximum 10% in other areas.

The Trade Union Council of South Africa (Tucsa) yesterday warned the Government that the increase in bus fares was not acceptable, and that means must be found urgently to lessen its impact on the community.

Putco's public relations executive, Mr Pat Rogers, said boycotters had erected roadblocks on the two main routes from KwaNdebele, one at Enkeeldoorn and another at Tweefontein.

A meeting of KwaNdebele officials, Putco representatives and boycott leaders was under way in an effort to solve the deadlock.

He said Putco's fare increase of 10% amounted to more for some commuters using season tickets. In the case of KwaNdebele the rise was the highest of all — 41%.

This had come about because season tickets were subsidised by the Government.

A weekly R37 season ticket covering 10 trips for Kwandebele commuters had cost the passenger only R9 in the past, with the Government contributing the balance of R28.

A 10% increase on the R37 ticket amounted to R3,70, all of which the commuter had to pay, and this amounted to a 41% increase on the R9 previously paid, he said.

Despair as bus hikes hit home

IT IS a black Friday today — millions of commuters, already hit hard by rising prices, face a country-wide hike in busfares.

CP Reporters

Putco, claiming the increased petrol price will cost them an extra R20-million a year, increased the fare on most of its bus routes countrywide today.

Port Elizabeth fares have shot up by as much as 10 percent — drawing strong protests from the Port Elizabeth Women's Organisation.

At least 30 Pewo members staged a peaceful placard protest in front of the city's tramways depot in New Brighton, watched by police and security police.

On Wednesday, members of UDF affiliates met at the Holy Spirit Church Hall in Kwazakhele to consider ways to counter the bus hikes.

The SA Transport Services will decide on increased train fares soon. They have announced that they will lose R600-million a year if they do not increase fares.

Cape Town Tramways have increased busfares by 7 percent on all routes.

The Transvaal Women's Federation and Black Housewives' League this week slammed the recent price hikes on commodities, saying the increases were a Government strategy to "force blacks to the dry homelands".

Jo'burg taxi fares to go up

Transport Reporter

Johannesburg's two leading taxi companies, Rose Taxis and Taxi Bureau, are to increase their fares following the petrol price increase.

Mr Chris Froneman, managing director of Rose Taxis, said today he had applied to the Road Transportation Board for an increase last week.

"We will not change the tariff on distance but the flagfall tariff will go up from 70c to R1 and the waiting fare will increase from R9 to R15 an hour."

Rose Taxis charge R1 a kilometre.

Mr Nicholas Mayer, owner of Taxi Bureau, said his company had not increased fares for two years.

He said they would apply to increase their tariff from 80c to R1 a kilometre but the flagfall would remain at 70c and the waiting tariff at R9 an hour.

(332) 6/2/85

Cops guard Soshanguve after bus boycott threat

RIOT POLICE were on guard at the entrance to Soshanguve near Pretoria following rumours that commuters were going to boycott Putco buses in protest against the new fare increases which came into effect on Friday.

According to rumours in the township, the bus boycott should have started on Monday morning. At 6am yesterday riot police were on standby at the local taxi rank and the main bus terminus in the township.

Early yesterday riot police were still on guard at the entrance while the local police patrolled the township.

The local station commander, Major S Soko, said "everything in the township was normal" and that commuters boarded buses as usual yesterday. He said the riot police were on patrol.

Commuters boarded buses as usual although they complained about the high fares they were asked to pay. They also complained about the gross shortage of buses between the township and other areas.

The commuters said buses were always "overcrowded" during peak periods and said they had complained to the authorities to introduce more buses, but nothing has been done about the bus shortage.

Sowetan 6/2/85

Putco suspends KwaNdebele hikes

NEGOTIATIONS to resolve commuters' dissatisfaction over the recently increased bus fares between KwaNdebele and Pretoria entered their third day yesterday, with Putco imposing a suspension on the hikes.

Mr Dan Rolt, the bus company's public relations officer, said talks were on between Putco and the homeland Cabinet Ministers following a boycott of the route service last Friday. Representatives of the commuters also met relevant authorities on the subject.

Service restored

Although there had been no incidents during the boycotts, Mr Rolt said, there were some blockages along the Pretoria routes. But the service was restored after his company agreed to lift the 41 percent increase which came into effect last week.

"There is not much I can say at this stage because no agreement has been reached so far. Talks are continuing and the steps we are going to take depend on the outcome of the meeting," said Mr Rolt.

332

Committee to probe bus boycott

Labour Reporter

THE Minister of Transport Affairs, Mr Hendrik Schoeman, has appointed a two-man committee of inquiry to look into the Empangeni bus boycott — now in its third week.

The committee, comprising senior officials of the National Transport Commission, Mr E F Niksch and Mr M J van Zyl, has already started its investigations and will report directly to Mr Schoeman.

Two public hearings at which commuters will give evidence will be held at the Esikhaweni Magistrate's Court on Monday at 10 30 a m and at the Empangeni Town Hall on Tuesday at 9 a m.

The appointment of the committee follows an urgent plea to the minister by Mr Willie Heine, National Party MP for Umfolosi, after attempts by Richards Bay industrialists and the Zululand branch of the Natal Chamber of Industries and the Chamber of Commerce failed to resolve the dispute.

Mr Rob Barbour, chairman of the chamber of industries, said yesterday that individual industrialists from the Richards Bay complex had been invited to attend and present evidence at the inquiry.

Representatives of both the chambers of industries and commerce would be present at the inquiry but would not be involving themselves in any special role, he said.

Mr Chris Albertyn, the Durban lawyer who represented the commuters at the recent talks in Richards Bay, said yesterday that the commuters were not prepared to patronise the bus services of Empangeni Transport and called on the minister to have the company removed from the North Coast town.

ARGUS 12/2/85 332

Running 'average' car now costs R525 a month

Staff Reporter

IT now costs more than R525 a month to own and run an "average" car of between 1 500cc and 1 800cc in the R10 000 to R11 000 price range, travelling 18 000km a year.

The cost has increased by an average of seven percent, according to new ownership and running-cost schedules compiled by the Automobile Association.

Motorists are now paying, on average, an extra three cents a kilometre to keep their cars on the roads.

LICENCE REGISTRATION

This figure takes into account the cost of owning a car (including depreciation, loss of interest at current rates, comprehensive insurance, compulsory third party cover, licence registration and parking fees) and total running costs, including petrol and maintenance.

The fixed cost of owning the car described is R3 879 a year, the motorist's biggest outlay. Driving adds to this. The cost of fuelling the car over 18 000km has risen — thanks to the recent petrol-price increase — from R1 044 last August to R1 386 (an extra R342).

Maintenance costs, including repairs, servicing, lubrication and tyres, have risen by R54 in the past six months, from an annual figure of R990 to R1 044.

"VERY EXPENSIVE"

The area manager of the Automobile Association in the Western Cape, Mr Barney Mostert, predicts that the increased cost of petrol and maintenance will see companies jettisoning "gas-guzzlers" and opting for smaller economy models for executive employees.

"It is now very expensive to run a car. Companies will be restructuring packages for staff — especially if they look at the petrol-price increase in conjunction with the new perks tax."

His advice for motorists was to "tighten their belts" — plan journeys judiciously, share trips where possible and spend holidays at resorts closer to home.

Cost of car, capacity	Annual petrol cost over 18 000km		Total running costs over 18 000km		Total ownership costs over 18 000km	
	was	now	was	now	was	now
Up to R9 000, 900 to 1 200cm³	R720	R972	R1 638	R1 944	R4 950	R5 274
R10 000 to R11 000, 1 500 to 1 800 cm³	R1 044	R1 386	R2 034	R2 430	R5 886	R6 318
R15 000 to R16 000, 2 to 2,5ℓ	R1 200	R1 674	R2 250	R2 808	R7 452	R8 028
R30 000 to R35 000, 3 to 4ℓ	R1 386	1 980	R2 520	R3 204	R12 204	R12 906

Merury 12/2/85 (332)

Police escort bus chief from boycott commission hearing



Part of the large crowd which attended the inquiry into the boycott of Empangeni Transport buses at Esikhawini township yesterday. Mr Simon Conco (on the extreme right) a Member of the KwaZulu Legislative Assembly, leads evidence.

Labour Reporter

THE general manager of Empangeni Transport, Mr Jan Steenekamp, had to be escorted out of Esikhawini yesterday by KwaZulu Police after a mob hurled abuse at him while he was leaving the township where he attended a commission of inquiry into the boycott of his company's buses.

Maj C P Mzimela, district commandant of the KwaZulu Police at Esikhawini, who accompanied Mr Steenekamp to his car, appealed to the group for calm as they followed him, shouting abuse.

Two uniformed members of the KwaZulu police sat in Mr Steenekamp's car until he had driven safely out of the township.

Loggerheads

Earlier, more than 1 000 people had packed the grounds of the Magistrate's Court in Esikhawini to hear their legal representative, Mr Chris Albertyn, and local community leaders put the case before a two-man commission of inquiry in support of calls by commuters for Empangeni Transport buses to be withdrawn from the town.

Mr Simon Conco, Member of the KwaZulu Legislative Assembly for Nseleni, told the commission, appointed by the Minister of Transport Affairs, that the black community of Empangeni was at loggerheads because of the actions of an official of Empangeni Transport.

He said tribal chiefs and community councillors had been barred from entering the Esikhawini township for their own safety after a PRO of the bus company had wrongly claimed they had supported the recent increase in bus fares.

Mr Conco said that at a meeting with the chiefs, the bus company official had assured them that the increase would not be more than 10 percent to 15 percent and had then informed the management that the chiefs had agreed to an increase. The fares were later raised by as much as 125 percent.

Mr Jeffrey Vilane, president of the Metal and Allied Workers' Union, told the hearing that employees in Richards Bay were were fed up with the poor bus service provided by Empangeni Transport and called for the company to be removed from the town.

Monopoly

He accused the company of discriminating against blacks. 'While the bus fares for black commuters were increased, Indian employees in the Richards Bay area were still paying R50 a month for travelling by bus from Stanger to Richards Bay.

'This works out roughly to 90 c a journey, far less than what black commuters were being charged,' he said.

Mr Albertyn suggested that an agreement be reached between the Government and the commuters to regulate bus services in the townships and to promote competition among operators. At present Empangeni Transport holds a monopoly.

The commission, comprising Mr E F Niksch, Commissioner for Urban Transport, and Mr M J van Zyl, a member of the National Transport Commission, will sit in the Empangeni Town Hall today to hear further evidence.

12/2/85 (330)

Fuel price causes raised taxi fares

EAST LONDON — Taxis serving the Buffalo Flats, Braelynn and Eziphunzana routes raised fares yesterday following the petrol price hike.

The East London Taxi Association announced 10c hikes on all the routes.

The fare on stage 1 (Parkside, Pefferville, Parkridge and C. C. Lloyd Township) is 50c while that of stage 2 (Buffalo Flats) is 60c.

The fare to Buffalo Flats extension (Ghost Town) is 70c with other extensions being 90c.

Fares between stages are 50c, except from Parkside to the furthest Buffalo Flats extension which is 60c.

Off route drops will cost an extra 20c.

Meanwhile delegates at a report back meeting of the Mdantsane and Districts Taxi Association agreed that fare increases be suspended until a later date.

It was resolved that any member who inflated fares was doing so on his own without the approval of the association. Commuters who were charged more should refuse to pay and report the offender to the police and the executive of the association.

The fares would remain the same between Mdantsane and East London, namely 80 cents over the week and R1 over the weekend. Feeder services would stay 30 cents for Mdantsane proper and 40 cents for distant zones during the week, but rise to 40 and 50 cents over weekends. — DDR.

Mercury 13/2/85 332

Boycott probe team to inspect bus facilities

Labour Reporter

THE Government-appointed commission of inquiry into the month-long Empangeni bus boycott will hold an inspection-in-loco of Empangeni townships today to look at facilities for bus commuters.

The commission, comprising Mr E F Niksch, Commissioner for Urban Transport, and Mr M J van Zyl, a member of the National Transport Commission, heard evidence by commuters on Monday and again yesterday regarding the service provided by Empangeni Transport.

According to Mr Chris Albertyn, the Durban lawyer who appeared on behalf of the commuters at the inquiry, there was evidence in support of a move for the bus company — whose services have been boycotted since January 14 — to withdraw from the North Coast town.

The commuters' call for Empangeni Transport to be removed from the town follows the company's decision to increase bus fares, and other grievances over the service.

The hearing was told that the firm's buses operated on irregular time schedules, were frequently overloaded as well as being in a generally unsafe and unhealthy condition.

There were no bus shelters and bus drivers showed no courtesy toward passengers. Community representatives alleged that the bus company discriminated against black passengers.

Mr Niksch said the commission, appointed by Transport Minister Hendrik Schoeman, would report directly to the minister as soon as possible.

'The fact that the commission was appointed so quickly is an indication that the Government wants this matter resolved as quickly as possible,' he said.

Mr Rob Barbour, chairman of the Zululand branch of the Natal Chamber of Industries, told the hearing at the Esikhawini Magistrate's Court that local industrialists were hoping the dispute would be resolved quickly and peacefully and that commuters got a good bus service.

'We hope that the inquiry will help bring this matter to an end,' he said.

Mercury 22/2/85 (332)

Move on minibuses under fire

African Affairs Reporter

A MOVE to restrict the number of paying passengers in a taxi or minibus to only four, came under fire at a meeting of the Natal and Zululand Black Taxi Association in Pietermaritzburg yesterday.

Delegates condemned the Road Transportation Board and the Welgemoed Commission of Inquiry into Public Transport proposal that passengers of all taxis and minibuses should be restricted.

The association resolved that vehicles used as taxis should be allowed to carry the number of passengers according to their carrying capacities as defined by the manufacturers.

Rejected

The decision was taken after Mr T J Ngcoya, president of the Southern Africa Black Taxi Association, gave a report of the meetings which he attended in Port Elizabeth and East London this week.

He told delegates the two associations also rejected the restriction and decided that their minibuses should be allowed to carry 14 passengers excluding the driver.

Mr Ngcoya said the restriction to four passengers had also been rejected by taxi associations on the Reef.

He said his association was supported by the KwaZulu Government in opposing the restriction and he was confident that it would fall away.

Delivering his last speech as the chairman of the Natal and Zululand Taxis Association, he said he hated the Transportation Board, 'because it had exceeded its powers', and the Minister of Transport as well.

Autonomous

He warned members that he suspected that the Transportation Board wanted to take away the taxi licences by introducing the new restriction. He consoled the members that its decision had not yet been gazetted.

'The board tells us that it is an autonomous body and we are free to take the matter to court. I want to remind it that we are also an autonomous body in our areas.'

Mr Ngcoya who has been the chairman of the association has since been elected president of the Southern Africa Black Taxi Association (Sabta).

He said Sabta had taken the matter to the Supreme Court to oppose the Road Transportation Board. Affidavits would be signed in Durban next Tuesday.

It had been expected that the meeting would also deal with the introduction of minibuses by the Pietermaritzburg municipality but the item was left out of the agenda.

No end in sight as boycott enters third month

Labour Reporter

THE Empangeni bus boycott enters its third month with still no indication of an end in sight.

Mr Jan Steenekamp, general manager of Empangeni Transport, said yesterday his company buses were still operating a limited service.

'We have withdrawn all our buses from the townships,' he said.

The boycott started on January 14 following an increase in bus fares and caused disruption to commerce and industry in the Empangeni and Richards Bay area.

Employers in the Richards Bay area are helping workers with company transport, but Mr Rob Barbour, chairman of the Zululand Branch of the Natal Chamber of Industries, said many employers were reluctant to continue providing the service because it was costing them money.

In the three townships, taxis were still transporting the bus boycotters to Empangeni and Richards Bay.

Mr Felix Niksch, the commissioner for Urban Transport of the National Transport Commission, was sent to Empangeni recently by the Minister of Transport Affairs, Mr Hendrik Schoeman, for an on-the-spot investigation into the commuters' grievances.

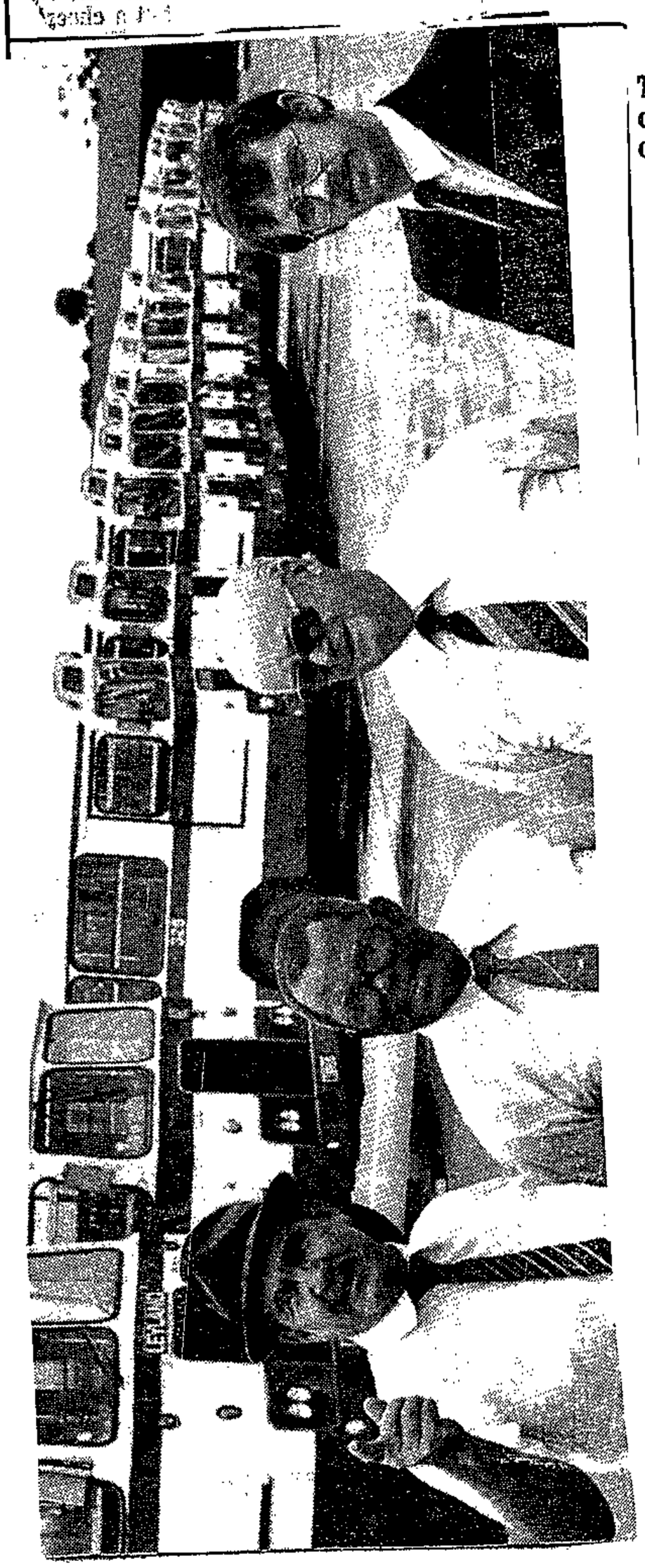
Mr Steenekamp said his company was still waiting for a decision from the minister.

The buses had been withdrawn from the townships after two buses were gutted by fire when the boycotters went on the rampage.



The two-man committee of inquiry into the Empangeni bus boycott, Mr E F Niksch, (left) and Mr M J van Zyl (third left) with Mr Simon Conco, leader of the commuters' delegation, and Mr Jan Steenekamp, general manager of the bus company, in Richards Bay yesterday.

Bus boycott inquiry team winds up visit



Labour Reporter

THE two-man committee of inquiry into the Empangeni bus boycott has completed its investigations and will forward its report to the Minister of Transport Affairs, Mr Hendrik Schoeman, tomorrow.

Mr E F Niksch, commissioner for urban transport, who headed the State-appointed committee, told the Mercury yesterday that all representations would be considered, but it would be up to the minister to decide what action should be taken to resolve the dispute.

Commuters in Empangeni townships have been boycotting the services of Empangeni Passenger Transport since January 14, following an increase in bus fares, causing disruption to industries in the Richards Bay complex.

The committee was appointed after urgent representations by National Party MP for Umfolozi Willie Heine, who urged the minister to intervene after attempts by local industrialists to have the dispute resolve had failed.

Mr Niksch and his colleague, Mr M J van Zyl, who is also a member of the National Transport Commission, were taken on a guided tour of the townships yesterday by representatives of the bus company and local community leaders before flying back to Pretoria last night.

Sprawling

The bus tour nearly did not take place when the commuters' delegation, headed by KwaZulu Legislative Assembly Member Simon Conco, refused to travel on the Empangeni Transport company-owned bus.

Another bus, owned by a Richards Bay company, was used to transport the inspection party.

The committee members went for a walkabout on the bus company's sprawling premises at Alton in Richards Bay where they were shown the comprehensive driver training programme for the company's 200 bus drivers, fully-equipped workshops and the cleaning and safety checks buses were put through before being dispatched.

Mr O Goosen, chief executive of the United Transport Group, which controls Empangeni Passenger Transport, said his company's bus services throughout the country were of a very high standard.

Listen

'We run our company on a very high level of business ethics,' he said, responding to complaints by commuters about the poor quality of service.

Nobody was perfect, he said, but Empangeni Transport was only too happy to listen to commuters' grievances and improve its service if there were any shortcomings.

Commenting on complaints about drivers, he said: 'In the past four weeks we trained 150 drivers in public relations. We do everything in our power to try to instil the right attitude towards our passengers.'

Responding to allegations that the buses disregarded time schedules, Mr Goosen said the company had a staff of inspectors and 12 regulators whose function were to hold spot checks on the buses to see whether they were running on time in addition to their routine duties.

Zimbabwe's fiscal year ends in June and the budget is traditionally presented at the end of July. If parliament is not to sit until September, there will be no budget until the final quarter of the year. This might suit the government's book, given that it is talking to the International Monetary Fund (IMF) about a new standby facility and little is likely to be decided until the votes have been counted.

As it is, there is growing concern over the "lame duck" atmosphere in some government departments. As one top official puts it: "No one wants to make decisions at this juncture, just in case they make the wrong decision which could lose them their jobs after the election."

One of parliament's last acts was to approve a further Z$43m in expenditure estimates — taking the total budget deficit for 1984-1985 to Z$691m, or nearly 12% of estimated gdp. The IMF won't be happy with that situation and all government departments face tough bargaining after the elections over spending estimates. It is clear that the only workable solution to Zimbabwe's serious budget problem is some drastic cost-cutting, and here again timing is crucial.

There is no way that far-reaching economic decisions on government spending are going to be made in the heady atmosphere of a general election.

In its latest review of the economy, the Reserve Bank of Zimbabwe notes a slackening of the recession last year, though it continues to warn about the balance-of-payments position. In a rather more pessimistic assessment than those of some of the commercial banks, the central bank warns: "There is little prospect of any relaxation in import controls before the end of 1985 at the earliest." One reason for this is the fact that 100 000 t of wheat imports are going to be needed in the 1984-1985 season.

Another is what it calls the authorities' wish to review early in 1985 the temporary suspension of dividend and profit remittances imposed last March.

It seems clear that — perhaps under IMF prodding — the Zimbabwean government wants to loosen controls rather than allow higher imports in an effort to stimulate foreign investment. The Bank warns — rather gloomily — that the overall level of economic activity is likely to remain depressed until the end of 1985. But Standard Chartered Bank, in its latest economic assessment, is much more optimistic about real economic growth this year — predicting at least 3% in real terms.

The central bank continues to be cautious about inflation, concluding its assessment with the warning that before the 1984 improvement in the economy can be translated into a sustainable upturn, "the balance-of-payments situation will need to be strengthened significantly and the rate of inflation reduced." Since this report was written, Zimbabwe has had its best rains for at least three years and hopes are running high of a bumper maize harvest and substantially increased wheat production. This suggests the central bank may be overdoing the gloom.

BUS BOYCOTT

End monopoly call

Thousands of commuters in northern Natal gathered this week in noisy support of efforts to get a government commission of inquiry to recommend the end to the transport monopoly held by a local bus company.

The commission was apppointed to investigate the five-week-long boycott of Empangeni Transport (a subsidiary of United Transport) by 60 000 commuters protesting against a 35% fare increase and the company's "insensitivity to commuter needs, and irregular services." The boycott has been sustained with the help of employers, who have provided as much transport as possible, and local taxi owners, who have reduced fares by 30% for the 30 km trip between Empangeni townships and Richards Bay, where most of the commuters work.

On Monday, about 2 000 boycotters packed the grounds of the magistrate's court in Eskaweni, near Empangeni, where the commission was sitting. The size of the crowd forced the commission to move outside for its deliberations.

Spectators cheered as their representatives presented evidence and made recommendations. Two prominent members of a committee elected by the commuters — Simon Chonco, Inkatha's chief whip in the KwaZulu Legislative Assembly, and Jeffrey Vilane, the president of the Metal and Allied Workers' Union — gave evidence about commuter grievances.

The third witness was the commuters' legal representative, Chris Albertyn. He recommended that:

☐ More than one company be allowed to operate in the area to create competition, which would ensure an adequate service;

☐ Senior representatives of Transport Minister Hendrik Schoeman and the local Road Transportation Board should negotiate with the commuters' committee on an agreement to "regulate the form and quantity of future fare increases and ensure an acceptable level of social responsibility;" and

☐ Restrictions on taxis wishing to operate between Empangeni and Richards Bay should be lifted. At present, Empangeni taxi drivers are only allowed to travel as far as the outskirts of Richards Bay. Albertyn also recommended that taxis should be permitted to carry more passengers.

Commuter representatives also asked that employers should continue providing alternative transport and that the authorities should ignore their transgression of the Road Transportation Act, pending the settlement of the dispute. The *FM* understands that employer representatives handed the commission written evidence of the history of the boycott. It is not known what recommendations, if any, they made.

The commuters have turned down employer and government appeals to suspend the boycott while the commission looks into their grievances. They have also ignored employer threats to halt transport assistance if they continue the boycott.

The commission was due to sit in Empangeni on Tuesday and to conduct an inspection of Empangeni Transport's facilities on Wednesday. Albertyn is hoping the commission will make its findings known by the end of the week.



Mugabe ... need to cut government spending

Financial Mail February 15 1985

'Give us a share'

By JABULANI SIKHAKHANE

THE EMPANGENI bus boycott took a dramatic turn this week – commuters are demanding a percentage of the bus company's profits for community development.

This was one of the submissions made by commuter representatives to the committee of inquiry appointed by Transport Minister Hendrik Schoeman to investigate the affairs and standard of service provided by Empangeni Transport.

The bus company has been locked in a month-long dispute with the commuters over fare increases.

A spokesperson for the commuters said they want between one and two percent of the profits – from any company who wants to operate in the area – for the development of the local community.

Commuters also demanded that Empangeni Transport stop issuing pamphlets urging children to return to the buses.



Commuters burn pamphlets issued by Empangeni Transport urging school children to end the boycott. Pic: CEDRIC NUNN

Putco boycott!

DIEPKLOOF residents yesterday threatened to boycott Putco buses if the company introduced another fare increase "within the next few weeks."

The residents threatened to take this stand at the Diepkloof Civic Association's (DCA) meeting.

The DCA's transport committee told yesterday's meeting that Putco was set to raise its fares again "within the next few weeks." The meeting was told that the bus company had already applied to the Road Transportation Board asking for a green light to effect hikes of between 30 and 40 percent — the third Putco fare increase in three months.

(iii) *Burst tyres*

	Internal		International
	A300	B737	B747
March 1984	—	—	—
April 1984	—	—	—
May 1984	—	—	—
June 1984	1	—	—
July 1984	—	—	—
August 1984	1	—	—
September 1984	—	—	—
October 1984	—	—	—
November 1984	—	—	—
December 1984	1	—	—

332 Hansard
Q.601.127 **Bus operators** 18/2/85

204. Mr A SAVAGE asked the Minister of Transport Affairs:

What was the extent of the subsidy granted to bus operators in respect of commuter traffic in each of the four main metropolitan areas in the 1983-84 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

Pretoria	R36 136 387
Johannesburg	R22 196 215
Durban	R24 560 894
Cape Town	R12 305 234
Total	R95 198 730

For the attention of the hon member it is mentioned that the payments effected above include amounts derived from the respective transport accounts as well as monies appropriated by the Treasury.

TUESDAY, 19 FEBRUARY 1985

†Indicates translated version.

For oral reply:
General Affairs:
State President:

Departments/bodies: programmes for improvement of attitudes

*1. Mr D J DALLING asked the State President:

(1) Whether he has issued directives to all Departments and other Government bodies concerned with functions relating to Blacks in the socio-economic sphere to submit programmes for the improvement of attitudes in the performance of their functions; if not, (a) why not and (b) when does he intend issuing such directives; if so,

(2) (a) what is the full text of these directives, (b) what is the full list of Departments and other Government bodies to which these directives have been issued, (c) on what date were these directives despatched and (d) when is it anticipated that the resulting programmes will be implemented?

The STATE PRESIDENT:

(1) and (2) I refer the hon member to my speech during the Opening of Parliament on 25 January 1985. Attention is being given to ways and means as to how this matter should be handled.

Mr D J DALLING: Mr Chairman, arising out of the reply given by the State President, could he tell the House whether he intends to give a reply to the specific questions asked?

The STATE PRESIDENT: Mr Chairman, yes, at a later stage, once the proceedings I have instituted have been finalized.

Mr D J DALLING: Mr Chairman, further arising out of the reply given by the State President, could he tell the House when he anticipates he will be ready to give those replies?

The STATE PRESIDENT: Mr Chairman, when the proceedings have been finalized.

Mr D J DALLING: Mr Chairman . . .

The CHAIRMAN OF THE HOUSE: Order! I will allow the hon member for Sandton one final supplementary question.

Mr D J DALLING: Mr Chairman, there is only one more question I should like to put to the State President. Could he tell us whether he has sent out any directives at all at this stage?

The STATE PRESIDENT: Mr Chairman, I am prepared to reply to that question when the proceedings have been finalized.

Ministers:

Question standing over from Tuesday, 12 February 1985:

255 250 Hansard
Escom
Q 601. 129 19/2/85

*40. Mr B B GOODALL asked the Minister of Mineral and Energy Affairs:

(1) Whether Escom suffered losses of approximately R57 million in the recent past; if so,

(2) whether the management of Escom recently admitted that such losses had occurred; if so, (a) how were these losses incurred, (b) who authorized the transfer of the funds concerned and (c) in what manner was this money lost;

(3) whether these losses were reflected in Escom's books; if not, why not;

(4) whether any Escom officials were informed of these losses; if not, why not; if so, (a) which officials and (b) when were they informed;

(5) whether these officials took any action as a result; if not, why not; if so, what action;

(6) whether any other such losses have been incurred by Escom; if so,

(7) whether these losses were reflected in its books; if not, why not; if so, (a) what total amount was lost in this manner, (b) when were these losses incurred and (c) who was aware of these losses?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS:

(1) Yes.

(2) Yes.

(a), (b) and (c) In 1974 Escom concluded a contract with an American contractor for the enrichment of uranium which would serve as fuel for the Koeberg Nuclear Power Station. In terms of the contract Escom had to supply the contractor with unenriched uranium for enrichment. The relevant American administration has, however, prohibited the return to South Africa of the enriched uranium and consequently Escom had to obtain enriched uranium from other sources. The unenriched material was, however, supplied in order to avoid breach of contract by Escom.

Approximately a year ago Escom and the American contractor agreed to suspend the contract and Escom has taken steps to dispose of the enriched as well as unenriched material. Losses were, however, suffered as a result of the collapse of the uranium market and the high uranium prices to which Escom were contractually bound which are reflected by the fact that in the last quarter of 1984, as a result of escalation, Escom had to

(iii) *Burst tyres*

	Internal		International
	A300	B737	B747
March 1984	—	—	—
April 1984	—	—	—
May 1984	—	—	—
June 1984	1	—	—
July 1984	—	—	—
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Cape Town	R12 305 234
Total	R95 198 730

For the attention of the hon member it is mentioned that the payments effected above include amounts derived from the respective transport accounts as well as monies appropriated by the Treasury.

TUESDAY, 19 FEBRUARY 1985

†Indicates translated version.

For oral reply:
General Affairs:
State President:

Departments/bodies: programmes for improvement of attitudes

*1. Mr D J DALLING asked the State President:

(1) Whether he has issued directives to all Departments and other Government bodies concerned with functions relating to Blacks in the socio-economic sphere to submit programmes for the improvement of attitudes in the performance of their functions; if not, (a) why not and (b) when does he intend issuing such directives; if so,

(2) (a) what is the full text of these directives, (b) what is the full list of Departments and other Government bodies to which these directives have been issued, (c) on what date were these directives despatched and (d) when is it anticipated that the resulting programmes will be implemented?

The STATE PRESIDENT:

(1) and (2) I refer the hon member to my speech during the Opening of Parliament on 25 January 1985. Attention is being given to ways and means as to how this matter should be handled.

Mr D J DALLING: Mr Chairman, arising out of the reply given by the State President, could he tell the House whether he intends to give a reply to the specific questions asked?

The STATE PRESIDENT: Mr Chairman, yes, at a later stage, once the proceedings I have instituted have been finalized.

Mr D J DALLING: Mr Chairman, further arising out of the reply given by the State President, could he tell the House when he anticipates he will be ready to give those replies?

The STATE PRESIDENT: Mr Chairman, when the proceedings have been finalized.

Mr D J DALLING: Mr Chairman . . .

The CHAIRMAN OF THE HOUSE: Order! I will allow the hon member for Sandton one final supplementary question.

Mr D J DALLING: Mr Chairman, there is only one more question I should like to put to the State President. Could he tell us whether he has sent out any directives at all at this stage?

The STATE PRESIDENT: Mr Chairman, I am prepared to reply to that question when the proceedings have been finalized.

Ministers:

Question standing over from Tuesday, 12 February 1985:

~~(550)~~ Hansard
Q.601.129 19/2/85 **Escom**

*40. Mr B B GOODALL asked the Minister of Mineral and Energy Affairs:

(1) Whether Escom suffered losses of approximately R57 million in the recent past; if so,

(2) whether the management of Escom recently admitted that such losses had occurred; if so, (a) how were these losses incurred, (b) who authorized the transfer of the funds concerned and (c) in what manner was this money lost;

(3) whether these losses were reflected in Escom's books; if not, why not;

(4) whether any Escom officials were informed of these losses; if not, why not; if so, (a) which officials and (b) when were they informed;

(5) whether these officials took any action as a result; if not, why not; if so, what action;

(6) whether any other such losses have been incurred by Escom; if so,

(7) whether these losses were reflected in its books; if not, why not; if so, (a) what total amount was lost in this manner, (b) when were these losses incurred and (c) who was aware of these losses?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS:

(1) Yes.

(2) Yes.

(a), (b) and (c) In 1974 Escom concluded a contract with an American contractor for the enrichment of uranium which would serve as fuel for the Koeberg Nuclear Power Station. In terms of the contract Escom had to supply the contractor with unenriched uranium for enrichment. The relevant American administration has, however, prohibited the return to South Africa of the enriched uranium and consequently Escom had to obtain enriched uranium from other sources. The unenriched material was, however, supplied in order to avoid breach of contract by Escom.

Approximately a year ago Escom and the American contractor agreed to suspend the contract and Escom has taken steps to dispose of the enriched as well as unenriched material. Losses were, however, suffered as a result of the collapse of the uranium market and the high uranium prices to which Escom were contractually bound which are reflected by the fact that in the last quarter of 1984, as a result of escalation, Escom had to

Mercury 21/2/85 (332)

Commuters urged to end bus boycott

Labour Reporter

THE Minister of Transport Affairs, Mr Hendrik Schoeman, made a strong plea to commuters in the Empangeni townships yesterday to end their month-long bus boycott.

He also issued a veiled warning to pirate-taxi operators and others using illegal forms of transport that steps would be taken by the Department of Transport to ensure compliance with requirements of the Transportation Act from Monday.

Police are expected to crack down on unregistered taxis which have been kept busy over the past month transporting the bus boycotters.

At present various forms of transport including tractor-driven trailers are being used to ferry workers between the townships and the Richards Bay industrial complex, infringing transport regulations.

Disruption

Mr Schoeman's plea comes in the wake of a two-man committee of inquiry into the boycott of Empangeni Transport buses. The State-appointed committee, comprising the commissioner for urban transport, Mr E F Niksch, and Mr M J van Zyl, handed its report to Mr Schoeman on Friday.

He said in a statement to the Mercury yesterday that the 'serious bus boycott being experienced in the Empangeni/Richards Bay and the adjacent KwaZulu areas since January 15 is giving rise to appreciable disruption'.

'It is also causing great discomfort to all concerned. This state of affairs can obviously not be allowed to continue indefinitely,' he said.

It was imperative that the present unsatisfactory situation be normalised as a matter of urgency.

Mr Schoeman said he had been told the bus company was negotiating to provide for black participation in the affairs of the company.

He suggested that a joint transport liaison committee be constituted consisting of representatives of various bodies to ensure continuing communication between all concerned on the bus passenger transport front.

Attack on rail, road increase

Political Staff

PARLIAMENT. — All three opposition parties in the Assembly yesterday criticized the new transport increases, saying they had not been entirely necessary and would increase the cost of living.

Mr John Malcomess, chief opposition spokesman, said the increases would not have been necessary if the government had paid SATS compensation for its losses on socio-economic passenger services.

Mr R F van Heerden, the Conservative Party's spokesman, said the increases were "shocking" when taken together with recent air and rail fare increases and the massive rise in the price of petrol and electricity.

'Deficit'

Mr Vause Raw, chief spokesman for the New Republic Party, said the country could have expected better than a "deficit" budget.

Mr Malcomess congratulated SATS management and staff on their achievement in the current year as a profit seemed on the cards "despite a severe economic downturn".

Mr Van Heerden said farmers would be hit by the 12,5 percent increase on livestock transport, sugar cane, power paraffin and diesel.

"The shock waves will spread further in the next few weeks and further increases can be expected in the price of food as well as manufactured goods.

Bright spots

"Add to all this another increase in petrol, an increase in GST which is certainly going to follow, the high interest rates which are being paid at present and the picture looks bleak."

Mr Raw said the only bright spots in the budget were the achievement of the SATS personnel in conveying an increased traffic load with a 16 percent reduction in staff and the saving on capital budget.

- **Sapa reports Mr Schoeman as announcing in the House that the SWA/Namibian administration would assume full responsibility for rail and road services in the territory from April 1.**
- **He also announced that the financial and organizational structure of SATS would be investigated by Dr W J de Villiers, chairman of the recent commission of inquiry into Escom.**

Putco applies for another fare hike

By MOJALEFA MOSEKI

ANOTHER bus fare increase is on the cards. This time it comes into effect on November 1 and Putco has already submitted applications to the National Road Transportation Board.

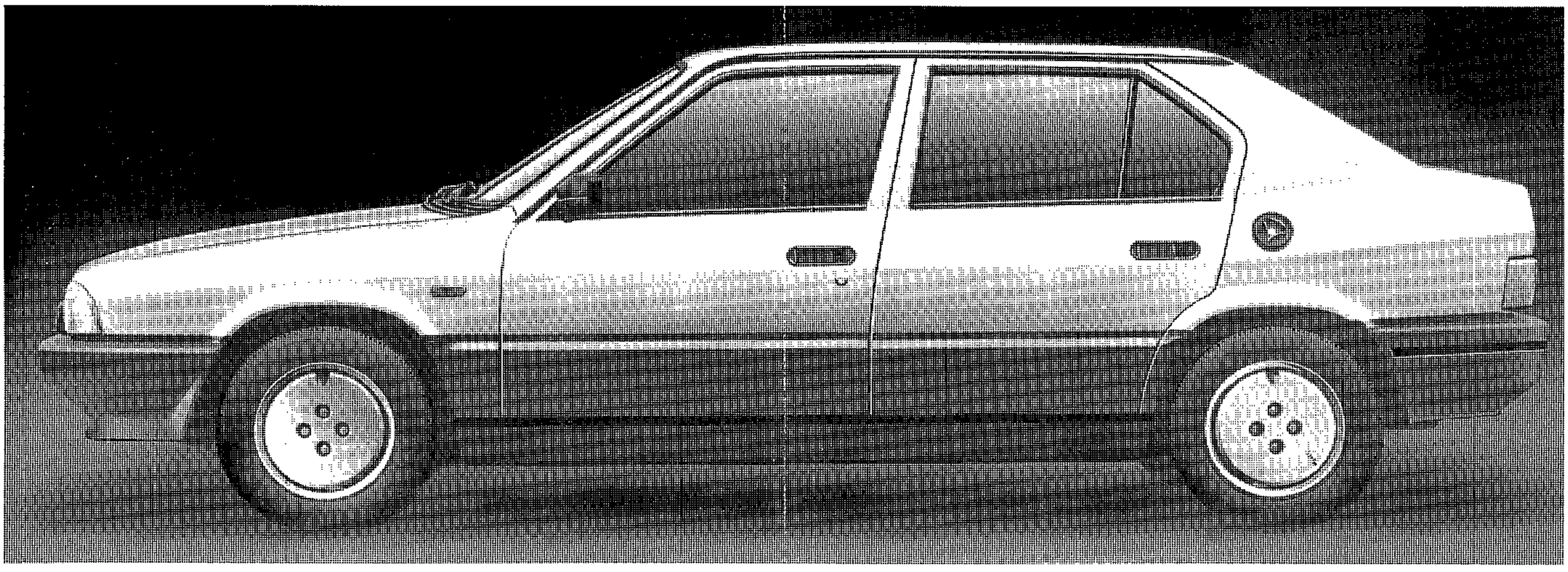
The chief PRO for Putco, Mr Pat Rogers, yesterday confirmed that applications for a further 15,1 percent increase had been submitted to the Transportation Board.

Effected

The applied percentage, he said, was part of the overall 24,2 percent which was to be effected because of the recent petrol price hike but was divided into two parts of which 9,1 percent was effected last month.

"Because the laid procedure does not allow for more than one application at a time, provision was made for costs other than fuel, which are salaries and wages, maintenance, spares and bus services," the statement read.

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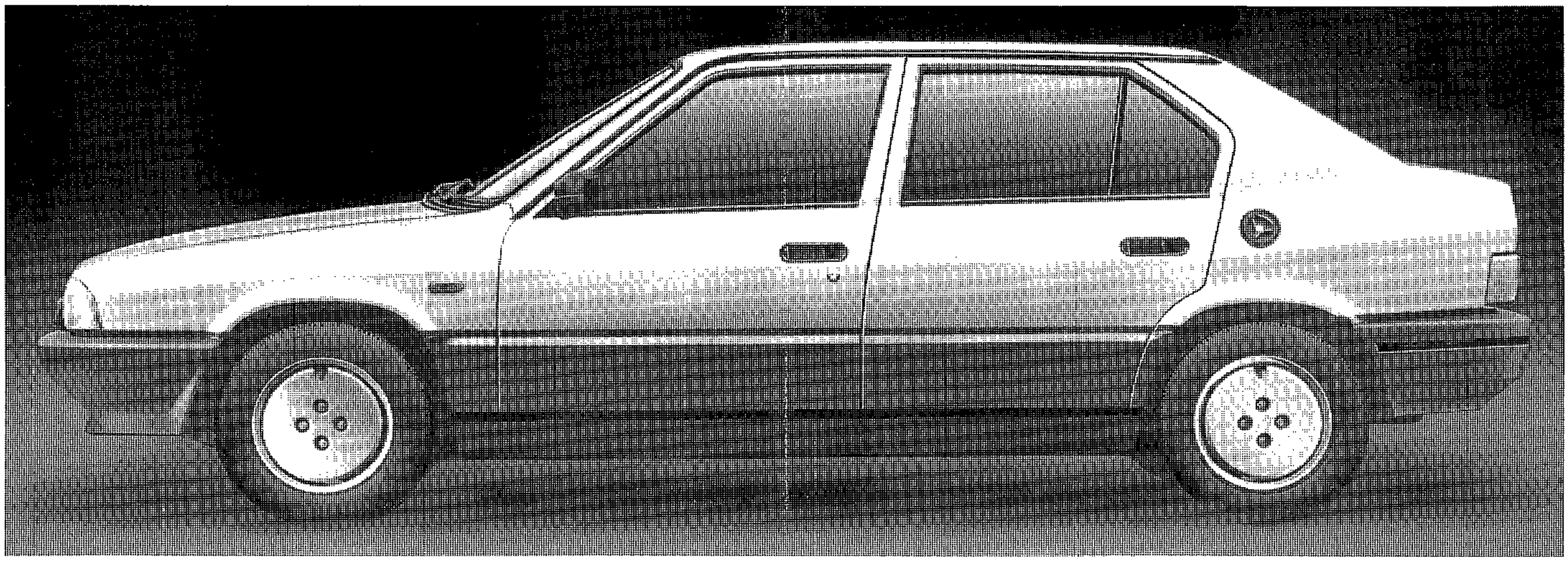
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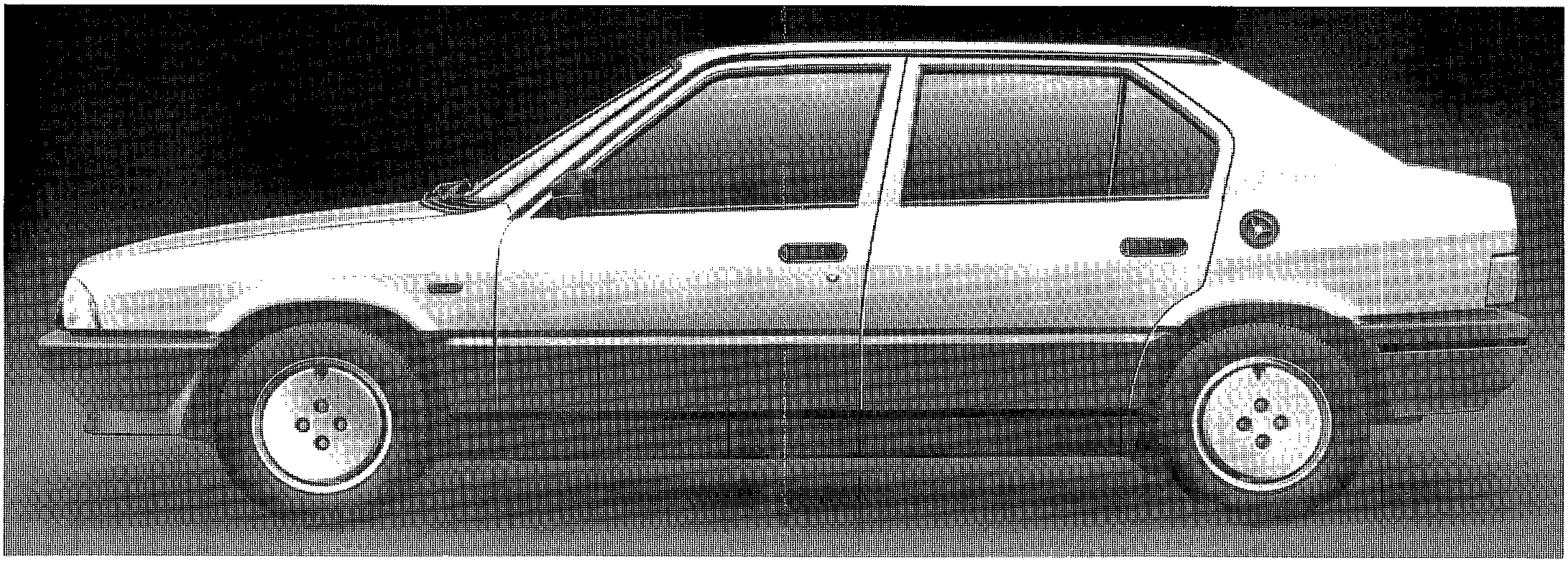
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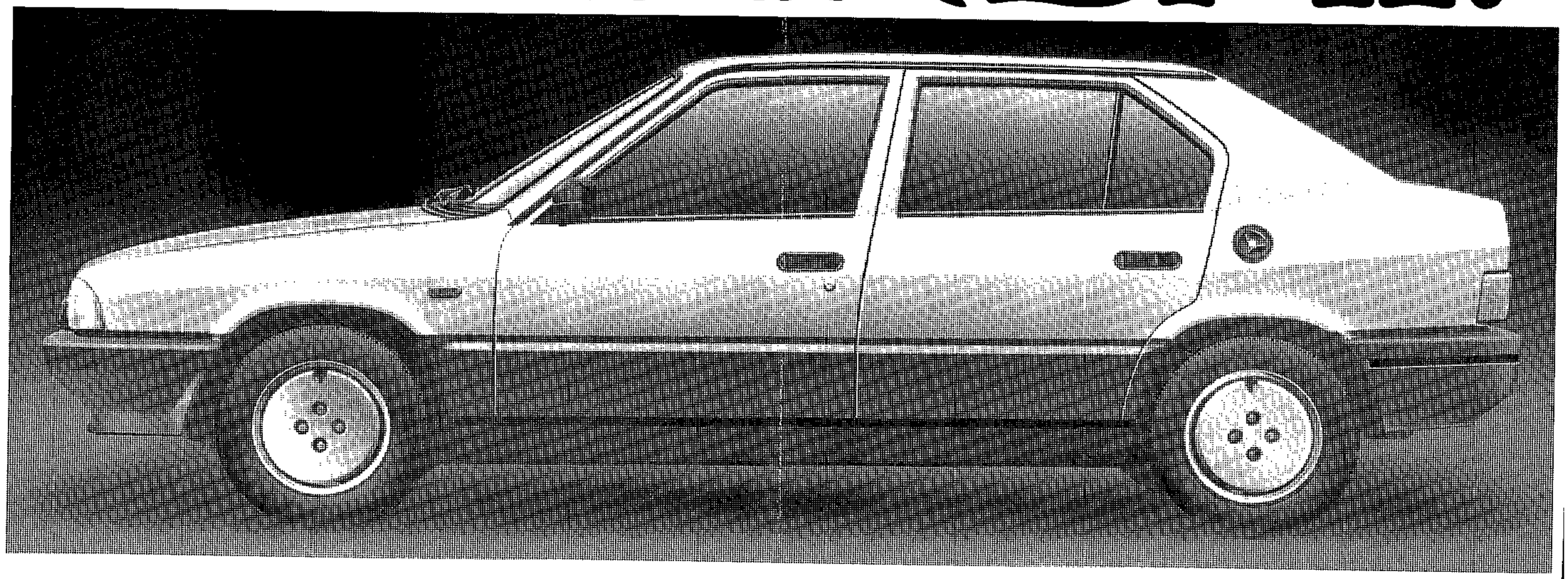
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top-class hotels at reduced rates. Coach travel is part of the deal and it's all arranged for you.

Back west, Holland's Schipol Airport is generally accepted as being the ideal place to transit.

KLM says 30% of its northbound passengers are en route elswhere, often to other UK cities. It's understandable, then, that business travellers in Amsterdam with a couple of hours — or perhaps a day or two — to spare are offered a range of discount, "quickie" travel options, compliments of KLM and the Holland Promotion Foundation. KLM Royal Class and Business Class passengers can take advantage of the "stay on the way" scheme.

A complimentary hotel room at a deluxe hotel and transport to and from the airport are included. The idea is to combine this free hotel room with an optional four-hour tour of Amsterdam. It's labelled "The Heart of Amsterdam" and takes in a canal trip round the city, the Holland Art and Craft Centre, Amsterdam Diamond Centre, the Historical Museum and a meal and drink at a top restaurant. If you have more time, there are many other short, interesting trips available.

If you have the time, Madrid could make for an interesting (free) stopover offered by Iberia and the local chamber of commerce for passengers travelling on to London — with Iberia, that is. The organisers also offer to set up business meetings or arrange trade contacts.

Germany offers a feast of fun possibilities. The Airport Express "flyRail", which runs from Frankfurt airport, through Cologne, Bonn and Dusseldorf, is an excellent way to see something of the countryside. Available to long-haul Lufthansa passengers, flyRail is more interesting than flying — and not much slower. You can relax over a cold meal in the dining car as you zoom along the banks of the Rhine. Also, the train goes directly to the airport, so you can pick up connecting flights at Frankfurt, Dusseldorf or Cologne, without taking a cab or bus.

Lufthansa, too, offers special discounts to its passengers. From R30 upwards, you can stay in Zurich for one night at a good hotel. For your money you get a two-and-a-half-hour sightseeing tour as well as reductions on opera and theatre tickets. Admission to certain museums is also covered.

Optional tours are reasonably priced and varied. A half-day trip will take you to Heidelberg, the city of castle ruins and the showpiece of German Romanticism. Full-day tours take in Wiesbaden, wine tasting and a boat ride from Rüdesheim to St Goarhausen. Two and three-day excursions offered by the airline include the "Romantic Road Tour" and a combination of the Road and German castles. Similar cut-price tours operate from Munich, Hamburg, Berlin, Cologne and Dusseldorf.

And so to the Big Apple. Your airline, be it Pan Am, SAA, TWA, American or BA, offers special rates on hotels and tours, so when you're planning a visit, do a quick check on what is available.

Here is an interesting one. So long as you fly SAA First or Gold Class to New York and back, your wife can accompany you for 50% of your fare, provided you travel together.

But whatever your schedule or airline, you should be able to do a three-hour tour from Mid-town to the Battery and back. This takes you through Times Square and into the Garment District, to Herald Square and Madison Square and into picturesque Greenwich Village. You travel through the Civic Centre and into the financial and maritime districts. At the Battery, take in the stunning waterfront views of the Statue of Liberty and New York harbour. On the way back, see the Lower East Side, where the World Trade Centre and the UN headquarters are situated. Upper East Side has Park Avenue and the Rockefeller Centre.

For a bird's-eye view, try a helicopter flight, if you didn't use the fast (eight minutes to Manhattan) and popular "chopper" from Kennedy Airport when you arrived. Island Helicopter tours leave from the heliport at 34th Street at the East River. You can see all of Manhattan and environs, or just part of it. Prices begin at around US$14 for a short trip. It's ideal for photographs.

Another tour is the Circle Line Cruise. It's a three-hour 60 km cruise around Manhattan Island, taking in the World Trade Centre, the skyline, the Statue, Harlem, Yankee Stadium, the Palisades of New Jersey — in short, everything.

And once you've seen the city, New York State offers such getaway destinations as the "Maid of the Mist" under the thundering Niagara Falls. Hike through wilderness in the Adirondack Mountains. Go trout fishing in the Catskills or take a paddle steamer across Lake Chautauqua. Take in horse racing at the Saratoga racecourse or sail around the historic Thousand Islands.

BA and Air Canada offer many interesting, cost-effective packages in Canada. For example, about R106 (but mind the exchange rate!) buys you three days and two nights in beautiful Vancouver.

And so it goes ...

Sorting through the deluge of information and glossy brochures may take up a lot of time, but it could make the difference between enjoying your business trip and feeling bored, lonely and depressed. After all, let's face it, the company's paying for most of it.

So give work a break. Relax and take things easy. It won't hurt to enjoy yourself for a while.

HOT FAVOURITES

That London was voted the business traveller's favourite city in a recent readership survey is probably a greater shock to Londoners than it is to visitors, particularly when they consider such exotic alternatives as San Francisco, Paris and Singapore. Hence it was no surprise that among UK respondents the first three choices were New York, Paris and Hong Kong (all with 9%) with London recording only 6%. However, European readers (19%) and the rest of the world (20%) voted overwhelmingly for the British capital.

It is also interesting to note that London was most widely chosen for its business facilities and entertainment, Paris for its business facilities and climate, New York for business facilities and general amenities, Hong Kong for its cuisine and standards of service.

BEST BUSINESS CITY

1 London
2 New York
3 Paris
4 Hong Kong
5 Singapore
6 San Francisco
7 Zurich
8 Geneva
9 Sydney
10 Tokyo

* Source: *Business Traveller* Readership Survey



Amsterdam ... like other cities, more than just business

ital income is not deductible by the employer, but it is a business trip nevertheless and is thus not taxable in the employees hands.

If the trip is for business that does not involve a capital activity, such as administration of offshore investments, the expense is normally deductible by the employer and the employee is not taxable. It the trip is undertaken to, say, East Germany to buy plant and machinery, it will be of a capital nature and the costs are not deductible by the employer or taxable for the employee.

These examples, however, are fairly straightforward, and the executive will be more interested in how he can combine a business trip with a holiday without attracting tax.

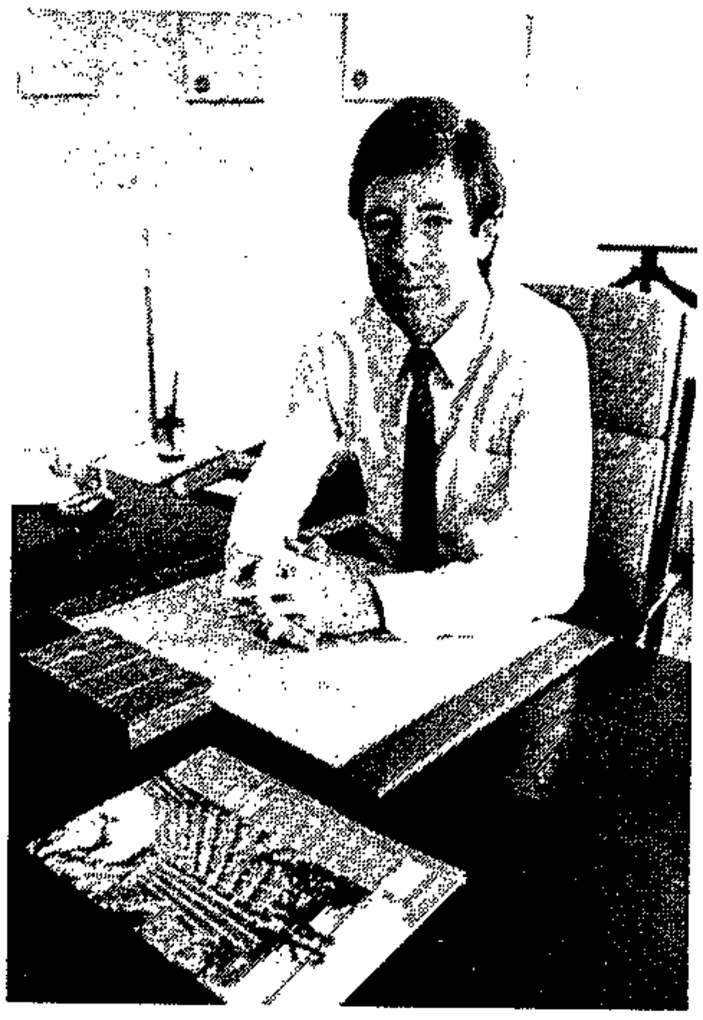
In such a case, the position, based on law and departmental practice, is as follows:

☐ Employer: The cost of the air ticket is deductible provided the trip was essentially for business purposes. Holiday expenses can be claimed if they were incurred as a result of an established company policy or in terms of a service contract. In practice, however, the employer normally does not claim the holiday expenses.

In terms of the fringe benefits tax, the position is unchanged except it will be practice to claim the holiday expenses as a deduction.

☐ Employee: There is no taxable benefit if holiday expenses were not claimed for tax purposes. The perks tax will change this substantially, as the holiday expenses paid by the employer will be taxable in the employees' hands. The cost of the air ticket, however, will probably not be included as a taxable benefit provided it can be shown that the dominant reason for the trip was business.

An important case to note is that of an executive who takes his wife on an overseas business trip. If it can be established that her presence was essential to the success of the trip, costs borne by the employer are not taxable. The onus of proof lies with the taxpayer.



Ernst and Whinney's Hassall ... planning needed

Where the employer provides a plain holiday trip for the executive with or without his family, the current situation is identical to a business trip combined with a holiday. The perks tax however, will bite on both sides. The employer will be able to deduct the expenditure only if it was provided in terms of a service agreement or established practice.

And the cost of the trip will be a taxable benefit in the executive's hands, with the value to be taxed determined by the cost to the employer. So unless the employer has access to special discounts on air tickets and/or overseas services such as hotel accommodation and car rental, the employer may as well hand him cash.

Employees of a travel agency are a special case. If the employee undertakes an overseas trip for educational reasons, all expenses are deductible by the employer and the employee is not taxed. Similarly, if the employee is given an overseas trip at a discount (usually by an outside airline that has no agreement with the travel agency), there are no income tax implications for either the employer, employee or airline. The perks tax does nothing to change this position.

Overall, there are several vital rules that should be applied to benefit employee and employer. All expenses for a domestic trip must be incurred in SA, and as many expenses of an overseas trip should also be spent in SA. Reason for this, says Hassall, is that the Commissioner has an unquestionable discretion to disallow expenses incurred abroad.

Hassall says that with perks tax it will be advisable in the case of a business/holiday trip for the employee to incur the holiday portion of the expenditure himself. This avoids, he says, the administrative problems faced by the employer in assessing the taxable benefit and excludes the possibility of the employer not being allowed the deduction.

So all is not doom and gloom for the executive who can reap all the advantages of taxing travel benefits. But there will always be areas that tax the mind: is an overseas trip to attend a conference of a capital or revenue nature? Because the employee is acquiring knowledge that will later be turned to profitable use, it is arguably of a capital nature.

But then the employer can always argue that the executive can leave his employ at short notice, so the expense should be regarded as revenue in nature. So inevitably there will be arguments and the best way for the business traveller to win them is to have all the facts at his fingertips.

Take a break

Business travel shouldn't be all work and no play. Here are a few ways to fill those lonely times when everyone else seems to have gone off home

Yes. We know. Flying all over the world on business is a drag. Or so they say. But, as the *FM* has discovered, flitting from one place to another, all expenses paid, should really be fun.

Take London for starters. So long as you fly full fare with British Airways, free accommodation for a night at a central, first-class London hotel is offered to South Africans who travel onwards from that city — either to somewhere else in Britain, or to Europe or North America. Naturally this tacked-on journey must also be with BA. (This is not available in peak season, so check the dates.)

London Transport has many season-ticket-type ideas. It's quite possible to see something of the city on a one day/night stopover. You can take the yellow "culture bus" and hop off as and when you please at museums and other places of interest, then wait for the next bus to take you to another interesting place.

Another idea is the "Round London" sightseeing bus tour. This takes about two hours and covers 32 km. You board the special tour bus at Piccadilly Circus, Victoria or Marble Arch. It operates daily and costs



SPEAKING WORDS OF WISDOM

The FM, together with a leading specialist medical travel doctor and a large travel insurance company, has put together a checklist for the traveller. Many pointers sound like commonsense. But be warned: experts insist they are largely ignored by busy, pre-occupied business travellers:

☐ Don't travel when ill. If there is any doubt about your health, consult a doctor before you go. If you have a chronic illness but must travel, plan well ahead. If you're taking regular medication make sure you have enough to last the whole trip *plus* a reserve supply. It may be difficult to get the same medication in other countries. Also, be honest with your insurance company. Undisclosed defects or illnesses may result in your claim being turned down any way.

☐ Take a photocopy of your tickets, the first page of your passport plus any visas and pack these in your suitcase. These will be useful when obtaining replacements in the event of loss of original documents. An identification label stuck on the inside lid of your suitcase assists with identifying lost luggage. Also, carry your insurance card and your credit card with you at all times. Write down these account numbers in a safe place, in case of loss.

☐ Try not to overlook immunisation requirements. It's best to check with your travel agent or doctor rather than leave it to chance — or to someone else to remind you. The doctor recommends inoculation against rabies, BCG, diptheria, plague and hepatitis B when visiting high risk areas like Central and Southern Africa, South America or India.

He also warns: "Malaria can kill, so take your pills." All visitors to malarial areas, regardless of how short the stay, must take precautions.

☐ Taking a well-equipped first aid kit may sound simplistic but it can save a lot of hassle — and money. A suggested basic kit comprises Aspirin; anti-diarrhoea medication; antihistamine; antacid; anti-nausea; laxatives; disinfectant; plasters; cotton wool.

☐ These days air sickness isn't too common, but if you do suffer from it, take special tablets that are available. Adhere to the instructions though. This medication makes you feel drowsy and there's no sense in arriving at your destination feeling doped — you won't be much good in taking tough decisions. Other ideas include sitting in the centre of the aircraft; don't read or smoke; and try not to move around too much.

☐ Jet lag is *not* the imagined disease of executive prima donnas. No, says the doctor, it's a serious disorientation which results from fast east/west travel. Crossing the time zones upsets your internal regulatory rhythms. Sleep disturbances, bowel problems, appetite and mental dullness characterise the problem. A few tips are:

☐ Keep your feet up; (hail the first class "sleeper" chairs!)

☐ Try to sleep on the flight;

☐ Drink lots of fluids (non-alcoholic, non-fizzy and no coffee); and

☐ Get into the routine of the time zones in which you land — in other words, don't sleep during the day you arrive, rather go to bed early. Another experienced traveller advises you to change your watch immediately you board the plane to the time in the destination country.

And final finger-wagging from the doctor: "To really adjust properly you need about six days in the new time zone. Take mild laxatives if necessary."

☐ Traveller's diarrhoea is fairly common and, admits the doctor, is not widely understood. There's nothing to be done except to relax and take your "muti". Most traveller's diarrhoea responds to anti-diarrhoea medication.

The doctor warns though that severe diarrhoea accompanied by a fever which has lasted for more than four days should be seen by a doctor.

☐ Temperatures and fevers are common in the tropics and are usually viral in origin. Dose with aspirin and see a doctor if the temperature persists for longer than three days or is associated with shaking (rigors).

☐ Respiratory illnesses are also common. They usually do not require an antibiotic. Use cough mixture and call a doctor if the illness is accompanied by pain, fever or other problems.

☐ Chest pains of any kind, as well as numbness in the arms or hands, should be reported to a doctor immediately. The same goes for persistent, severe headaches.

☐ If you wear spectacles, carry your prescription with you to avoid wasting precious time should a replacement pair be required.

☐ Remember if you do carry an assistance-linked medical insurance, phone the company first and only contact the doctors they recommend. There are very good reasons for this, as we point out in our story.

travel agents are morally bound to advise clients on insurance. Most do, but there are a few who may forget. We aim our education not so much at the consumer, although obviously this is important, but at the agent. Companies also have a role to play. Those which have many executives travelling all year could do worse than sign up with a scheme which will cover all executives at any time. They estimate who will travel during the year and pay for this cover with one premium. Depending on the accuracy of the company's estimation, the premium can then be adjusted either way at the end of the year."

Among others, like American International Insurance's "Passport and Cover Card," SOS and Assist-card, Medex is one such scheme. Although each insurance scheme has its own character, the principle of assistance insurance is roughly the same. The travelling executive receives an identification card and a list of contact phone numbers throughout the world. He is strongly advised to carry his card at all times, because the card is instantly recognised and the massive back-up network can be activated immediately.

Should you, as a cardholder, fall ill, the schemes' closest office will be contacted, either by you, a friend or in the case of an accident, a bystander. At the office, multilingual communicators ascertain your condition and pass this on to your home doctor. At the same time, the insurance staff will set about advising your relatives and company, adjust your schedule, and if necessary, make flight arrangements for your wife to join you. Also, provided you have taken out adequate cover and don't indulge in whims like special food, private wards and other trimmings, the bills are paid. You have no need to pay first, claim later. (Note though, that your card is *only* a means of identification, *not* a credit card.)

Other cards, like Assist-card, also offer help in practical situations — loss of tickets, passport, credit card and baggage.

Schemes like this do make perfect sense. And it all sounds too good to be true. What's the catch? "There isn't one," says Medex's branch manager for SA, Blanche Coetzer. "Providing you do exactly as we say and contact the right people at the right time, and don't allow your condition to worsen, we will be right alongside you 24 hours a day, giving you the support you need. And whatever you do, don't under-insure."

This assistance-linked concept is not the only form of medical insurance. The credit

By Accident

As many have discovered to their cost, travel insurance is largely neglected. But as doctors, brokers and insurance companies convincingly point out, it's as well to pay and be safe

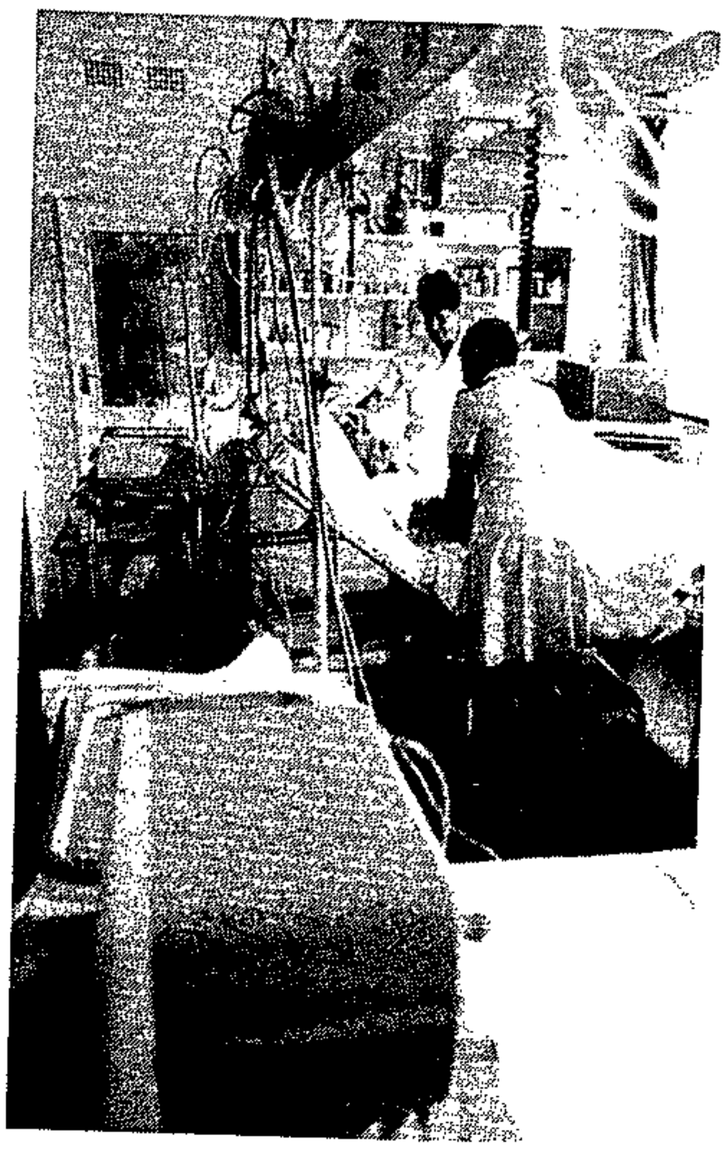
You're leaving a meeting in central New York. It's been a long and tough negotiation. As you step wearily into the elavator, you feel a tingling twinge in your left arm. You flex your wrist and fingers, rub your neck, close your eyes. Somewhere between the 18th floor and ground level, the crowded lift seems to implode. Sharp, searing pains zig-zag across your upper back and chest. Faces stare down at you. Voices fade into the loud ringing in your ears. The last words you hear are: "Oh my God! He's having a heart attack."

Let's take the scenario a little further. You're only carrying vague identification and in the scramble to find an ambulance, it's discovered you don't have your credit card. Concerned by-standers begin to phone nearby hospitals in an effort to get you accepted. Yes, you look good for a few bucks, says the anxious lady on the telephone and no, you're unable to sign anything so you can't pay a desposit.

Reluctantly, a clinic eventually agrees to accept you on the strength of your business card. In the lobby of the building you are now receiving emergency first aid and are quite oblivious to the commotion.

From the moment the ambulance is called, the money meter begins ticking, clocking up the pennies at an alarming rate. On admission to hospital, you receive emergency treatment. Once stabilised, you are subjected to a barrage of extensive tests — brain scan, blood tests, kidney examination and X-rays. It's common knowledge: US doctors practice "defensive" medicine. They leave nothing to chance. And you can't blame them. The dreaded malpractice suit is common. Costly too.

The hospital administration staff now begin to hassle you for money. A week into your treatment as a heart attack victim, your bill stands at R15 000. Your R5 000 insurance cover — if you had any in the first place — becomes insignificant. Since the US charges are vastly above local medical aid rates, and since your company medical aid demands you pay first then claim, they can't help either. But let's assume you're lucky. Because you're a top man, the firm offers to make a loan to cover costs.



Intensive care — it costs plenty everywhere

Your wife is now by your side, having flown from Johannesburg. She is staying at a nearby hotel and is phoning the children regularly to advise them of your progress.

The meter keeps ticking.

Your condition is now stable and your house doctor in SA agrees you should be "repatriated." You'll need oxygen and specialised equipment, a nurse and a specialised doctor to accompany you on the flight home. This means return airfares for both of them. And we're not talking economy class. Also, in your debilitated condition, you'll take up six seats which, if the aeroplane is full or the airline heartless, need to be paid for.

And let's stop there. Because if you die, the problems *really* start. And they're not simply financial — they're practical and administrative. Special transport arrangements are needed, health regulations need to be adhered to and someone needs to comfort relations. One medical scource tells the *FM* it could cost "around six thousand pounds" to bring back a body from England.

Not suprising then, the best advice is to cremate — or be cremated — in the foreign country. Ghoulish — but quite possible.

So the message is clear. The business traveller really does need adequate medical insurance. As a consulting doctor to the Protea/Medex scheme says: "The key to medical insurance is not to under-insure. R5 000 worth of cover is, to my mind, a complete waste of time. Because generally, when you get sick overseas, you are seriously ill. These days, this amount goes nowhere.

"Sure, for a cold or flu, you'll simply dip into your foreign exchange. But this allowance is hopelessly inadequate when it comes to the Disaster. And these catastrophes do happen — more frequently than most people care to imagine. Having a coronary in a foreign country, in today's money is seldom less than R30 000. And a simple bowel or appendix op can set you back $20 000." PFV Insurance Brokers also recommend a minimum cover of R20 000. (See table "Patching up".)

The doctor — and other fundis in the insurance game, like PFV's Rita Swales — says another criteria is to make sure your medical cover is linked to assistance. Says the doctor: "The organisation required to move someone from one hospital to another, to judge whether effective medical attention is being given, to fly relatives overseas, to change your ticket bookings, to 'repatriate' a seriously ill person, is quite phenomenal."

He reels off spine-chilling case histories. There was the man who suddenly became paralysed by a tropical sickness while on holiday in South America. He remained there, in a coma, for four months. Then there was the top businesswoman who contracted pneumonia in southern Italy. She couldn't speak a word of Italian and so couldn't inform doctors that she was allergic to sulphur drugs. She nearly died because these drugs were administered.

Yet another case is the diabetic, on holiday in Greece, whose insulin phial broke. It was incorrectly replaced by another type of insulin — again because he could not make himself understood. A young manager visiting Japan clocked up the equivalent of R50 000 after a bad case of blood poisoning.

One gets the picture. But how to go about taking the right amount — and form — of cover? Says Protea Assurance's travel superintendent, Betty van Rooyen: "I think



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And his cash, and his credit cards.

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Sept. 8-11, "SIMAVER" Paris

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Sept. 27 - Oct 4, "EQUIP'AUTO" Paris

Hotel and Catering Equip.
Oct. 13-21, "EQUIP'HOTEL" Paris

Future Tech. — Third Ind. Revolution
Oct. 22-27, "SITEF" Toulouse

Electronic Components
Nov. 4-8, "COMPOSANTS ELECTRONIQUES" Paris

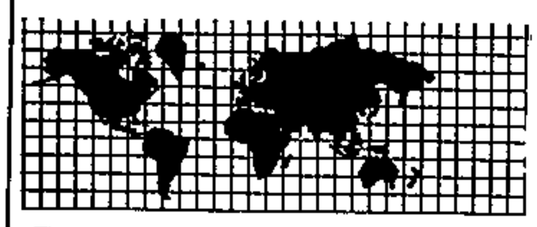
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Nov. 8-17, "BATIMAT" Paris

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Nov. 26-28, "SITEVI" Montpellier

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HAPPY LANDINGS

Finding the world's top airport became the task of *Business Traveller* when it embarked on an extensive study into its subject. Not surprisingly, Amsterdam's Schiphol ran away with the prizes, capturing 42% of the votes for the best airport in Europe (compared with Zurich's 12% and Frankfurt's 11%) and 20% of the votes for best airport in the world (compared with Singapore's 14% and Zurich's 7%). In the worldwide category, seven of the top 10 airports were European, with only Singapore, Atlanta and Tampa coming in from outside.

Schiphol appears to be the favourite, because it is consistent in matters affecting frequent travellers. Geneva was voted the least congested airport, followed by Schiphol and Zurich; Zurich was voted the best for baggage handling, followed by Geneva and Charles de Gaulle; Geneva was rated the best for speedy check-in, followed by Zurich and Frankfurt; Schiphol's transit facilities came out ahead of Frankfurt's and Zurich's; and Zurich and Geneva were voted the airports with the best transport facilities to the city centre.

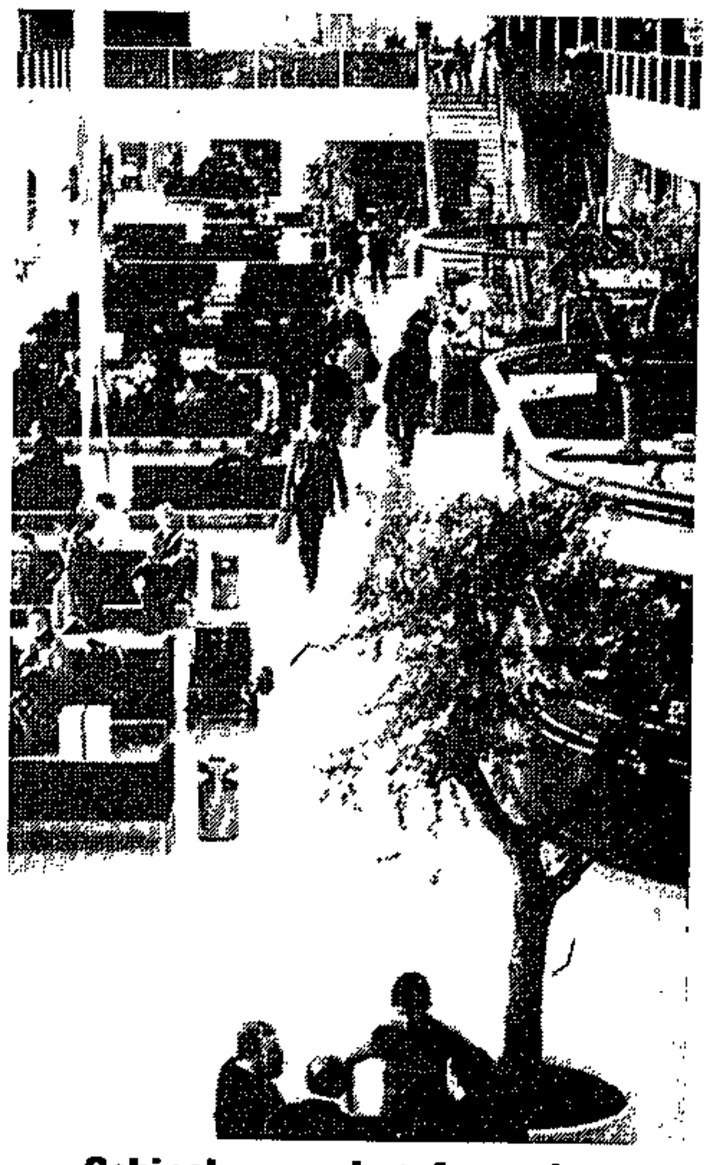
BEST AIRPORT WORLDWIDE

1 Schiphol
2 Singapore
3 Zurich
4 Frankfurt
5 Heathrow
6 Atlanta
7 Gatwick
8 Tampa
9 Geneva
10 Charles de Gaulle

* Source: *Business Traveller* Readership Survey

BEST AIRPORT IN EUROPE

1 Schiphol
2 Zurich
3 Frankfurt
4 Charles de Gaulle
5 Geneva
6 Heathrow
7 Brussels
8 Gatwick
9 Copenhagen
10 Stockholm



Schipol ... a hot favourite

tells us that around 80% of all its bookings come from agents, despite the aggressive entry of airlines into the sanctuary of package tours and bookings. Clearly, things aren't what they used to be.

BA is a case in point. BA has given its operation a vigorous shake out. It's staff quota is now 25 000 leaner. And keener, so they say. The identity is being changed to a restrained but elegant silver and navy blue. New uniforms and logo will also appear.

Aside from this set dressing, it has entered into the new airline age with some spirit, critics — and Labourites — not withstanding. It offers its passengers 4 000 hotel beds in London every night, many of them at heavy discounts. And if you are prepared to pay for them, executive lounges, special check-in facilities and baggage handling are

THE WORLD'S HIGH FLYERS

In all, 51 airlines were analysed in *Business Traveller's* 1984 survey of international executive travel. Obviously, the survey did not embrace every carrier but covers "those most used by business travellers."

More than one in five readers chose Swissair as the world's best airline, and the top 10 is dominated by European and Far Eastern carriers. The only American airline to make a showing is TWA, whose main North American rival, Pan Am, managed a lowly 18th place.

Swissair's consistency and all-round abilities won it the "best airline" award, though it did not once top the list of individual categories. Singapore Airlines' cabin staff were voted the best, followed by Cathay Pacific and then Swissair; Cathay was voted the most comfortable followed by SIA and Swissair; SAS was voted the most punctual followed by Swissair, then Cathay; SIA was said to serve the best meals, followed by Cathay and then Swissair.

BEST AIRLINE WORLDWIDE

1 Swissair
2 Singapore Airlines
3 British Airways
4 Cathay Pacific
5 SAS
6 British Caledonian
7 Lufthansa
8 KLM
10 = Air New Zealand
TWA
Thai International

MOST WIDELY USED AIRLINE

1 British Airways
2 Air France
3 Lufthansa
4 KLM
5 Swissair
6 Pan Am
7 Alitalia
8 British Caledonian
9 TWA
10 SAS

* Source: *Business Traveller* Readership Survey

In terms of scheduling, route network and safety, British Airways was way out in front, with Swissair recording third, third and second respectively.

The fact that British Airways is the most widely used airline (95% have flown the carrier in the past and 78% have used it in the past year) is to some extent explained by the large proportion of UK respondents (58%). But it also stems from the importance business travellers place on scheduling and route networks — a triumph for convenience over comfort.

After BA, Air France and Lufthansa were judged the most widely used carriers. Researchers concluded that while usage of the British airline was consistent across the board, Air France was used more by higher-income travellers aged 45 and over and Lufthansa by higher-income travellers aged 35-54. But it could also be that German and French business travellers simply earn more money than their British counterparts.



Conferences and incentive travel ... keeping wheels oiled

even better.

"As a person who has been on many trips, I find them tremendously motivational. Once you've qualified once, you don't want to miss the next one. Believe me, you lose face if you aren't on every trip after your first." Walkers' favourite jaunts include "fantastic" trips to Switzerland and Hawaii.

But experts and corporate dab hands insist such contest and reward is more than haphazard, indulgent tickling of often humourless and unimaginative fancies. Rather, the scheme should be planned and executed with cautious attention to detail. And when it comes to the incentive planning business, this isn't called nit-picking.

According to Thomas Cook Rennies Travel's group travel manager Ann Hurst: "Some companies take the idea very seriously indeed. They spend good money and they don't want anything to go wrong. Many incentives are conceptualised two years before the trip. This gives your organisers plenty of time to iron out every problem. If the client goes about incentive properly, it can only work well."

For TCRT, incentive is growing. It now accounts for some 60% of the company's group travel division's business. Of this, says Hurst, some 60% comes from insurance or insurance-related concerns. Brokers especially, are often thanked for their efforts in this way. Tour operators, airlines and hotel groups are fond of this client sector, "because they have money to spend" and their trips have to be particularly imaginative. Indeed, in certain large companies here and in the US, it's not unknown for around 8%-10% of total budget to be allocated to the incentive motivational programnme.

Some larger SA incentive disciples will run more than one incentive each year. And as Hurst points out: "We are constantly dreaming up enticing, novel trips. This is particularly necessary when your client is in the swing of things and has done incentive for a few years. You must make each trip better than the last."

She continues: "There is so much one needs to take into consideration when planning. One doesn't want precious, productive and valued staff jumping on and off aeroplanes, or constantly packing and unpacking. By the same token, one doesn't want them stuck in a place where they will be bored stiff. As with the conference, you must plan parties, theme evenings, every kind of entertainment. Winning staff must feel spoilt and utterly pampered."

This form of "holiday" could also incorporate educational, orientation tours and talks. Operating as a quasi-seminar or conference, the programme could be used to expose the staff to a more international viewpoint of their business.

Like Hurst, Phoenix has firm views when it comes to incentive contests.

"We believe the contest reward should not be a cut rate, everyman trip. Contests must have a time limit too. No one is capable of permanent peak performance. The staff should also know what is expected of them, and what they can expect to receive in return. Everything should be spelt out. Ideally, the programme should be in harmony with other marketing activities. Maximum co-operation is needed to make it a success."

Both Hurst and Phoenix view the interest-building phase as vital. Gifts, letters and vouchers throughout the preceding period all serve to keep the competitive urge alive.

Most organisers feel that winning staff should take wives/husbands or girlfriends along. Companies too, feel that performance stimulation in the home is as important as in the office. With some programmes, this becomes an added incentive.

ANY QUESTIONS?

Yawn! Everyone knows conferences mean good money for hotels.

But it seems the trend these days is to hold conferences in the strangest places. Like the advertisement says, you can take one almost anywhere. Yachts, paddle steamers, the desert, trains. Convenient tax write-offs for "training sessions" has led to a rash of jaunts to very unusual destinations.

Telephonic or computer conferences are slowly gaining ground too.

This is not to say that more conventional, central hotels are losing out. Conference facilities are being expanded and while not many hotel managements will confess to business meetings being virtual sole earners, many acknowledge they are a strong mainstay. James Simkins, The Carlton's director of rooms says around 6% of the hotel's business is in conferences.

Godfrey King, writing in *Southern Africa Conference*, puts the value of this fast growing industry at between R75- and R100m a year. Unsubstantiated figures gleaned during research put its value in the US, at a staggering US$30 billion.

And there's still a lot of business up for grabs. Many conference specialists are fixed on bringing international conferences to SA, although politics and the fact that we are a long-haul destination call for some fast talking.

Generally, venue demand locally varies according to the type of company or industry. The overall opinion however, is that companies are looking for value for money, privacy and good management. Superior service in interpreting, secretarial and hardware fields is also at the top of the list. As venue managers will tell you, the recession has meant an even more competitive race for valuable conference business.

And despite sophisticated facilities offered by the big guns in the industry, smaller hotel chains and private hotels are also winning.



Spencer Thomas tells the *FM*: "We have formed a standing committee to look into this, comprised of representatives of the Board and Fedhasa. We realise this is an urgent matter and the committee is hard at work. But it has been given a very wide mandate.

"However, the Board acknowledges a proposal for ammendment is long overdue and the present system urgently needs to be revised. The task is monumental and complex because when you touch one area you affect another. But we are hoping to come up with something very soon."

How does this rub off on the consumer? For the person or company who doesn't care too much about cost, there is no direct benefit. Companies looking to cut travelling expenses, however, could find some relief. The re-hashed standards could reduce the costly business of maintaining hotels to existing, archaic Tourism Board standards. And, one hopes, this saving on the part of hotel managements will be passed on to the consumer. But perhaps this is a naïve wish.

The thought is not simply to implement more realistic standards, but also to provide "excellent accommodation without the trimmings, like conference facilities and restaurants." These are the so-called "budget" hotels. Rennies Holdings, which has 100% ownership of Holiday Inns and an effective 54% of Sun International as well as other interests in the travel game, has expressed interest in this idea. In a statement in the groups 1984 annual report, chief operating officer Buddy Hawton says: " ... the Hotel division of Rennies explores the possibility of establishing a limited service hotel chain to fill the perceived gap (in the market)."

The Protea Hotels & Inns group is generally regarded as being in this market already, although after a walkabout of the Protea Gardens Hotel the *FM* is of the opinion that it *does* offer extras. But as PHI's regional director Bill Ford explains: "Although conferences are held, we don't hold non-accommodation seminars. In other words all seminars and conferences are linked to bed availability.

He stresses: "It's difficult to see our hotels in terms of the normal rating system." According to Ford the group specialises in the business market and offers competitive corporate rates. Naturally enough, a large proportion of the hotel's trade comes from Sanlam, Bankorp, Trustbank and Mercabank — a sort of in-house arrangement.

The new wave hotel industry is still a long way off. Once the committee agrees on a draft, it will then be lodged with the Minister, who will read it, add his comments and then pass the new regulations. However, assures Thomas: "It is accepted by all as being an urgent matter."

It stands to reason that these changes will affect the lower graded hotels more so than the five star establishments, which have made it their business to serve the fastidious tastes of the wealthy.

The tax break which the star studded hotels have enjoyed (a write-off of capital costs in nine and a half years, compared with the one-star being able to do the same within 22 years) is also under consideration by the committee. Understandably, this incentive has stimulated the upgrading of SA's hotels. The new moves, therefore, are expected to close this gap, bringing the lower graded hotels' tax incentive more in line with the top grade ones. This, rather than extending the five star hotels' write-off period.

Another spin-off for the hotel visitor may be the splitting off of off-sales from hotels. In Thomas' words: "This will leave the business of running hotels to those who want to run hotels, and the running of bottle stores to those who want to run bottle stores. Profit in most one-star hotels — which to a great extent now relies on off sales and not so much on superior service — won't be so easy to come by. Although, in recent times, these earnings have been eroded by a diversifying of liquor sales outlets."

All round then, the face of the hotel industry is set to change. At one time hotels in SA were abysmal. Now, industry spokesmen say we offer hospitality and facilities on a par with those offered overseas. Training of hotel staff is greatly improved, as is service. And if you cast your mind back 15 years, you'll see just how much.

Both business people and the industry await with interest the possible new moves by pioneering Southern Sun and Sun International, when the hotel groups' restrictive trade agreement expires. March could be an interesting month.

So for the time being, the travelling business person can relax. We have a long way to go before we resort to the "capsule" hotels of the Far East. At least here — and in most other centres around the world — there's more to your hotel stay than a bunk and good book.

ALL RIGHT FOR SOME

Call it reverse discrimination if you like, but in a world of marketing ideas which come and go, this one seems to be biting.

In line with the trend in large overseas hotels to cater for the business person as a specialist client, The Protea Gardens has reserved an entire floor for female business travellers. From the wing's massive security gate, only opened by your key, the suites offer everything a woman executive could want.

Without being frilly and twee, the decor is restfully attractive. Small touches abound. And it is unusual to discover a design for women which does not rely on the patronising assumption that they are wilting wallflowers. Rather, these rooms come stocked for the professional who values security and privacy.

Mind you, the individual bars hold enough liquor to have a roaring party.

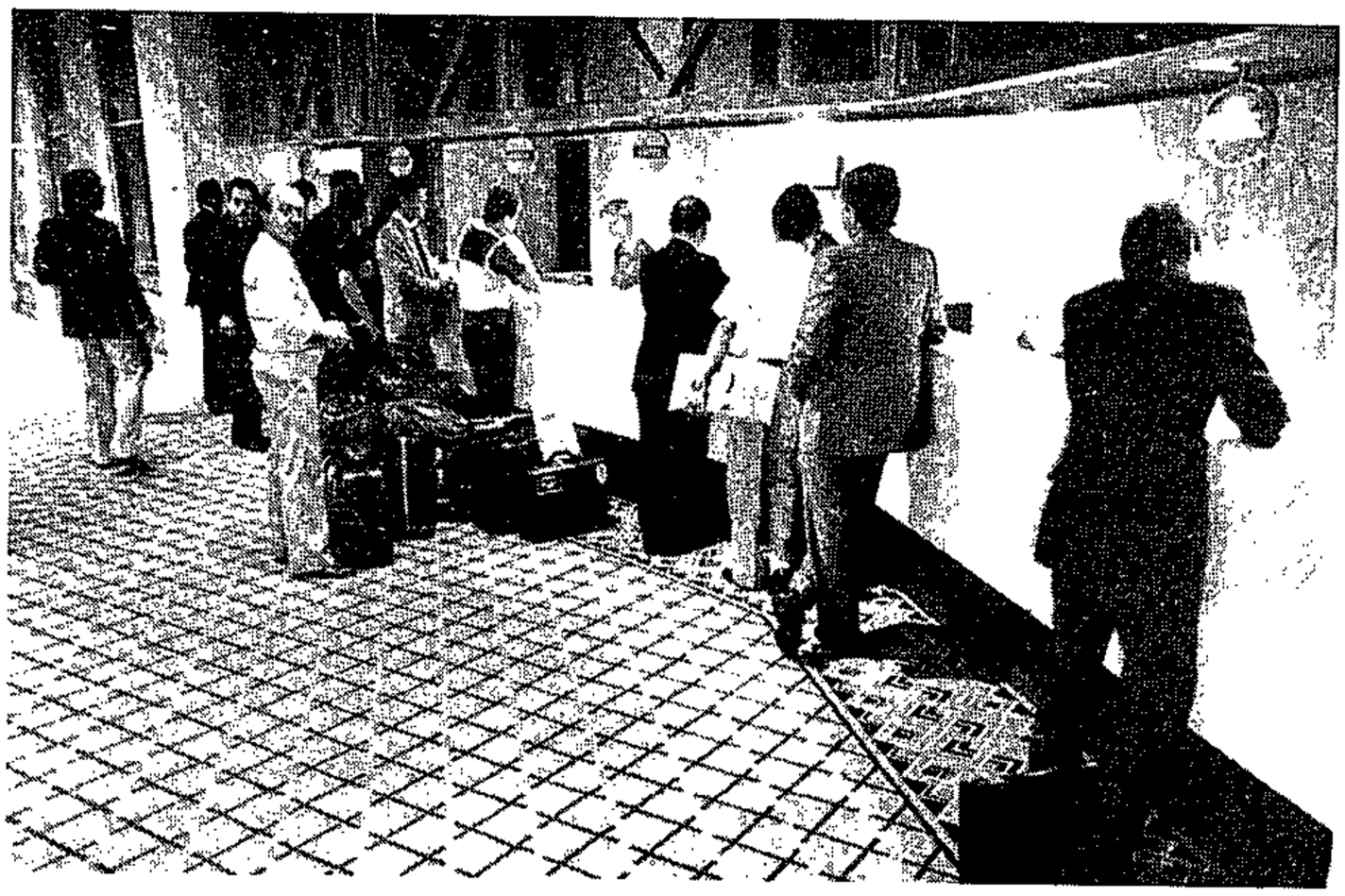
Dangling carrots

Incentive travel is the devil and darling of the industry. It boosts business out of season and it's interesting and fun. But essentially, this lucrative aspect of travel is about hard work. And we're not only talking trade.

It costs nothing. Or so say the incentive operators. Dangle the reward close enough and sales staff will excel themselves. As a result profits will soar. The upshot? The cost of flying your minions to Exotica and then indulging their imaginations — and those of the planners — is mere froth on the top of an unusually large profit lager. The skill lies in skimming off as little as possible, while keeping the staff convinced that their *bonsela* has cost the company a fortune.

That's the theory anyway. But the incentive fundis — plenty of them — are having quite a time convincing the more sceptical conservative companies of it's merits.

Airlines, hotels, tour operators, and "spe-



Hotels ... always in season for businessmen

INTERNATIONAL HOTELS — THE FRONT-RUNNERS

Mark Twain may have had something when he said: "There are three kinds of lies: lies, damned lies and statistics." But the *FM* found the following information on international hotels revealing.

In what seems to have been a fairly extensive reader research exercise, a leading travel magazine, *Business Traveller*, has discovered that when it comes to hotels, the business person's main priorities are: atmosphere (65%), service (61%), location (59%), room quality (59%) and cuisine (41%). Price was of only minor importance. Only 15% of respondents viewed this as a major criterion for choice.

The survey also showed a strong preference overall for hotels in major international chains (41%) over independents (13%). But almost half said it would depend on the country visited. The Intercontinental group was voted the best business chain, but Holiday Inn, Hilton International and Sheraton were more widely used.

Indeed, the magazine's readers' ratings of properties were in no way related to usage, and two of the most highly regarded chains, Mandarin and Peninsula, were among the least used. Here, it can be assumed that one stay in the sumptuous Far Eastern hotels remains in the traveller's memory for life, even if business commitments lead him elsewhere.

The ratings in the Best Individual Hotel category confirm the supremacy of the region's properties, with three of the top five located in Hong Kong and the other two in Singapore. For the rest, readers' second favourite city, New York, has two in the top 10, and the favourite city, London, has none.

Of the new generation of Middle East hotels, only Dhubai's Intercontinental is rated and there is a notable absence of Europe's grand old hotels like the Dolder and the George V. In fact, there is not one European property in the top 10 and the closest is the Amsterdam Marriott (11th), which, according to the researchers, is essentially American.

BEST BUSINESS HOTEL CHAIN

1 Inter-Continental
2 Hyatt
3 Hilton International
4 Sheraton
5 Mandarin
6 Holiday Inn
7 Marriott
8 Peninsula
9 Westin
10 Trust House Forte

BEST HOTEL WORLDWIDE

1 The Mandarin, Hong Kong
2 The Shangri-La, Singapore
3 The Peninsula, Hong Kong
4 The Mandarin, Singapore
5 The Regent, Hong Kong
6 The Waldorf, New York
7 The Marco Polo, Singapore
8 The Hyatt, San Francisco
9 The Intercontinental, Dubai
10 =The Plaza, New York
Marriott, Amsterdam

* Source: *Business Traveller* Readership Survey

is very important and within reason, your wish should be the hotel manager's command. Because as travel for fun's sake is gradually becoming something to be enjoyed only by the privileged few, so hotel occupancies have fallen. And even when bookings aren't too bad, like in July last year, when occupancy rates increased 30%, earnings didn't improve. Cut rates and a fall in liquor sales took care of that.

In effect then, the out-of-season holiday tourist period is now regarded as the corporate in-season. It's artful, marketing flick-flack. When demand falls in one sector, it increases in the other. And combined with the conference and incentive money corporations splash around, it makes perfect sense. (See story, "Chasing Carrots")

The idea behind the R420m hotel industry's push for company executive business — and bucks — is a simple one: business people always move around. They may travel less in gloomy times and do more negotiation by telephone or even computer, but somehow, somewhere a harassed MD is always saying to his secretary: "Book me in at the Hilton for four days next week ... "

This broad generalisation should be viewed in its right perspective however. The weak rand has stimulated tourism, so SA's top hotels are enjoying a respite. And Ernst Uken, past executive director of the Federated Hotel Association of Southern Africa (Fedhasa) speaking at the annual congress of the Association of Southern African Travel Agents (Asata) says tourism is now SA's "second most important industry" after mining. (It has taken over from agriculture.)

Says Fedhasa's president Stanley Hoffmann: "The industry is feeling the pinch, certainly. But we are taking a positive view. Greater attention to marketing and service is being given. Particularly now, as the trend to shorter stays grows, the business market — particularly the local commercial market — is vital." He points out though, that most business trips have shortened too, so the industry in also looking to "new areas."

However, there are some encouraging figures being bandied about. According to reports, an estimated R750m was brought into SA by 406 000 overseas visitors during 1984 (August 1983 to August 1984) and some 34% of these visitors came on business or combined business and pleasure.

Serving local and foreign travellers, according to figures obtained towards the end of last year, are 1 364 graded hotels. Eleven of these are five-star, 14 four-star, 84 three-star and 248 two-star. A massive 1 007 carry one star.

But this grading system is becoming misleading, not to mention outdated. The entire concept is long overdue for a shake up. The South African Tourism Board director



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As an organisation to assist travellers in trouble abroad, TRAVEL ASSISTANCE INTERNATIONAL provides support in any emergency. Immediately and on the spot, when you don't know where to turn for aid. Unlike conventional insurance, there's no waiting for relief or compensation.

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A ONE-WAY TICKET — TO HELL?

For many business executives, overseas travel is not glamorous. Often, it's a one-way ticket to hell. The *FM* spoke to the general manager of an international cosmetics company, who travels abroad every two to three months, and has being doing so for years. We have carried the interview in full because it graphically illustrates the anxieties suffered by many executives in this position:

"It's terrible, very tiring. I'm finding it harder and harder to travel in planes. I have had so many thousands of kilometres of trouble-free travel that I reckon by the law of averages my time must be coming up. These fears have been accumulating. Now I'm aware every time the plane bumps. I have two whiskys and a valium to help me sleep.

"The thought of going on a business trip doesn't bother me. The anxieties start setting in once I've checked in and am awaiting departure. Then I start worrying if my secretary has made the hotel reservations, if there will be a car on the other side, if I'll get a seat in an empty row, and so on.

"I can't bear people sitting next to me on the plane, and I hunt like crazy to find an empty row. I am a people's person, but I want to be alone on a plane. I record comedy records at home and play them on the plane. I also do puzzles to while away the time. I'm an avid reader at home but I somehow don't seem to be able to read on the plane.

"I get thoroughly aggravated if the car that is due to pick me up at the airport fails to arrive. Once, the car never arrived, and it ruined the first two days of my trip.

"I like to get to the hotel immediately. I'm very fussy about hotels, but am loyal to the hotels I go to. I know people there and they know me. I also know the area; I know where the bus stops are and where the restaurants are.

"I do get lonely in the hotel. I'm not the sort of person who can go into a bar and strike up a conversation with a stranger. I very seldom contact people I know in the cities I visit, because I can't face answering questions about the SA political situation. I only look up friends I feel I can relax with.

"I also find it stressful looking for relaxation. I'm not the sort of person who can look at the birds in Central Park. I need something to distract my mind. I watch television a lot, but what do you do if you're in Dusseldorf and the television's in German? I have more early nights when I'm overseas than I do when I'm at home.

"I keep my schedule tight. It is stressful but it's better. I seem to perform well in meetings because I'm psyched up for them. I want to perform well; I want to make a good impression and swing the conversation my way. I feel the more I get done, the sooner I'll get home. It's the thought of going home that keeps me going.

"I spend a fortune on phone calls home and to the office just to remind everyone I'm still around.

"The problem with going to New York or London is that it's great the first time, but by the 15th time it's as thrilling as going to Durban. People tend to glorify foreign cities. I hate the lunches, the dinners, the meetings. People think I'm blasé, but I have nothing to look forward to. I'm now looking for excuses not to go.

"The worst trip I did was New York, LA, Sydney, Jo'burg — in two weeks. I had bronchitis and it took me three months to recover. In those three months I had two more trips. I felt tired, demotivated, unhappy. I questioned whether it was worth it.

"The hardest part is the kids. I always bring them gifts from overseas, and sometimes they say to me: 'When are you going overseas again, dad?' All they really want are the presents. I feel guilty about leaving them, so I compensate by bringing presents. My six-year-old son knows more about Hamleys than he does about local toy shops.

"It really hurts when my son is so casual about my going overseas. When I say goodbye, I'm going to London, he shrugs it off. I need him to care more about it. I need to be fussed over.

"It's also hard for my wife. She has to work harder. She has taken over full control of the finances, and she is the one who has to console the children when I go. When I return from a trip, I need to stay at home and she needs to go out, so it's difficult.

"I never discuss my trip with my wife. I carry a camera with me. My biggest regret is that my wife can't share the experiences with me. At least she can share a bit of the experience by looking at the photographs.

"I think there would be a great resistance to finding help. People just laugh it off, saying they don't need to be told how to cope. But it's getting worse."



HOME GUARDING DIVISION

Does your family really enjoy thrillers while you're away?

A staggering number of women and children were raped in South Africa this year alone.

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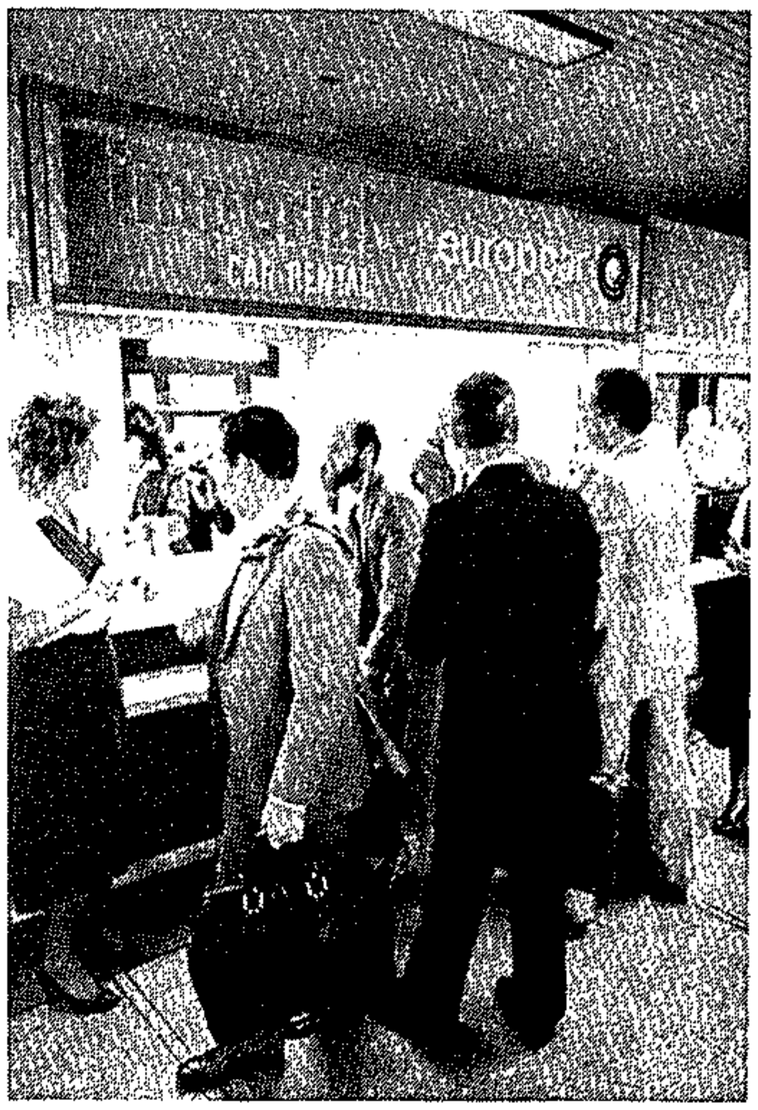
BY COMPARISON

Car hire — a rates comparison

Car & company	R per day	Cents per day
Corolla 1300		
Avis	20	30
Budget	18	28
Hertz	20	30
Imperial	19	31
Renault 9		
Avis	20	30
Budget	18	29
Hertz	20	30
Imperial	19	31
Golf II		
Avis (1300)	20	33
(old shape)	20	30
Budget (1600)	20	33
Hertz 1300 (old shape)	20	30
Imperial	20	32
Corolla 1,6 (air conditioning)		
Avis	27	40
Budget (Avante)	25	37
Hertz	29	38
Imperial	25	41
Honda Ballade		
Avis (1300 manual with airconditioning)	34	42
Budget (1500 auto with airconditioning)	33	37
Hertz	—	—
Imperial (1500 auto with airconditioning)	32	44
Cressida		
Avis (1800 automatic with airconditioning)	35	47
Budget (2 litre automatic with airconditioning)	35	39
Hertz	34	46
Imperial (2 litre automatic with air conditioning)	37	46
(GLi,6)	39	48
(2,8i)	48	50

Car & company	R per day	Cents per day
BMW 320 (automatic with airconditioning)		
Avis	43	52
Budget	40	49
Hertz	44	51
Imperial	46	49
Mercedes-Benz (small body)		
Avis	—	—
Budget (200 auto with airconditioning)	55	55
Hertz (230E auto with airconditioning)	65	85
Imperial (230E auto with airconditioning)	70	80
(280SL auto with airconditioning)	150	1,75
Mercedes-Benz 380SE		
Avis	—	—
Budget	—	—
Hertz	140	1,40
Imperial	115	1,25
Specialities/unique to company		
Avis		
BMW 735i	110	1,10
BMW Cabriolet 320i (coast only)	50	60
Budget		
Mazda 626 2 litre (aircon. + auto)	35	39
Hertz		
Ford Escort man. with airconditioning)	22	33
Rolls Royce (incl. chauffer, insurance and fuel)	280	1,50
Imperial		
BMW 520	48	50
Porsche 944	125	1,50

Note: Correct as at December 1984



Car hire ... keen to please

Suffice to say the increasing competition has meant the market leaders, Avis, Budget, Hertz and a particularly aggressive Imperial, are very keen to please. And since between 70% and 80% of all car-hire is corporate, the benefactor is you.

This doesn't mean the industry is wobbling precariously. Far from it. In terms of increase in rental contracts, things have been humming along nary a hiccup. Over the past ten years, says Alun Cathcart, Avis' vice-president, in a report, the world wide car-hire industry has grown on average 20% per annum — with a "slight dip" in 1983.

When it comes to the South African industry, this is borne out, but with some caution, by all the local industry's chiefs. Says Glen van Heerden Avis' MD: "Our figures show we have around 40% of the market so business is good. Generally we're getting busier and this includes our coastal business. Cape Town has been flat out. But then, there's also the seasonal slow down in terms of transactions over Christmas, when businesses close."

Hertz' de Villiers comments: "Simply put, hire rates haven't kept pace with the growth in volume. Although turnover of units has gone up remarkably, profitability hasn't increased commensurate with this, or (he adds wryly) with interest rates. And we operate a very capital intensive industry." Imperial's Carol Scott concurs, adding: "One of the problems in the SA car-hire industry is a classic: heavy discounting in a small industry. Rates aren't where they should be."

Poor souls, you think.

Hauled from their comfortable beds in what seems to be the dead of night, forced to miss their early jog, routine disrupted and a grouch of a national sales manager to face before breakfast. And are they ever in a hurry to see him.

Or are they? Hertz MD Noel de Villiers — wearing his Hertz hat as opposed to that of industry spokesman — thinks not. He weighs his words: "We have a theory based on some sound research (which he shows us) that while it's right to insist on the highest standards when it comes to cars, the businessman isn't really too interested in having spotless ashtrays in his car. He wants to find a "family" waiting for him on the other side of a frustrating, alienating flight. All this fuss and hassle about saving time, and processing 50 customers in seconds is really a farce. Often — though not always — this harassed attitude is a front the insecure, unhappy and displaced man has put up to hide what he really feels." This, in De Villiers' book, is simply the age-old wall: "Ma I wanna go home."

It figures then, that Hertz — and it seems everyone else in the industry too — is taking the "customer recognition" route, particularly when it comes to working with business people. With the odd exception, like special deals on entertainment and special rates discounts, the marketing gimmicks of old are being left to others. Service is the cornerstone, in case you hadn't got the message. And any travelling executive should give thanks and rejoice.

Market share statistics in many industries are largely based on educated guesswork. According to Avis' Glen van Heerden though, car-hire is different. He says the accuracy of the Bureau of Financial Analysis statistics are "the envy of the worlds' car-hire industry." But in an industry as hungry as car-hire most definitely is, exaggerations are bound to occur and actual market share figures are a closely guarded secret. So the *FM* gives no precise breakdown.

was established.

A Commission of Enquiry sat during 1981 and heard evidence from a large section of all segments of the South African public and of the travel industry. From their conclusions it was evident that such an Act could only be beneficial to the industry and the public. This was the unanimous recommendation of the Commission.

The board itself was constituted under Section 2 of the Act, and Members appointed by the Minister.

The board consists of eight persons who have extensive experience in the industry and three others who are nominees of the Minister.

The reaction from the industry has been most favourable, as the board in its make up represents a cross section of leaders in the industry.

The board has received no negative reaction from the public since its inception.

It is the intention of the board to create a public awareness of the benefits to them once the Regulations to the Act are approved. It is anticipated that a public relations campaign will commence during the early months of 1985.

There is no doubt, I would mention, that the concept and within the powers conferred upon the board, in terms of the Act, that this present legislation will be most beneficial to both the industry and the public.

It will lead eventually to SA attaining one of the highest levels of professionalism in the international travel industry.

I was recently advised by the world travel organisation from its headquarters in Brussels that, in its view, the South African Act is the most advanced and comprehensive presently existing in the world.

Also, I must emphasise that the Act is not intended to be restrictive in its application. Its objective is to be constructive and positive in establishing a professional organisation capable of servicing all levels of the travelling public in SA, whatever colour or creed.

The highest levels of efficiency must be its aim — and that of the industry.

Not quite freewheeling

At first glance, the car-hire business is doing well. But scratch the shiny paintwork a little and the big guys tell you: Keeping it up is a real sweat.

It's 6am and the mist has lifted. Jan Smuts airport is buzzing with the energy only a sunny and chilly highveld Monday morning can generate. On the tarmac, water glistens from last night's rain, and the ground crew prepare for the early business flights from Durban and Cape Town. Flights from the Far East and Israel are also scheduled for landing — all before ten in the morning. Polished leather shoes pound and squeak as official-type people strut about their tasks.

Facing the expanse of waxed floor and the wide glass doors at the end of the arrivals hall, are the four "booths" where a large chunk of the car-hire industry's aiport business is done. Indeed, some 50%, or R25m, of revenue in the R50m (some say R60m) industry is earned from airport kiosks countrywide.

Jan Smuts, where the kiosks are open 22 hours a day, seven days a week, accounts for over 30% of all airport car-hire. It thus provides over a quarter of the national industry revenue. The airport's booths too, are frontline when the business person sets about his trip to — usually — head office.

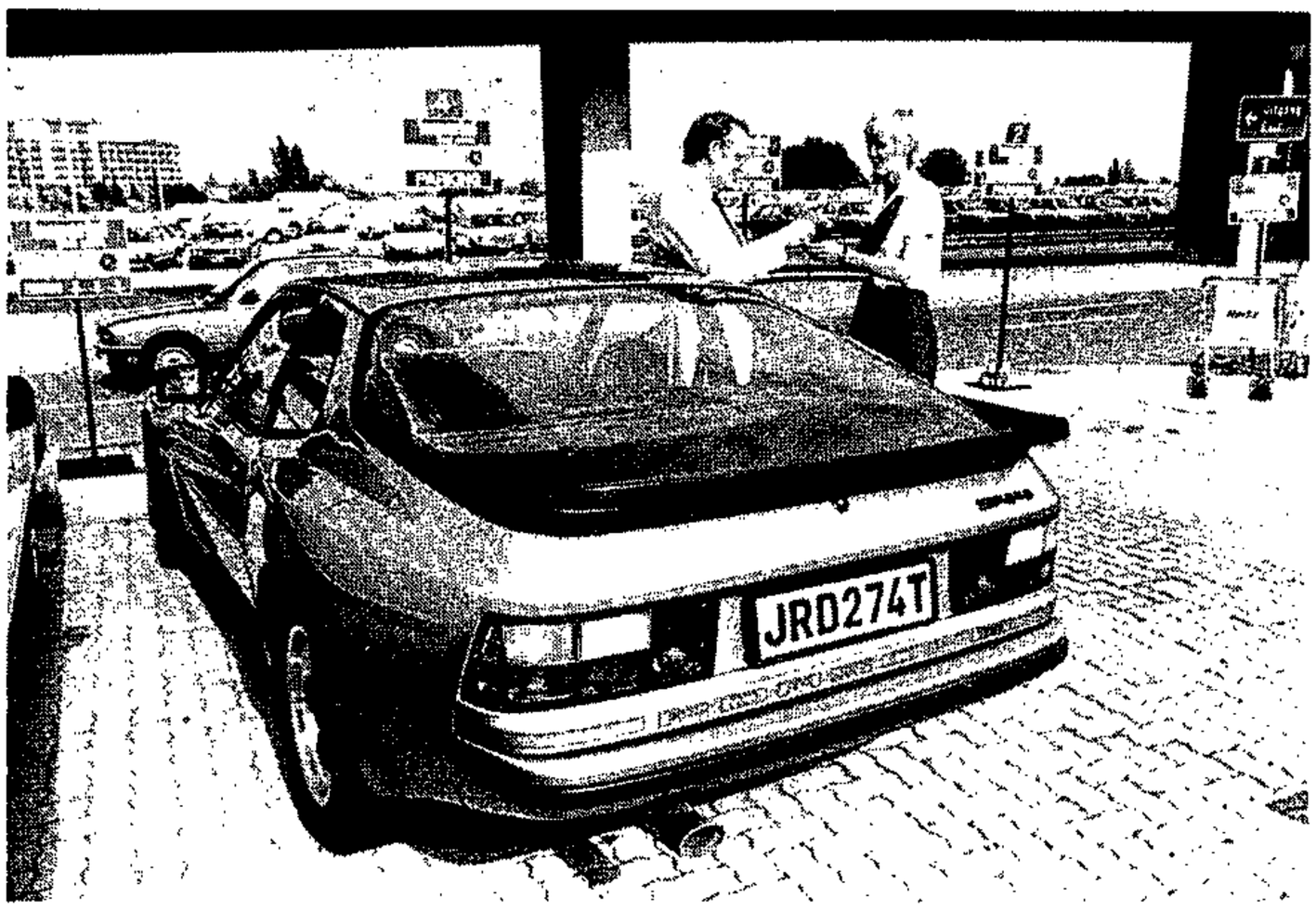
It makes good sense then, that the girls who operate at "Jannies" need to be sharp, well-groomed and charming to boot. And as Carol Scott, MD of Imperial Car Rental/ Europcar is quick to point out: "A booth at SA's largest airport is something to be valued. Walk-up business is very important to us. In our first month of operating from inside the airport, we notched up some R50 000 in loose business."

Statistics show too, that 12% of all disembarking passengers rent cars. An average, rough estimation from the four individual companies in the booth business put "walk-up" (or non-booked) sales at around 25% of their airport business.

There's another side to the cherished airport position. The airport itself gleans some R2,5m annually from the car-hire companies operating from its concourse.

So here they come. Scuttling across the polished floor like so many hungry mice, come the grey men — and a few women — of SA. To the slick, chic kiosk ladies, idling in overdrive and ready to shift to first, each represents a potential average rental earning of R123. And as they approach, all hell breaks loose.

Pens scratch feverishly, keys jangle, good mornings are cooed sweetly. Well-made-up eyes dart hither and thither. Is the opposition running out of cars? Quick, grab that guy at the back of the opposition queue — he obviously hasn't booked and is in a hurry. Smile, watch, scribble, smile, watch, scribble and it's that healthy kind of service sausage-machine only created by frantic competition. Smell the Aramis and dry-cleaned suits. See the puffy eyes and scowls of annoyance.



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SA'S BUSINESS TRAVELLERS — FIGURING IT OUT

The business traveller is the bread and butter of many industries, among them hotel chains, car rental firms and airlines around the world. But how much is known of the SA company troubleshooter. What are his movements and spending patterns?

Thanks to a late 1983 survey conducted by *Marketing Mix*, we now have a good idea. The figures weren't exactly obtained yesterday, but as far as the FM is aware, they are the latest available.

The average SA business traveller, says the report, is male, aged between 34-49 years, has English as his home language and earns a monthly income in excess of R3 000. He makes more than six domestic flights a year, travelling SAA economy class. His average entertainment expenditure is under R200, and if he rents a car, it is usually from Budget.

The international traveller flies once or twice in a two-year period, economy or business class on SAA or British Airways. His trip lasts two to four weeks, his entertainment expenditure varies substantially, and if he rents a car, he prefers Avis.

The traveller is most frequently from a consumer goods or advertising/marketing services industry.

This profile is the result of a survey into the extent and nature of domestic and international business travel by top marketing personnel in SA. It was conducted by the Institute of Marketing Management and *Marketing Mix* and had a high 23% response on a sample of 5 250. Respondents were asked to comment on their own domestic business travel within the past 12 months, and international business travel within the past two years.

Of all the respondents, only 22% did not travel locally on business, and 47% did not travel internationally.

Of all the respondents who participate in domestic air travel, 18% said they had no entertainment allowance. Of those who did, the average allowance per trip was under R200 (59%), followed by R201-R400 (29%) and R401-R600 (7%). (There's no account of the remaining 5%.) Not all domestic travellers use a car rental service — 27% don't.

The most popular route from all centres in SA is to the UK, the destination of around one third of all international business trips. This is followed by the US (19%), and then Germany (12%), France (7%), Switzerland and Holland (6%), Italy and Australia (3%).

The Far East takes 40% of international business trips, being split up as follows: Hong Kong (4%), Japan (3%) and Taiwan (2%). Respondents to the survey represent a wide cross-industry sample — approximately 50% are from the manufacturing environment and 50% from the primary and service sectors.

The highest rate of participation was in the consumer goods sector, led by the chemical and pharmaceutical industry, the food beverages and tobacco industry, and the retailing and wholesaling industry. This is followed closely by advertising and marketing services, financial institutions, and also a surprisingly high proportion in the mechanical and electrical products industry.

The idea behind travel account management is for a travel agency to second a qualified travel executive to the client. His task is to co-ordinate activities relating to the travel involved in a company. This involves establishing a business travel unit, setting policies when it comes to authorising reservations, negotiating company discounts and the hum-drum stuff like invoicing and central billing. But there's a lot more to it.

Travel bulletins, research into the latest developments, travel budget management and training workshops are also there for the taking.

It's not unlike the advertising business. An account is a precious, all absorbing commodity. It is pitched for, fought for — and lost if service is not up to scratch. This should encourage healthy competition and improve the entire company business travel process.

Still, without too much consideration, travelling expenses are often among the first items to be chopped, comes the budget. The detail and back-up to the business trip still seems to be neglected by many companies. It seems it's time more care was taken.

On the part of the agent then, this means more attention to detail and extra effort in the costing. On the part of the corporate sector, this translates as a more judicious approach to spending — and the placing of the company travel "account."

As many business people are learning to their cost, blind trust is not quite the same as managed delegation, particularly when it comes to travel.

The big stick?

The establishment of a controlling body in the travel industry has provoked a fair amount of criticism. So we interviewed Hessel von Geasau, chairman of the Travel Agent's Board.

***FM*: While the FM accepts the consumer needs protection from racketeering, and that some consolidation within the industry has merit, we ask whether a "policeman" body will not impose unnecessary restrictions and involve a lot of costly red tape. Would it not be better to let natural market forces sort good travel agents from bad?**

Von Geasau: Fristly, the importance of the Act in its responsibilities in the areas of consumer protection cannot be stressed too strongly. To give effect to this protection, there is a need to establish a fully professional body of individuals within the industry. This will ensure the highest possible standards are available to the travelling public.

Your suggestion of natural forces sorting out the good from the bad has not worked satisfactorily in the past in that the travelling public has been very inadequately protected. This has been proved time and again over the last 40 years.

The concept behind the Travel Agents and Travel Agencies Act of 1983, is partly to establish an acceptable, high, standard of professionalism.

The board's functions include, under section 7(a) of the Act, the power "to give advice and guidance and to render assistance



TCRT's Crawford ... cheapest not always best

to impartiality. In fairness, many are. But as the race for business increases, so the "thank you" trips become more attractive. And agents, says one voice of experience, are only human. They sell the product which offers the best return.

Perhaps the answer then, is not to slap bans on gratuities and parity on commissions, but to rely on the consumer to be more discerning. He knows what he wants and he should — in a manner of speaking — place his business trip "on tender." Sure, the time factor is a consideration, but many trips *are* planned in advance and could be used as "test cases." It's an idealistic approach certainly, but it would mean the market would be working as controller.

Thomas Cook Rennies Travel (TCRT) is one agency which claims to have an answer to problems of finding the most cost effective fares for its clients. Naturally, the idea hinges on a computer.

Thanks to input of special discounts and diverse information from its offices worldwide, the agency offers "the most up-to-date and economical fares quotations." In other words, if you want to do a major multi-sectored trip, the computer interprets the complex international fare regulations, whips through the discounts and special fares data bank, and spits out the cheapest way of doing it.

The system also provides a "travel information bank." This supplies health regulations, climate, banking hours and other useful bits and pieces.

Says Keith Crawford, TCRT's marketing manager, business travel: "A fundamental policy of TRCT is to provide business travellers with the most economical fare for the journey in question. Often a single rerouting can result in substantial savings."

How so? Explains Crawford: "TRCT worldwide actually purchases 'special fares', then offers them for sale to its clients worldwide. Obviously this has benefits for the businessman."

He hastily points out though, that the cheapest fare is not always best. "It could result in a different class of travel, less flexibility — a distinct disadvantage for the businessman — and could incur cancellation charges. We discuss what is best for our particular client," he says.

Adds Iona Hudson, senior consultant with Budget Travel: "Although much of our business is in the tourist and leisure sector, we do have a large and loyal corporate clientele. Generally they are demanding, professional — and have very different needs from the holidaymaker. When it comes to cheap fares, these are all very well. But you have to take care not to take your corporate customer downmarket. He's a seasoned, well-paid traveller. And like grandmother, he does not expect to be taught to suck eggs — in tourist class." One takes the point.

Cheap fares are nevertheless in demand. Bob Williams, now MD of Williamsworld, brought wholesale bucketshop fares to SA when he was with the then Exclusive Travel. He received extensive publicity — and some disapproving sniffs at the time. He says: "Discount fares have progressed from backdoor deals to an essential part of travel. With IATA being forced to change its rigid policy on airfares, there is an increasing burden on agents to keep informed on daily changing fares. It is thus equally important for the traveller to have access to those deals currently being offered in SA."

But business travel does not only involve the individual. It usually involves an entire company.

The business travel market is a mini-industry within an industry: its needs are different. The way a man moves about on business can be a good image builder. And managing a corporate account — central control systems, monitoring, organisation and administration — is also part of the deal.

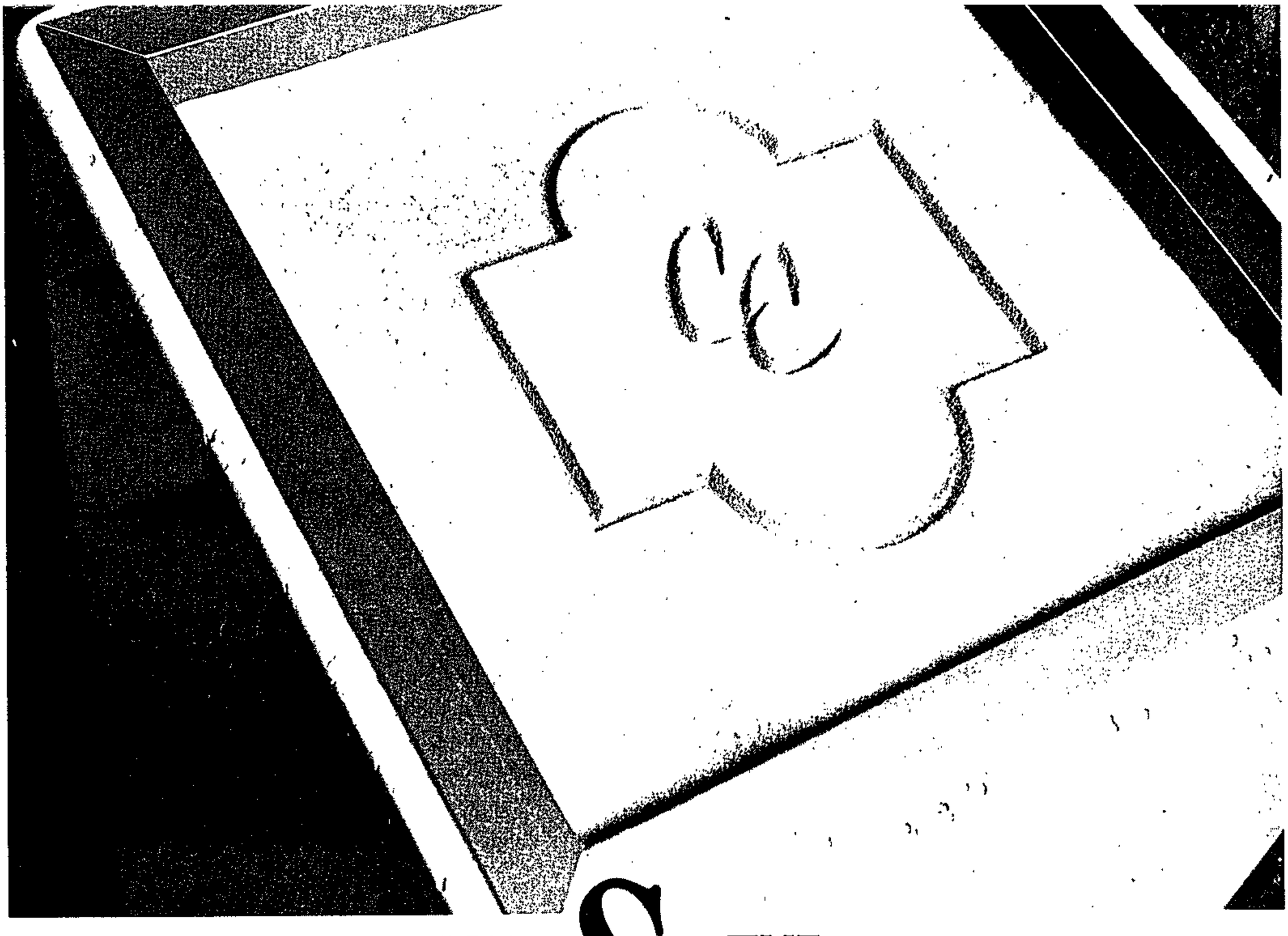
PROFILE — THE WORLDLY WISE EXECUTIVE

The average international executive traveller is opinionated, financially on the ascent (if he hasn't already reached some kind of summit), more likely to read the *Financial Times* and *Time Magazine* than any other publication and equally likely to choose an American Express card over any other credit card.

That, at any rate, is the finding of *Business Traveller*, the specialist UK magazine, in a readership survey into the nature and habits of that species, the travelling business person. And there's more. Predictably, about two-thirds of respondents are between 35 and 54, and more than half earn between US$25 000 and US$60 000/year, with 16% earning a healthy $80 000 or more. A resounding 98% use at least one credit card on business trips, and, of these, 80% use American Express, 52% Visa, 47% Eurocard/Access/Mastercard and 41% Diners Club.

Frequent air travellers (more than once a fortnight) are more likely to be found in the US (36%) and Europe (27%) than in the UK (17%) or throughout the rest of the world (20%). Not surprisingly, these very frequent travellers are more likely to travel first-class on business trips and to belong to an Airline User Association or club. The length of business trips abroad obviously varies considerably for each trip, but 21% spend between one and three nights away from home, 20% spend between four and six nights away, and a high 17% are away for more than 10 nights per trip.

The business traveller of the Eighties also reveals himself to be quite decisive about whom he flies with and where he stays. On long-haul flights, only 10% allow the travel agent to choose the airline, 4% allow a secretary to make the choice and 2% leave it to the company's travel department. For the rest, it seems you make your own choice.



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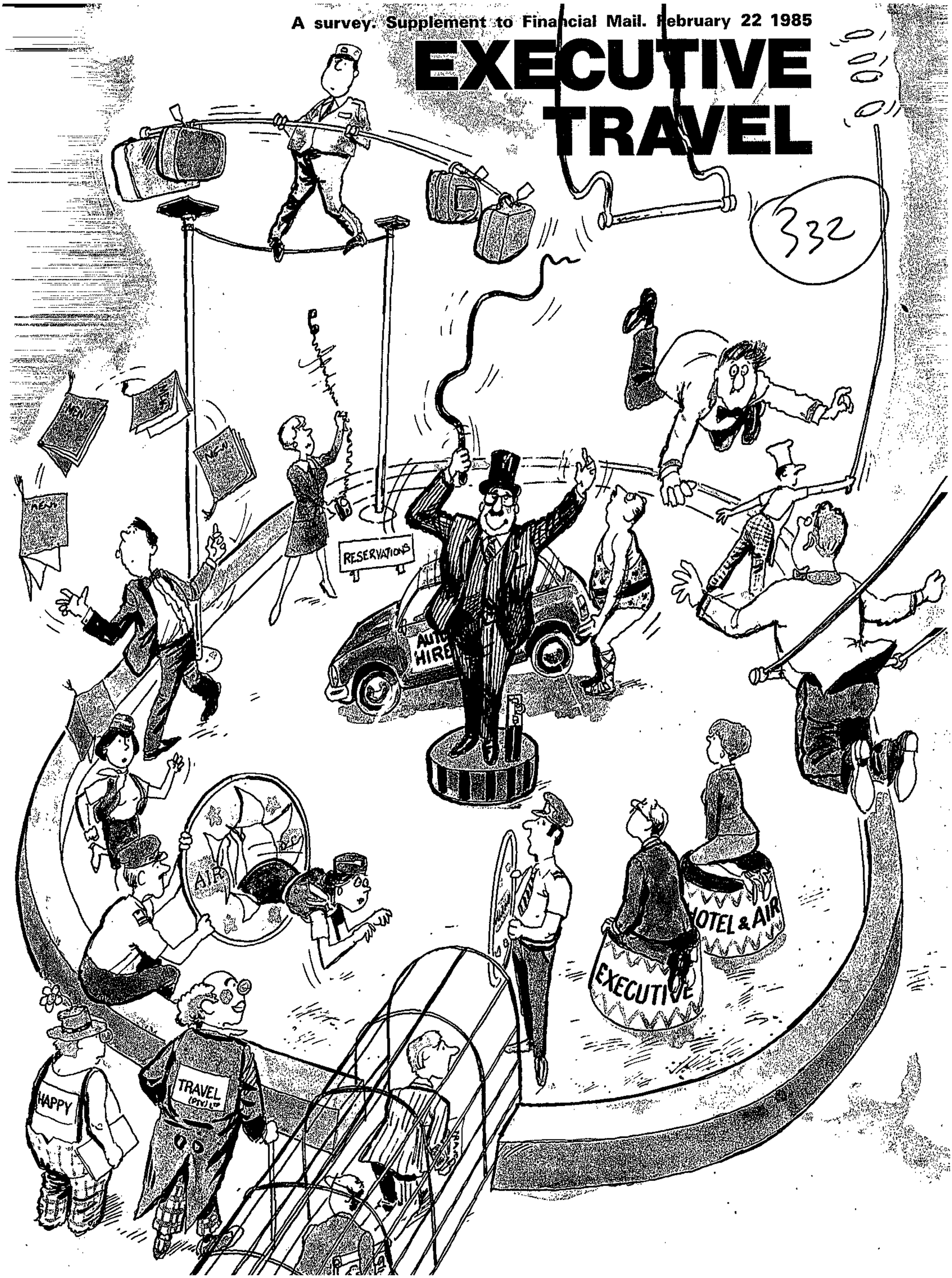
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A survey. Supplement to Financial Mail. February 22 1985

EXECUTIVE TRAVEL



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FOREWORD

Over to you

The executive traveller is a tempting target for the tourist-starved travel industry. With a nudge and a wink, marketing fundis say: "Well . . . you know how it is. When the company pays, money is no object."

And they know whereof they speak. For a supposedly recession-bruised corporate sector, the industry's doing remarkably well in dancing to the tune of hotel, car hire and airline cash registers.

If you're in the game and after the business traveller's money, the rules are simple. Offer a little extra by way of discounts, a free night's accommodation, one extra meal course, heated towels here, a few top magazines there, call it a "ritz class," issue yet another little plastic card and you're in.

For the propaganda-bludgeoned business traveller, sorting the rip-off from the bargain is all a bit much.

One airline offers wider seats, the other better food. Yet another offers the possibility of no annoying movie. This hotel offers security. Another offers well-organised corporate entertainment. Then there's the marvellous hotel which organises jogging routes. So-called special services here, cut rates there and the business world — or at least a large part of it — pays for it willingly.

The trouble, of course, is that many top business people are used to having things done for them. So there's the feeling that the travel agent should take care of "all that." However, even travel agents ruffle nervously through piles of "new" deals and "special" offers, often sighing resignedly and sometimes simply booking the least complicated, though not necessarily the most economical, fare. Often, you can't really blame them.

Then there's insurance. And this makes for spine-chilling stuff. Will the company really pay the usually enormous overseas medical costs of a serious heart attack?

The whole question of travelling on business is open to financial manipulation too. Tax implications and foreign exchange management require careful consideration, particularly in the light of impending fringe benefits taxation.

But while too many business people remain too blasé about their business travel, the business sector can — and should — call the shots.

The travel industry counts on its patronage to prop it up during tourist low-season periods. As an international jet-setting executive, your every whim can be catered for. But it's as well to remember that by taking some care in planning and by making some comparisons, you could be paying a lot less for the same service elsewhere.

Meanwhile, the travel industry is bending over backwards to improve its services. And so long as the Travel Agents' Board doesn't mess things up by interfering in natural supply and demand, this bodes well.

Competition out there really is fierce. The corporate customer is valued, and free-market forces are at work. It's time for the company traveller to do his bit by giving his business to those concerns which deliver the most for his money. And, as we said, this takes quite some evaluating.

But by making the effort, life on the hop can be fun.

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Life on the beam

Travel agents lead a glamorous life. But every dog has its day. Back in the office they balance a wide variety of requirements with an equally confusing array of services. And keep a beady eye on commission.

Perhaps the fulcrum of the travel industry is the agent. It is he who is the target for suppliers' sales campaigns, it is he who is contacted by confused tourists and time-pressed executives. It is he who has to marry needs and appropriate services. And it is he who must roll with the punches when things go wrong.

No wonder he — or, more often, she — is the target of so much criticism.

Sure, there are "order takers." This agent-type smiles genially across her suitably cluttered desk, idly taps a few computer keys and books you on the first flight that pops into her head. She forgets to tell you about those special discounts. She gives you an insurance form to fill in yourself, without first discussing your needs. And she has no idea about climate, service in particular hotels, taxi costs or interesting places to frequent when you've done the tourist bit again and again.

If only the travelling consumer would learn. Such agents should be left to their nail files, coffee and domestic crises.

Because somewhere out there there *are* agents who take the trouble to draw up ideas. They don't mind phoning 20 hotels, sending telexes to five tour operators to check fine details and asking around the office for good, out of the way restaurants in cities you plan to visit. They will work for two hours to obtain details of jazz clubs and gyms in obscure towns, then phone you with their information. We know because we've been told about them.

Still, the search for the ideal travel agent is not an easy one. Trial and error, spiced with recommendations from colleagues seems to be the only way. The Travel Agents' Board reckons it's going to sort out the industry (see Q & A) by black-balling those lazy, inefficient operators. Crooks and the underqualified will be drummed out of the industry.

Altruistic stuff. But there's a problem or two, say the free market thinkers like Leon Louw of the Free Market Foundation. In an interview with the trade mag, *Travelog*, he says: "The creation of control boards has always been a disaster." The market should be able to do this without the help of restrictive controlling bodies. Also, the best travel agents, in terms of back-breaking effort, may not necessarily be the most "qualified" by industry standards.

Pressure on salesgirls from airlines and tour operators, too, is phenomenal. It's quietly — very quietly — suggested in many a travel agent's office, for example, that the airlines have ways and means of ensuring that they are not undersold. Such behaviour, it is alleged, could lose an agent an incentive or "educational" trip.

Who can blame them then, for selling the carrier offering a trip to a place they've not been before? This form of gentle — and often not so gentle — persuasion is no stranger to capitalism. But the implications for the buying traveller are obvious — and somewhat ominous.

Take a leading financial whizz in this town. He tells the story of a trip he was planning, taking in two European cities and three US stops. He was dissatisfied with the cost quoted by one travel agent, so he asked his secretary to shop around. Four hours later, the cost of his business trip — without any major plan changes — had been trimmed by R1 800. Even for financially flush companies, this is not exactly chickenfeed.

Many agents, hand on heart, will swear

TIMING IT IN SA

Frequency of air travel

Frequency	Domestic (past 12 months)	International (past 2 years)
1-2 times	14%	33%
3-4 times	17	12
5-6 times	11	4
Over 6 times	36	4
None	22	47

Duration of trip

Duration	Domestic	International
1 day	6%	1%
1-2 days	37	1
3-4 days	34	3
4-5 days	16	7
1-2 weeks	5	31
2-4 weeks	2	38
4-6 weeks	—	15
6-8 weeks	—	3
Over 8 weeks	—	1

IN PROFILE . . .

The SA business traveller

Category	Group	% of total business travellers	As a % of group to responses in group
Age	Under 25	4	33
	25-34	35	75
	34-49	50	90
	50-59	9	92
	60 +	2	81
Sex	Male	93	81
	Female	7	61
Monthly Income Group	Up to R1 500	12	49
	R1 501-R2 000	18	77
	R2 001-R2 500	20	88
	R2 501-R3 000	17	93
	Over R3 000	30	95
	Uncoded	3	—

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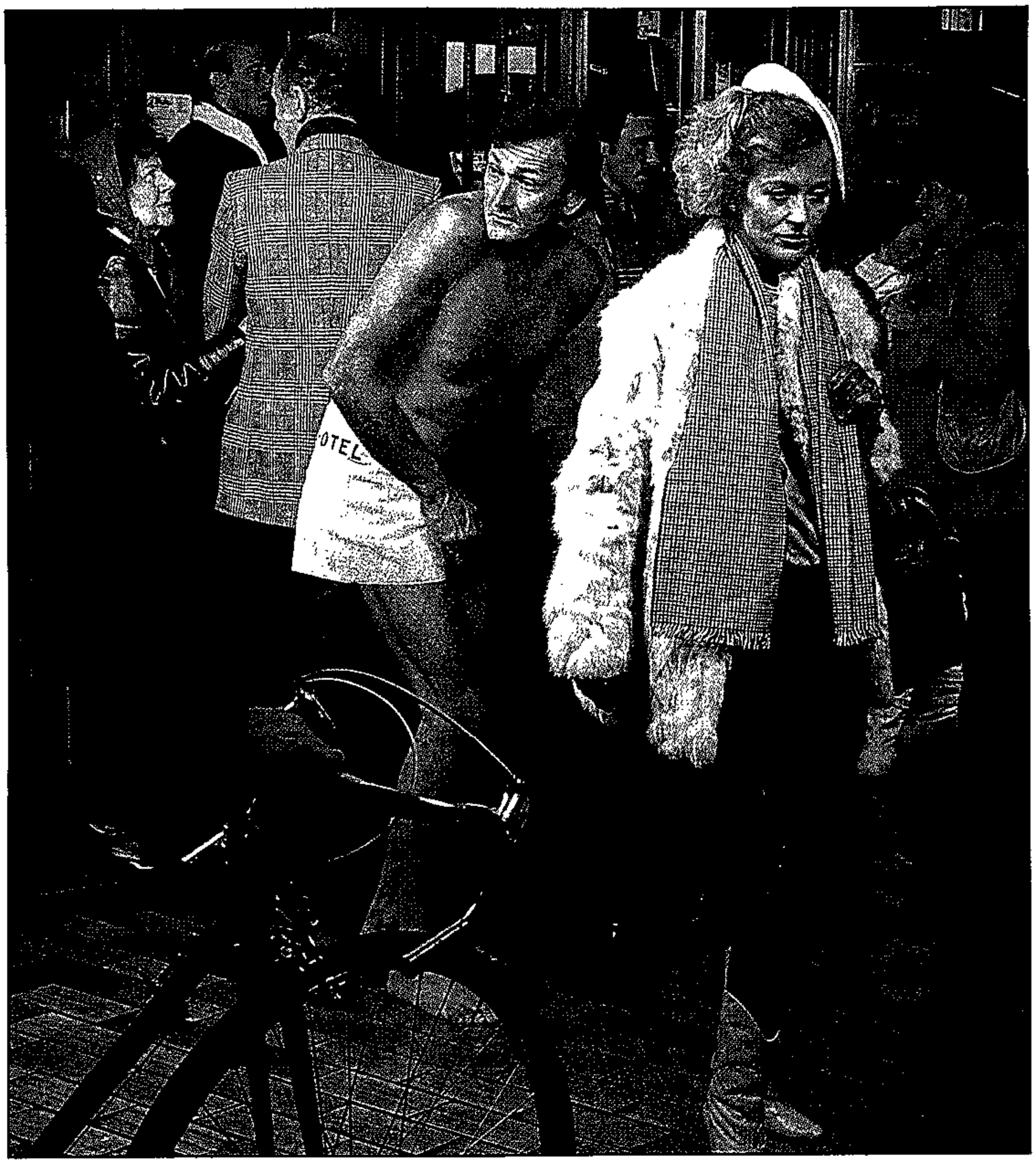
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in connection with the establishment or the conduct of a travel agency." It is not desired, or designed, to act in any way in a "policeman" role, but it will interest itself and adopt measures in the area of training; it will produce a code of conduct for the benefit of the consumer; it will strive to establish a professional body of people serving the travelling public in all aspects of their travel requirements.

Overseas (the UK is a good example) the trade has been allowed to set its own standards. In the main, this has not been beneficial to the travelling public. By my own experience, in fact, it leads to unreliability and ultimately severe losses by the public. It is always the man in the street who is the loser — for example, being stranded in a foreign country; losses of deposits paid, and so on.

The board's main objective is to improve the standards of the industry. This can only be beneficial for the industry and its clients alike.

What are the prescribed requirements for registration with the board? And how will these affect those agents already within the industry?

Requirements for registration of individuals have been laid down by the board, and these are based on the criteria of experience and academic qualification.

There is no intention to penalise the person who has years of experience in the industry, but rather the opposite — to acknowledge his/her existence and to provide encouragement.

Under section 7(b) of the Act, the board has the power to encourage training in all its aspects.

To date training has been fragmented, and is only significant within the conglomerates (multiples) where, generally, high levels are set. They are able to provide in-house training and allocate very considerable sums of money to this end.

A large section of the industry consists of smaller companies, partnerships and so on, who do not have these facilities. What has been available to them has been inadequate. The board has the ability to, and will, improve facilities available.

In the main, individuals qualifying under experience and academic requirements will account for a substantial percentage of the present workforce.

The Act refers to "adequate training" of travel agents. In the board's view, what is adequate training and how will present training methods change?

The board will approve certain existing courses available to the industry, and will establish new levels of education not currently available. It will, for instance, encourage individuals to obtain the Advance Diploma of the International Air Transport Association in association with the Universal Federation of Travel Agents' Associations, the IATA/UFTAA Diploma. This is the highest qualification available and it is interesting to note that the Diploma is internationally recognised.

My board will establish other levels of qualification to cover education from the level of the school leaver entering the industry through the IATA/UFTAA Diploma.

The board is in the process of discussions which will lead to the establishment of a Travel Training Organisation. This will be based on the old Travel Industry Training Board, and will use its wide powers to ensure that this board has everything it needs to function and institute educational facilities on behalf of the entire industry.

Previously the Industry Training Board was supported only by the retail segment. This is no longer acceptable. The other sections of the travel industry, falling under the Act, have had no organised, talented, training body.

It is my personal belief that this is an objective that could never have become operative without the establishment of this board.

What can we expect from the "Code of Conduct" — what won't travel agents be allowed to do?

The code of conduct is not a restrictive measure detailing a list of dont's. It is constructive in establishing a set of rules in the interests of the consumer.

It's main endeavour is to eliminate any practices that could be damaging to the public or the dignity and integrity of the travel agent's profession.

It calls on all employed in the industry to ensure they are fully informed at all times, in respect of all aspects of their profession.

It will call upon them to ensure strictest confidentiality in all transactions; to not be misleading; that they are fully conversant with the regulations and requirements of their Principals, such as, Airlines; Tour Operators; Car Rental companies; Hotels, Shipping Lines; and many others.

As I see the situation, these are positive requirements, embodied in the Act, and are not intended to be restrictive or negative in any aspect.

There are various levies and contributions to be paid by the travel agent. How are these payments structured? Hypothetically speaking, what will registration cost the average travel agent?

The various levies and contributions which will have to be paid by travel agents and for the licensing of premises are all subject to approval and confirmation by the Minister of Environment Affairs and Tourism, Mr John Wiley.

These are presently receiving his active consideration. Until such time as the board has the Minister's decision, the board cannot divulge the various amounts payable. It would be acting pre-emptively.

As I understand the Act, an underqualified, unregistered employee will still be able to perform the task of travel agent, so long as his/her employer is registered. But this is where many of the petty mistakes are made — isn't this self defeating?

I particularly welcome this very valid question — obviously unqualified and unregistered staff will still be employed in travel agencies, in the same manner as unqualified and unregistered staff are employed in chemist shops; accountant's and lawyer's offices, for instance.

This is unavoidable, as there must be a point of entry, and it will take at least a period of five years study to reach a standard of full qualification. This then becomes a qualification of combined experience and educational achievement.

Within the Act a minimum of one Registered Travel Agent is required, but it is the intention of the board to increase this pro rata to the number of staff employed, so giving a far higher and more acceptable control of the "trainee" area of any business.

The ultimate aim is to reach a high level of professionalism so as to minimise the number of unqualified staff.

Will airlines be exempt and if so, why?

In terms of Section 24(3) of the Act, international airlines operating services to and from SA are exempt from the provisions of the Act.

International Airlines, mainly members of the International Air Transport Association (IATA) on the South African routes, are adequately controlled by the various international bodies of which membership is mandatory.

We understand a trust account is to be formed. In the past, hasn't interest earned on holiday and business trip deposits been a means of earning for the travel agent? How will losing this interest money to the Trust Account affect the agent?

I would point out that the question of whether a Trust Account is to be implemented is receiving the consideration of Government.

Investment of monies is not and has never been a prime revenue earner for a travel agent. The loss of interest would, therefore, be small and is not considered important.

How was the decision to establish a board of control arrived at and what has the response from both public and travel agents been?

The Act of Parliament was considered to be necessary and was initiated by the two main trade organisations — the Association of Southern African Travel Agents (ASATA) and the Independent Travel Agents Organisation (ITAO) — so it was, in fact, the desire of the industry to see that the board

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This vigourous growth in demand (up to the month of September 1984, some 16%) is not as strange as it seems. The low hire rates are very attractive to cost-conscious corporate hirers, while the low rand has encouraged foreign tourists not only to visit SA, but to splash out on a hired car. Year to date figures ending September 1984 show the industry's car utilisation was 74%.

Ironically perhaps, this welcome demand is also causing headaches. Those who steer the car-hire companies are facing a dilemma. Do they chase off this big grab for product by raising the low hire rates which attracted business in the first place, or do they continue to sweat profusely under the heavy interest rate blanket?

That's not all they have to worry about. The second-hand car market, which conveniently absorbs the industry's by-product, hasn't exactly been healthy, although as new car prices rise, this could change. (Imperial obviously has a leading edge here, since they have a built-in used car division which offers them good prices for their stock.)

More accidents are occuring. Avis' van Heerden tells the *FM* that since the speed limit has increased it's one of the company's most pressing problems. And for those companies still using outside insurers (Imperial is one) rather than carrying the often heavy costs of repair themselves, these rates are up too.

Then there's the battle to get insurers to incorporate hired cars as replacement cars on comprehensive car policies. Not to mention increased licensing fees.

They have other, smaller problems too. How would you like to find a safe, covered, secure place to park thousands of vehicles, let alone pay for such extensive parking? Yet in times of low demand, like weekends, this is faced by all car-hire companies.

Perhaps the takeover of Budget by Santambank late last year is indicative of the difficulties facing the industry. One of the last family-owned businesses (at the time of sale, Pam Levy was the sole shareholder) Budget Rent-a-Car is nevertheless a heavyweight, and has steadily remained among the industry's top companies. Nonetheless, it was unable to meet its commitments to banks through which it leased its vehicles. As Santambank's MD Roeland Perold says: "The recession and the high cost of finance is fast putting the expensive business of operating a car rental firm beyond individual owners."

The issues here then, were cash flow problems and high interest rates. Budget is now in line with Hertz and Avis, both of which enjoy the security of backing by large financial institutions. Hertz is under the Sage umbrella, while Avis is part of Federale Volksbeleggings.

So long as interest rates teeter and totter, the pressure is on the car-hire companies. And a lot of money is at stake. Van Heerden points out that as at September 1984 the industry's fleet size was 7 400 — around 3% of the total annual SA car production. Capitalised this means R67m. The annual interest bill on this figure, based on a prime rate of 25% (although according to Avis' van Heerden many companies pay above this rate) is a whopping R17m.

So rates — both daily and kilometre — must go up. And soon. Individual service and trimmings are going to be even more important as those in the industry battle to keep market share — and maintain the all important volume now present.

But that's their problem. For the hirer, low cost hire aside, things have probably never been rosier. It seems these days, when you hire a car, all things are possible. Speedy check in and out is no problem, thanks to the sign-and-go concept. And whereas at one time pedestrain little cars were the order of the day, variety in the type of car you hire is now — or can be — very much the spice of your business trip.

So the next time you slip into your pre-cooled/pre-heated, spotless, sweet smelling, shiny, sporty, hired car (with pre-selected music tapes for some car hiring elite) handed over to you by a charming, neatly uniformed person, remember you're in the driving seat. In more ways than one.

VOTING POWER

Internationally, car rental is big business. How the world's commercial travellers feel about their hired cars is reflected in the following. These results were obtained in a survey conducted by the UK's *Business Traveller*.

Although there is little between the big two, Avis and Hertz, in terms of usage (83% compared with 80%), readers indicated a clear preference for the company that claims to try harder.

Avis received 33% of the votes and Hertz only 24%. Both received high scores for availability and reliability whereas third placed Budget was most likely to be chosen primarily for price and interRent for reliability and price.

Note though, that while certain trends may be similar, these results don't necessarily reflect SA's preferences.

BEST CAR RENTAL COMPANY

1 Avis
2 Hertz
3 Budget
4 Europcar/Godfrey Davis
5 interRent

• Source: *Business Traveller* Readership Survey

No place like home

Business travel is stressful. Executives often have to fend for themselves in unfamiliar environments which, the psychologists say, evoke primitive childhood fears of abandonment and separation.

The initial thrill of regular travel overseas doesn't last long for many executives. As the chief executive of a large company explains: "One of the greatest thrills of my life was travelling overseas and eating in fancy restaurants. Now there seems nothing to look forward to."

He's travelled overseas so many times in the course of duty that he is now looking for reasons to stay at home. And, say the psychologists, he is just one of scores of business travellers whose emotional and mental health is deteriorating through frequent business travel.

Psychologists say the stress suffered by business executives who travel overseas as a way of life has hardly been documented. This is because business executives tend to hide from themselves and from others the negative feelings they experience while on business trips. Their inability to cope with stress clashes with their manly self-image. It also clashes with the image others have of them as powerful, phlegmatic people. As a result, they deny their distress, even to themselves.

Back-up we consider vitally important.

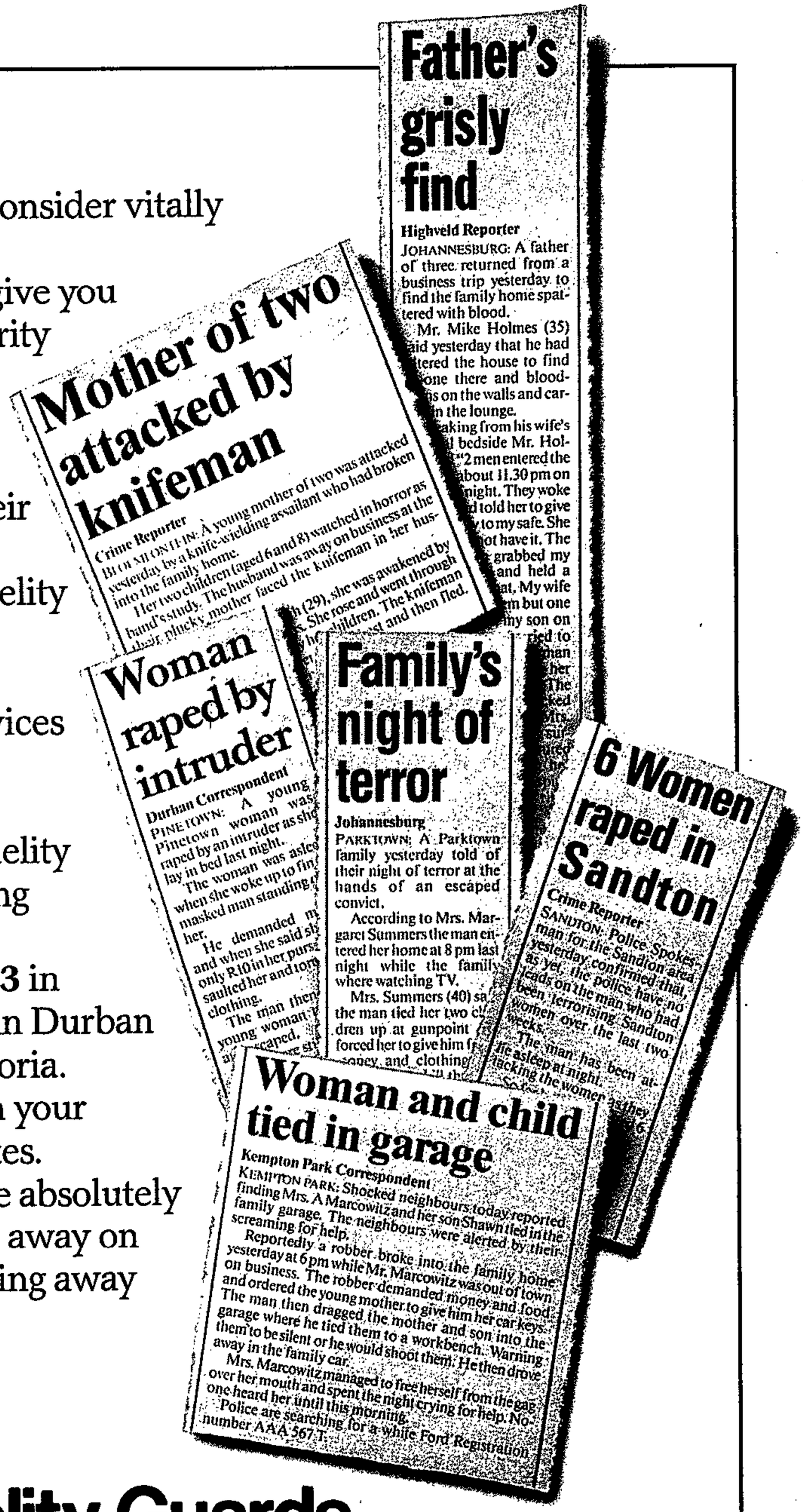
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Trevor: A sustainable Supplement to Financial Mail February 22 1985

A leading Johannesburg clinical psychologist says he has several clients in therapy who are suffering the debilitating effects of business travel. Interestingly enough, all these men did not come on their own accord but were referred by their doctors. "These people saw their doctors because they were suffering physical symptoms such as heart palpitations, stomach disorders and headaches. When an organic basis for these symptoms was ruled out, the doctors recommended psychotherapy. Some came for therapy, but I'm certain there must be many who resist the idea," he says.

What happens when a person goes on a business trip? Psychologists say the consequences of leaving the support system of the family and the office to fend for himself in a strange environment evokes childhood fears of abandonment and separation. The executive often makes no sense of these frightening feelings, which he finds difficult to reconcile with his self-image, so he pretends they do not exist. Denial is the major coping mechanism.

One psychologist refers to a business trip as a "short-term culture shock." He says: "A strange hotel room evokes feelings of loneliness, alienation, anxiety, sleeplessness, depression, and an overwhelming longing for the family."

The reason these feelings are stressful is because they remind him of the separation anxieties he suffered as a child. The process of separating from mother to become independent is frightening for a child, and the separation a business executive feels when he is overseas reminds him of his past.

Instead of accepting these feelings as normal, the executive avoids them by resorting to alcohol or tranquillisers — or even by looking for a woman. The need for company leads to casual relationships,



The travelling exec . . . impatient — or lonely?

which are started not so much out of a need for sex, but out of a need to affiliate. It's really the comfort of another person and the need to escape that the executive craves.

Research has shown there is a high incidence of drinking and drug-taking among executives. Pressure forces the executive to drink and then cuts him off from seeking help. He cannot own up to a drinking problem and still expect to be promoted or trusted with formulating and implementing company policy.

While at home, the executive returns to base every night for all the comfort and security he needs. On a business trip, he has no wife to comfort him. While at home, the executive has a secretary who shields him from the world and who orders taxis and makes reservations. On a business trip, he has to fend for himself and cope with the inefficiencies of others in these areas, which is stressful.

Another reason for stress among frequent business travellers is role conflict. As a person who saw his work as a means of building a home and family, the business traveller soon becomes excluded on a daily basis from the changes in his own family. Although he is a member of his family, he feels like an outsider. As a result, the company becomes the place where he feels he belongs. Says a psychologist: "The man is there but not there. He has lost his family and vice versa. The process is stressful. The couple are aware something is wrong but can't define it."

A psychologist has several tips for travelling executives to help reduce stress on business trips:

☐ Recognise the stress factor. It is a reality that cannot be eliminated, only reduced;

☐ If possible, stay at the same place. The familiarity will help reduce stress;

☐ Do not overload your schedule. Meeting a demanding schedule is stressful. It is worthwhile to extend your stay than to pack your days, even if this is not cost efficient;

☐ Include constructive relaxation in your day such as physical exercise, sightseeing or watching videos. Going to clubs and discos is not conducive to relaxation; and

☐ Persuade your company to allow you to see a psychologist to help you prepare psychologically for the trip. Not only the traveller, but the company will benefit through your increased productivity.

Bedding down

Falling hotel occupancies are turning the business traveller into a highly valued customer. He travels consistently — and well

Sceptics have it that no matter how many backs eager hotel managements break in an effort to make your hotel room a home from home, a temporary place of abode will always remain just that.

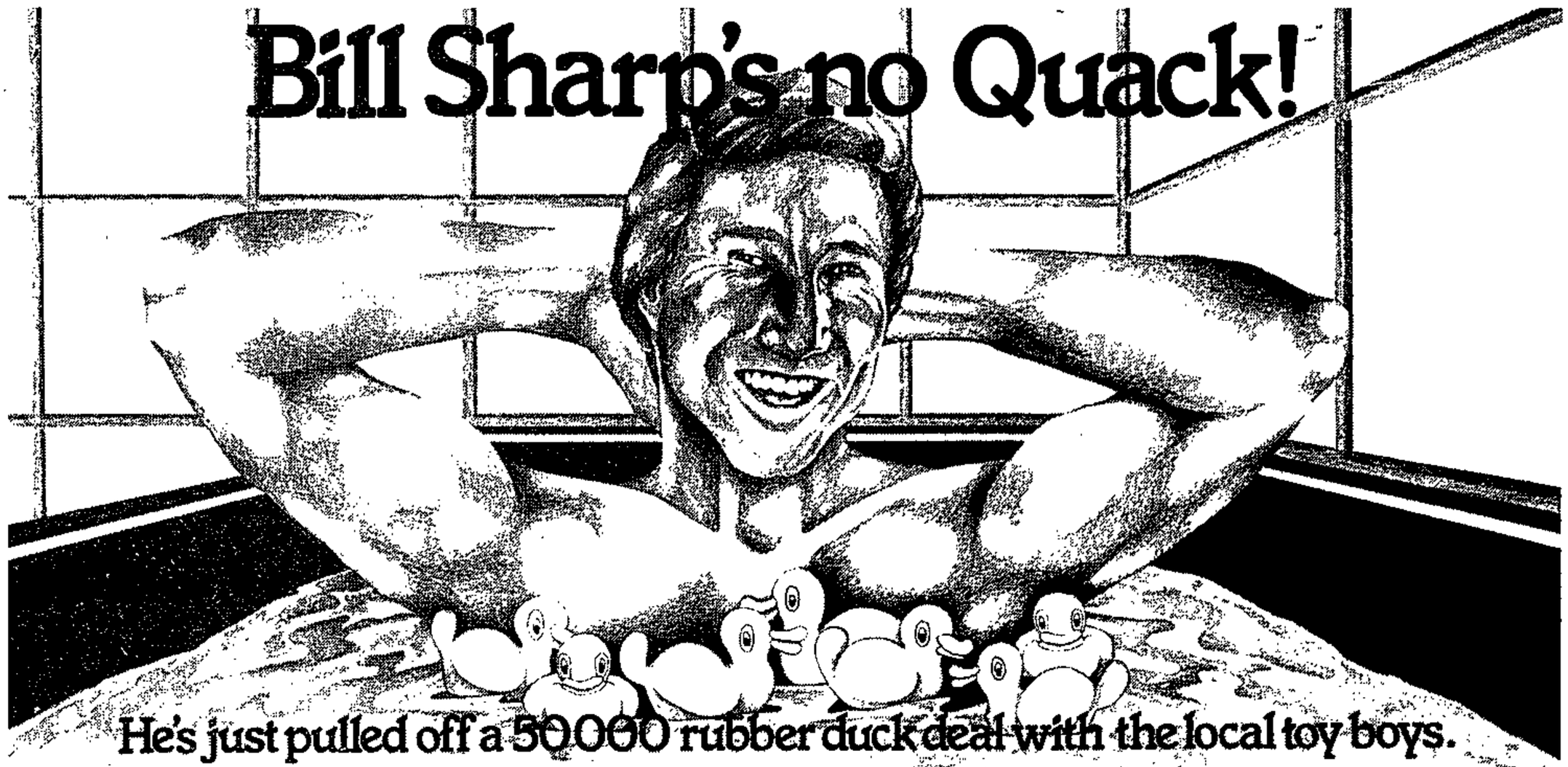
Not so, say some in the industry. They argue that most *de luxe* hotel rooms offer much more in the way of comfort than the average middle- to upper-class house. And anyway, the novelty of staying in a hotel is that it's *not* familiar. It means change and excitement, laced with all those extra bits and pieces like chocolates on your pillow and the silver breakfast tray.

Some travellers, they claim, run mental competitions comparing all these non-home trimmings. It has to do with the search for the favourite hotel which, among more seasoned business travellers and tourists, has become a sort of idle pastime.

Then there are those hotels which have stopped pretending. Functional and practical are the ground rules and the staff simply gets on with the job. Messages are always delivered, food is on time, the bar is well-stocked, the television works properly and the rooms are immaculate. This, in their view, is all the traveller, particularly the business person, wants. But there's not much in the way of friendliness. So you find yourself stiffly — and efficiently, mind you — attending your meetings and then going to bed and to sleep as neatly starched as the sheets.

But whatever the hotel's character and operating method, you can be sure of one thing: your particular (corporate) booking

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cialists" — they're all in it. And this makes good sense. Because not only does bonus travel indulge hardworking staff, it keeps the travel industry's wheels oiled. Also, as anyone who has done it will tell you, company junkets are enough to tax the ingenuity of any travel agent.

Imagine your wildest dream coming true. Squeeze it through a budget of sorts, hit your sales target and the fantasy could just become real. It's the task of organisers to see that it does. Riding elephants? The Danube by moonlight? The Russian border at sunset? Eastern erotica? An Amazon adventure? No problem. Or so they say.

But the rip-roaring incentive business, long-established in accepted capitalist bastions like the US, has caused nothing less than a healthy rustle in SA. Incentive spokesman for Lufthansa, Erica Phoenix, feels SA's business community has a long way to go before it matches international incentive sophistication. Through thinly veiled exasperation she says: "Somehow, certain managements cannot see the logic in the incentive idea. Yet the concept works and is simple.

"The cost of an incentive is *not* an extra red figure on the marketing budget. If your people have something extra to work for, they will work harder. And your productivity increases. You also have a happy and motivated staff. This is no sales *schpiel*. Ask anyone who has tried it. It's good management."

Specialist incentive travel organiser and managing director of Associated Incentives, Ian Lints, is not quite as pessimistic. He says: "There is no real reticence in SA to the principle of incentives. Rather, it's misunderstood. Still, in my view, incentive is the fastest growing sector of the travel industry right now. Virtually every company with a large sales force or dealer network has used travel as a bonus, or has seriously considered it."

So who are the converts? According to travel veteran Thomas Cook Rennies, there are quite a number. Take L'Oreal, Ford, Rank Xerox and Standard Bank Assurance Brokers to name but a few. These companies have carrot dangling grafted into the sales division for one reason: they believe it works.

Mike Walker, MD of Standard Bank Assurance Brokers says: "It works very well indeed. Sure, some people don't get switched on because they feel targets are way out of their reach. But it does stimulate those who are good producers to do

NO CHEAP TALK

Hosting an international conference makes for careful planning. Allowances must be made for differences in delegates' cultural habits — and language.

The interpreting skill in SA is rare, although progress is being made as the subject is introduced to universities.

Chairman of the SA Institute of Translators and Interpreters Dr Jan Picard says: "Shortage of skills has meant overseas experts are usually called in. But this can be very costly."

He explains that the method most in demand is "simultaneous" (virtual lip reading) whereas "consecutive" (when the speech is translated in paragaphs or sections) is the technique usually practised here.

With such expertise at a premium, there's obviously good money involved. He says a top international interpreter can earn as much as US$10 000 a month. Or, put another way, hiring two international translators for a three-day conference could set you back some R50 000.

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You qualify for yourself first, then you must qualify for your spouse. Although, as one obviously unhappily attached cynic whispers: "Frankly, I stop working once *I've* qualified . . ."

Like the general travel account, the incentive account is hard-won. Travel agents can spend weeks putting together a "rattling good idea" only to have it sneaked away and the actual trip awarded to another company. Sometimes, though with limited success, the trip is organised in-house.

Opponents of incentives argue a trip is not the only — or best — way to reward a person for superior achievement. There is cash. But, chorus the incentive organisers rightly, this is taxable. (See "Taxing times" on page 29.)

Well, how about goods? Please, they say. A man at this level usually has a fully stocked house and a company car. Others argue that staff should be given choice of reward. But realists — and clued up incentive sales people — say this would become an administration nightmare.

The best form of thanks, in the view of protaganists, is the prestige an employee gains, through a mutual holiday. He is aware he is a member of an exclusive circle of top people in his organisation.



Paradise? This too, can be yours

According to Hurst, research shows 10% of a company's workforce will work to full capacity without extra motivation, 10% will not perform, no matter what fleece you may lay before them, while a whopping 80%, once cajoled into action by the right reward, will manifest astounding productivity.

What was it Shakespeare said about this life being "richer than doing nothing for a bribe?"



When it comes to business trips, getting there is hardly half the fun. But it could — or should — be.

A more emotive issue among regular travellers is hard to find. Ask about airline preferences and you will hear vociferous, lengthy praise and, often, vigorous condemnation.

No doubt about it, the airline business is a tough one. Airline managements bleat: "You can't please all the people all the time." True. True.

But credit where it's due. They are trying. Increasing competition has meant much uncomfortable shuffling, sharp looks at excesses (staff and spending) and a spit and polish of image. About time too.

Most airlines have long been the target of criticism. They have been seen as over-protected, overgrown, over-indulged children, sulkily guarding routes and fare structures. Their arrogance and inefficiency are legendary.

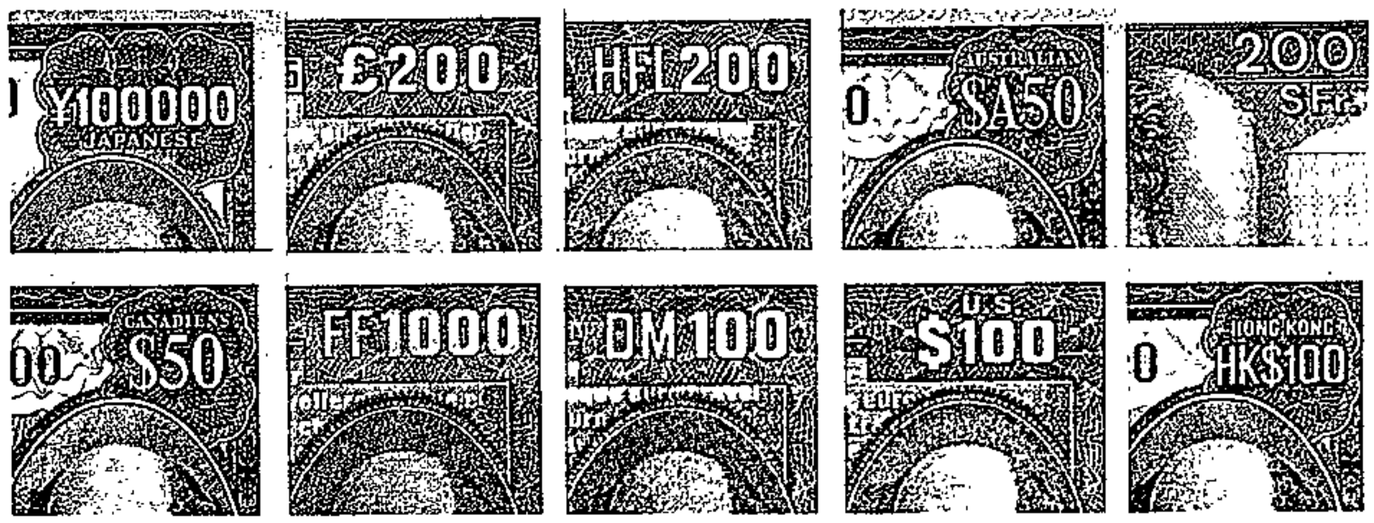
But, frustratingly, our need for air travel increases. However, just as we cannot live without airlines, they are realising they can't live without us. It's a start.

Cheaper fares and this new approach to customers are largely the result of deregulation. Some give Freddie Laker the credit. But, naturally and perhaps justifiably, airlines argue that the price war has plunged the industry into chaos. They point out that in the US, popular routes are hotly contested (46 different fares are quoted between New York and LA) and fares are lower certainly. But what about the hop to say, Little Rock? These ticket prices (to less popular routes) are now above what they were. No one wants to fly them. Those who do, name their price.

Nevertheless, discounting, flexibility and the aim for good service have become part of air travel. The realm of airline operation, too, has increased. Says British Airways' Michael Hirst: "Airlines are becoming more involved in 'total concept.' This means our role is vital from the time of reservation through to the accommodation."

Does this mean the travel agent has become expendable? Hardly. Take KLM. It

HOW TO STRETCH YOUR "TRAVEL MONEY"



Fact

The first point to realise, is that you, the traveller, invariably take more to spend on your trip – in the form of "travel money" – than the cost of your air ticket and certain major elements of your holiday package combined.

You shop around for the best-value-for-money-travel-package but generally don't do the same for your "travel money". No advice or the wrong advice on "travel money" could in fact **cost** you money when travelling, for example, encashing your travellers cheques overseas may cost you 8% in commission — at Thomas Cook branches we do it **commission free.**



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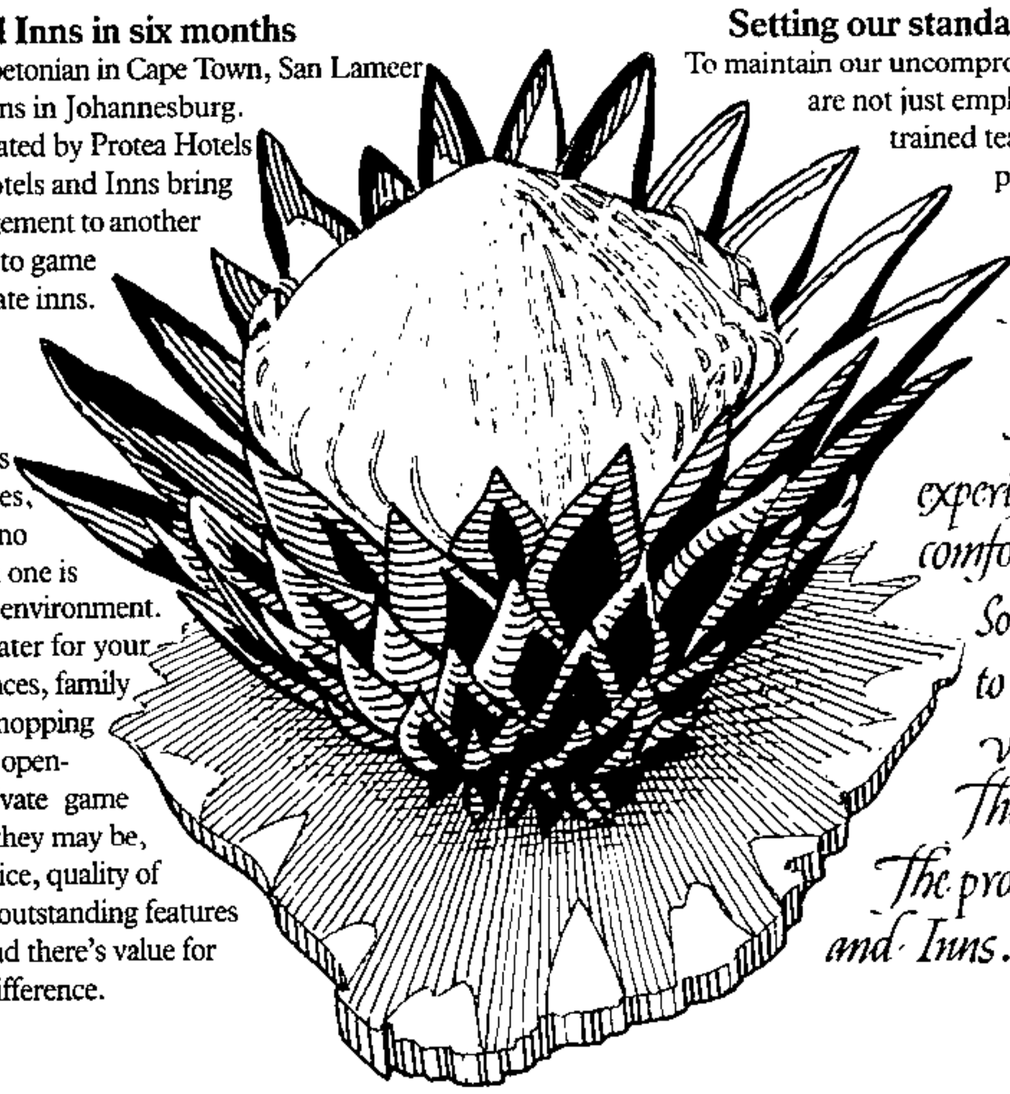
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available.

While spokesmen say the ideal is to have the correct mix of fares, BA, like other airlines, knows the importance of the business traveller. In times when the tourist market contracts, he is still waiting for a flight, cheque book in hand. Obligingly the corporate passenger sector is growing internationally "around 25% per year." It's simple, says a spokesman for a large European airline. He pays full fare, travels right through the year and although demanding, is a lot less trouble than "the people in the back."

Super Club Class and its equivalents are the result. Generally it is viewed as the first class of old, while first class, still a favourite with business people, is now much improved. Many European carriers have done away with First Class entirely, while some US companies only have business class on their smaller planes.

There is a catch. These so-called business sections are open to all passengers — including mothers with unsettled children — paying full fare. This means that a pressured business person who would like to make good use of his flight time to prepare for his meeting may find it difficult to concentrate. Constant crying, wriggling, fighting is annoying. Perhaps more care in the seating plan would help to ease this. Or perhaps a frank, direct question on reservation and boarding: "Are you flying on business, sir?"

As one tired, infuriated business person said after a flight from New York: "The first airline to *truly* protect me from sticky-fingered curiosity and the great unwashed will have my business." Lost baggage and baggage unloading is another perennial, seemingly unsolvable gripe.

But in fairness, airlines seem to be addressing themselves to needs. Generally the business traveller looks for luxury, comfort, speed, convenience and space. Among those carriers to whom we spoke, many had unique and attractive features. More room here, no surcharge there, user loyalty schemes, give aways, boarding cards in advance — all impressive and designed to attract business. Still, no one airline seemed to have them all. So here we must ask a rhetorical: "Why not?"

However, clever sales gimmicks aside, some in the industry have it that it's still the attention you receive in the air that makes or breaks an airline. Thus, say pundits, training is now more thorough and more scientific, with the emphasis on staff motivation.

Locally, SAA is incurring much praise from the travel industry and a cash-strapped public, for its new fare deals and approach. They have, we hear, encouraged people to travel more.

There are a number of variations on the cost-cutter theme, but the most popular innovation for travellers in certain small business sectors is the late night flight. Another is the "flexi-flight." You nominate the day, the airline nominates the flight. Naturally, SAA is keeping tabs on the executive traveller shift from full fare to these *el cheapo* versions.

Internationally, however, SAA is still heckled by other, non "pool" airlines who feel they are not receiving a fair shot at the major routes out of SA. As demand for cheaper seats becomes more intense, thanks to the unfavourable exchange rate and its effect on travel (and the fuel price), SAA's response is eagerly awaited.

It's task is unenviable. In a time when public image is being polished and the pressure is on to keep air fares down, the airline must now pay very dearly for its fuel. (Since 1981, fuel cost to London has increased 40%, to Perth 86%, to Mauritius 47%.) The outcome should be interesting, if austere.

As far as SA is concerned, secondary carriers, like Iberia, Air France, Alitalia and KLM among others do have a difficult time. For those airlines with steady traffic, seat allocations — or rather lack of them — is one headache.

Airlines which do not have substantial trade links with SA must market their destination — or like KLM — the national airport. Still, the tourist sector on in-coming flights (again, largely thanks to the exchange rate which makes SA a cheap place to holiday) is easing their situation for the moment.

But there's no getting away from it. The piggy on the back of the travel-worn business traveller is the economy fare paying tourist. Where would fares be without the corporate sector? One wonders. Perhaps TWA's sales manager David Robertson puts it best. "Thank God for the businessman," he says.

What's more, he really means it.

HOW THEY RATE IN SA

International Airlines

SAA	36 %
British Airways	19
Lufthansa	7
Swissair	7
KLM	4
UTA	3
Varig	3
Alitalia	2
Iberia	2
Olympic	2
Pan Am	2
Other (Sabena, El Al, Aerolineas Argentinas)	13

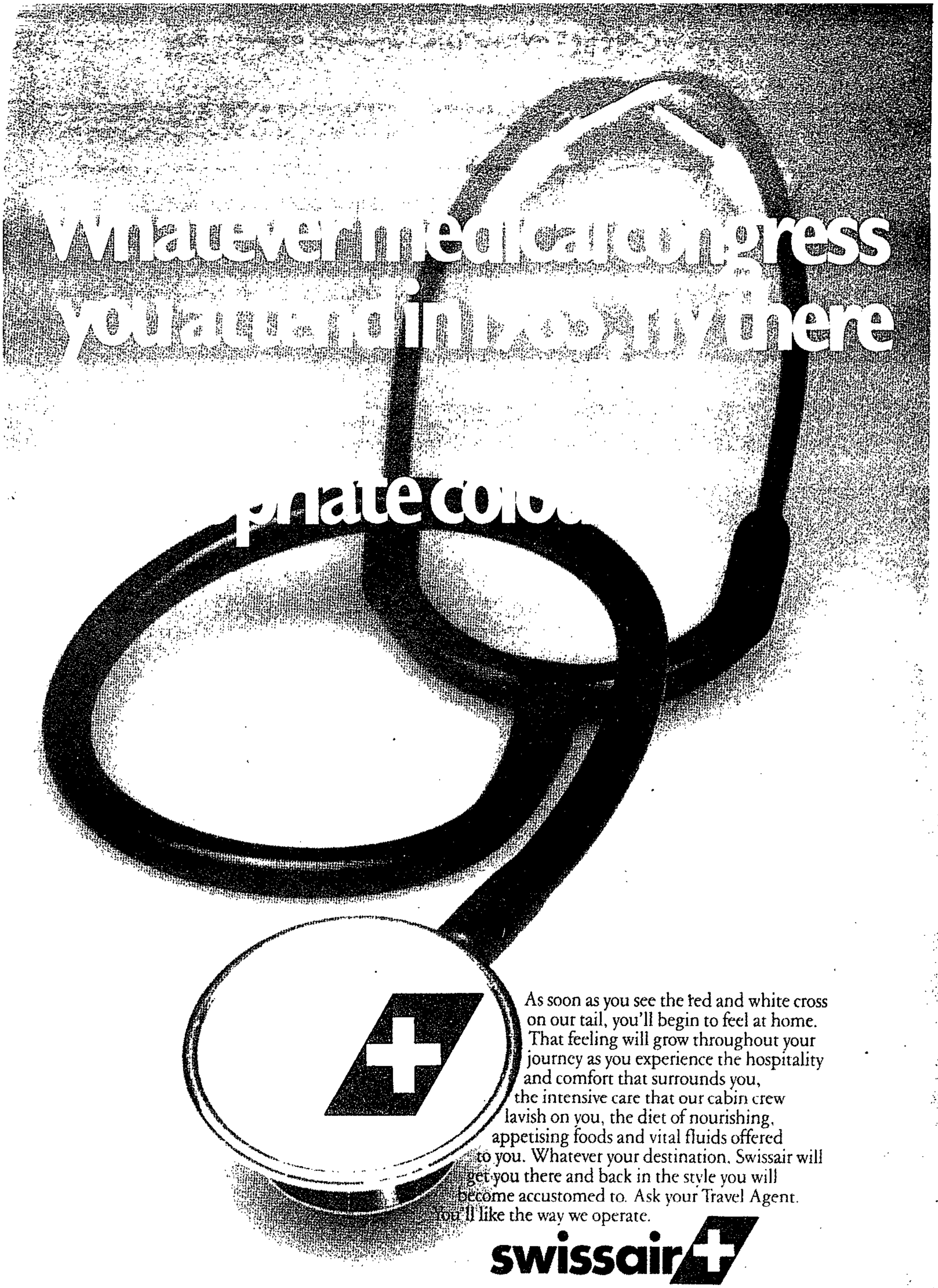
* Source: Marketing Mix



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card companies too, offer what is dubbed in the trade "plastic" insurance. Such insurance is free and usually automatic to cardholders paying for airline tickets with their card. As usual, it's the small print that counts. Some schemes may only cover you while you're on the aircraft, so it pays to put a magnifying glass over those endless conditions. And what happens if the company pays for your ticket?

As a broker specialising in travel insurance, PFV's Swales is both objective and critical: "It's a good marketing idea. Offering massive cover on something with a low risk factor, like a plane crash, has to be good for business. But as for it being free, well, I have my doubts. Nothing is free. Although the number of claims on this scheme must be negligible, they must be recovering the risk somehow.

"While I do believe this insurance is better than none, the businessman really should examine these policies very carefully. The extra premium for assistance-linked cover, to my mind, is well worth the expense."

But travel insurance is not just medical insurance. It can include a range of compensations like baggage insurance, loss of money, personal liability, cancellation and curtailment, to name but a few. Swales has a few words of advice with regard to losing goods: "Always check that your all-risks cover has been extended to travel overseas. It is usually automatic, but on some all-risks policies, you may have to notify the company of your plans." Swales lists other things to check:

☐ Are you covered for permanent disablement?;

☐ Is there a weekly benefit for temporary disablement?;

☐ Will you receive compensation if your flight is delayed due to industrial action or the weather?;

☐ Does the policy cover war risks?; and

☐ Is there cover for personal liability and are legal costs and expenses reimbursable?

Swales has the last word: "Most medical insurance policies exclude pre-existing illnesses or defects. So be sensible and honest. Remember too, as with any other commodity, when you buy travel insurance, you only get what you pay for."

PATCHING UP
What it costs

Intensive Care Ward (Per Day)	Rands
South Africa	R170 - R230
Germany	R406 (average)
USA	Up to R1 900
Australia	R220 - R275
UK	R197 - R446
France	R513
Spain	R245
Appendectomy (Surgeon only)	**(add to this: ward fees, theatre fees, drugs, tests etc)**
South Africa	R142
Germany	R200 (minimum)
USA	Up to R1 630
Australia	R240
UK	R305
France	R638
Spain	R70
X-ray of broken leg	
South Africa	R18 - R40
Germany	R18
USA	Up to R350
Australia	R52 - R104
UK	R56 - R70
France	R35
Spain	R46

Note: Actual cost as at end September 1984. Conversion to Rands as at January 1985.
Source: Medex

Taxing times

The proposed perks legislation will make it more difficult to claim travel expenses against tax. But there are still tax savings possible for those who know the ropes

Most executive travellers know the rules of the tax game by now. And those who don't would be well advised to learn.

It's not as easy as it used to be, of course. For example, the good old days when an overseas holiday could be conveniently written off as a tax expense are over. Indeed, even expenses incurred on some forms of genuine business travel these days are getting a disapproving eye from the receiver. And when the perks tax comes in on March 1 tax benefits are going to be even harder to come by.

Yet with proper planning, executive travel can still be made less expensive by tax savings. With a sadsack rand adding to soaring costs of travel abroad, it is a saving that's not to be sneezed at.

The fringe benefits tax proposes, among other things, to flush out many tax-free benefits which were simply not declared in the past.

It is as well to remember, therefore, that the general principle underlying perks tax is that if an employer provides an employee with a benefit, the cost of the benefit will be added to the employee's salary and taxed at his marginal rate.

The value of travel perks is to be determined according to the cost to the employer of providing the perk. By taking cognizance of the new rules, the executive and his employer will both discover that, despite the change in the rules, savings are possible with planning.

Obviously an executive can take an overseas, or even domestic, trip for many reasons. Some of the most common: general business, export promotion, to administer and/or manage an offshore operation, business-cum-holiday and straight holiday perk, *en famille* or not. Also, it could be an educational trip which has interesting tax implications which are discussed later.

Thus to avoid paying tax, the executive should plan his trip as a legitimate business activity.

Chris Hassall, a Johannesburg tax partner of Ernst & Whinney, says the starting point in the analysis is the rules laid out in the Income Tax Act. This lays down that travel expenses are deductible in the employer's hands, and tax-free to the employee if they are exclusively incurred for the purposes of trade or for the production of income which is of a revenue — not capital — nature. The cost of a trip to produce cap-



about £3. This tour has no guide, but as you board you are given a map showing all the major places of interest.

Or you could try a river cruise by Thames Guided Tours. This offers a tour of the river from Charing Cross to Greenwich (return) and has an audio-visual commentary. BA's "Value Paks" also offer waterway cruises. Try an evening cruise through a floodlit London. This includes a supper basket and full bar facilities. Chauffeur-driven tours are ideal for those travellers big on bucks — and time. But one wise businessman warns that traffic jams in London could chew up precious hours.

For those who find London a bit old hat, Thomas Cook offers daily jaunts to Windsor and Hampton, Stonehenge and Bath and Stratford-upon-Avon and Warwick. (This tour takes in Oxford too.)

Incidentally, so long as you book your trip through TC, the company's stopover suite at the Penta Hotel near Heathrow is available to you at a nominal charge. Unlike a conventional airline executive lounge, it's ideal for a quick change of clothes, shave and freshen up before going on to a business meeting, or for transitting. You can have refreshments, watch television and relax in uncrowded comfort. For those female executives who have the time, the hotel also has a hairdresser, so there's no excuse for arriving at a lunchtime meeting dishevelled.

Transport to the hotel from the airport — and back, if needed — is obviously included. Naturally, advance booking is essential. For TC's executive services cardholders, too, an impressive array of travel help is available, from booking facilities to chauffeuring. We tried both systems (for the most part, incognito) and found them near perfect — and adaptable.

BA also offers Minitours in England which are quite possible to do in a few days. The three-day Snowdonia and North Wales tour is perfect for work- weary executives.

Frames National (with large cost reductions for those travelling SA Airways) offers similar tours. In three days you can tour the English Lakes and the Brontë country, or Devon and Cornwall or the north Wales mountains and castles. If more time is available, four days can give you a good look at Scotland, or English homes and gardens.

Galleon, which describes itself as "specialists in short-duration tours," offers a few interesting trips, taking in the inns of "olde England" or, of particular interest to business travellers, the "Industrial Heritage Trail." This highlights the somewhat neglected aspect of England: the monuments of the 19th-century Industrial Revolution. Obviously, then, a week spare in England can allow time for a tour of almost the entire country.

What's to do if you're stuck in Paris for the weekend? Well, if you fly UTA from London, the city is your reasonably priced oyster. Packages offered include "Transit Tours" for one or two days and one night, up to four to seven days and six nights. The longer you stay, the more you get. For example, if you are only staying the Saturday, Saturday night and Sunday, you get your accommodation, breakfast and tax charges as well as transport from the airport for your French francs.

Stay for a week, though, and the "freebies" increase in leaps and bounds. Yours for the taking is a half-day "Discover Paris" tour, a cruise on the Seine, a show at the Folies Bergére and 10 tickets for the Paris Metro.

Day tours from Paris take you to Versailles and Chartres, the city of wine and coronations. Or you can hop on the "Chateaurama," which takes in the gardens of France and includes lunch. Naturally, Paris by night is a must.

Another idea which has proved popular among business travellers to Paris and elsewhere in Europe is fishing in France. Your travel agent can put together further details for you.

Then how about an *intermezzo* in Italy? Again, to get value for money, fly the local airline, Alitalia,. which offers a wide selection of tours ranging from one to 10 days. You can live *la dolce vita* in Rome, cruise the canals of Venice in a gondola or shuffle nervously round the (unprotected) top of the Leaning Tower of Pisa. There are also many specialised tours taking in Italy's art treasures.

As with other airline/hotel/tourist board tie-ups, flying Alitalia gives you a choice of

NEW YORK'S SPORTING WAYS

New York is an ideal place to gain weight. Masses of "junk" food consumed in a hurry is fatal for health — and the physique. Business travellers tell the *FM* that keeping fit while in the city is a nightmare. But if you're serious about exercise, there are no excuses.

Jogging — Routes for runners include Riverside Park (near West 97th Street by the Hudson River), around the Central Park Reservoir (beginning at 90th Street on the East Side), and along the East River promenade (between 84th Street and 90th Street). The New York City Marathon, which touches all five boroughs, takes place in October. Call the Road Runners of New York at 860-4455.

Squash — The Manhattan Squash Club (1114 Avenue of the Americas, 869-8969), the Manhattan Plaza Racquet Club (450 West 43rd Street, 594-0554), and the Uptown Racquet Club (151 East 86th Street, 860-8630) all rent courts.

Horse Riding — Enjoy a ride in Central Park, with mounts rented from Claremont Academy at 175 West 89th Street or call 724-5100.

Ice Skating — Skate throughout the year at the indoor Sky Rink (450 West 33rd Street, 695-6555). The Rockefeller Center rink (50th Street and Fifth Avenue, 757-6230) and the Wollman Skating Rink (59th Street in Central Park, 397-3158) are both open from October to April.

Tennis — City tennis courts require a permit to play. Call the Parks Department for information at 360-8204. Some private clubs rent courts by the hour, such as the Midtown Tennis Club (341 Eighth Avenue, 989-8572) and the Wall Street Racquet Club (Wall Street and East River, 952-0760).

Beaches and Ocean Swimming — For sunning and swimming, city beaches include Orchard Beach (the Bronz), Brighton Beach, Coney Island, and Manhattan Beach (Brooklyn), and Rockaway Beach (Queens). For further information, call the Parks Department at 360-8111. Another popular spot is Jones Beach, on the South Shore of Long Island.

Sailing — The New York Sailing School (340 Riverside Drive, 864-4472) and the Offshore Sailing School (820 Second Avenue, 986-4570) offer courses in basic and advanced sailing, cruising, and racing out of City Island in the Bronx. Both schools rent sailboats to their graduates, and the New York Sailing School also rents to other qualified sailors.

Bicycling — Central Park in Manhattan and Prospect Park in Brooklyn are sometimes closed to traffic. Shore Road and Shore Parkway, both in Brooklyn, are popular biking paths.

Source: New York Department of Commerce. Information correct at end December 1984.

Mercury 22/2/85 332

'Boycott' bus delegation to meet minister

Labour Reporter

A THREE-MAN delegation representing boycotting Empangeni bus commuters will fly to Cape Town on Monday for an urgent meeting with the Minister of Transport Affairs, Mr Hendrik Schoeman, to try to find a solution to the five-week-long bus boycott.

The delegation will include, KwaZulu Legislative Assembly member Mr Simon Conco, trade unionist Mr Jeffrey Vilane, and their lawyer, Mr Chris Albertyn.

In another development yesterday, Mr Schoeman informed Mr Rob Barbour, chairman of the Zululand branch of the Natal Chamber of Industries — which has been playing a major role in finding a peaceful solution to the problem — that law enforcement measures would not be introduced on Monday until after the outcome of the meeting.

Mr Conco said last night he was pleased the minister postponed the 'tough action' because forcing boycotters to use the buses would be 'courting disaster'.

'People are clearly not happy about using Empangeni Transport buses and we fear an outbreak of violence if undue pressure were brought to bear on them,' he warned.

Boycott

The bus boycott, which started on January 14, triggered off a wave of unrest in the townships in which four people were seriously injured, and two Empangeni Transport buses and a number of private vehicles were gutted by fire.

On Wednesday Mr Schoeman urged commuters to end their protest and resume using the Empangeni Transport buses.

Education and Culture prescribes the national education policy to be followed at provincial level and therefore recognizes the Federal Council of Teachers' Associations.

First-year students

70 Mr K M ANDREW asked the Minister of Education and Culture:

Whether, with reference to his reply to Question No 13 on 25 February 1985, the information on first-year students at universities is available; if not, when is it anticipated that it will be available; if so, (a) how many, and (b) what percentage of the total number of, first-year students enrolled at each university administered by his Department in 1984 (i) dropped out during the year and (ii) failed their examinations in all subjects at the end of the year?

The MINISTER OF EDUCATION AND CULTURE:

It is anticipated that the information will be available in June 1985.

THURSDAY, 25 APRIL 1985

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† Indicates translated version.

For written reply:

General Affairs: (332) Hansard

Q. Col. 1259 25/4/85

Transportation of employees

762 Mr P R C ROGERS asked the Minister of Transport Affairs:

(1) Whether employers in certain areas are required to obtain special permits issued by road transportation boards in order to transport their employees to and from their places of employment; if so, (a) why, (b) in which areas and (c)(i) what is the cost of a (aa) special permit and (bb) temporary permit of this nature and (ii) how long does the process of issuing such permits take in each case;

(2) whether the relevant regulations administered by the said boards made provision for certain categories of employees; if so,

(3) whether these regulations include provision for domestic servants; if so, (a) what are the provisions relating to such servants and (b) what other categories of employees are covered by these regulations;

(4) (a) what are the penalties for contravention of these regulations, (b) how many cases of contravention were there in the area of each such board during the latest specified 12-month period for which figures are available and (c) what were the penalties imposed in each case?

The MINISTER OF TRANSPORT AFFAIRS;

(1) Yes. Attention is drawn to the fact that no reference, by name, is made to special permits in the Road Transportation Act, 1977 (Act 74 of 1977). What is, however, provided for, and is a legal requirement for the transportation of employees, is—

temporary permits which are valid for a maximum period of 14 days; and/or

public permits which are valid for a determined or an undetermined period at the discretion of the board.

(a) To comply with the provisions of section 12 of Act 74 of 1977.

(b) The provisions of Act 74 of 1977 are applicable throughout the Republic of South Africa.

(c) (i) (aa) Falls away.

(bb) *Temporary permits*

A non-refundable fee of R10,00 is payable

on application per motor vehicle in respect of which a permit is required. In addition the holder of a temporary permit must pay an additional fee of R5,00 per day per motor vehicle during the validity period of the permit.

Public permits

A non-refundable fee of R10,00 is payable on application per motor vehicle in respect of which a public permit is required. In addition the following fees are payable—

(a) R100 per motor vehicle for the first issue of a permit or the renewal thereof for an indefinite period;

(b) R10 per motor vehicle for each transport year or part thereof if the Commission or a Board should decide to issue or renew a permit for a specified period.

(ii) *Temporary permits*

Applications are considered on the day of receipt and if successful are granted without delay.

Public permits

The processing of applications takes between 6 and 8 weeks.

(2) No.

(3) Falls away.

(4) (a) This matter resorts under the jurisdiction of the courts who when adjudicating offences enunciated in section 31(1)(a) of Act 74 of 1977 will take into account the provisions of section 35 of the Act and, with cognizance of the seriousness of the offence, will impose such penalties as it may deem necessary and reasonable.

(b) Durban 37, Potchefstroom 2, Johanesburg 50, Bloemfontein 10, Port Elizabeth 24 and Cape Town 210, Pretoria 0, Kimberley 0, East London 0 and Pietermaritzburg 0.

(c) Durban R5 050, Potchefstroom —judgement must yet be delivered, Johannesburg R20 000, Bloemfontein R1 000, Port Elizabeth R3 870 and Cape Town R10 390. The aforementioned amounts are indicative of the total fines imposed by the respective courts in respect of all offences delivered during the 12-month period.

For the sake of completeness it is mentioned that a public road carrier permit is required for the conveyance of employees between their place of residence and their place of work. No permits are, however, required for the conveyance of employees between one place of work and another place of work.

Hansard Q.Col.1262

Occupational diseases: claims

25/4/85

803. Dr M S BARNARD asked the Minister of Manpower:

(a) How many claims in respect of occupational diseases in terms of the Workmen's Compensation Act, No 30 of 1941, were (i) received, (ii) granted and (iii) rejected by the Workmen's Compensation Commissioner in each of the latest specified 10 years for which figures are available and (b) in respect of which (i) disease category, (ii) industry and (iii) province was each claim submitted?

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PE plan for 3 days of protest

Own Correspondent

PORT ELIZABETH. — A capacity crowd at New Brighton's Rio Cinema yesterday called on police to keep out of the townships during a stayaway planned for March 16, 17 and 18.

The stayaway, described as a long black weekend, is in protest against increased prices and bus fares.

Called by the Port Elizabeth Black Civic Organization and Port Elizabeth Women's Organization and attended by about 2 000 people, the meeting unanimously expressed the view that police interference provoked violent and uncontrolled situations.

The planned stayaway will involve the boycott of PE Tramways buses on these dates, no shopping in the city on the Saturday and Monday, and African workers — excluding doctors, nurses and hospital staff — are called on to stay away from work.

The meeting resolved that police escorting delivery vehicles should travel in separate vehicles rather than in the delivery vehicles as the latter provoked violent clashes with youths.

Asked to comment, the police liaison officer for the Eastern Cape, Lieutenant-Colonel Gerrie van Rooyen, said police would protect vehicles in the manner they thought best. He did not wish to comment on other claims.

Delegation bidding to settle bus boycott

Ormande Pollok
Political Correspondent

CAPE TOWN—The National Transport Commission is to visit Empangeni on Thursday in a bid to break the deadlocked bus boycott which has lasted nearly a month since fares were increased.

A three-man delegation from Empangeni — Mr Chris Albertyn, an attorney representing the boycotters, Mr Simon Conco, a member of the KwaZulu Legislative Assembly, and Mr Geoffery Velani, a trade unionist — met the Minister of Transport, Mr Hendrik Schoeman, and other officials yesterday in Cape Town.

But no decision was reached and the NTC will now make an on the spot investigation.

Mr Adriaan Ecksteen, the chairman, said yesterday his delegation would be taking evidence from both sides in the dispute.

'We will be seeing representatives of both the bus company and the boycotters as well as all the other interested parties in the area to get an overall view of what is happening there,' he said.

He said the NTC was not in favour of allowing private 'combi' taxis to operate in opposition to a scheduled bus service.

Civic bodies will talk to bus company about fare hikes

A DELEGATION from the various Soweto Civic Association's branches will be elected to tell Putco officials and the Road Transportation Board that residents will be unable to pay the proposed November bus fare increases.

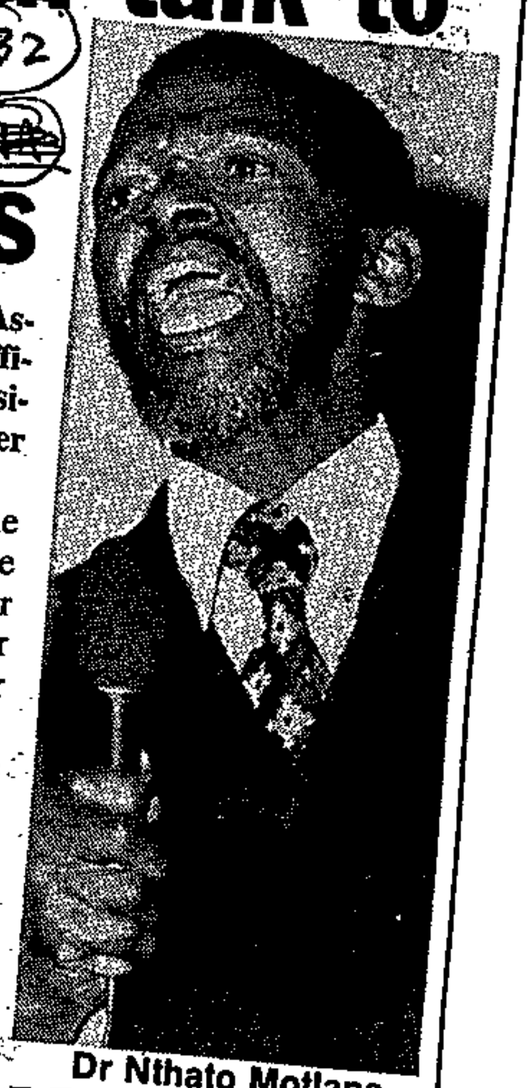
The resolution was adopted at a meeting of the Meadowlands Civic Association attended by more than 500 people and representatives of other branches in Soweto. The president of the SCA, Dr Nthato Motlana, urged people to unite for their common rights.

"The Government is duty bound to pay for the transportation of blacks between townships and towns or industrial areas because it removed black people from these places and dumped them in the townships," he said.

A speaker said Putco will be declaring "war" on the unemployed, pensioners and cripples if it increases fares.

Other matters to be taken up with Putco officials were:

- Seasonal tickets be made out on a trip basis and not daily;
- Pensioners and cripples to be exempted from paying bus fares; and
- Bus timetables be posted at bus stops in the townships.



Dr Nthato Motlana

Sowetan 27/2/85 332

KwaNdebele fares go up

SOWETAN Reporter

THE 10 percent Putco bus fare increase which recently sparked off a row on the Pretoria/KwaNdebele route before being suspended, has been effected again.

Mr Pat Rogers, PRO for the bus company, said the decision to implement the hikes was arrived at after several meetings were held with members of the KwaNdebele legislative assembly. No problems, he added, have been encountered so far.

Trouble broke out when Putco introduced increased fares almost a month ago. Commuters were angered by the move and damaged several city-bound buses and those at the depot. A total of 24 buses were extensively damaged during the unrest.

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Hopes of settling bus boycott today

Labour Reporter

EMPANGENI—Today's meeting between the National Transport Commission and representatives of the bus boycotters here has been described by local community leaders as crucial.

The meeting, which will be in the Empangeni Town Hall and will be chaired by the Commissioner for Urban Transport, Mr E F Niksch, could signal the end of the six-week-old bus boycott which has seriously disrupted industry in the Richards Bay area.

The fate of the 200-bus Empangeni Transport Company, which has suffered severe financial losses as its services have been boycotted since January 14, is also expected to be known today.

The meeting, which starts at 10 a m, follows talks earlier this week between spokesmen for the boycotters and the Minister of Transport Affairs, Mr Hendrik Schoeman, in Cape Town.

Shelved

KwaZulu Legislative Assembly member Mr Simon Conco, who is also chief spokesman for the commuters, said yesterday he was optimistic that the dispute which led to the bus boycott would be settled today.

Attempts by the Department of Transport to have the Road Transportation Act enforced in the townships earlier this week were temporarily shelved after warnings by local community leaders that forcing commuters to use Empangeni Transport buses against their wishes would be 'courting disaster'.

A Department of Transport spokesman said some commuters were being transported in vehicles which did not conform strictly with the regulations laid down in the Road Transportation Act. The department was also concerned about private mini-bus taxis which were running in opposition to a bus service.

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Police disperse crowd on way to bus meeting

Labour Reporter

EMPANGENI—Fourteen people were arrested in the Nseleni township when hundreds of bus boycotters, on their way to a meeting in the Empangeni Civic Centre yesterday, were dispersed by police with dogs.

A police spokesman confirmed the arrests last night and said the people were being held on various charges in connection with the bus boycott. They are expected to appear in the Empangeni Magistrate's Court today.

A crowd of about 300 gathered outside the civic centre yesterday morning, but only a 60-member delegation was allowed into the Town Council Chamber to make representations to Mr E F Niksch, commissioner for urban transport.

Among the delegates was a senior member of the Zulu royal family, Prince Gideon Zulu, who told the meeting the police appeared to be siding with the Empangeni Bus Transport company.

'Hundreds of people on their way to today's meeting were stopped by the police who used dogs to disperse them. I understand that a number of them have been arrested,' he said.

Proposals

'I cannot understand the reason for this unwarranted police action. I think this is incitement to violence. We do not believe in violence. We want this whole matter resolved peacefully.'

Mr Chris Albertyn, the commuters' legal representative, put a number of proposals on behalf of the commuters' committee.

He said the commuters wanted an assurance from the Minister of Transport, Mr Hendrik Schoeman, that other bus operators would be allowed to run their buses in the townships.

Every operator should be compelled to sign an agreement with the commuters' committee in regard to the conditions of service, including the determination of fares.

Suspended

In terms of the agreement, bus operators should first undertake to consult the committee before applying for an increase in bus fares and taxis should be allowed to operate between Empangeni and Richards Bay without undue limitations.

All fare increases following the recent rise in petrol price should be suspended.

They also requested the Local Road Transportation Board to consult the committee before approving any new applications for passenger carrier permits or applications for an increase in fares.

Mr Niksch said all the representations would be forwarded to the relevant authorities.

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SAP 'trying to break boycott'

Mercury Reporter

THE Chief Whip in the KwaZulu Legislative Assembly, Mr Simon Conco, accused the South African Police yesterday of trying to break the six-week-old Empangeni bus boycott by setting up roadblocks in the townships.

He said a number of minibus taxi drivers had been given summonses for minor contraventions of the Road Transportation Act and had been given the option of paying admission of guilt fines which, in some cases, amounted to R300.

The SAP had set up roadblocks in the townships at the weekend, stopping cars from carrying bus boycotters, he said, adding that the Minister of Transport Affairs, Mr Hendrik Schoeman, had assured commuter representatives that law enforcement measures would not be implemented until the outcome of current negotiations to end the boycott was known.

Undertaking

Mr Felix Niksch, commissioner for Urban Transport on the National Transport Commission, who met commuter representatives in Empangeni last week, said it was unlikely that any bus company — including the existing company — wishing to operate bus services in the townships, would agree to abide by the conditions imposed by the commuters.

The commuters made wide-ranging demands, among them that bus operators sign an undertaking to consult them before applying for an increase in fares. They also asked Mr Schoeman to undertake to break the monopoly held by a white company by allowing other operators to compete with it.

Commuters started boycotting Empangeni Transport buses on January 14 after it increased fares.

A police spokesman said yesterday there had been no organised roadblocks in the townships on Sunday night but that if people had been charged it was as part of 'routine police duties'.

(332) FM 8/3/81

The boycott, now in its eighth week, is a protest against a 35% fare increase at the beginning of the year and the alleged poor quality of service provided by Empangeni Transport, a subsidiary of United Transport. The commuters' main demand is for an end to the company's monopoly in the area.

Most of the commuters live in townships surrounding Empangeni and work at Richards Bay, some 30 km away. For the past seven weeks they have travelled to work in taxis and in transport provided by employers.

Until late February the authorities turned a blind eye to contraventions of the Road Transportation Act but the *FM* understands that a number of taxi drivers have since been charged. Strict enforcement of the Act, which requires everyone carrying passengers for reward to have a permit, has been used to break previous boycotts.

A further indication that the authorities are adopting a tougher line came when workers on their way to a meeting with Nicsh in Empangeni last week were "dispersed" by police.

Empangeni Transport has said it will not implement any further fare increases until June. In a further concession to the commuters, the company says it plans to introduce a more flexible multi-journey ticket system. It has also undertaken to exchange unused tickets bought in January — before the boycott started — for new ones.



Schoeman ... trying to defuse the boycott

However, commuter representatives made more far-reaching demands in their talks with Nicsh last Thursday. Among them are:

☐ That the fares that applied until the end of 1984 remain in force until July 1, and that future annual increases amount to no more than 50% of the increase in the consumer price index;

☐ That the Minister and the local Road Transportation Board undertake to actively promote competition from other bus companies;

☐ That all taxis be allowed to operate freely between Empangeni and Richards Bay; and

☐ That all charges against taxi drivers be withdrawn.

They have also demanded that four senior managers of Empangeni Transport be removed and that the company, and any other which operates in the area in future, undertake:

☐ To train bus drivers to be more courteous towards passengers;

☐ Not to oppose permit applications from other companies wishing to set up operations; and

☐ To make commitments regarding their social obligations to the communities.

A spokesman for United Transport says he believes the dispute can be resolved if the commuters' committee agrees to negotiate with the company. He says that a standing liaison committee, consisting of company representatives, businessmen and commuters should be constituted to deal

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did you hear

That a number of churchmen will actually benefit from the new perks tax? Men of the cloth, traditionally given free housing, were previously assessed at 12,5% of their remuneration for their taxable housing benefit. The new law says that if an employee earns less than R20 000/year, there is no tax on free housing.

?

The question posed by the latest edition of *SA Shipping News* about the Department of Environment Affairs and Tourism? Was the named changed from the Department of Environment Affairs and Fisheries, asks the magazine, because of the acronym — DEAF?

?

That according to the Registrar of Unit Trust Companies, one of the reasons why so few unit trusts have been registered is because of a "lack of successful applications"?

?

That Sweden is the latest country to announce its intention to make catalytic converters mandatory? While this is more good news for the platinum industry, it is puzzling that SA has not moved in the same direction. Maybe the government is waiting for the rand price of platinum to decline, or pollution levels to rise even further.

?

That the Institute of Chartered Accountants has its own version of the free lunch? The notice of a recent Institute seminar said that: "The cost of lunch and refreshments is included in the seminar fee of R90."

It concluded: "Lunch will not be served."

?

That the Land Bank does not only care for struggling farmers, but also looks after its own employees? According to the Bank's audited accounts for the 1983 calendar year (which arrived at the *FM* on February 25th 1985), 83 new staff housing loans were granted for a total of R4,48m — an average of R54 000 each at an interest rate of only 3%! The total outstanding on all staff housing loans as at December 31 1983 stood at R20,5m.

?

That the official CIA manual, FM 95-A1 — *Guide to Guerrilla Warfare*, is included as a supplement in the latest *Soldier of Fortune* magazine?

?

The definition of an actuary? Somebody who expects you to die on time.

?

About the notice posted on a downtown Johannesburg company notice board last week?

"Due to the perks tax on motor cars and the latest increase in the cost of petrol, all company cars will be replaced by bicycles.

The allocation of bicycles will be as follows:

Inspectors : 3-speed
Assistant managers : 5-speed
Managers : 10-speed with one mirror
Executives : 10-speed with two mirrors and plastic raincoat."

?

That there is widespread fear of a major fertiliser price increase — now that Louis Luyt has discovered that Jannie le Roux has gone farming?

?

That George Orwell's *1984* type state control has taken on a new meaning in Israel? Identity cards have been issued for all of the country's 300 000 cattle.

?

That the debate continues as to whether change is sincere or cosmetic? The censors are becoming more liberal in that one can buy a tape called "Amandla" — but it is blank.

?

Of a reader's suggestion for a caption for our forthcoming Budget coverage? "Stand by to Get Duped."

?

Of the time Winston Churchill, busy at the urinal in the Houses of Parliament, scuttled into a corner when Clement Atlee, the Labour Prime Minister, entered the loo? "A bit standoffish today, aren't we Winston?" remarked Atlee.

"Yes," replied Churchill, "every time you Labour people spot something big, you want to nationalise it."

BUS BOYCOTT

Schoeman steps in

A senior member of the National Transport Commission has been appointed by Transport Minister Hendrik Schoeman to negotiate a settlement to the northern Natal bus boycott. He has already heard representations from commuters, businessmen and the local bus company. The negotiator, Emile Nicsh, was appointed after the Minister met representatives of the 60 000 boycotters and local employers early last week.

Financial Mail March 8 1985

with any future problems.

For employers a resolution of the dispute cannot come too soon. The temporary transport service they are providing is costly and they have appealed to commuters to resume using the buses pending the resolution of the dispute. A spokesman for the local branch of the Natal Chamber of Industries says companies made individual recommendations to Nicsh but he declined to elaborate on their contents.

Some employers remain sympathetic to the boycotters. A spokesman for Mondi, which employs 450 workers at Richards Bay, says: "We are not in favour of the monopolistic transport situation and for the time being will continue to transport our employees at any cost, until the matter is satisfactorily resolved." He adds that Mondi is against the setting of a deadline for a return to the buses, as proposed by some employers, as this would heighten tension.

PE taxi drivers despair as recession worsens

By MIKE LOEWE

TAXI drivers in Port Elizabeth are worried about their future as a result of rising fares and a massive drop in the number of clients.

Seven of the nine drivers in one company said they could not keep up with the rocketing cost of living and had reached the point where they could no longer remain silent.

The number of fares has fallen by half since January.

One driver resigned yesterday to join a company which paid "decent commissions".

In interviews yesterday it emerged that:

● A driver who earned R31 for the company over a 10-hour period on Thursday ended the day owing the firm R5,96.

● A driver aged 64 who has worked for the company for 20 years earns less than R100 a week. Last week he was lucky — he earned R101. Colleagues said he had to be fetched from a Central hotel on his one day off every three weeks "because he gets so drunk because of the frustration".

● Three drivers sleep in their vehicles at the rank for up to three weeks at a time to secure all-night fares.

● Most drivers work an average of 14 hours a day to earn enough to survive, but said because they were regarded as "temporary staff" no pension scheme or 13th cheque was available.

● At the end of the week three drivers earned R60, one earned R86 and another R101.

● A driver said he recently finished paying off R25 a week on a R1 250 damage bill after an accident. He claimed his employer told him the company was only covered for third party insurance and that the driver had to pay for the repair bill.

● One driver who has worked a 17-hour day, six-day week for the past 4½ months said he never played with his three young children, spent very little time with his wife, and had no time to attend church.

All said they had no family life.

The company owner first deducts R130 a week from the takings of each driver for "administration fees", using a system which the drivers said had never been clearly explained.

Drivers said they thought they received commission on 46% of the remaining amount — determined by a kilometres-to-takings ratio.

But this ratio was again depleted by a system of "dead kilometres" in which drivers have to pay 20c for each kilometre travelled from the rank to collect a client, and for each kilometre from the end of a fare back to the rank.

This means to collect a client at Westering and ferry him to the Hunters Retreat hypermarket, a driver travels 30km, on which the client pays fare for 5km. At 20c a "dead kilometre" the driver must pay R6 to the company owner.

A R30 bonus drivers were paid in addition to a basic weekly wage of R30 was often "taken away" because the owner said their cars were dirty, they had arrived late at work or failed to answer the radio on time.

Mr Dennis Hurter, owner of the taxi company, replied:

"Drivers are not required to work longer hours than their shift list states, although some tend to do so to increase their potential commission.

"A weekly bonus, subject to the cleanliness of the employees' allocated vehicle, his attendance, his behaviour and performance, is payable in addition to his basic wage.

"Cleaning staff are available on request to maintain vehicles in a clean condition.

"An employee is held liable for any damage caused to a company vehicle as a result of his negligence. Employees are not held for damage caused by third parties.

"The current recession has had an adverse effect on turnover and this drop in turnover has adversely affected the commission payable to employees.

"The Government has called for an increase in productivity to overcome the effects of escalating costs and reduced turnover.

"It is on this basis that employees are paid a commission which is based on productivity.

"The productive employees' earnings are up to 35% of turnover while the unproductive employees' earnings can be as little as 16% of turnover.

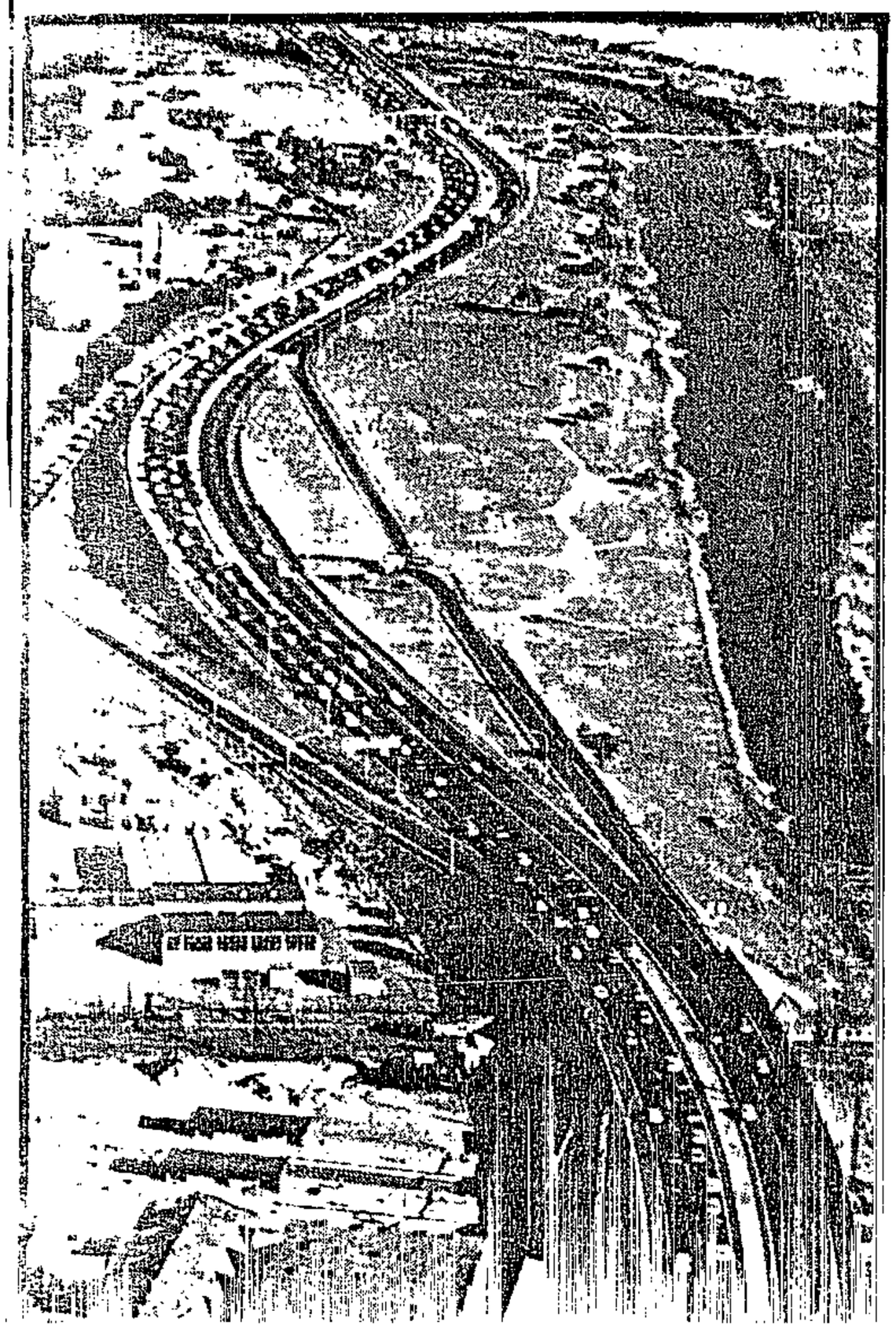
"Two of the major causes of unproductiveness are 'joyriding' by the employee and the lack of self-initiative.

Only a handful of employees used their initiative.

SPECTRUM ISSUE: Traffic bottlenecks

City's peak-hour headache

MICHAEL MORRIS, Municipal Reporter, writes on the growing problems of commuter traffic planners in the Peninsula.



STARTING the day in bumper-to-bumper traffic is part of the working routine for thousands of Peninsula motorists who join crawling queues to get to work . . . and crawl home on clogged roads in the evening.

Some of them, like President Mr P W Botha — according to Transport Minister Mr Hendrik Schoeman — have learnt the first law of commuting and start early to avoid the jam.

But with increasing car-ownership, declining use of public transport and dwindling funds, the peak-hour drag is a growing headache for city planners.

The palliative, they say, is money.

Helicopter tour

With that in mind, they gave Mr Schoeman and the Administrator Mr Gene Louw a bird's eye view of peak traffic conditions on a helicopter tour over major commuter routes yesterday.

Mr Schoeman raised hopes of a solution to the funds shortage when he announced that changes were planned in National Roads Fund legislation that would give city projects an injection of finance.

The dimensions of the problem and the kind of finance required to solve it are spelt out in a metropolitan transport planning report.

These are some of the problem areas described in the report which Mr Schoeman saw from the air yesterday:

● **Hospital bend** — carrying 88 000 vehicles a day — which is the most heavily loaded section of road in the metropolitan area. The average morning peak-hour volume is 6 500 vehicles an hour, increasing to 7 200 in the evening.

● **Mowbray bus interchange** — the Peninsula's busiest bus interchange used by 2 000 buses a day. Planners say it is too small and buses cannot turn properly in the area provided.

● **Durban Road/Klipfontein Road** where road widening is "badly needed" to relieve congestion. Its morning peak-hour volume is 1 900 vehicles an hour.

● **Klipfontein Road/Jan Smuts Drive intersection** where congestion occurs because Jan Smuts Drive does not extend southwards to Racecourse Road. Planners say R5,3-million is needed to extend a single carriageway southwards.

● **Klipfontein Road/Vanguard Drive intersection** — Klipfontein Road is the most heavily loaded bus route in the Peninsula carrying 1 100 buses a day. Heavy traffic there upsets bus timetables but improvements have been postponed because of lack of funds.

● **Nyanga station** where a R400 000 pedestrian bridge — to eliminate the "dangerous" Duinefontein Road crossing — and a R200 000 bus offloading area are needed.

● **Modderdam Road**, a congested arterial road with uncoordinated traffic lights where a R2,2-million plan to co-ordinate traffic lights — and save more than R3,5-million a year in fuel — has been postponed because of the funds shortage.

● **Bellville bus terminus**, which needs to be developed urgently. The project is being held up by lack of funds.

● **Vanguard Drive/Voortrekker Road intersection** — one of the most heavily loaded in the Peninsula. A proposed interchange would cost R12,5-million and an interim plan R2-million. But no funds are available.

● **Langa bus interchange** — described as "typical of the inadequate facilities provided" — needs an all-weather surface, shelters for pedestrians, improved toilet facilities and space for hawkers. R1,9-million is needed.

● **Settlers Way east of Black River** which carries 27 400 vehicles a day and becomes congested with traffic entering from Kromboom and Liesbeeck Parkways.

● **Claremont bus terminus** where R5-million is needed to upgrade the terminus and replace the Stanhope Road link.

● **Koeberg Road interchange** — one of the earliest urban interchanges built in Cape Town and now heavily overloaded and due for reconstruction.

Fines for lone car drivers?

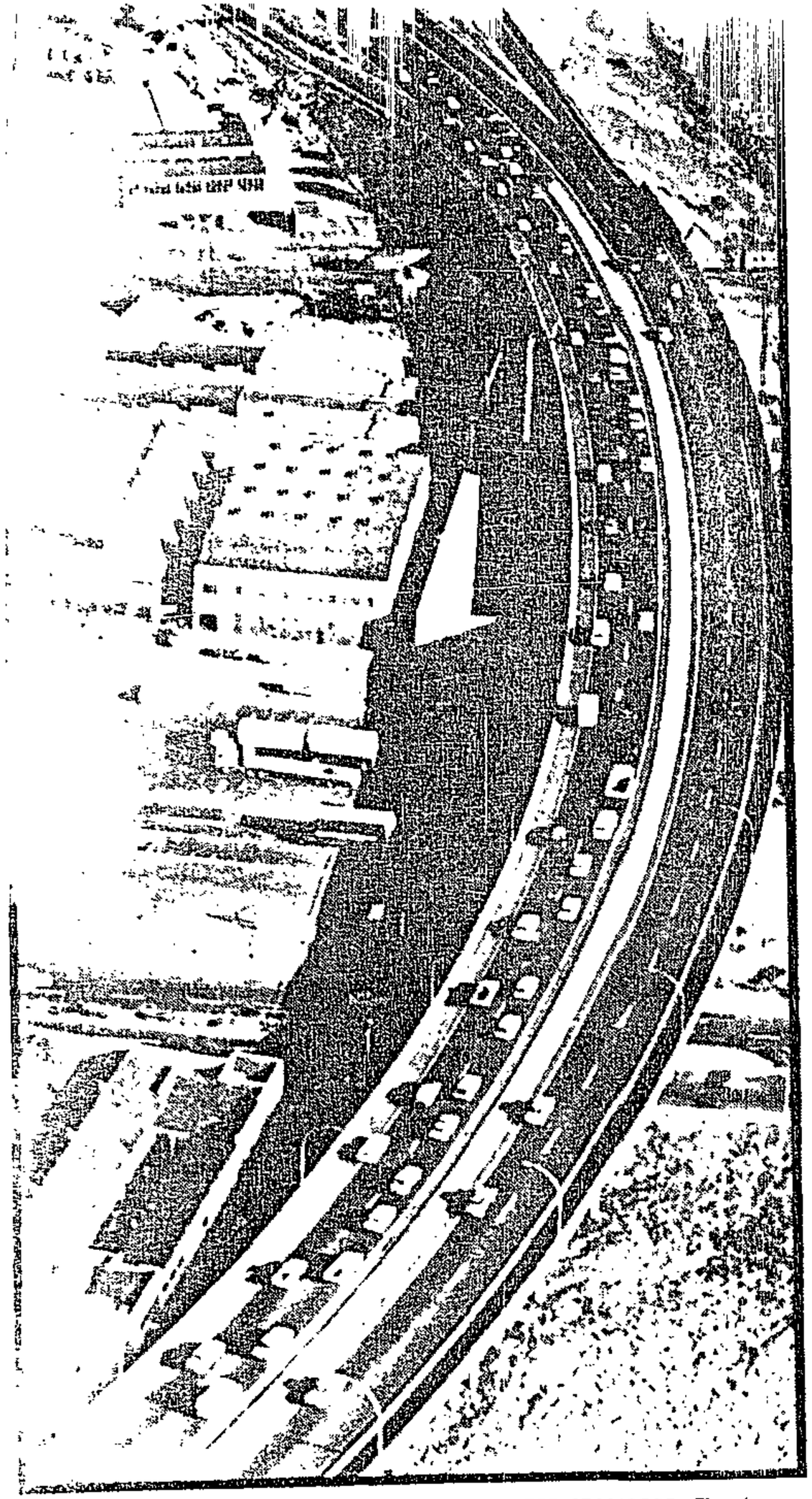
THE Government may consider fining people who travel alone in their cars in the congested cities of South Africa, the Minister of Transport Services, Mr Hendrik Schoeman, said in an interview.

Mr Schoeman said that although this was a "drastic" option, "we must come to the stage where where we fine people if there is only one person in the car".

Mr Schoeman was commenting on the congestion of traffic in South Africa's major cities after an aerial tour of Cape Town.

"Can we afford to have thousands and thousands of people coming into the city with only one person in the car?" Mr Schoeman asked.

He said the problems could be resolved to some extent when more money became available. — Sapa.



Picture: PETER STANFORD, The Argus

Bird's-eye view showing traffic congestion ...ng the Black River Parkway during peak hour ...sterday afternoon. The photograph was taken from a light aircraft.

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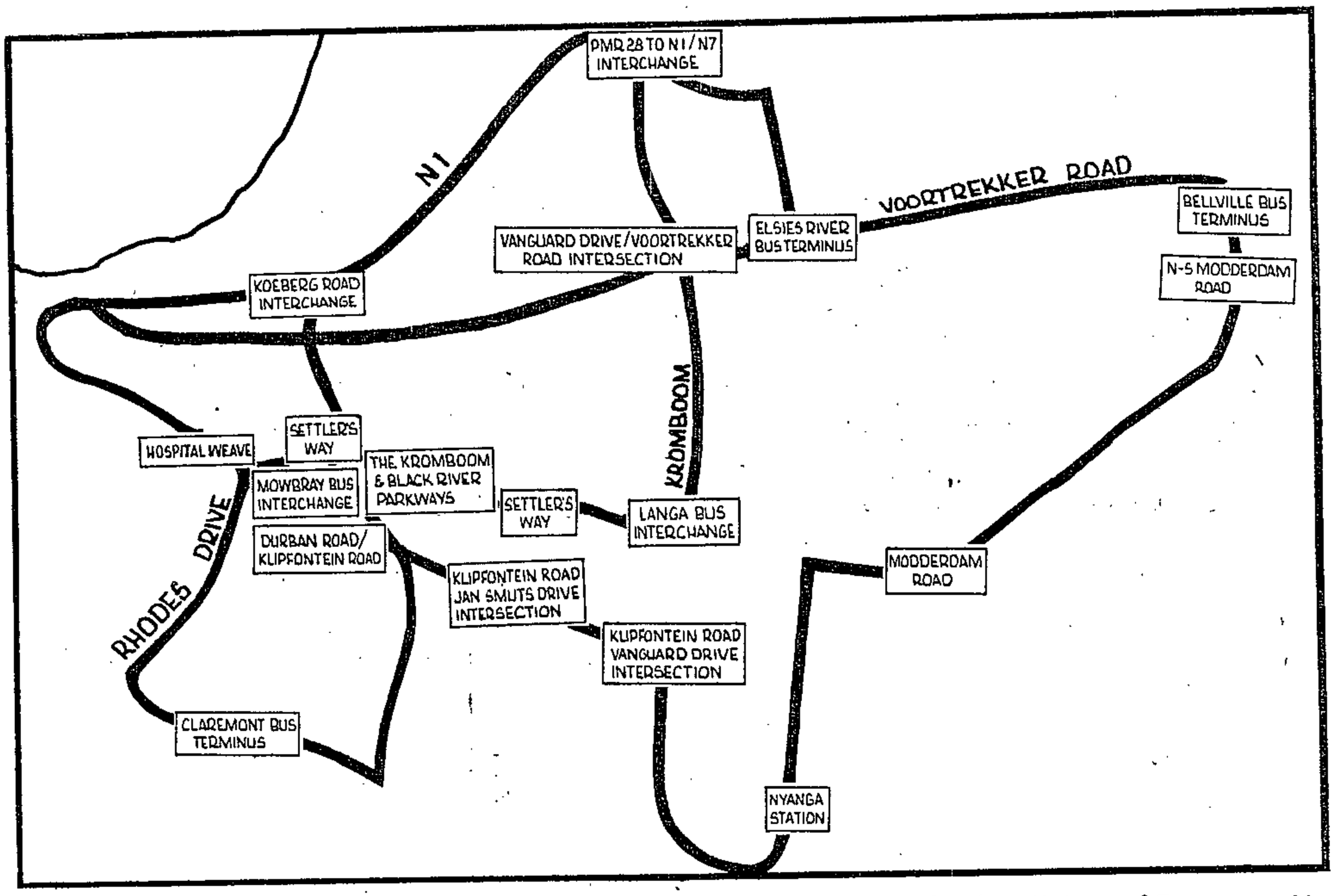
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● **Koeberg Road interchange** — one of the earliest urban interchanges built in Cape Town and now heavily overloaded and due for reconstruction.



The map shows the main traffic problem areas of the Peninsula as seen by the Minister of Transport, Mr Hendrik Schoeman and the Administrator, Mr Gene Louw, in a helicopter flight.

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Caxton gets control of Hortors Trio Rand

14/3/85 332 Star

By Peter Farley

Caxton has bought control of printing group Hortors Trio Rand by means of a reverse takeover.

Following the announcement of rationalisation talks in mid-January, announcements today from the two companies show that Hortors is issuing 11,7 million new shares to Caxton at 350c each, in exchange for the entire assets of Caxton.

This values Caxton at some R41 million.

But while the deal will reduce Hortrio's earnings to 40,7c a share from 53,2c, it will push Caxton's estimated earnings for the year to next February 28 up to 639c a share from 538c.

It will also push Caxton's net worth up to 2 417c a share from 1 498c. This compares with a share price of 3 000c, which has steadily appreciated from the 2 460c prevailing at the time of the publication of the results for the year to end-August last October.

Previously Hortors held 51 percent in Hortrio, but with the issue of the new shares Caxton now has 65 percent and Hortors 18 percent.

More significantly, it will greatly enhance the earnings flow through to major minority shareholder Argus. Prior to the restructuring Argus held 49 percent of Caxton and 51 percent of Hortors.

This meant that it only had an effective 25,5 percent stake in Hortors' operating arm Hortrio. This stake now comes up to 32,5 percent. Its shareholding in Caxton remains unchanged at 49 percent.

But the move appears to be part of much wider streamlining plans within the Argus group. For the first time Argus recently appointed an MD of its newspaper division and created a joint marketing division in conjunction with Caxton.

The former post is taken by ex-general manager Mr Peter McLean and the latter headed by joint Caxton MD Mr Noel Coburn.

The other Caxton MD Mr Terry Moolman now effectively takes charge of Argus group's printing, packaging, regional newspapers and magazine operations.

It is unlikely, however, that Argus will get control of Caxton in the foreseeable future.

But, further down the line, it would not be inconceivable for Caxton to be used as the vehicle for a takeover bid for SA Associated Newspapers.

The way Argus has now structured its operations, SAAN's weekly publications would fit neatly into Caxton/Hortrio and the dailies into Mr McLean's division.

Lonrho is biggest gold importer

... to the market, a cash-shell Duro Industries, a

'Breakthrough' made in bus boycott talks

Mercury Reporter

THE National Party MP for Umfolosi, Mr Willie Heine, mediating in the Zululand bus boycott, said yesterday a 'major breakthrough' had been made towards a possible settlement.

The proposals would be discussed with representatives of the boycotters in Empangeni today, he said.

Meanwhile, a former general manager of Empangeni Transport, Mr M Forder, has been appointed acting general manager of the bus company in place of Mr Jan Steenekamp.

Mr Heine said that during the past week he had top-level talks with various people, including Chief Mangosuthu Buthelezi, officials of the commuters' committee, Empangeni Transport, Minister of Transport Affairs Hendrik Schoeman, the Local Road Transportation Board and industrialists in Empangeni and Richards Bay.

'I am pleased to announce that as a result of the talks we've been able to obtain some major concessions for the commuters, including an undertaking by the United Transport-owned Empangeni Bus Company to have fares pinned until June 30 at the level applicable until December 30, 1984.

'Fares from July 1 to December 31, 1985, will be at the rates granted for the January increase which sparked the boycott.'

He said the company also promised to change its senior management.

Talks bring end to EL bus boycott

Argus 18/3/85

Argus Bureau

PORT ELIZABETH. — The two-year-old bus boycott in Mdantsane near East London has ended.

This was decided at a meeting last night called by the Committee of 10, an organisation representing boycotting workers.

The meeting was told that the boycott had lasted too long and caused dissension among bodies representing workers, pupils and sportsmen.

Meanwhile the bus company, the Ciskei Transport Corporation, has met many of the demands put to it by commuters.

The corporation's managing director, Mr Hans Kaiser, had discussions with members of the Committee of 10 last week and told them that a proposed fare increase on April 1 could be postponed.

Committee chairman Mr Mzwandile Mapunye said the postponement would depend on the commuters ending the boycott.

If the boycott did not end the price increases would be imposed to meet increased fuel costs.

Capital losing R1 m a year to illegal mini-buses

N.M. 22/3/85

Pietermaritzburg Bureau

ILLEGAL mini-buses operating on municipal bus routes were costing the Pietermaritzburg City Council more than R1 000 000 a year, members of the Transportation and Traffic committee were told here yesterday.

In a report to the committee, the director of transport, Mr George Hitchens, said in February alone 185 000 bus passengers were carried by the nearly 160 pirate taxis in the capital.

Mini-buses operating on the black bus service routes, he said, were diverting R1 082 000 a year away from the city council.

The committee agreed to ask the city council to instruct the traffic department to enforce the applicable laws and by-laws against all passenger vehicles that were operating illegally.

It also agreed, however, that taxi operators should be encouraged to become legal and the committee has recommended that the council should not oppose applications to the Local Road Transportation Board for an additional 50 taxi permits.

At present only about 30 taxis were licensed to operate in the city, while 159 illegal vehicles were operating from the townships into the city.

A special meeting was held here on Wednesday between the president of the Pietermaritzburg Taxi Association, Mr A Hlope, and municipal officials to discuss problems arising from illegal taxi services.

Mr Hlope pointed out there was a need for more taxis in the city but that applications for permits were being opposed by the city's Transport Department.

Mr Hitchins said his department at present did not oppose bone fide applications for permits by people who did not propose to concentrate mainly on the municipal bus routes.

Mowbray bus route runs into protests

ARGUS 26/3/85

Municipal Reporter 332

ANGER is mounting in Mowbray over a bus route which residents and shopkeepers say is a threat to safety and is adversely affecting businesses in the area.

They say Station Road is too narrow to take buses as well as other traffic and the route should be changed.

Buses from the city turn into Station Road on their way to the major terminus near the station, but they have to turn across the busy outside Main Road lane, blocking traffic, to enter the narrow road.

CITY COUNCILLOR

Once they enter Station Road, no other traffic can get through.

Campaigning to stop buses using the route, a city councillor, Mr Ian Iversen, has written to the traffic manager, Mr Harry Attwood.

But it appears that even the traffic authorities' hands are tied by the designation of Station Road as a feeder route by the Road Transportation Board.

LARGE NUMBER

Mr Attwood said in a letter to Mr Iversen last year: "Station Road can adequately cope with two-way traffic as it has done for many years."

In another letter earlier this year, Mr Attwood said he agreed Station Road "is not suited to the large number of buses ... but ... this route was approved by the Transportation Board many years ago and there is therefore very little that can be done about it at this stage".

Mr Iversen said: "Something has to be done. If the Transportation Board is not aware of the problem, it must be brought to their attention. This situation is unacceptable."

SA is only African country operating its commercial shipping successfully

Shipping Correspondent

SOUTH AFRICA is the only country on the African continent which has, with any success, succeeded in operating a commercial shipping fleet.

But this has been achieved through close association with other long-established European and Far East operators to provide properly organised sailings.

Other African countries have run into heavy weather with their shipping ventures, and in 1981 the East African National Line composed of Kenya, Uganda and Tanzania foundered.

Nigeria has been operating, with some difficulty, a national line with Europe — so has Ghana — but while both have sought a degree of independence from foreign carriers, they have inevitably found it better to join rather than land in the bankruptcy court trying to defeat them.

Now, in their determination to enjoy an element of independence, 14 African nations are planning a joint shipping venture.

But established lines trading to this continent are not greatly worried for they foresee the organisation creating more problems than it solves, not least the questions of knowhow, staffing at sea and on shore, and marketing.

Successful management of a shipping fleet is fraught with imponderables, and not even the South Africans have escaped the effects of wrong decisions.

Since the national carrier is engaged almost entirely on trade to and from this country, except for a few fruitships and bulkers, the planned construction of carriers by adjoining countries will cause no concern.

But the European companies trading to economically depressed West and East Africa are suffering profitability hassles now, and the advent of more national carriers would serve only to exacerbate this.

BUS BOYCOTT 332 HEA

Peacefully settled

Settlement has finally been reached in the nine-week-old Empangeni/Richards Bay bus boycott.

Following inquiries and negotiations, agreement was reached last week between commuters, United Transport and government representatives. The 35% fare increase which sparked the 60 000-strong boycott has been delayed for six months. Future increases will be subject to consultation between the company and commuters.

In addition, to meet commuter demands for competition, the company has agreed to allow competitors to operate on certain routes. They will use the permits granted to Empangeni Transport, a United Transport subsidiary.

It is unclear when commuters will return to using the buses. The *FM* understands that they wish to do so only when competing companies are operating. However, this may take some time, and a spokesman for United Transport says he hopes the situation will return to normal this week.

He adds that talks between United and other operators have begun, and the company has issued a letter of intent to honour the agreement.

The spokesman praised the "responsible behaviour" of the commuters and their representatives during the boycott. It has, indeed, been a unique event.

In the past, bus boycotts have tended to lead to violence. This one has been resolved through peaceful negotiations involving commuters, employers (who helped to bring the parties together and provided alternative transport for employees during the boycott), the bus company and government. (*Current affairs* March 8).

Details of the agreement include:

- ☐ Until June 30, fares will remain the same as those in effect before December 31;
- ☐ The January 1 increases will then come into effect, subject to the company discussing any amendments proposed by the committee;
- ☐ Competing services will use company permits on certain routes;
- ☐ Thereafter there will be increases, if necessary, in January of each year;
- ☐ The Minister of Transport will initiate a study to investigate the whole transport system in SA and will investigate the possibility of a railway passenger service in the Richards Bay/Empangeni Area; and
- ☐ The local MP, Willem Heine, will attempt to have charges against 14 people arrested during the boycott withdrawn as soon as possible. ■

FM 29/3/85 332 HEA

Buses, trains hum after petrol shock

Staff Reporter

JANUARY'S huge petrol price increase has sent commuters flocking to public transport to save money.

South African Transport Services and City Tramways report significant increases in passengers carried.

Mr F Potgieter, a director of City Tramways, said that in the last half of 1984 the company experienced a "quite dramatic" passenger loss attributed to the sharp decline in economic activity, unemployment and political activities.

"During January the decline continued and we reached a record low of 6,3-million passengers carried that month," he said.

But since then the position had slowly improved.

March figures showed that 7,3-million passengers had used their services.

The improvement was definitely linked to the petrol price increases, although there might be other factors, he said.

Mr Leon Els, liaison officer for Sats, said observations had shown about a 10 percent increase in the number of first-class commuters of all races.

Exact figures for February and March would not be available until the end of April but observation had shown more cars parked at suburban stations and more passengers using the service.

School bus fares to go up

EAST LONDON — Bus fares for scholars here are to go up from Wednesday, April 10.

This was confirmed yesterday by the city's mechanical engineer, Mr C. K. Andreas, who said a scholar's 10-clip card would increase from R2,50 to R3 .

That would bring a scholar's bus fare in line with the lowest adult fare of 30c for one stage.

Mr Andreas said the increase had been approved at an action committee meeting last year and therefore had "nothing to do" with the recent fuel price increase.

He added, though, that a "distinct possibility" existed that scholars' bus fares would increase again in the future because of increased fuel prices.

"Over the years the tendency was to have concessions for scholars. We have always had a low rate for scholars and with the increase have tried to bring this up to the level of a more standard fare," Mr Andreas explained.

The new fare for a scholar's 10-clip card was equivalent to a one-stage fare for adults and was still a "very reasonable concession for scholars.

"One clip can take a scholar over five stages, which is still extremely reasonable,". — DDR

985 Page 3

Putco to take over municipality service

Sowetan 10/4/85

332

PUTCO bus company, is to take over the Alberton Municipality's black bus service.

According to *Putco News*, a journal of the company, an offer by Putco to take over the service has been accepted, subject to approval by the Administrator of the Transvaal and the local Road Transportation Board.

In terms of the offer, Putco will pay R6,4 million for 89 buses, a 3,36-hectare workshop depot, spares and equipment. It is expected that most of the municipality's black employees will join the company.

Alberton Municipality will still operate its white bus service.

Transport needs built-in controls, says Eksteen

By DAVID FURLONGER and BERENICE MARGOLIS

TRANSPORT services must be arranged on an organised, co-ordinated basis to earn the maximum advantages for the country, according to Mr Adriaan Eksteen, Director-General of Transport.

He told a black transport conference in Johannesburg: "Economic development and growth require stable and adequate transport. Responsibility for this cannot simply be left to the market mechanism.

"From a transport economic viewpoint, it is not the economic role of transport which is important. Attention must also be paid to the social, strategic and political functions associated with transport."

Mr Eksteen told the conference, organised by the National African Federated Chamber of Commerce (Nafcoc), that while the free market system rested on a basic principle of competition, built-in controls were needed.

"Although competition is the lifeblood of the free market system, no responsible government of authority could allow competition to result in a lowering of quality of service and safety standards to a level where it could pose a danger to the community as a whole.

"The free market philosophy in transport can be viable and can be in the interest of the economy on condition that the participants qualify for such free market competition."

Mr Noel Mlokothi, secretary of the National Association of Taxi and Transport Operators, complained that taxi operators were not being allowed to operate freely.

This was "simply because there are transport authorities and the competitive modes of transport which believe their vested interest will be harmed".

He said that of the 75 000 taxis operating in South Africa and the homelands, an estimated 50 000 were pirate taxis.

He said taxi operators were hamstrung by regulations.

Vehicles built to carry 10 passengers were licensed to carry only eight. At the same time as taxis were accused of touting for passengers from bus queues, bus companies were increasingly using their own minibuses on routes pioneered and serviced by black taxis.

Mr Mlokothi said the problems of black taxi operators had been discussed for years without a solution being found.

"How do we get Government and the transportation authorities to arrive at practical solutions to our problems soon?" he asked. "To delay means more problems."

Dr Ronald Kirby, director of transportation at Washington's Urban Institute in the United States, said President Ronald Reagan planned to cut US Federal transport subsidies by 66% to stimulate competition and increase efficiency.

In an interview at the Nafcoc conference, Dr Kirby said that if South Africa took the US route and deregulated public transport, it could learn from past US mistakes.

"Keep the competition open, allow room for entrepreneurs and give the public the service it wants — the very things the United States did not do."

NP support for black taxis

332

By MAURITZ MOOLMAN and RAYMOND MASHAO

A MEMBER of the National Party in the Johannesburg City Council and chairman of the transportation committee, Mr Danie van Zyl, has come out in favour of introducing a free market system for black taxi owners.

Mr Van Zyl said yesterday he could see no reason why black taxi owners should not be allowed to operate in white suburbs — if they could get permits from the Road Transportation Board.

Both the Johannesburg Central Business District Association and the Johannesburg Metropolitan Action Group have for some time been in favour of a free market system to operate for taxis. This included the introduction of roving minicabs to ease traffic congestion in the CBD.

Until now the local Road Transportation Board has backed white taxi owners, who are opposed to the introduction of minicabs.

White taxi owners are to meet next week to discuss Mr Van Zyl's proposal that black taxis be allowed into the lucrative white market.

Mr C C Froneman, managing director of Roses Taxis, said taxi owners had taken note of Mr Van Zyl's proposal but wished not to comment until the implications of such a move had been investigated.

Mr Van Zyl, who raised the issue earlier this week at the two-day transport conference of the National African Federated Chamber of Commerce (Nafcoc) in Sandton, said most white-owned taxis in Johannesburg were driven by blacks.

Therefore he could see no reason why a free market system should not operate irrespective of the owner's skin colour.

He said he would not contact the relevant authorities about his idea because it was up to black taxi owners to make the first move by applying for permits.

The president of Nafcoc, Dr Sam Motsuenyane, welcomed Mr Van Zyl's plan and said: "Allowing a free market system not based on race or colour is the right thing to do."

He said he had personally challenged segregation in transport for "a long time".

Spokesmen for the Department of Transport were not available for comment.

The chairman of the Johannesburg/Soweto Taxi Association (JSTA), Mr Pat Mbatha, commended Mr Van Zyl and said blacks "have always wanted to have a free market system as far as transport is concerned".

He said he would be very happy if what was mooted by Mr Van Zyl became reality.

monwealth Office, Ambassador Worrall was asked by a British press representative what justification he had given (to the Foreign and Commonwealth Office) for the events at Uitenhage. The Ambassador replied that he was not called upon to justify the events. It was a tragic incident for which there could be no justification. The Ambassador told reporters that he had explained the circumstances which led up to the shooting. This reply was taken out of context by a South African reporter who was not present at the FCO. In numerous television, radio and newspaper interviews the Ambassador conveyed the official view of events at Uitenhage and naturally expressed the South African Government's concern at what had happened.

(2) (a) Yes.

(b) Yes.

(3) Falls away.

Sasol: hydrogen sulphide pollution

*17. Mr P G SOAL asked the Minister of Health and Welfare:

(1) Whether, with reference to Question No 17 on 25 April 1984, any further complaints and/or representations concerning hydrogen sulphide pollution allegedly emanating from Sasol in the Transvaal have been received by the Air Pollution Control Division of his Department; if so, *(a)* from whom, *(b)* when and *(c)* what was (i) the nature of the complaints and/or representations and (ii) his response thereto in each case;

(2) whether his Department has taken or intends taking any action in this regard; if not, why not; if so, *(a)* when and *(b)* what action;

(3) whether the hydrogen sulphide collecting plant at Sasol, in Secunda, has been completed and commissioned; if so, *(a)* at what cost and *(b)* to what effect; if not, why not?

†The MINISTER OF HEALTH AND WELFARE:

(1) Yes.

(a) Town Clerks, Grelyingstad and Nigel.

(b) on 24 September 1984 and 29 November 1984 respectively.

(c) (i) about bad odours.

(ii) it was explained to both complainants that the odour was probably originating from the Sasol plants at Secunda. Sasol was experiencing problems with the equipment installed to collect odorous material.

The company was however giving the highest prioirity to rectifying the problems and was confident that a solution would be found in the near future. It would however take time to modify the equipment but all steps possible would be taken to expedite the modification and commission of the plants. However a network of sophisticated monitors has been established around the plants and the odour is being continuously monitored. The results have confirmed that the levels are of orders of magnitude lower than the limits considered safe for Health.

(2) (a) and (b)
No further action, apart from monitoring the situation and ensuring that the odour abatement plant is successfully commissioned as soon as possible, is contemplated.

(3) No.
Sasol conducted extensive pilot plant studies during 1984 and, after modification, one of the four huge odour abatement units was recommissioned in October 1984. From an odour control point of view the plant operated successfully but unexpected mechanical problems resulted in its temporary shutdown. Further modifications are currently being implemented and it is confidently anticipated that this unit will be recommissioned towards July 1985. If not further unforeseen problems are encountered the remaining three units will be commissioned during the second and third quarters of 1986. It is believed that with all the units in operation the odorous emissions will be reduced to a minimum.

(a) and (b).
figures regarding the cost of the project are not available at this stage but regular inspections and negotiations with Sasol regarding the programme have confirmed that the company is spending many millions of rands in a drive towards solving the extremely complex problems.

Hansard Q.61.1089

(269) **Incident on commuter train** 16/4/85

*18. Mr P G SOAL asked the Minister of Transport Affairs:

(1) Whether the South African Transport Services have held an investigation into an incident on a commuter train on or about 21 February 1985 concerning non-White passengers allegedly being ordered to vacate a compartment for use by White passengers; if not, why not; if so, who was in charge of the investigation;

(2) whether the investigation has been completed; if not, (a) why not and (b) when will it be completed; if so, what were the findings;

(3) whether any action has been taken by the South African Transport Services as a result; if not, why not; if so, (a) what action and (b) in respect of which persons;

(4) whether he will make a statement on the matter?

†The MINISTER OF CONSTITUTIONAL DEVELOPMENT AND PLANNING (for the Minister of TRANSPORT AFFAIRS):

(1), (2), (3) and (4) The facts surrounding the incident have been established as far as possible by obtaining the written reports and by interrogation of the staff concerned. It was established that the instructions in regard to the turning of swing boards were not carried out by the staff concerned. Disciplinary steps were taken against them.

Regarding the reported ill-mannered behaviour of a member of the staff it has been possible to trace a witness to the incident with the assistance of the newspaper who carried the report. Evidence was obtained and a charge of disciplinary infringement has been preferred against the member of the personnel concerned. This matter is pending.

Hansard Q.61.1090

Action taken against certain person 16/4/85

*19. Mr P G SOAL asked the Minister of Law and Order:

(1) Whether the South African Police (a) have taken and/or (b) are to take any action against a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, in consequence of his conviction for assault in March 1985; if not, why not; if so, (i) what action and (ii) what is the name of this person;

(2) whether he will make a statement on the matter?

The MINISTER OF LAW AND ORDER:

(1) (a) and (b) Yes.

CAPE TIMES 18/4/85 (332)

Taxi owners blamed for riots

THE police are investigating information received that pirate taxi owners have had a hand in the "terror campaign against Port Elizabeth Tramways in that they are inciting attacks on buses".

This was disclosed yesterday by a spokesman for the Commissioner of Police, General Johan Coetzee, in an exclusive interview with the Eastern Province Herald.

The statement comes after 39 alleged operators of private taxis were arrested at a road-block in Port Elizabeth.

The 39 will appear in court this morning after having been refused bail by the public prosecutor at New Brighton.

The road-block came under heavy fire from the MP for Port Elizabeth Central, Mr John Malcomess, in the House of Assembly yesterday. He said he had never seen "a more blatant example of ham-handed and crass stupidity".

He said it was in the interests of everyone that the tense situation in the E Cape townships not be made worse.

In response to a plea by Mr Malcomess that a blind eye be turned to the running of illegal taxis in times of unrest when bus services were not operating in the townships, the Minister of Transport, Mr Hendrik Schoeman, said he had a responsibility to protect the owners of legal taxis and the bus services.

Reacting to Mr Malcomess's speech, the police spokesman said the never-ending attacks on the buses which made it impossible for them to enter the townships meant business for the pirate taxis. — Political Staff and Sapa

PARLIAMENT

TRANSPORT

ARGUS 18/4/85 332

PFP slams 'pirate' taxi-driver arrests

Parliamentary Staff

THE arrest of scores of black taxi-drivers at police roadblocks outside tense Eastern Cape townships was a blatant example of ham-handed and crass stupidity, the PFP's chief transport spokesman, Mr John Malcomess, told the House of Assembly.

Mr Malcomess, speaking in the Budget debate on the transport vote, was fiercely critical of the Government for intervening in an inflammatory situation and disrupting people who were trying to get from the townships to work.

The House of Assembly was told that police had yesterday set up roadblocks at the entrance to townships near Port Elizabeth and arrested 39 "pirate" taxi-drivers.

Mr Malcomess said after he had received the information from Mr Andrew Savage (PFP, Walmer), presently in Port Elizabeth, he had telephoned the secretaries of both the Ministers of Law and Order, Mr Louis le Grange, and of Transport Affairs, Mr Hendrik Schoeman.



Mr Hendrik Schoeman

"We are all aware that the Eastern Cape townships are in an inflammatory state and that buses are not being allowed in.

"There are people who still have jobs in the city and because there are no buses there is a tremendous demand for transport in and out of the townships. Black licensed taxis obviously cannot cope with this demand," Mr Malcomess said.

Mr Malcomess said Mr Le Grange's secretary had told him that the roadblocks had been instituted at the request of Road Transportation Board officials and traffic police.

He added it was "patently in the interests of blacks and whites in Port Elizabeth that an already tense situation not be made worse".

"Two sides"

Mr Malcomess appealed to Minister Schoeman to "turn a blind eye" to pirate taxis in the interests of South Africa as a whole".

He also called on the Government to release the taxi-drivers immediately and allow them to return to work today.

Replying in the debate, Mr Schoeman said there were "two sides" to the incident. He added it was the duty of the Government to protect legal taxi-drivers and bus-owners.

Date to move taxis suspended

(332) Sowetan 18/4/85

THE Pretoria City Council — under heavy fire for its decision to move the black taxi rank from the city to Marabastad — has indefinitely postponed the date for the removal.

Anger

The rank, in Bloed Street, was to be moved to the new rank next Wednesday amid anger from thousands of taxi commuters who have pledged their full support for the Pretoria United Taxi Association's move to defy the decision.

The public relations officer of the Pretoria City Council, Mr Jan Bezuidenhout yesterday confirmed that the date for the rank's removal to Marabastad had been indefinitely postponed.

Police hold taxis for a week

330 Post Reporter E.Post

THIRTY-EIGHT taxi drivers charged yesterday with overloading and ferrying passengers without a permit have had their vehicles attached by police for a week. 19/4/85

The vehicles are to be kept at the New Brighton police station.

The drivers appeared late yesterday afternoon in four different courts at the New Brighton Law Courts after a day of waiting for instructions from the State.

They were arrested this week during a swoop by the South African Police, South African Defence Force, Railways Police and officials from the East London and Port Elizabeth branches of the Road Transportation Board.

The cxase was postponed to April 25 for further police investigation.

Yesterday 37 of the drivers were granted bail of R50 each while one man was warned to appear with the rest on April 25.

Work longer demand

By JEREMY BROOKS

A CIRCULAR has been sent to all Transvaal schools directing administrative staff to work 30 minutes extra a day in accordance with the Government's initiative to increase productivity among public sector workers.

The circular, received this week, does not affect teaching staff who "operate according to set school hours and probably work far longer than their contracts stipulate anyway", said Mr Jack Ballard of the Transvaal Teachers' Association.

The extended working hours have up till now only been in force at the Transvaal Education Department's head office.

Mr Ballard said: "I think it's a fair request.

"If the rest of the public sector have taken the initiative we cannot expect to be totally exempt."

(ii) (aa) Senior Certificate 51 273
Standard 10 (practical) 2 776
N.T.C. 3 ..... 4 756

(bb) Not collected

(cc) Not collected

(b) (i) 996

(ii) (aa) Senior Certificate 9 422
N.T.C. 3 936

(bb) Not collected

(cc) Not collected

(c) (i) 1 400

(ii) (aa) Senior Certificate 6 870
Standard 10 (practical) 1 649
N.T.C. 3 266

(bb) Not collected

(cc) Not collected

(d) (i) 1 982

(ii) (aa) Senior Certificate 46 620
N.T.C. 3 820

(bb) 72 520

(cc) Not collected

(2) (a) Partially included as follows:

University degrees—University of Fort Hare, Ciskei, is included. This University is administered by the Minister of Education and Training. Universities in other independent Black States are excluded—statistics not collected. Standard 10—included except for Senior Certificate results of Blacks in the Transkei which conducts its own examinations. Standard 8—not included—statistics not collected.

(b) Included.

(3) (a) University of Fort Hare, Ciskei.

Whites 10
Coloureds 5
Asians 1
Blacks 401

Standard 10 (Blacks only)

Senior Certificate 10 707
N.T.C. 3 54

(b) University degrees

Whites 8
Coloureds 0
Asians 0
Blacks 939

Standard 10 (Blacks only)

Senior Certificate 16 864
N.T.C. 3 38

Standard 8 (Blacks only) 44 794

Hansard Q.61.1240
State housing sale 23/4/85

787. Mr C W EGLIN asked the Minister of Public Works:

How many houses had been sold to Blacks by his Department in each province under the State housing sale announced by the Minister of Community Development on 3 March 1983 as at the latest specified date for which figures are available?

The MINISTER OF PUBLIC WORKS:

Statistics are unfortunately not kept separately for each province. However, a total of 33 009 houses were sold to Blacks up to 29 February 1985.

Louis Trichardt/Thohoyandou/Mutale: railway line Q.61.1241 23/4/85

790. Mr P G SOAL asked the Minister of Transport Affairs:

Whether, with reference to his reply to Question No 1086 on 28 June 1984, the feasibility study for a railway line over the route Louis Trichardt/Thohoyandou/Mutale has been completed; if not, (a) why not and (b) when will it be completed; if so, what were the findings?

The MINISTER OF TRANSPORT AFFAIRS:

Yes. No economic justification could be found for the construction of the proposed railway line.

Pietersburg/Seshego rail link

791. Mr P G SOAL asked the Minister of Transport Affairs:

(1) Whether, with reference to his reply to Question No 1079 on 28 June 1984, the final report of the investigation into the Pietersburg/Seshego rail link is available; if not, (a) why not and (b) when will it be available; if so,

(2) whether a decision has been taken on this matter; if not, (a) why not and (b) when will it be taken; if so, what was the decision?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes.

(2) Yes. It was found that a passenger rail link between Pietersburg and Seshego is not economically justifiable.

South African Army Women's College

793. Mr P A MYBURGH asked the Minister of Defence:

With reference to his reply to Question No 672 on 25 March 1985, how many women at the South African Army Women's College in George had purchased their discharge before the expiry of their term of service in each specified year since the establishment of the College as at the latest specified date for which figures are available?

The MINISTER OF DEFENCE:

As on 31 December 1984:

1971—0.
1972—0.
1973—0.
1974—0.
1975—2.
1976—1.
1977—1.
1978—1.
1979—2.
1980—4.
1981—8.
1982—9.
1983—8.
1984—6.

Supplementary reply to Question 74 on Thursday, 14 March 1985, put by Mr A Savage (col 623):

Hansard Q.61.1242
Decentralization 23/4/85

74. Mr A SAVAGE asked the Minister of Trade and Industry:

With reference to the period 1 April 1983 to 31 March 1984, (a) in respect of how many of the 1 190 applications for decentralization incentives (i) have the applicants moved to the decentralized areas, (ii) are they in the process of moving there and (iii) are they already in production in these areas, (b) how many of these applications have been withdrawn, (c)(i) how many (aa) of the anticipated 69 914 job opportunities as a result of these decentralization projects have been created and (bb) persons have been employed in these positions and (ii) how many (aa) of the anticipated 54 586 Black job opportunities as a result of these decentralization projects have been created and (bb) persons have been employed in these positions

Education and Culture prescribes the national education policy to be followed at provincial level and therefore recognizes the Federal Council of Teachers' Associations.

First-year students

70. Mr K M ANDREW asked the Minister of Education and Culture:

Whether, with reference to his reply to Question No 13 on 25 February 1985, the information on first-year students at universities is available; if not, when is it anticipated that it will be available; if so, (a) how many, and (b) what percentage of the total number of, first-year students enrolled at each university administered by his Department in 1984 (i) dropped out during the year and (ii) failed their examinations in all subjects at the end of the year?

The MINISTER OF EDUCATION AND CULTURE:

It is anticipated that the information will be available in June 1985.

THURSDAY, 25 APRIL 1985

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† Indicates translated version.

For written reply:

General Affairs:

Hansard

Q. 601. 1259 25/4/85

Transportation of employees

762. Mr P R C ROGERS asked the Minister of Transport Affairs:

(1) Whether employers in certain areas are required to obtain special permits issued by road transportation boards in order to transport their employees to and from their places of employment; if so, (a) why, (b) in which areas and (c)(i) what is the cost of a (aa) special permit and (bb) temporary permit of this nature and (ii) how long does the process of issuing such permits take in each case;

(2) whether the relevant regulations administered by the said boards made provision for certain categories of employees; if so,

(3) whether these regulations include provision for domestic servants; if so, (a) what are the provisions relating to such servants and (b) what other categories of employees are covered by these regulations;

(4) (a) what are the penalties for contravention of these regulations, (b) how many cases of contravention were there in the area of each such board during the latest specified 12-month period for which figures are available and (c) what were the penalties imposed in each case?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes. Attention is drawn to the fact that no reference, by name, is made to special permits in the Road Transportation Act, 1977 (Act 74 of 1977). What is, however, provided for, and is a legal requirement for the transportation of employees, is—

temporary permits which are valid for a maximum period of 14 days; and/or

public permits which are valid for a determined or an undetermined period at the discretion of the board.

(a) To comply with the provisions of section 12 of Act 74 of 1977.

(b) The provisions of Act 74 of 1977 are applicable throughout the Republic of South Africa.

(c) (i) (aa) Falls away.

(bb) *Temporary permits*

A non-refundable fee of R10,00 is payable

on application per motor vehicle in respect of which a permit is required. In addition the holder of a temporary permit must pay an additional fee of R5,00 per day per motor vehicle during the validity period of the permit.

Public permits

A non-refundable fee of R10,00 is payable on application per motor vehicle in respect of which a public permit is required. In addition the following fees are payable—

(a) R100 per motor vehicle for the first issue of a permit or the renewal thereof for an indefinite period;

(b) R10 per motor vehicle for each transport year or part thereof if the Commission or a Board should decide to issue or renew a permit for a specified period.

(ii) *Temporary permits*

Applications are considered on the day of receipt and if successful are granted without delay.

Public permits

The processing of applications takes between 6 and 8 weeks.

(2) No.

(3) Falls away.

(4) (a) This matter resorts under the jurisdiction of the courts who when adjudicating offences enunciated in section 31(1)(a) of Act 74 of 1977 will take into account the provisions of section 35 of the Act and, with cognizance of the seriousness of the offence, will impose such penalties as it may deem necessary and reasonable.

(b) Durban 37, Potchefstroom 2, Johanesburg 50, Bloemfontein 10, Port Elizabeth 24 and Cape Town 210, Pretoria 0, Kimberley 0, East London 0 and Pietermaritzburg 0.

(c) Durban R5 050, Potchefstroom —judgement must yet be delivered, Johannesburg R20 000, Bloemfontein R1 000, Port Elizabeth R3 870 and Cape Town R10 390. The aforementioned amounts are indicative of the total fines imposed by the respective courts in respect of all offences delivered during the 12-month period.

For the sake of completeness it is mentioned that a public road carrier permit is required for the conveyance of employees between their place of residence and their place of work. No permits are, however, required for the conveyance of employees between one place of work and another place of work.

Hansard Q.601.1262 25/4/85

Occupational diseases: claims

803. Dr M S BARNARD asked the Minister of Manpower:

(a) How many claims in respect of occupational diseases in terms of the Workmen's Compensation Act, No 30 of 1941, were (i) received, (ii) granted and (iii) rejected by the Workmen's Compensation Commissioner in each of the latest specified 10 years for which figures are available and (b) in respect of which (i) disease category, (ii) industry and (iii) province was each claim submitted?

Taximen planning a merger

Sowetan 25/4/85

By MZIKAYISE EDOM

THE SOUTHERN African Black Taxi Association and the rival National Association of Taxis and Transport Operators are planning to merge and form one strong body for the sake of peace and progress, according to a senior taxi official.

Mr Noel Mlokoti, the general secretary of Natto, yesterday said peace talks between the two organisations, which started in January, were at an advanced stage and their merging was expected in the next few weeks.

"We have come to realise that the split has served no purpose but instead, has caused a lot of confusion among the taxi owners. Again, little progress has been achieved by the two rival bodies since the split.

"We feel the time has come that we should bury our differences and work as a single body towards the problem of the taxi owners," Mr Mlokoti said.

The merger will bring to an end squabbling and legal battles between Sabta and Natto.

120km/h on some major roads ?

Speed limits set to rise

Argus 25/4/85

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By MICHAEL MORRIS, Provincial Reporter

SPEED limits on major "non-freeway" roads may be increased this year to 120km/h. Among major Cape roads that are considered to "lend themselves" to an increase from 100 to 120km/h are the routes between Beaufort West and Touws River and the West Coast road between Aggeneys and Springbok.

A senior roads department official said today that other roads could also be considered. The new limit could be introduced in October or sooner.

The Cape Provincial Council will debate an amendment to the Road Traffic Ordinance — allowing new, higher speeds among other changes — when it meets for its main annual session next month.

The move follows a decision last year to return fixing of maximum traffic speeds to provincial control after these had been set for some years by the Government in terms of fuel-saving legislation.

President

Although the proposed legislation allows the maximum speed on non-freeway roads to be set at 120km/h — as on freeways — it will not mean that all major routes will automatically have their speed limits increased.

The senior spokesman said: "Speed-limit increases will be carefully considered in terms of the geometric construction of roads and safety factors. This information will be presented to the Administrator, Mr Gene Louw, who will recommend where new limits should be applied.

"The needs of the motoring public will be carefully assessed," he said.

After provincial approval, the changed legislation will require President P W Botha's assent before it comes into effect.

National

The spokesman said this could be by October or sooner.

Elsewhere in the country it is likely that the limit will be increased at least on parts of major national roads such as that between Pretoria and Beit Bridge and the Johannesburg-Durban route through the Free State.

No decision has been taken yet on where higher speeds will be allowed in the Transvaal, but among the roads could be the route between Potchefstroom and Klerksdorp.

Pretoria taxi row still raging on

THE taxi rank row between the Pretoria United Taxi Association (Puta) and the Pretoria City Council has surfaced again — and this time Transvaal Administrator, Dr Willem Cruywagen, will have to make the final decision.

The council's public relations officer, Mr Jan Bezuidenhout yesterday said, although the decision to move the rank at Bloed Street to Marabastad was made without the administrator's approval, they thought it necessary for him to give the final decision.

The council, under heavy fire from black commuters and a section of white businessmen over the removal of the rank, last week announced that the decision had been indefinitely suspended to make certain administrative adjustments. The rank was scheduled to have been moved on April 24.

By MONK NKOMO

The director of local government in the Transvaal, Mr C Reinecke, yesterday confirmed receipt of the city council's application for the removal of the rank as well as the objection from the Pretoria United Taxi Association (Puta).

Although he did not know the contents of the document, the matter had been submitted to the administrator of the Transvaal and his executive committee for a final decision.

The move to refer the matter to the administrator has now caused suspicion among taxi authorities and commuters who believed that the council was "pushing" them out of the city rank without having followed the correct procedure. A spokesman for Puta said he hoped that the administrator of the Transvaal would rescind the council's decision.

Mr Bezuidenhout yesterday promised to issue a Press statement as soon as the decision had been taken by the administrator. A decision is expected to be made sometime next month.



Motsheneng (secretary), Mr Piet Mbele (chairman) and Mr Taxi Association pore over documents on their dispute over a white pirate taxi owner.

Row over white ER taxi operator

A row is brewing in the East Rand township of Thokoza, where a white man is alleged to be operating four pirate taxis between the township and Alberton.

Taxi owners in the area also claimed that a white official attached to the Alberton Traffic Department was in partnership with the man who owns four kombis operating as pirate taxis.

They claim the inspector applied to the Thokoza Taxi Association in January to operate a taxi in the township. His application was rejected on the grounds that he was white.

The white man is alleged to have introduced his pirate taxis in February. Last week, according to the taxi owners, the man allegedly assaulted a taxi owner after his kombis were stopped by members of the taxi association who warned drivers to stop pirating.

Several executive members of the association disclosed they were told by the man to stop harassing his drivers. He threatened to organise the traffic department to assist him.

Mr Heunis, the chief traffic officer in Alberton yesterday denied the allegations. He said there was no truth in the story because members of the Thokoza Taxi Association could not prove their case when he met them a few days ago.

He said: "We have investigated the matter and we found no truth in it. The taxi owners were given a chance to prove their story but failed to come forward with facts and as far as we are concerned the matter is now closed."

According to documents in the possession of **The SOWETAN,** the man, who stays in Randburg, hired out a licence permit from a taxi owner in the township a few months ago.

The man hired a permit allowing him to ferry four passengers, but according to taxi owners interviewed by **The SOWETAN,** the man was operating four taxis ferring ten passengers at a time.

Mr Piet Mbele, the chairman of the Thokoza Taxi Association said his members, on stopping the four taxis, discovered that they were not licenced to operate as taxis.

He said: "On further questioning the drivers, they confessed that they were working for a white man". Mr Mbele said the matter was now being handled by their lawyers.

Attempts to trace the whereabouts of the man have proved fruitless. His black "partner", the one who hired out taxi permits, could not be reached for comment.

Early this year there was a wrangle involving Katlehong taxi owners after another white was allegedly issued with five permits by the transportation board to operate taxis between Natalspruit Hospital in Katlehong and Germiston.

The Kathehong Town Council had to intervene in the matter after members of the Germiston District and Taxi Association had on two occasions fought with those employed by the white man.



Mr MPHIKELELI KHUMALO, Mr Philemo Ephraim Ramonotsi (treasurer) of the Th with the town co

Arrests 'provocation'

NM 27/4/85

African Affairs Correspondent

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ULUNDI—The Chief Minister of KwaZulu, Chief Mangosuthu Buthelezi, has labelled this week's arrests by the S A Police of taxi and bus operators at Empangeni as 'completely unnecessary provocation'.

Chief Buthelezi was speaking in the KwaZulu Legislative Assembly yesterday on what he described as the 'very tense' situation at Empangeni and Richards Bay.

He said one of the agreements made between a commuters' committee and other interested parties was that there should be some of kind of moratorium and that bus and taxi operators should not be arrested.

However, at Empangeni people who had started to become calm were being worked up by the actions of the police, he said.

Chief Buthelezi said the KwaZulu Government was very concerned that people were going to lose jobs since people were no longer using buses because they had been confiscated.

'Hungry people can be used to achieve any purpose,' he said.

Taxi crackdown forces people to walk to work

NM 27/4/85

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Mercury Reporter

HUNDREDS of illegal taxi passengers in the Empangeni and Richards Bay areas have ended up walking up to 20 km to work following a police crackdown which began on Thursday.

Fifty-seven people have been arrested. Many of the black workers who were ejected from their illegal transport were part of a three-month boycott of bus services. Their grievances concern big fare increases and the absence of competition to Empangeni Transport.

A spokesman for the police public relations division in Pretoria confirmed that 'routine' roadblocks, in conjunction with local traffic departments, had been set up near Empangeni's Esikhaweni township with the purpose of stopping illegal taxi operations.

But he added that by yesterday bus services were almost back to normal.

A local businessman, who declined to be named for fear of jeopardising business contacts, said several companies which had been providing transport to work for their boycotting workers, had also been fined up to R300 during the police clampdown.

He said the provision of company transport without a permit was also illegal.

He said the police action had inflamed feeling in the township which had recently begun to subside.

However, his claims could not be confirmed yesterday.

Police confirmed that buses had been damaged during stone-throwing incidents recently, but nobody had been hurt and no police action had been taken.

Coast-to-coast luxury bus challenge to Sats

By David Carte 2651 (332

SOUTH Africa is to get a coast-to-coast luxury bus service.

After the success of the Greyhound service between Johannesburg and Durban, the National Transport Commission has decided to permit extension of the luxury bus network.

According to notices in the Government Gazette, it will hear applications to provide the national service by three private bus operators and SA Transport Services on June 6.

E. Times 28/4/85

Rail closing

The service will provide an important option to car, rail and air travel throughout the country.

The bus service could precede Sats closing all its long-distance railway passenger services, with the exception of the Blue Train. Sats loses millions of rands on these services. Sats' commuter rail services are not expected to be affected.

The buses will be far cheaper than flying or travelling by train. They will be faster and probably more comfortable than trains. One person will be able to travel far more cheaply in the new buses than by car.

Greyhound's Durban-Johannesburg return ticket, for example, costs R79, compared to a first-class rail ticket of R160 and second-class R114. The return air ticket costs R208, but can be reduced to R110 if one takes the midnight "red-eye special".

Greyhound's Durban-Johannesburg buses have been packed and at Easter it was impossible to get on board.

The NTC's hearings are important because they will put to the test the Government's commitment to free enterprise.

Sats is eager to get the bus service and will fight the private sector.

The other contenders are Greyhound, which is owned by United Transport Holdings, one of SA's biggest unlisted companies; Jakaranda Busdiens of Bloemfontein; and City Tramways, part of Tollgate Holdings.

Permits may be granted to one, two or even all the applicants, in which case, com-

□ To Page 3

Luxury bus challenge

□ From Page 1

petition will ensure good service and cheap fares.

The proposed network will link every major city in South Africa. One route will be between Pretoria and Johannesburg. Another will be between Johannesburg and Cape Town.

Travellers to and from Cape Town will be able to choose between the shorter, direct trans-Karoo route and the Garden Route. The Garden Route will link Cape Town, Port Elizabeth, East London, Durban and Bloemfontein, which will be an important terminus. Upington will also be connected to the network.

The buses will be air conditioned with aircraft-type seats. They may have onboard pubs and toilets. They will cost R300 000 each.

The winner or winners of the contract will have to spend huge amounts on buses and depots, but judging by the competition, the service is expected to be highly profitable.

Boycotting commuters use taxis

NM 30/4/85 332

Labour Reporter

COMMUTERS boycotting buses in the Empangeni township of Esikhaweni used taxis to get to work, as police continued their clampdown on pirate taxis yesterday.

Since the police action last Thursday, more than 70 people have been charged with various offences, including the running of illegal taxis, a police spokesman in Pretoria confirmed yesterday. He said the police action would continue.

More roadblocks were held yesterday morning to check on illegal taxis, he said.

Industrialists in Richards Bay have condemned the police action, saying it was not the answer to solving the three-month bus boycott. Last week, hundreds of workers walked up to 20 km to get to work after police intercepted pirate taxis in the township.

Meanwhile, a spokesman for the Commuters' Committee said the enforcement of the Road Transportation Act, which prohibits unlicensed operators from transporting commuters seriously jeopardised chances of an early settlement to the bus boycott.

The protracted negotiations to reach settlement involved the intervention of a number of influential industrialists, including Mr Rob Barbour, chairman of the Zululand branch of the Natal Chamber of Industries, Mr Simon Conco, chief whip of the KwaZulu Government, and National Party MP for Umfolozi, Mr Willie Heinie.

Our African Affairs Correspondent reports the Chief Minister of KwaZulu, Chief Mangosuthu Buthelezi, said he had sent a message to the Commissioner-General of the Zulu people, Mr P N Hansmeyer, urging him to take up the issue of alleged police interference in the Empangeni bus disputes at the very highest level.

l for taking y crayfish

the presence of an attorney and his case was postponed until May 21.

Du Plooy was fined R200 (or 100 days) for having 40 crayfish, 32 more than the limit.

Longhurst was fined R400 (or 150 days) for having 73 crayfish, 65 more than the limit.

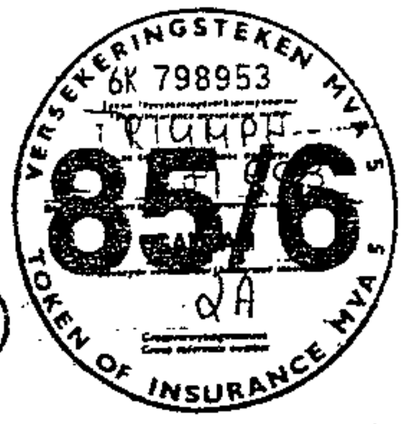
Both men had their crayfishing licences confiscated and they may not reapply for two years.

tested Mr le Grange.

'I hope the minister

know if won't shoot from the hip

Car insurance costs may jump by up to 30 percent



D-Day for 1985/86 Third Party discs.

ARGUS 30/5/85

Argus Correspondent

JOHANNESBURG. — Motorists carrying the burden of the higher petrol price are now faced with dramatic increases — as high as 30 percent — on private car insurance cover.

Experts forecast that average premium costs will soar by about R180 a year as policies are reviewed for annual renewal.

Several big insurance companies will launch the new round of increases tomorrow and more are expected to follow suit.

The new shock to motorists comes on the Third Party deadline. The 1985/86 third party discs must be fixed to windscreens by midnight to avert the risk of R50 fines.

Mr C J Oosthuizen, managing director of Santam Insurance, said the surge in premium rates was unavoidable because of a "tremendous rise in claims" now costing his company alone nearly R1-million a day.

Santam, which claims to be the largest motor insurer, will increase the premiums on all renewals of policies from tomorrow — by 30 percent for motorists in Johannesburg and other metropolitan centres to 20 percent in rural villages.

IGI Insurance intends to raise premiums by up to 25 percent from tomorrow.

At Guardian National, a spokesman said average increases on policy renewals from June 1 should work out at between 15 and 20 percent — but in isolated instances the premiums would be increased by 50 percent or more.

Call to sell 'the cancer' of capital's bus service

Pietermaritzburg Bureau

AN IMPASSIONED plea was made in the Pietermaritzburg City Council yesterday for the municipal bus service — which stands to lose about R3 000 000 this year and the same amount next year — to be sold to private enterprise.

The call came in the wake of a decision by the full council to apply to the Government for an average 15 c fare increase on the black service and an average 5 c-a-trip increase on the general and Indian and coloured services from October 1.

The council agreed to apply for a further increase of 5 c a trip on the general, Indian and coloured services with effect from April 1 1986.

Expected loss

About 12 c of the proposed increase in economic fares for black commuters was likely to be subsidised by the Government.

During debate on the thorny transport issue, an angry Councillor Leslie Simon told the meeting: 'Let's sell our bus service and wash our hands of it,' pointing out that the department expected to lose R3 000 000 during the 1985/86 financial year.

The anticipated shortfall for the 1984/85 financial year is R2 900 000.

'This service is a cancer which should be excised and thrown away,' Mr Simon said.

He added that an attempt had been made once before to 'get rid of' the bus service, but a buyer could not be found.

Mr Simon suggested that if one were found, it should be a condition that all the transport department staff should be employed by the purchaser.

Minibus taxis

In the same debate yesterday, a row broke out over pirate taxis, which have had a devastating effect on the black bus service.

The chairman of the Transportation and Traffic Committee, Mr George de Beer, suggested that the chief traffic officer be asked to enforce the law against 'pirate operators', to get black passengers back on to municipal buses.

Clr Peter Newman believed, however, that the city would see more and more small minibus taxis operating in the capital and called on the council to rather adopt a friendly approach and co-operate with operators.

He warned the council against taking an antagonistic stand against them.

Mr de Beer replied that the pirate taxis were breaking the law.

According to a report before council yesterday, the estimated deficit on the transport undertaking for 1985/86 would be R3 070 305 if passenger fares or fare subsidies were not increased.

If the African service economic fares — what the passenger pays, plus Government passenger subsidy — were increased from October 1 this year by an average of 15 c, the forecast deficit would be R360 305.

Mr Hitchens said his department was anxious to obtain a fare increase soon and should it be possible, fares could always be decreased.

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ARGUS 3/5/85

332

Tyre, tube price rise 'a shock' —AA

JOHANNESBURG. — An increase of almost 10 percent in the prices of tyres and tubes — the second rise in four months — came as a shock to all road users, an AA spokesman said today.

Mr R Nicholson, chairman of SA Tyre Manufacturers, today announced an increase of 9,25 percent in the price of all tyres and tubes from May 27, saying the severe cost pressures left tyre manufacturers with no alternative.

A spokesman for the Automobile Association, Mr Gideon van Oudtshoorn, said today the increase had come as a shock.

He appealed to retailers not to apply the increase to existing stocks and said that since 1982 the price of tyres for passenger cars had increased by more than 60 percent.

UNCALLED FOR

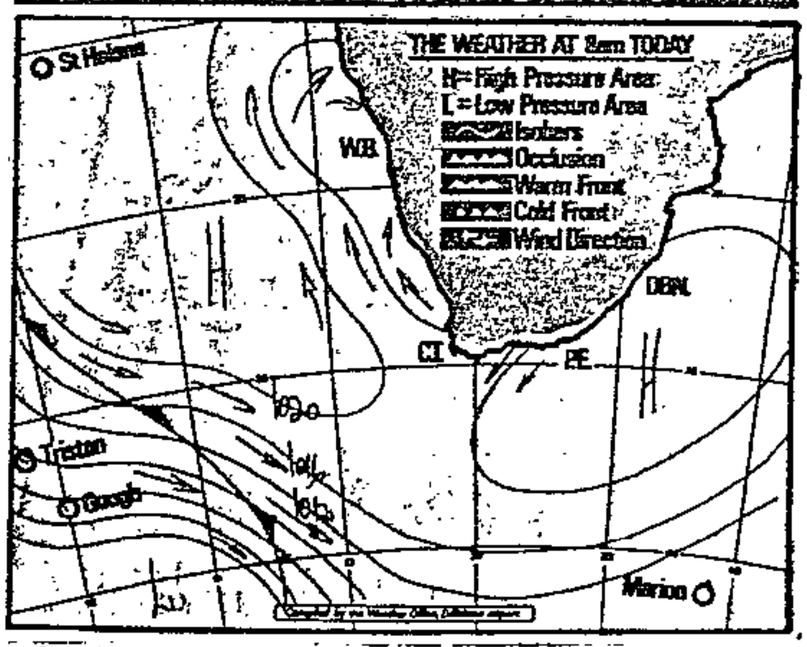
Mr van Oudtshoorn said the increase was uncalled for, especially if one took into consideration the other increases motorists had been subjected to recently, such as the increase in the fuel price, the customs and excise duty on cars and the increase in General Sales Tax.

Mr Jan Cronje, the director of the Consumer Council, said the announcement proved that no competition existed between the manufacturers in the country.

"These people should realise that if their manufacturing costs increase, the cost of living for the consumer also increases.

"This will only plunge the consumer deeper into the red," Mr Cronje said. — Sapa.

WEATHER TODAY



Slack gradients, thus fog patches will occur along the coasts tonight.

Mild, partly cloudy

WEATHER forecast for the Peninsula, Boland and Overberg for the period ending 6 pm tomorrow:

☐ **Fine to partly cloudy and mild apart from fog overnight.**

☐ **Wind: Moderate south-easterly but strong to gale-force between Cape Point and Hermanus.**

☐ **Minimum temperature at D F Malan Airport will be between 11 and 13 deg C.**

THE MOON

Full moon	May 04
Last quarter	May 11
New moon	May 19
First quarter	May 27

THE SUN

Sets today	1804
Rises tomorrow	0723

THE TIDES

High water:

Today: 0156; 1428
Tomorrow: 0238; 1511

Low water

Today: 0818; 2026
Tomorrow: 0900; 2108

WATER TEMPERATURES:

Sea Point:	
Sea	14 deg C
Pool	18 deg C
Muizenberg:	
Sea	14 deg C
Pool	16 deg C
Newlands	15 deg C

8am TEMPERATURES

Johannesburg	13 deg C
Kimberley	14 deg C
Durban	19 deg C
East London	14 deg C
Port Elizabeth	14 deg C
Upington	21 deg C
Bloemfontein	9 deg C
Windhoek	15 deg C
Pretoria	14 deg C
Cape Town (yesterday 2pm)	19,5 deg C
Cape Town (today 9am)	16,4 deg C

D F MALAN climatological data for yesterday May 2
(The figure in brackets shows the average for the month)

Maximum temperature	21 (19,8) deg C
Minimum temperature	12,9 (9,2) deg C
Mean temperature	16,8 (14,2) deg C
Maximum humidity	98 (98) %
Minimum humidity	57 (57) %
Mean humidity	78 (80) %
Mean atmospheric pressure	1017,9mb(1017,8)

Couple's only child, 2, shot dead at family dinner table

Argus Correspondent

MARITZBURG. — A farming couple's two-year-old daughter, Stephanie, an only child, was tragically shot dead at the family's supper table.

R3,1-m to revamp bus service in townships

ARGUS 9/5/85 ~~340~~ ~~364~~ 332

Municipal Reporter

PLANS are afoot to spend R3,1-million on bus terminals and routes in Langa, Nyanga and Guguletu to relieve traffic congestion and improve public safety and comfort.

The project, commissioned by the Western Cape Development Board and eligible for an 80 percent provincial subsidy, needs provincial and National Transport Commission approval.

A study shows present conditions are "not conducive to efficient operation or a good public image of the service" and that this is compounded by congestion and poor layout of terminuses.

LACK OF SHELTER, LIGHTING

The study says: "Passenger comfort and safety are hardly catered for; there are no paved walkways, there is a general lack of shelter and poor, if any, lighting."

The service in Nyanga came under most pressure and did not meet demand. There were long queues and "crush loads" on the buses. Passengers had to board at the terminus in order to get a place.

Proposals are to extend and improve bus and passenger facilities in the three areas for a total of R1,3-million and to upgrade roads and bus shelters for a further R1,8-million.

Improvements will include paved walkways, roofed loading platforms, market areas for stallholders and taxi ranks.

The report suggests long-distance operators be allowed to rent land in Khayelitsha to develop their own terminus in future, but emphasises the need to improve public transport in Langa, Guguletu and Nyanga.

The proposals would help promote public transport and are particularly important because most of the people "cannot change their residential location to be closer to their work places and cannot afford alternative means of transport".

Police drive on illegal taxis

JOHANNESBURG—The police have launched a drive against illegal taxi operators in Empangeni, Natal, in an effort to put an end to bus boycotting.

In a statement to Sapa, the police said illegal taxi operators were using all kinds of vehicles for their purposes, and were exploiting the situation.

The bus companies and the legal taxi operators were suffering as a result, the statement said.

The police action was encouraged by commuters who, according to the statement, had shown that they were 'fed up' with the 'intimidatory methods' of the illegal taxi owners, who through threats of violence prevented the public from using the available legal services.

The statement stressed that the police action was not aimed at licenced taxi operators and said the police would ensure the safety of commuters who wished to make use of legal transport.

'The proposed tariff increase has been shelved and the bus companies are also seriously looking at any grievances offered by the commuters,' the statement said. — (Sapa)

sunrise news

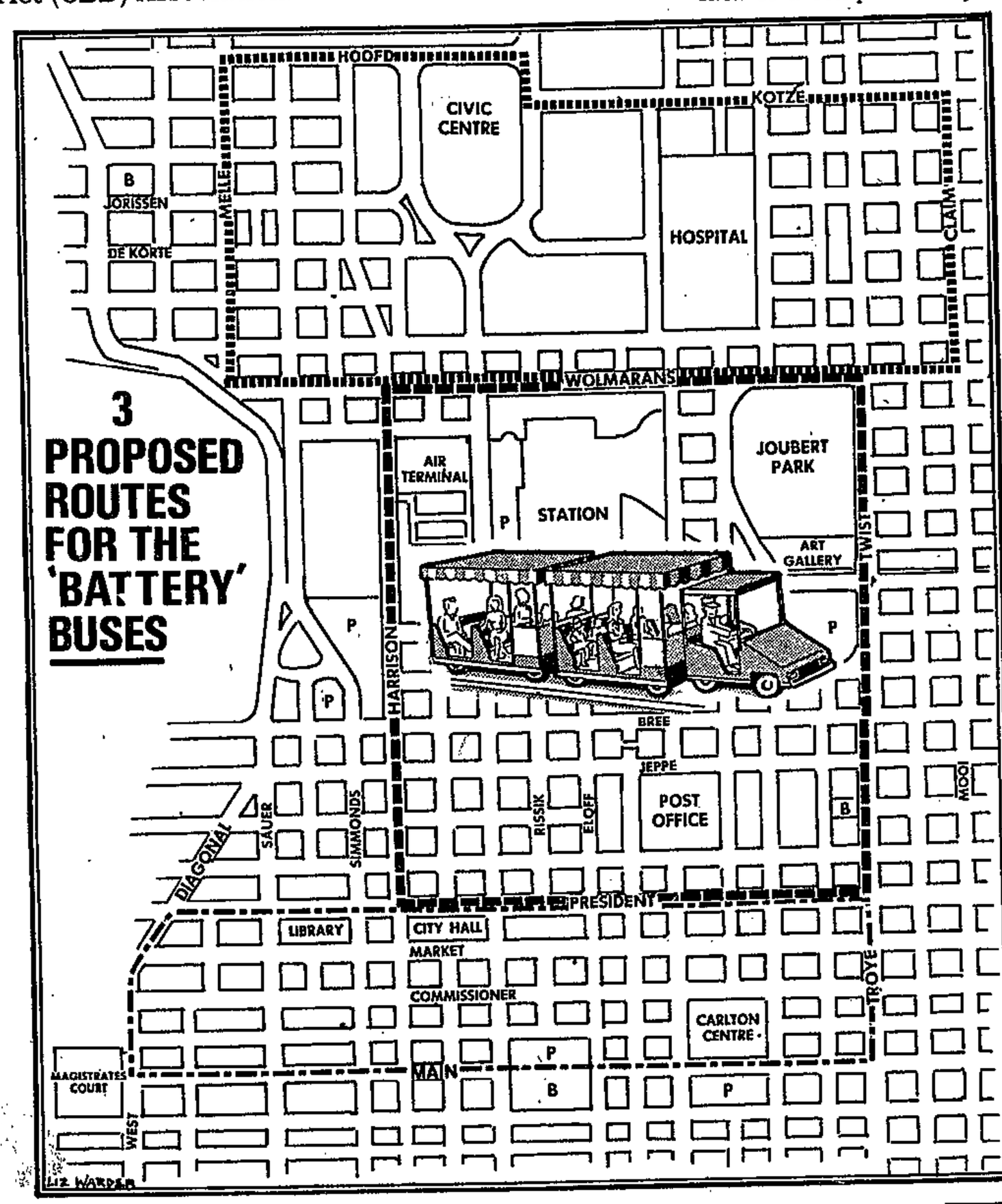
Mini-bus system for city researched

Star 11/5/85 332

A distributive transport system for Johannesburg using light, small and open battery-operated buses on a series of loops around the city centre, Hillbrow and Braamfontein is being investigated by the Central Business District (CBD) Association.

The system would cost a fraction of the thousands of millions of rands needed for an underground rail network, would cause much less disruption and could be ready in time for the city's centenary celebrations next year.

It is felt that the metro system would fail anyway because of a lack of a complimentary distributive system, ie the movement of people from subway stations to wherever they want to go.



The CBD Association committee investigating the scheme says the conveyance of people around the city it is a serious missing component in the traffic distribution network.

It feels shoppers, businessmen, tourists and others are becoming increasingly dissuaded from entering the city because of the congestion of traffic, the lack and cost of parking and the distances between shops or workplaces and parking areas.

The committee has suggested three initial routes: an east-west loop around the city centre, a north-south loop encompassing the city, Hillbrow and Braamfontein and an east-west loop from Braamfontein to Hillbrow.

These routes would link the existing parking garages on the periphery to the major points of business, commercial and cultural activity.

Dedicated two-way bus lanes would be formed on one-way streets and all on-street parking on the routes would be removed.

"Ideally, such a system would be most effective if offered as a free service to users," says committee member, Mr Anthony Trowbridge. "It is in the direct interest of the traders and businesses in the CBD to provide and possibly subsidise such a service, particularly those on the actual routes.

The advantages of the system, he said, would be:

- Reduction in the use and need for on-street parking.
- Reduction in the cruising traffic looking for parking.
- Improved mobility for shoppers, businessmen, locals and visitors.
- Stimulation of trade across the city.
- Stimulation of cultural activities.
- Improvement in the street scene.
- Provision of emergency facilities. "The lanes could provide emergency lanes for police, ambulance and fire services. Normally the buses would travel at relatively slow speeds between the natural stops at each road intersection to synchronise with traffic lights.

Argus 14/5/85 (332)

NATIONAL

Bus accidents: No single answer, says safety body

Argus Correspondent

PRETORIA. — There is no single solution to South Africa's high bus accident rate, says the National Road Safety Council.

In a statement issued by the council, Mr Eric Wise, deputy director of the NRSC, said: "The high incidence of single vehicle accidents shows clearly that driver error, vehicle unroadworthiness and overloading are factors which bear closer examination."

The prime causes of driver error were insufficient training and testing. There was a heavy responsibility on authorities to ensure proper testing, he said.

The council urged bus companies to give more attention to the maintenance of vehicles, whether the driver was sober, the way he drove the vehicle when he believed he was out of sight of company inspectors, and to loading.

Luggage loads

Mr Wise also pointed out that no matter how well a bus driver was trained and tested, it was up to employers to make sure that drivers appreciated their responsibilities and practised what they had been taught.

Not only the number of passengers, but also the luggage load on the roof affected the stability and the safety of the vehicle.

"There can be no justification for allowing the overloading of buses, even when other aspects such as convenience of the local public or the profitability of the bus company are pressing considerations.

"The NRSC has also heard of bus drivers who complained of being ordered by their superiors to take unroadworthy vehicles out on the route, or lose their jobs."

Compulsory training

Mr Wise said that while larger companies kept a check of their drivers' working times, smaller companies and one-man operations were sometimes tempted to operate longer shifts than were safe.

The council was co-operating with the driver training scheme of the Southern African Institute of Driving Instructors and the Industrial Council for the Transport Industry, to set nation-wide standards for driving instructors.

Once these had been set, it would be possible to start compulsory training and the periodic upgrading of all driving instructors.

The council had also asked the CSIR's National Institute for Transport and Road Research to revise the national driver testing manual.

Motorist: toll network

Big job for Mercury

JOHANNESBURG—Major South African roads could soon be controlled by a network of privately operated tolls.

The National Transport Commission is evaluating applications by seven local and foreign consortiums to operate toll roads.

Private companies would then finance, design, construct, operate and maintain selected toll roads — a responsibility previously of the Department of Transport's national roads division.

The Minister of Transport Affairs, Mr Hendrik Schoeman, invited applications from private consortiums after his department was approached in 1984 by several concerns wanting to tender for the entire creation and operation of toll roads.

The Director-General of Transport Affairs, Mr Adriaan Eksteen, said he believed foreign consortiums had a better chance of being chosen in the early stages of such an exercise.

French and Italian applicants appeared to stand a particularly good chance. Cofieroute, in France, and Autostrada, in Italy, were substantial profit-makers in the private operation of toll roads.

The first road to be privatised is likely to be the South Rand Freeway — the Golden Reef Road — from Springs to Krugersdorp.

Studies predicted a traffic flow of 120 000 vehicles a day, and suggested a toll fee of 20 c sufficient to allow total repayment of any loan within the accepted 15- to 20-year period before profits begin to accrue.

Some companies had already expressed interest in other projects.

The section of the Johannesburg-Durban N3 from the concrete highway at Estcourt to Van Reenen's Pass was planned by the Department of Transport, but it is now prepared to consider private sector approaches to run it as a toll road.

In Natal, there has been interest expressed in the South Coast road.

On the Reef, there have been a number of offers to widen the Ben Schoeman (N1) Highway from Johannesburg to Pretoria, and to operate this as a private toll road.

Although the Department of Transport considers this a viable scheme, Mr Eksteen has vetoed the idea because there is no alternative route to the Ben Schoeman Highway.

As part of toll road policy, there must be an

◆ TURN TO PAGE 2

alternative route to any toll road.

There is also growing interest by the private sector in a number of other possible roads in the Vaal Triangle. These are not necessarily to replace existing routes, but to supply new roads in areas considered viable for toll operation.

There were a limited number of these alternatives, said the department. The justification for this type of privatisation would have to be based on sufficient traffic volume and a distinct social necessity

Mercury Correspondent

CAPE TIMES 15/5/85 332

Call by AA to improve the interior safety of buses

Staff Reporter

THE Automobile Association of South Africa has called for a planned programme for the interior conversion of buses and says a new look at the general, as well as interior, design of buses has become imperative.

The organization expressed concern over the spate of bus accidents in which more than 160 people have died and at least 526 have been injured since the beginning of the year.

The AA has also called for the regular upgrading of driver standards and an evaluation — in consultation with drivers — of the tight schedules they maintain.

A spokesman for the AA said: "The average bus seat is designed with an exposed steel frame. An average-size adult passenger will have the frame top of the seat in front of him at chest or neck level, depending on the type of bus, while a school child will have this horizontal steel tube about 50 cm in front of his face.

"At an impact speed of even as low as 30 km/h, a passenger will hit the seat frame in front of him in a sixteenth of a second, well below the half-second reaction time an alert person requires to try to protect himself.

"In accident after accident, photographs of bus interiors show evidence of seat frames which have been bent and twisted by human bodies."

Statistics

"It is what a passenger strikes with what part of his body that plays a critical role in determining how he will be injured. It also often determines whether he will live or die," the spokesman said.

He said bus accident figures distorted accident statistics and led people to believe that cars were to blame for the high incidence of injuries and deaths on the nation's roads.

 Argus 20/5/85

Parents angry as children stone buses



A bus stands abandoned in the veld after being stoned.

Argus Correspondent

JOHANNESBURG. — The youths who have been involved in sporadic stone-throwing incidents against Putco buses leading to their withdrawal from the townships are biting the hands that are feeding them.

Over the past few days Putco drivers have been forced to off-load their passengers on the outskirts of the townships. This leaves the workers with long distances to trudge to their homes on the cold and dark winter nights.

Among the people walking home are the sick, lame, elderly and pregnant women. Some are carrying food parcels for their children.

The parents have been left frustrated and puzzled about the motives for these attacks.

Strong feelings

But just as the bus company now regards the attacks as directed against their drivers, the parents are also now beginning to see it that way too — the attacks are directed at them with the intention of causing physical injury.

The Star has received frantic telephone calls from worried parents who cannot understand why their children are stoning the buses.

A lift given to some of the stranded workers revealed strong feelings against the actions of their children.

"Let us stop giving them food," one said.

Another suggested that they must be thrown out of their homes. But when one said the children will petrol bomb the houses or burn them alive there was a sudden hush and a tense atmosphere prevailed in the car.

The parents said it was senseless to attack Putco buses.

"If they have a gripe against Putco because it is a white business venture then how do they expect us to go to work? Let them inform us not to board the buses and suggest an alternative to us instead of springing surprise attacks on us," a man said.

No one has been able to get to the bottom of these stone-throwing incidents to find out if they are orchestrated and have a political motive or whether it is just a matter of lawlessness.

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Workers spend up to 7 hours a day in transit

SOME black commuter workers spend up to seven hours a day travelling to and from their jobs in Pretoria, reports a special survey of 100 CSIR employees.

The workers live in Kwa-Ndebele and parts of Bophuthatswana. The survey found some of the 100 workers lived up to 130km from Pretoria and their leisure time was estimated at one hour and 45 minutes only.

By GERALD REILLY

Workers living in Mamelodi spend an hour and 35 minutes getting to and from work. Their leisure time was estimated at four hours and 25 minutes.

The new Casca
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on to the new Cascades

REASON
International entertainment

Provincial Council

Motorists could be hit after record budget

NM 22/5/85

Pietermaritzburg Bureau

MOTOR licence and registration fees, Natal's largest source of revenue, might be increased later this year.

Introducing a record R926,475 million budget in the Provincial Council here yesterday, the Administrator of Natal, Mr Radclyffe Cadman, said, however, that no allowance for an increase in fees had been made at this stage.

In his budget speech, Mr Cadman said the Government had allocated a provisional subsidy of R775,2 million to the Province for the 1985/86 financial year, or 81,5 percent of the Province's total income.

Mr Cadman pointed out that Natal had been asked to make cutbacks amounting to 6,87 percent of its normal subsidy allocation.

This followed the Minister of Finance, Mr Barend du Plessis's request that all State departments and provinces reduce current expenditure by cutting staff-related costs by some R500 million.

Education

The largest slice of the Province's budgetary cake has again been allocated to hospitals and medical and health services, according to Mr Cadman.

The total allocation will be more than R333 million.

Nearly R248 million has been provided for education — an increase of 15,5 percent or more than R33 million over last year's estimates.

The Province has allocated more than R166 million for roads and bridges this year.

Mr Cadman said Exco had approved a policy whereby the National Monuments Council would be responsible for capital works at national monuments and war graves, and the Province for the repair and maintenance, including the building of access roads.

Under the works vote, more than R82 million has been allocated — R40 million for current expenditure and R42 million for major building works.

The Natal Parks Board is to be allocated a subsidy of more than R21 million, according to the budget, and R7 231 000 has been provided as a grant on the estimates for the Natal Performing Arts Council.

Mr Cadman said the Province would take part in Durban's Expo 85 exhibition, and has allocated an amount of R250 000.

(1) (a) (i) Yes

(ii) Yes.

(iii) Yes.

(b) Yes.

(c) Yes.

(aa) Falls away.

(bb) Information besides that supplied above is not readily available.

(2) Yes

(3) (b) and (c) fall away

(4) Yes

Khayelitsha 28/5/85 Hansard
Q. Col. 1607

*2 Mr K M ANDREW asked the Minister of Co-operation, Development and Education:

Whether, with reference to his reply to Question No 36 on 19 February 1985, any money has been budgeted for the 1985-86 financial year for the construction of (a) houses, (b) serviced sites at Site C, (c) serviced sites elsewhere and (d) other developments in Khayelitsha; if so, (i) for what developments, (ii) what total amount is involved and (iii) when are these developments due for completion?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION:

(a) Yes.

(i)	(ii)	(iii)
A community centre	R11 532 980 was budgeted for completion of the contract in respect of the erection of 5 000 houses.	October 1985

(b) No.

(i), (ii) and (iii) fall away.

(c) Yes.

(i)	(ii)	(iii)
The clinic section of the health centre	R5 568 621 in respect of all these developments	December 1986
The first phase of the sports facilities		December 1985
Electrification at hostel site		September 1985
A selfhelp centre		December 1985
Demonstration houses		December 1985
Earthworks and a water supply line		Already completed
Surveying of residential areas 1 and 2 of Town 1		September 1985

(i), (ii) and (iii) R350 000 was budgeted for the planning of 2 400 sites. The date of completion for the project cannot be determined as yet. Funds for development of the sites have indeed been applied for.

(d) Yes.

Seating/paying of fares on trains

*3 Mr W V RAW asked the Minister of Transport Affairs:

(1) Whether passengers seeking to travel on trains departing after the closing of reservations offices at main-line stations are entitled to (a) obtaining seating from the conductor and (b) paying their fares on such trains; if not, why not; if so,

(2) whether any conditions have been laid down in regard to such passengers; if so, what conditions?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Transport Affairs):

(1), (a), (b) and (2) Yes. Passengers who purchase tickets from a conductor on a train whilst ticket offices on stations are still open, are required to pay the prescribed booking fee over and above the normal train fare. When passengers entrain at sidings and passenger halts or at stations, when ticket offices are closed, tickets can be obtained from conductors at normal fares.

(332) Hansard
Unlawful road transportation
Q. Col. 1609 28/5/85

*4. Mr A SAVAGE asked the Minister of Transport Affairs:

(a) How many persons or companies charged with alleged unlawful road transportation during each quarter of the 1984-85 financial year were (i) acquitted and (ii) found guilty and (b) what was the sentence imposed on each person or company convicted of this offece?

†The MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Transport Affairs) (Reply laid upon the Table with leave of House):

(a) *First quarter—1 April to 30 June 1984.*

(i) 138.

(ii) 979.

Second quarter—1 July to 30 September 1984.

(i) 175.

(ii) 1 081.

Third quarter—1 October to 31 December 1984.

(i) 219.

(ii) 1 345.

Fourth quarter—1 January to 31 March 1985.

(i) 167.

(ii) 1 236.

(b) The required information cannot be readily ascertained. It can, however, be mentioned that the fines imposed by the courts, varied between R100 and R2 000 and amounted in total to R772 452.

*5. Mr E K MOORCROFT—Constitutional Development and Planning. [Reply standing over.

Hansard
Orange/Fish/Sundays River irrigation scheme
Q. Col. 1610 28/5/85

*6. Mr A SAVAGE asked the Minister of Water Affairs:

(1) Whether additional funds were recently allocated to the Orange/Fish/Sundays River irrigation scheme; if so, (a) what total amount and (b) when;

(2) whether this money will be used to construct the high level canal to Wellington Grove; if not, (a) why not and (b) for what purpose will this money be used;

(3) whether the total area of land available for irrigation purposes under this scheme will be reduced if this canal is not constructed; if so, by how many hectares?

The MINISTER OF WATER AFFAIRS:

(1) No. the announcement by the State President on 22 April 1985 of the allocation of an additional amount of R6,5 million was in respect of the Lower Sundays River and the Lower Fish River Schemes.

(a) and (b) Fall away.

(2) No.

Putco won't fix damaged buses

By SELLO SERIPE

PUTCO has decided not to repair buses damaged during unrest in the townships "until parents restrain their children from stoning them".

A bus company spokesman told City Press that windowless buses would continue to be used in the townships — even on cold, winter days.

He said Putco had spent a staggering R5,5-million to repair buses stoned and burnt by rioters since last July.

Reacting to the announcement, the Soweto Civic Association and the Federation of Transvaal Women accused Putco of "inhumane practices".

Civic member Monki Mzinyane told City Press: "On a hot day, Putco uses buses that are in good condition.

"But when it's cold they bring in windowless buses."

Fedtraw publicity secretary Benedict Monama said Putco did not consult parents when it put up fares.

"But when the buses are stoned, they want us to intervene. We are just being used to finance a capitalist institution."

(1) (a) (i) Yes.

(ii) Yes.

(iii) Yes.

(b) Yes.

(c) Yes.

(aa) Falls away.

(bb) Information besides that supplied above is not readily available.

(2) Yes.

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

(3) Yes.

(4) No.

Khayelitsha

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Sowetan 28/5/85 332

'Innocent sufferers'

THIS year's unrest has so far claimed at least 208 lives and damage to property is estimated at millions of rands.

The figure was released by a field worker of the South African Institute of Race Relations. The analysis's was for the period January 31 to May 21. A radio report last week put the figure at 381 deaths and 1 497 injured since January. 1 549 Incidents of violence were recorded in April, of which 849 were in the Eastern Cape, while 402 were reported on the Witwatersrand.

But, in the middle of this carnage, are the "innocent sufferers" — the many black people who have to suffer in the process, for no reason, and all in the name of the struggle.

- they lose their lives;
- their shops are attacked and destroyed;
- they have to walk long distances when buses are withdrawn;
- their cars are stoned;
- their taxis are damaged;
- their houses are attacked perhaps simply because a jealous neighbour, business or jealous lover accused them of being sell-outs.

While reasons are adduced, there is never evidence to this effect.

Also, some people are attacked because somebody somewhere, out of envy or jealousy, accused the victim of being a police informer. Questions are never asked why the said person is described as an informer and youths, often led by thugs, are only too happy to attack the hapless accused.

While the Government has been done to their members' businesses, has resolved to meet with trade unions and black political organisations on such issues. The Soutacoc president, Mr Phillip Ramakobya, said there is no doubt that the black businessman is playing a very important role in the struggle for the liberation of the black man, "and as soon as all the other parties involved realised this, the better it will be for all of us."

SINCE the year started, many people have died, lost relatives, had their houses gutted or shops burnt — all without reason. SELLO RABOTHATA looks at the plight of the innocent sufferers.



A spokesman for Putco said the company has lost approximately R5 million on buses that have been stoned, windows broken, or set on fire. The company has also experienced a loss of R4,5 million in revenue. This has led to a decision that buses be withdrawn from the troubled townships and the practise will continue "as long as the lives of our drivers and passengers are endangered."



Action

When Putco takes action on the situation it normally withdraws buses. This means that thousands of people must travel long distances or pay exorbitant taxi fares.

In addition they are subject to attacks by thugs on their way home and lose their wage packets or even lives at times.

Mrs Ann Clear, a spokesman for the Baragwanath hospital, said the township unrest and violence was causing a problem for the hospital. The indiscriminate stoning of vehicles during unrest may lead to the hospital to consider withdrawing its ambulance service in the area. In the past two months, five emergency vehicles belonging to the hospital had been hijacked in the area and a threat to burn down the Orlando West clinic was made if the staff refused to treat an injured student from a Soweto high school.

Police

She said: "The majority of those involved in the stone throwing incidents claim our staff is responsible for calling police to troubled spots. This is not true. We have nothing to do with the police. The radios in the emergency vehicles are merely for contact between the hospitals and clinics around the complex. Any interested resident is welcome to come and take a drive in these vehicles, with our superintendents, to see how they operate."

Putco bus drivers also held a meeting to discuss the stoning of buses as they see this action as endangering their lives and those of commuters. They threatened to stop operating in black townships if parents do not prevent their children from acting in this way. The drivers said they were in the dark as to why they and the buses are being stoned as they convey people to and from work. Thousands of commuters are also known to be against the stoning of buses as this action inconveniences them in that they have to walk long distances to their homes when buses stop entering the troubled areas.

Solutions to the problem are not easy. But it appears that the answer still lies in organisations like Cosas, Azasm, Azaso, Azapo and the UDF. Only they have the key to make the towships safer.

Parents seem to have lost control over their children, the police seem to have lost control of the situation, save where the Security Police are involved. Other community structures just do not have the credibility.

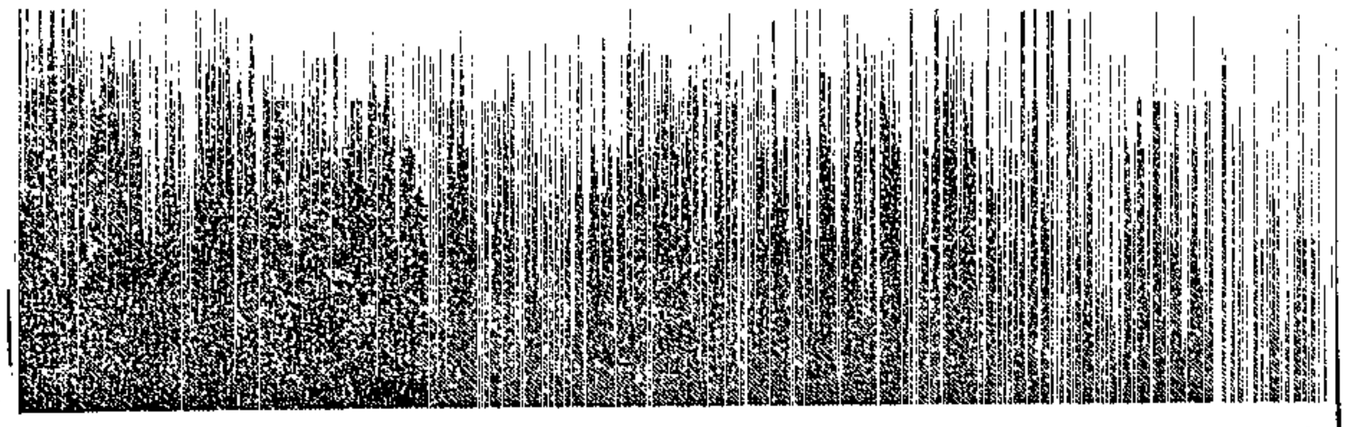
Azapo, Azaso, Cosas and the UDF are now the only hope. But can they altimately protect the innocent sufferers? Only time will tell.

...sec. wny community council members, Putco and delivery vehicles are attacked, the "innocent sufferers" lose lives with their relatives never knowing why. Community council members are accused of being part of the system and thus they do have an idea why they are attacked. Putco and delivery vehicles are attacked rigtly or wrongly, because they are perceived to represent white business that exploits blacks.

Rural

The Minister of Law and Order, Mr Louis le Grange, said it is clear that the current unrest in the country is no longer restricted to larger metropolitan areas and the Eastern Cape. He told a public meeting in Cradock last week that the violence was spreading to rural areas and was in all provinces, and that this was extremely worrying. There has also been an increase in the number of incidents of violence.

A look into the situation at present, especially on the number of victims who are "innocent sufferers", shows that jealousy against people who are prosperous is a significant factor. Some people are victimised because they have big houses or their businesses are flourishing — these people are accused of obtaining money for these "luxuries" by selling-out on the black masses. But



PUTCO has lost approximately R5-m on buses that have been stoned or set alight.

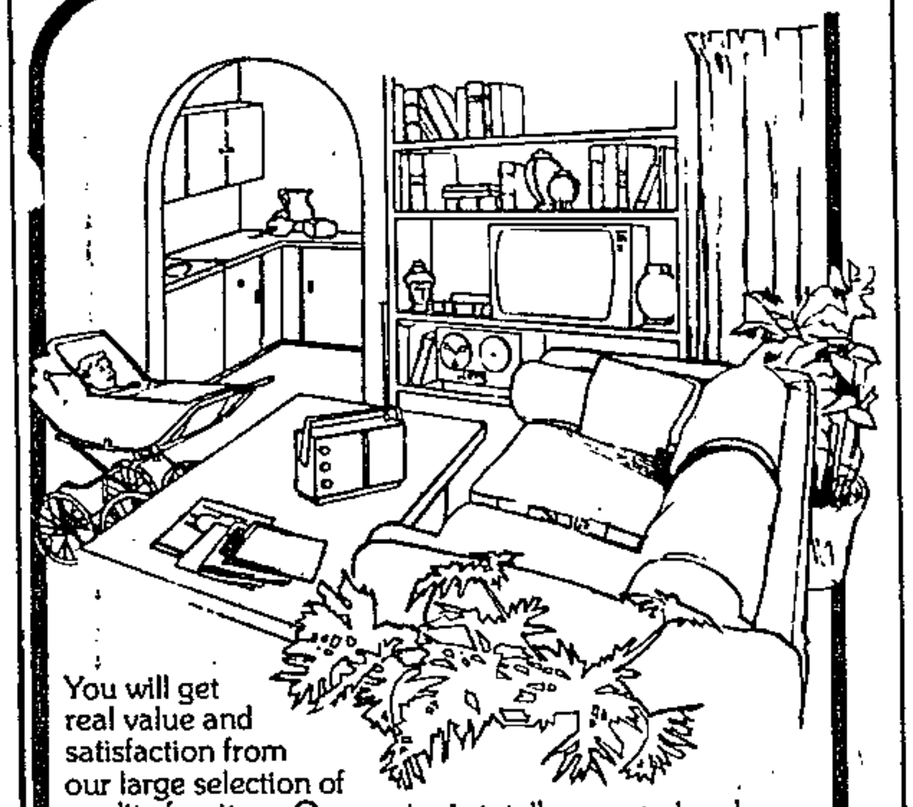
ment bans people or refuses them passports without giving them a chance to defend themselves or telling them what wrong they have done, township activists are also guilty of condemning people to death without any reason whatsoever.

Some school dropouts become prosecutors, magistrates and executioners. The victim, probably a hardworking member of his community, will see his house go up in flames or is killed.

The tragedy of the situation is that our organisations have ignored this type of thing. It is either they fear that talking to these youths may turn them against them, or they prefer keeping quiet and thus being able to continue drawing on the support of these young activists — now virtually symbols of terror in their communities.

The Southern Transvaal Chamber of Commerce (Soutacoc), while unable to give figures on how much damage had

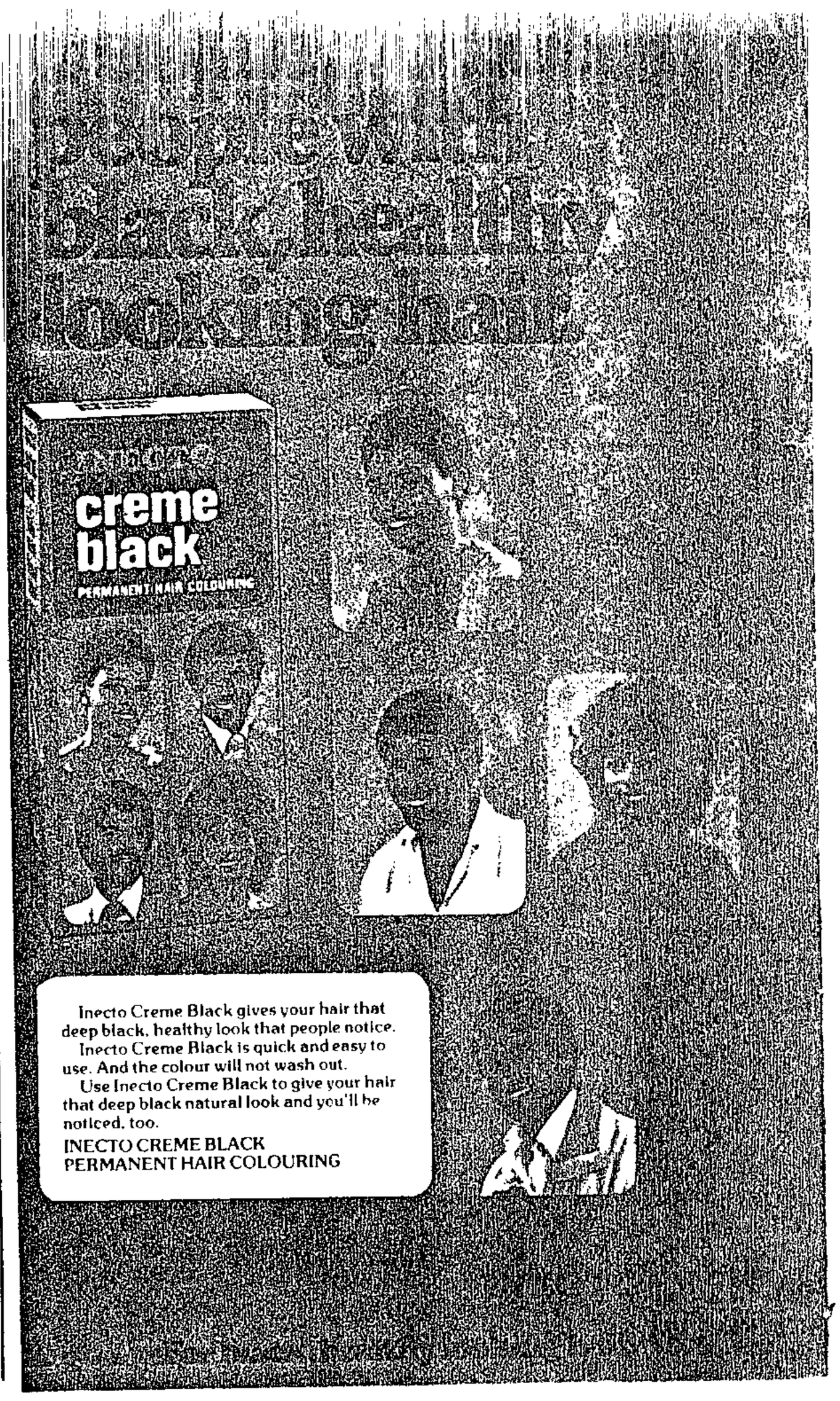
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Buses stay out of townships

Post Reporter

BUSES from Port Elizabeth Tramways continue to carry commuters only to and from the periphery of the city's black townships, the company's general manager, Mr Carl Coetzer, said yesterday.

He said he understood negotiations were taking place between the Transport and Allied Workers Union (TAAWU) and the various groups in the townships on the question of running buses in the township.

In the last five months R5,5 million has been lost through disruption of the service and 20 buses have been destroyed in township unrest. The jobs of 186 company employees are in jeopardy as a result.

Mr Coetzer has offered the workers several options, which include the ending of part-time work and the paying off of employees already on pension. He said another option might be to employ other workers. Retrenchment was the last option.

A TAAWU spokesman said they had no comment on the issue at this stage.

Taxi rank row rages

332 Sowetan 5/6/85

ALLEGATIONS that some of the taxi operators had been promised new licences if they agreed to the removal of the Pretoria taxi rank to Marabastad were yesterday dismissed as untrue by the local city council.

Mr Jan Bezuidenhout, a press liaison officer for the council said there has never been such a suggestion. There was no way, he added, they could use the issuing of permits as bait to move them to the Belle Ombre Station rank.

Asked what the main reason for removing the rank was, Mr Bezuidenhout refused to comment further. He said he would not release details of the removal on June 30 until a detailed statement had been made public.

"I cannot say when that will be, but we are working at it. We have compiled every little information you need and will come in that form," he said.

But the chairman of the Pretoria United Taxi Association (Puta), Mr Enos Makena, said the council was using tricks to divide taxi operators. Some, he added, were not Puta members and appeared to be easily misled when offers such as those came up. "But we do not intend arguing with the council as our case is presently with the lawyers," he said.

been set aside for the creation of job opportnities by his Department; if so, what amount was set aside for this purpose;

(2) whether any part of this amount is to be spent on the creation of jobs in the Western Cape; if so, (a) what total amount, (b) on what specified projects, (c) what total number of job opportunities is it anticipated will be created as a result, (d) where will these jobs be created, (e) what will be the nature of these jobs, (f) who will be in charge of these projects and (g) when is it anticipated that these jobs will be created; if not, (i) why not and (ii) where will this money be spent;

(3) whether his Department has any further plans to create job opportunities in the Western Cape; if so, (a) what is the nature of these plans and (b) when is it anticipated that they will be implemented?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION:

(1) No, the Department of Co-operation and Development did not make any funds available out of it's own estimates for the sole purpose of creating job opportunities. However, an amount of R100 m was allocated for this purpose by the Government, R53 m of which was allocated to the Department of Co-operation and Development.

(2) and (3) Development boards in conjunction with Black local authorities and community councils are presently identifying projects for this purpose. Attention is thus also given to the Western-Cape. A final decision on the allocation of funds will be made shortly.

Hansard Q.Co1.1707

Persons killed in operational area

4/6/85

936. The LEADER OF THE OFFICIAL OPPOSITION asked the Minister of Defence:

Whether he will furnish information on the number of persons killed in the operational area in 1984; if not, why not; if so, (a) how many (i) members of the South African Defence Force and (ii) civilians were killed, and (b) how many persons were killed by members of the South African Defence Force, in the operational area in that year?

The MINISTER OF DEFENCE:

(a) (i) As our enemy may utilize statistics on the number of SA Defence Force members who have been killed in the operational area for propaganda purposes it is not customary to divulge the figure separately or for individual years. The honourable Leader of the Official Opposition is also referred to the reply to question number 10 on 26 February 1985 and the figures which I gave during the discussion of the Defence Vote on 29 May 1985.

(ii) 169.

(b) 916 terrorists were killed by the SA Defence Force and 18 members of the local population died in cross fire during contacts with terrorists.

Hansard

Detainees: private medical practitioners

Q.Co1.1708 4/6/85

944. Dr M S BARNARD asked the Minister of Law and Order:

(1) How many (a) private medical practitioners were called in by district surgeons, at the request of detainees, to see such detainees in each of the latest three years for which figures are available and (b) detainees died in each of these years;

(2) whether any of the detainees who died were seen by private medical practitioners while in detention; if not, why not; if so, how many in each of these years?

The MINISTER OF LAW AND ORDER:

(1) (a) The South African Police has no statistics in this regard.

(b) One during 1983

(2) Yes, at the request of the district surgeon the person referred to in (1)(b) was seen by a radiologist and a surgeon.

Hansard

Bus companies: subsidies

Q.Co1.1709 4/6/85

974. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What total amount was paid to bus companies in respect of subsidies for the transport of passengers in the (a) Vaal Triangle, (b) Cape Town/Peninsula, (c) Port Elizabeth/Uitenhage and (d) Durban/Pinetown areas in the 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

(a) R1 141 967,85

(b) R13 685 932,09

(c) R4 767 473,20

(d) R33 834 326,45

Supplementary reply to Question 807 on Wednesday, 29 May 1985, put by Mr R M Burrows (col 1635):

Hansard

Teachers' associations/federations

Q.Co1.1710 4/6/85

807. Mr R M BURROWS asked the Minister of National Education:

Whether his Department recognizes, for consultation and negotiation purposes, teachers' associations and federations; if not, why not; if so, (a) which associations and federations are recognized by his Department, (b) what number of teachers are represented by each of these recognized bodies and (c) what criteria are applied by his Department prior to its granting recognition to a teacher organization?

The MINISTER OF NATIONAL EDUCATION:

Yes, the Department recognizes specific teachers' associations, federal and national bodies of teachrs' associations and also a registering and professional council for teachers, in terms of section 1(vii) of the National Policy for General Education Affairs Act, 1984 (Act 76 of 1984).

	(a)	(b)
(i)	Federal Council of Teachers' Associations in South Africa	52 371
(ii)	Union of Teachers' Associations of South Africa	20 000
(iii)	Teachers' Association of South Africa	7 312
(iv)	African Teachers' Association of South Africa	28 000
(v)	South African Teachers' Council for Whites	74 706

(c) Section 1(vii) of the mentioned Act makes the recognition of teachers' organizations dependant on the test whether they are representative of the relative profession, or not, and prescribes that in the exercising of the discression of the Minister of National Education in this regard, he has to consult with the concerned Minister of education.

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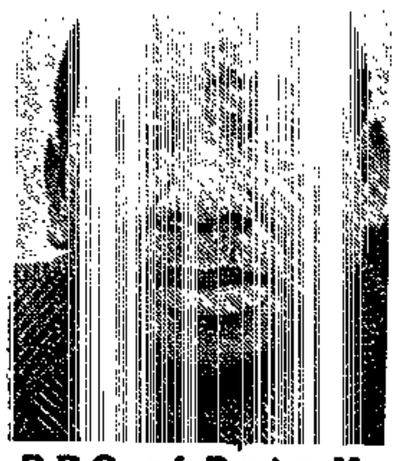
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The MINISTER OF NATIONAL EDUCATION:

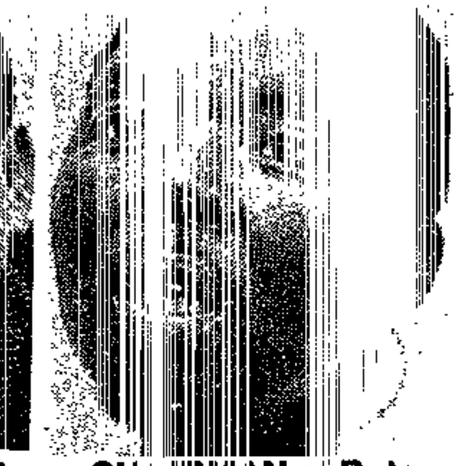
Yes, the Department recognizes specific teachers' associations, federal and national bodies of teachrs' associations and also a registering and professional council for teachers, in terms of section 1(vii) of the National Policy for General Education Affairs Act, 1984 (Act 76 of 1984).

	(a)	(b)
(i)	Federal Council of Teachers' Associations in South Africa	52 371
(ii)	Union of Teachers' Associations of South Africa	20 000
(iii)	Teachers' Association of South Africa	7 312
(iv)	African Teachers' Association of South Africa	28 000
(v)	South African Teachers' Council for Whites	74 706

(c) Section 1(vii) of the mentioned Act makes the recognition of teachers' organizations dependant on the test whether they are representative of the relative profession, or not, and prescribes that in the exercising of the discression of the Minister of National Education in this regard, he has to consult with the concerned Minister of education.



PRO of Puta Mr Godfrey Ntlatleng.



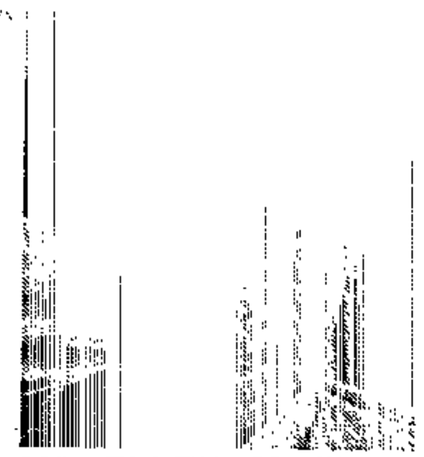
CHAIRMAN of Puta Mr Enos Makena.



STORE manager Mr Sidney Morele.



MRS JANE Mokop o Skilpadfontein.



MS ELLEN Madileng from Mabopane.



TAXI driver Mr Mhlophe Mahlangu.



MR MOLEFE Mokoena of Ga-Rankuwa.



RECEPTIONIST Mrs Grace Ndlovu.



JAZZ Tavern manager, Mr George Lemau.



CRIPPLED Mrs Lucy Molele.



TRAFFIC Officer Mr R Maluleka.

It could be just a matter of time

Sowetan 4/6/85 332

REPORT: SEFAKO NYAKA AND ALINAH DUBE. PICS: ROBERT MAGWAZA

THE FIRST sight that hits a visitor to the taxi rank at the Jacaranda-lined Bloed Street in Pretoria, is the row upon row of neatly parked taxis and the jostling as commuters return home after a day's work.

But all the colourful splendour of blanket-clad women mingling with city folk dressed in the latest from top Paris fashion houses, will be a thing of the past if the Pretoria City Council has its way.

Despite objections raised by the Pretoria Working Committee — an organisation which consists of members of youth and civic bodies — the rank is to be moved to the Belle Ombre Station on June 30. 332

But according to the chairman of the Pretoria United Taxi Association (Puta), Mr Enos Makena, the battle to resist the planned removal is not yet over. Puta's lawyers have recently sent a letter to the Administrator of the

All say nay, nay!

faction to the move and were joined by the Atteridgeville/Saulsville Residents' Organisation, Saulsville/Atteridgeville Youth Organisation, South African Allied Workers' Union, Soshanguve Residents' Association and the Soshanguve, Mabopane and Ga-Rankuwa Youth Organisations.

Later the organisations formed the PWC and launched a petition to intensify the fight against the removal of the rank.

According to the PRO of Puta, Mr Godfrey Ntlatleng, the council later shelved the idea of the road, but still insisted that the rank had to make way for grounds to

He claimed that a man had died after being assaulted near the taxi rank and that the police had been called after a number of incidents at the rank.

Puta's fear is that some taximen may be lured into agreeing to the move because "some of them have has received a letter from the lawyer representing Puta, but he had not yet perused the contents thereof.

"I only know that the removal of the rank was recently approved by the Administrator of the Transvaal, and I am not aware of any other they will use to close the rank will be announced this week.

The SOWETAN spoke to a number of commuters and businessmen at the rank and most were agreed that the distance between town and the new rank was "unbearable".

One says ay, ay!

city, said she would not be able to walk the distance into town and will therefore have to pay extra to get to her place of employment.

The owner of a filling station next to the rank, Mr Steve Garufilas, said once implemented, the removal could force him

some of the workers at the store being either transferred or retrenched.

A cafe owner said the move can be likened to the burial of taxi business as most of them would be forced out of business.

Meanwhile the mayor of Atteridge- Mr Enoch Siba-

Cruywagen.

"We were not given the chance to present our side of the story when the city council's application to move the rank was considered. While we are expecting a response from Dr Cruywagen, we are at the same time preparing a court order," Mr Makena said.

And Puta has got the backing of the businessmen whose shops border the Bloed, Prinsloo, Van der Walt and Boom Streets. The businessmen are opposed to the move saying it will inconvenience shoppers who will have to walk an extra 3 km to get into the city or pay an extra fare after alighting at the Belle Ombre Station taxi rank.

The support is not only verbal — the businessmen have helped Puta pay for the massive legal costs. And donations are still pouring in. In 1982 when the council first announced the removal, the reason was that the rank had to make way for a planned road — a flyover.

Commuters and taximen immediately voiced their dissatisfaction promised new certificates for more taxis." On the opposite moving the rank is racially inspired. I think they see the rank as a black spot. Apparently they don't want black people in town," Mr Ntlatleng said.

While the State President, Mr P W Botha, is talking about reform and giving the outside world an assurance that there will be no more forced removals, in Pretoria we see the opposite of what he is saying," Mr Ntlatleng said.

He contends that should the rank be moved to Belle Ombre, then it is a clear sign that blacks will not be allowed in the Central Business Districts as promised earlier.

At a recent council meeting, a PFP councillor, Mr Andre van der Merwe, proposed that the black taxis be allowed to use both the old and new ranks on condition that once the Bloed Street site was needed for road works it could be reclaimed by the council.

This was rejected by Dr Gerhard Davidtsz, who said if the rank is not moved then the safety of white residents in the vicinity of the rank was at stake.

"The whole idea of moving the rank is racially inspired. I think side of the taxi rank there is another open lot where a number of city council refuse collecting trucks were parked. Taximen feel the council want to expand its "garage" in Bloed Street.

Moves

"Nothing has been said about the site on the other side of the rank, and this makes us very suspicious of the moves of the council," Mr Ntlatleng said.

The Director of Local Authority in the Transvaal, Mr C Reinecke, said his office

matter related to that and will not discuss it until I know what the taxi body says in their letter," he said.

Mr Jan Bezuidenhout, a press liaison officer for the city council, confirmed that the rank was to be moved, but was not aware of any protest by Puta.

He said methods

Driver

Mr Mhlope Mahlangu, a taxi driver for 15 years, said allegation that the rank contributed towards crime was an insult to black people. He said he knew of no incident where a white was killed at the rank.

Mrs Grace Ndlovu, a receptionist in the

George Lemau, manager of a night club next to the rank, said patrons would be affected as they depended on the proximity of the rank for transport home.

Mr Sidney Morele, branch manager of K-Mart, said the move is likely to affect the turnover at the store and this will result in

nyoni, said his council would call an urgent meeting with the city council and the taxi body. Atteridgeville councillor, Mr Matthews Mnguni, described the move as "pure torture." He said it was pathetic to realise that the city council cared less about the welfare of their own employees.

4/6/85
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Soweto

Alex plea to Putco

332 5/6/85 Sowetan

SEVERAL Alexandra organisations have approached Putco to request the restoration of full bus services into the township.

Mr Mac Lekota, vice-chairman of the Alexandra Civic Association said his organisation in consultation with the Alexandra Commuters Committee, Alexandra Youth Congress and Congress of South African Students (Cosas Alexandra branch) met with Putco officials last Thursday.

He said this followed an outcry by the commuters that they were being taxed to the hilt, both physically and financially, since the withdrawal of the buses about a month ago because of the ongoing township unrest.

"We have also sent a letter to the company and do not know how soon it will respond to our request. We appeal to the residents that as soon as the bus service is restored, they should help us monitor the situation.

"We as an association feel the workers are entitled to a full bus service because of the high fares they pay to Putco," he said.

Mr D L Scott, an executive for the eastern division, confirmed that some representations to restore the service have been made by the residents. The matter was under consideration and he could not give an indication when the buses would re-enter the township.

Meanwhile a Putco spokesperson told **The SOWETAN** yesterday that buses were still not operating inside the townships of Tembisa, KwaThema and Alexandra. In Soweto, she said, the bus service has been completely restored.

She said the situation would remain as it is in the townships affected by the ongoing unrest. The company was not prepared to get the lives of their drivers as well as passengers in danger.

"Our doors are open to residents who would like to discuss with us the restoration of full services. When we do that, we will inform the public and the Press," she said.

Taxis hijacked

FORTY Soweto combi taxis were hijacked by groups of pupils who drove the vehicles to nearby garages and forced petrol attendants to fill them up, a senior taxi official said yesterday.

The taxi official did not wish to be named.

He said the pupils pushed the drivers aside. They then told the passengers to get off because the vehicles were being driven to a funeral.

Later, some of the taxis were returned to the owners with damaged windscreens, side windows and the doors, the official said.

A number of Soweto garage owners claimed that they were confronted on Saturday by groups of pupils who were in the hijacked taxis.

They said the pupils were armed with an assortment of dangerous weapons. Some said the pupils robbed them of cash and cool drinks.

A Rockville garage owner said he was robbed of R3 000 and his petrol attendants were forced to fill up seven taxis and four vans that were driven by the pupils. He said police arrived later and advised him to close for the day.

A garage owner in Orlando East said his attendants were forced to fill up 13 taxis.

The pupils later moved into a nearby fried chicken outlet where they grabbed barrels of chicken and smashed the salads on the walls, ceiling and faces of the workers.

Those buried in Avalon on Saturday were Kgabu Majatau, Martin Mvemve and Ali Mawhela. They were pupils at Namedi, Dalinwonga and Madibane high schools.

Bus boycott backed

332 SOWETAN 5/6/85

THE Lenasia bus boycott yesterday entered its second day and several organisations have pledged support for the disgruntled commuters.

The boycott against the Lenasia Bus Service, a private company, was sparked off by a 20 percent fare increase which came into effect on June 1.

A spokesman of the Federation of Residents' Association (FRA) which spearheaded the boycott, said they have received support from organisations like the Soweto Civic Association, Transvaal Indian Congress (TIC), Health Workers' Association, Lenasia Youth League, Call of Islam and the Reformed Church.

Apart from the latest increase, the spokesman said, the commuters were dissatisfied with poor service from the company such as breakdowns and overcrowding. They were also unhappy with the monopoly the company enjoyed because permits for alternative transport services to operate in Lenasia have constantly been blocked in the past.

Meanwhile the Greyhound Bus Company yesterday denied that residents of Ikageng in Potchefstroom boycotted their buses yesterday following the arrest of drivers who went on strike last Thursday.

Mr Chris Fieldgate, the company's public relations advisor, told **The SOWETAN** that buses were running as scheduled.

Taxi rank removal: 10 000 sign petition

332

Sowetan 6/6/85

By ALINAH DUBE

MORE than 10 000 people have signed a petition protesting against the removal of a Pretoria taxi rank from the city to Marabastad.

Speaking on behalf of the Pretoria Working Committee, Mr Vusi Nene told **The SOWETAN** that more signatures were still to be collected to strengthen the fight against the removal.

His organisation, formed recently to campaign against the City Council's decision to force black people out of town, is to hold a meeting tonight to discuss the recently announced intention to do away with the existing rank on June 30.

The Working Committee consists of members of the Pretoria United Taxi Association (PUTA), Atteridgeville-Saulsville Residents' Organisation (ASRO), Saulsville-Atteridgeville Youth Organisation (SAYO), South African Allied Workers' Union (Saawu), Soshanguve Residents' Association (Sorea), Mamelodi Youth Organisation (Moyo), Ga-Rankuwa Youth Organisation, Soshanguve Youth Organisation (Soyo) and Winterveld-Mabopane Youth Organisation (Wimayo). The petition was launched by all these organisations to intensify the fight.

Mr C Reineke, director for Local Authority in the Transvaal, yesterday said no decision had been arrived at following receipt of a letter from the lawyer representing PUTA.

He, however, said PUTA officials were wrong by saying they were not given a chance to present their case.

He said the City Council's decision had been advertised and those not happy were supposed to have lodged complaints within 30 days thereafter.

Mr Enos Makena, chairman of PUTA, said that although they had followed the right procedure of complaining within a stipulated period, the City Council would not give them a hearing.

CP/6 Times 8/6/86 332

Taxi owners' gripes to go to Parliament

Own Correspondent

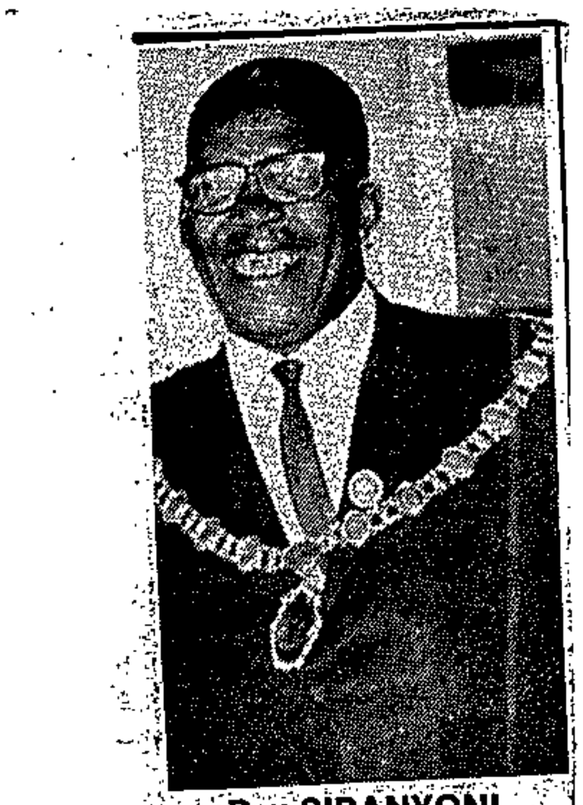
PORT ELIZABETH. — Pirate taxi owners have resolved to ask parliamentarians to intercede on behalf of about 50 pirate taxi owners arrested for allegedly ferrying passengers without a permit.

Police said yesterday a total of 34 pirate taxi owners had been charged in the past week. Of these, seven had already been convicted in court, but had not yet been sentenced.

A KwaZakele meeting of about 400 pirate taxi owners this week was told that an estimated 50 drivers were arrested this week. Speakers said that all permit applications forwarded to the local Road Transportation Board since April had been unsuccessful.

The meeting decided to take the matter up at parliamentary level.

Mrs Molly Blackburn, MPC for Walmer, said it was "highly outrageous" that pirate taxi owners were denied permits for ferrying passengers to make a living.



Rev SIBANYONI

Mayor hits TP council

By MONK NKOMO

THE determination by the City Council of Pretoria to remove the black taxi rank from the city to Marabastad was one of the commitments of the council to perpetrate the system of apartheid, the Atteridgeville Town Council said yesterday.

In a statement released yesterday the mayor, the Rev Enoch Sibanyoni, said the council's decision to remove the rank came as no surprise "because it seems members of the HNP in the City Council of Pretoria are committed to perpetrate the system of apartheid which is an evil to human relations.

"Proof of this commitment," he added, "was displayed by the council's determination to close the city parks to blacks."

Rank

Mr Sibanyoni warned however that "the City Council of Pretoria is now straining relations with the black local authorities which are expected to take part in the establishment of bodies for the joint provision of regional Services Councils Bill".

The determination to proceed with the removal of the taxi rank, the mayor said, was an indication of the insensitivity of the City Council who had ignored the continued pleas of those who urged them to rescind the decision. "The City Council did not even consult the affected neighbouring residents of the two black municipalities", Mr Sibanyoni said.

He promised to appeal to the Administrator of the Transvaal and to seek an urgent appointment with the City Council to discuss the matter. The mayor also announced that they would take up the matter through the Regional Council for Central Transvaal which consists of the town councils of Brits, Warmbaths, Thabazimbi, Mamelodi and Atteridgeville.

Taximen to hold more talks on merger

Sowetan 12/6/95

332

By MZIKAYISE EDOM

THE Natal region of the National Association of Taxis and Transport Operators will meet next Thursday (June 20) in Newcastle to hold further talks on the merging of Natto and its rival, the South Africa Black Taxi Association.

For the past three months officials on both Natto met on several occasions for the unification of the rival taxi organisations. Mr Noel Mlokoti, the general secretary of Natto yesterday said negotiations between the rival bodies were about to be completed.

He said: "Only a few things have to be sorted out by the two taxi organisations before they call a meeting to announce the formation of the new national taxi organisation".

Mr Mlokoti also said Natto's members will be given a report back on the latest development towards the merger. He said "the executive committee will also ask the members to give it a mandate on how to go about merging with Sabta".

Mr Mlokoti said the split has served no purpose but has instead caused a lot of confusion among taxi owners. He also said little progress have been achieved by the bodies since the split.

The merger will bring to an end squabbling and legal battles between Sabta and Natto. The latter was formed last November when the previous executive of Sabta was not re-elected. This executive broke away to form its own association.

Mr Mlokoti could not say when the national taxi organisation will be formed. He said only after negotiations with Sabta are completed will a new organisation be formed.

Mortgage loans: subsidies

Q.Col.1787 11/6/85

951. Maj R SIVE asked the Minister of Transport Affairs:

What total amount has been budgeted by the South African Transport Services for interest subsidies on mortgage loans of officials in their employ in the 1985-86 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

R80 million.

Hansard Q.Col.1787

Commuter services: loss

11/6/85

975. Mr D J N MALCOMESS asked the Minister of Transport Affairs:

What was the total loss incurred by the South African Transport Services on commuter services in the (a) Vaal Triangle, (b) Cape Town/Peninsula, (c) Port Elizabeth/Uitenhage and (d) Durban/Pinetown areas in the 1984-85 financial year?

The MINISTER OF TRANSPORT AFFAIRS:

(a) Estimated at R262 million.

(b) Estimated at R128 million.

(c) Estimated at R7 million.

(d) Estimated at R106 million.

Pipelines department: staff complement

979. Mr B B GOODALL asked the Minister of Transport Affairs:

(a)(i) What is the staff complement of the pipelines department of the South African Transport Services and (ii) in respect of what date is this information furnished, (b) how many of these posts were filled as at (i) 31 December 1984 and (ii) the latest specified date for which information is available and (c) how many of the employees of this department are engaged in (i) monitoring, and (ii) manning key installations connected to, these pipelines?

The MINISTER OF TRANSPORT AFFAIRS:

(a) (i) 717.

(ii) 27 May 1985.

(b) (i) 565.

(ii) 555 as at 27 May 1985.

(c) (i) 25.

(ii) 60.

Shareholding in certain company

1004. Mr G B D McINTOSH asked the Minister of Transport Affairs:

(1) Whether he will furnish this House with particulars regarding the shareholding of the South African Airways in a certain company, the name of which has been furnished to the South African Transport Services for the purpose of the Minister's reply; if not, why not; if so,

(2) whether South African Airways or any other specified body falling under the control of the South African Transport Services holds or has at any time held any shares in this company; if so, what is the nature of that shareholding?

The MINISTER OF TRANSPORT AFFAIRS:

(1) and (2) South African Transport Services, which incorporates the South African Airways, does not hold, nor has it at any time held shares in the company referred to.

WEDNESDAY, 12 JUNE 1985

†Indicates translated version.

For written reply:

General Affairs: 332 Hansard

Unlawful road transportation: summonses

Q.Col.1789 12/6/85

928. Mr A SAVAGE asked the Minister of Transport Affairs:

(1) Whether any summonses were served on long-distance road transportation companies for alleged unlawful road transportation in the 1984-85 financial year; if so, how many;

(2) whether any charges of this nature against such companies were withdraw in that financial year; if so, in respect of how many companies during each specified quarter of the said year?

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes, 6 124.

(2) Yes—

1st quarter (84/04/01-84/06/30)—141.
2nd quarter (84/07/01-84/09/30)—231.
3rd quarter (84/10/01-84/12/31)—198.
4th quarter (85/01/01-85/03/31)—129.

For the purpose of the above reply "long-distance road transportation" was construed as all road transportation with the exception of—

(a) transportation inside areas declared as exempted areas in terms of section 1(2)(w) of the Road Transportation Act, 1977 (Act 74 of 1977);

(b) transportation by a carrier within a radius of 40 kilometres from a place of business *vis* section 1(2)(x) of Act 74 of 1977; and

(c) transportation in the course of any industry, trade or business of own goods within a radius of 80 kilometres from the address where such industry, trade or business is situated *vis* section 1(2)(y) of Act 74 of 1977.

THURSDAY, 13 JUNE 1985

†Indicates translated version.

For written reply:

General Affairs: 340 Hansard Q.Col.1790

Fort Beaufort: revenue/expenditure

13/6/85

666. Mr E K MOORCROFT asked the Minister of Co-operation, Development and Education:

(1) (a) What was the total revenue generated through all channels for the Black townships of Fort Beaufort in respect of the 1983-84 financial year, (b) in what manner was each specified amount of this revenue generated and (c) what was the total expenditure on (i) administration and (ii) development schemes;

(2) how much of this amount was spent on (a) the building and/or renovation of (i) schools and (ii) housing, (b) the building and/or maintenance of roads and drains, (c) the provision of electricity, including street lights, and (d) refuse removal?

The MINISTER OF CO-OPERATION, DEVELOPMENT AND EDUCATION:

			R
(1)	(a)		182 006
	(b)	Service charges ...	168 019
		Trade licences ...	738
		Sundries	40

55

Bus boycott hangs on meeting today

By JEANNETTE MINNIE

WHETHER thousands of Lenasia bus commuters will continue their bus boycott next week depends on whether the Local Road Transportation Board agrees to a cut in tariffs today (Friday).

Commuters have been boycotting the only bus service in Lenasia (privately owned) since the beginning of this month in protest against an overall 40% hike in tariffs over the past five months.

They have already succeeded in forcing down the tariff this past week but the Transportation Board first has to approve the cut before it becomes legal.

If the Board does not approve of the cut today the boycott will continue. The present tariff, which led commuters into protest action, is R2,80 for a return ticket from Lenasia to Johannesburg.

The Transvaal Indian Congress, which has actively supported the boycott, claims that up to 95% of regular commuters have been supporting the boycott.

"This boycott proves that the democratic organisations of the oppressed people are in a position to effectively take up their own issues," acting publicity secretary of the TIC, Isu Chiba, said this week.

Chiba said the TIC had participated in assisting the Federation of Residents' Associations, who spearheaded and organised the boycott, by helping to distribute leaflets outlining the demands of commuters and in calling on car owners in Lenasia to pick up hitch hikers.

"The car owners have given bus commuters tremendous support in providing lifts to and from Johannesburg," Chiba said.

The commuters' demands include:

- That the increases be scrapped because they are not justified in the present economic climate and especially in view of the growing number of unemployed;
- That increases only be instituted after negotiation and consultation with the community;
- That the weekly ticket system be replaced by a daily coupon system;
- That the monopoly of the bus service in Lenasia be ended;
- That an internal bus service be started (at present there is only a return bus service to Johannesburg);
- That a Sunday bus service be reintroduced; and
- That special tariffs be introduced for the aged, the unemployed and for scholars.

All Yes --

Bus service tryi

Herald 15/6/85

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Now, finally, Mitchells Plain commuters can go directly to a few more destinations

MITCHELLS Plain bus services have recently undergone a significant change with the addition of several direct trips to destinations like Athlone, Wynberg, Bellville, Cape Town, Claremont, Lansdowne and Kenilworth.

Previously all bus-users had had to travel to Hanover Park and change buses there, before going on to their eventual destinations.

Buses were first introduced into Mitchells Plain about 10 years ago and for most of that time, the show was run by Associated Bus Holdings (ABH), a company formed by an amalgamation between Tollgate Holdings and the then Coloured Development Corporation.

Fifty percent of the shares were held by the Mitchells Plain community and businessmen and the other half by Tollgate Holdings. Four directors served each group of shareholders. The service in Mitchells Plain arm of ABH was known as Mitchells Plain Bus Company (MPBC).

Tollgate Holdings, however, assumed full control of ABH at the end of last year, when it was perceived that because of various restraints and restrictions, Mitchells Plain passengers were not deriving maximum benefits from the existing service.

For example, the law prohibited buses from running straight into Cape Town from Mitchells Plain.

The need for some direct routes had become obvious.

"Interchanges, like the Hanover Park one, are necessary, though," says Mr Bob Krause, public relations manager for City Tramways, a major part of the Tollgate Holdings group.

"If we didn't have them, we would have to operate two-and-a-half times as many buses as we do now."

City Tramways presently has a fleet of 800 buses.

"Buses would then run half-full and that is not effective use of a bus."

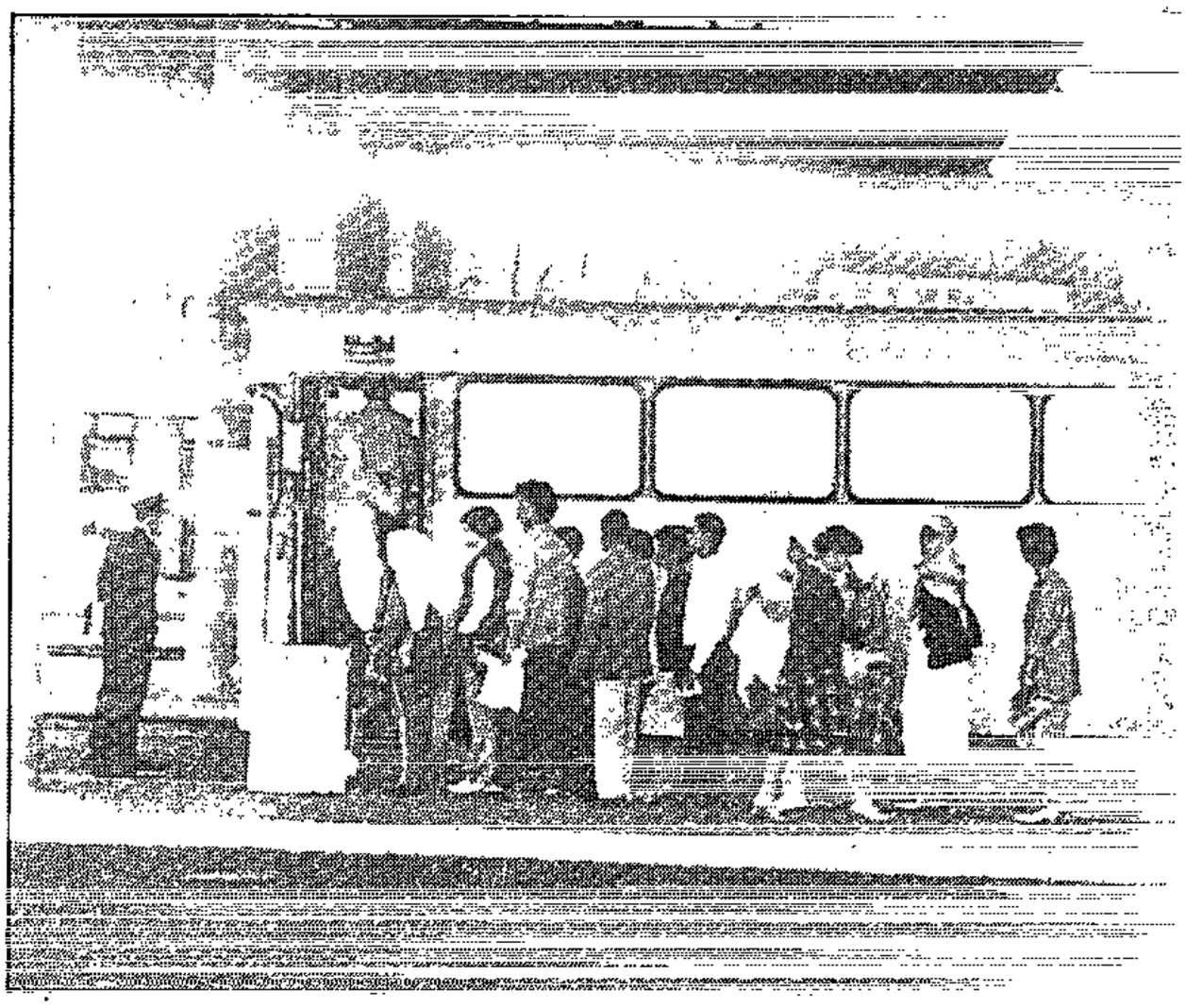
Mr Krause said another reason for maximum utilisation of the exist prices.

Single deckers have the last two years f ble-decker buses cost

There were definite ly stages of Mitchells

"The planning auth ilies will be moving in

THE first public Plain was provided came in for abuse and more and more work. Fare increases, impunctuality were many people whose or evening was to ly and on time. MICHAEL DOMAN of bussing in series of articles to area's



Bus drivers can be disciplined

But report complaints to City Tramways as soon as possible

COMPLAINTS about bus drivers are legend.

They leave you standing at a stop as they drive past with a half-empty bus, they stop beyond the bus stop itself, or they drive negligently.

But the public relations department of the City Tramways has assured Cape Herald that if guilty drivers can be caught red-handed, they will certainly be brought to book.

If an inspector witnesses such negligent driving, he can give the driver a "ticket". As with a traffic ticket, a copy goes to City Tramways' headquarters and the driver will have to go through the company's disciplinary procedure.

However, it is difficult to prove anything unless the driver is caught in the act.

If guilty, a driver will be sent back to the company's training school for a while. And if it is proved that a driver has offended three times and the problem persists, he will be asked to leave City Tramways.

Anybody who applies to the company must at least be in possession of a light motor vehicle licence.

TRAINING

Driver candidates are put through a training course which last from six to 11 weeks, at the end of which they will have obtained their Code 11 or extra heavy duty licence.

Apart from the licence, a driver must also annually renew his South African Police public driving permit, which is a clearance stating he is not a criminal.

All drivers are required to do refresher courses at the training school from time to time.

A little-appreciated fact is that bus-drivers work shifts. Some of them start at 4.30 am, while others finish at 12.30 am.

CONDITIONS

Sometimes, with overtime, they work seven days a week, and on public holidays — whatever the weather conditions.

Then too drivers run the risk of being verbally abused, mugged or becoming a victim of armed robbery.

Flood them with gripes

A BUS-operator's life consists of problems and City Tramways go on their knees for complaints from users.

So says their public relations department.

But — and a big but — disgruntled passengers must provide exact details of time and place of the incident, as well as the bus number, and as soon as possible after it occurs.

Generalised complaints are described as being "worse than useless".

If an under-bussing complaint recurs about three times, field staff will be sent out to investigate.

They travel on the buses and count the number of people left behind and other details. And if there is a definite demand for another bus, it will be laid on, but not necessarily immediately.

According to staff, all complaints are treated fairly and recorded.

However, it often takes a fai amount of time to work out a solu tion to the problem.

A graphic monthly record of com plaints for each area of operations kept, so that emerging patterns problems can be detected.

In Cape Town, there are more 10 000 bus movements each day.

City Tramways believes more ade quate passenger facilities at the local inter-change points should be provided.

Shelters which are well-lit completely under cover, must be pro vided and good security is of para mount importance.

These shelters, like the ones at the Mitchells Plain Town Centre and Grand Parade, are provided by the Metropolitan Transport Advisory Board.

● The all-hours complaints number for the City Tramways is ☎ 45 5450.

g to get it right

port service in Mitchells by buses. These often t the area mushroomed, people needed to get to inadequate services and not easily forgiven by ole purpose of a morning to their destination safe- pe Herald staff writer ks at the 10-year history s Plain in the third in our nark the 10th year of the existence.

ng bus stock was rocketing

isen in cost by 30 percent in
1 R100 000 to R130 000. Dou-
5 percent more.
ussing problems in the ear-
lain.
ities may tell you 50 fam-
ut 100 do and the first time you know about about the problem is when you see a queue of people standing at the bus stop.

"When this happens, you can call for an extra bus provided you have one, but in the early days, the MPBC had only 80 buses, and couldn't.

"Before the rail services to Mitchells Plain were introduced, the MPBC was the only public transport service in the area.

"When the trains came, most of its buses were put on blocks because they had no passengers.

"The railways had heavily subsidised fares and it was only as the area grew that the buses were pulled out of mothballs again."

A problem which has Mitchells Plain residents scurrying around in desperation is the Monday morning blues.

"Kombi taxis don't work then and our drivers stay absent too, so there just aren't enough buses to go round.

"People are unpredictable. You have to observe them over a period of time to establish patterns."

The prevailing road management system in Cape Town is described by Mr Krause as another major headache for bus-controllers.

"Buses have to sit in the same traffic jams as every other road user.

"In most other parts of the world — including Johannesburg — the traffic management system gives preference to multi-passenger vehicles.

"They have special bus-lanes and synchronised robots which allow you a straight run if you keep a constant speed.

"And the single most prevalent traffic-congester, the right turn by a vehicle across a bus route, should be banned outright.

"This practice blocks the people behind the turning vehicle and those wishing to turn right should progress past their turn, take the next left, turn and turn left all the time until it crosses the road they originally wished to turn right out of."

Locally, any changes such as these, involve speaking to four local authorities and the Metropolitan Transport Advisory Board and any progress would be slow.



● ***MITCHELLS Plain commuters at the Town Centre terminus — are they getting the service they want?***

The people are asking for more buses

THE bus service to Mitchells Plain is inadequate and more buses are needed inside the sprawling area to satisfy all its people.

This is the gist of written complaints received by the Mitchells Plain Ratepayers' Association (MPRA).

MPRA chairman Mr Stan Fisher, said he was negotiating improvements with City Tramways and the bus company had agreed to send representatives to the organisation's next general meeting in July.

"Many people have asked for buses inside Mitchells Plain to be re-routed, because they still have to walk quite a distance to the nearest bus stop."

Mr Fisher added that while fares for internal bus trips were accepted, but many residents found the cost of travelling the direct route to Cape Town a bit expensive.

At present a 10-trip clipcard for the Mitchells Plain Town Centre to Cape Town route costs R10, which compares favourably with the trainfare for a similar journey.

The busfare for a one-way journey is R1,75.

● Mr Willie Simmers, a spokesman for the Mitchells Plain Co-Ordinating Council, was not prepared to comment on the matter.

'We're not antagonistic toward legal operators'

TAXIS are an extremely useful part of the overall transport system.

This remark comes from City Tramways public relations head Bob Krause.

"We have complained about taxis on occasion, but that is as far as our interest goes," he says.

"We are not antagonistic toward any taxi operating within the limitations of its permit. Illegal taxis in fact do more harm to legal taxis than to us.

"Their job is really simple: they have to pick up people at their homes and take them to the public transport interchange."

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Key hearing may cut travel costs

By LAURENCE BEDFORD

A DECISION that will affect the cost of passenger travel in this country is expected from a National Transportation Commmission hearing which starts in Pretoria today.

It could also set a precedent for the privatisation of state-owned assets.

The commission is hearing applications for a licence to operate motor transport passenger services between major cities and towns throughout the country. Three applicants are from the private sector.

The other — and the most threatened — is SA Transport Services (Sats), which is struggling to keep some of its main rail passenger services viable.

Among the private sector applicants is Greyhound, which has been running a successful coach service between Johannesburg and Durban for a year. It is a subsidiary of United Transport.

The two other applicants are City Tramways, part of the Tollgate Holdings Group, and Jacaranda Busdiens, of Bloemfontein.

If Sats does not get the licence, more of its long-haul rail passenger services could face, at best, severe curtailment. Already the Drakensberg service has been axed. The future of the Trans-Oranje service is also in the balance. Others would be bound to follow.

Counsel for some of the private-sector applicants has argued that it is government's declared policy to privatise state-owned assets and that by granting the licence to Sats the opposite would be taking place.

A point that has been made by those interested in the proceedings is that if Sats were to be granted the licence state-owned assets would be increased and the chances are Sats would avoid taking the hard commercial decisions necessary for its rail passenger services.

There could also be an element of cross-subsidisation within Sats which is unhealthy in a state department and would ultimately lead to inefficiencies. Sats's assistant GM, passenger services and road transport, Barry Lessing declined to comment yesterday, saying it would be prejudicial before the hearing.

An inter-city service, according to some transport industry sources, would cost a minium R20m to start, a sum the private sector would have little problem in raising. Luxury coach passenger transport offered an exceptionally economic form of travel, they said.

Greyhound was likely to show that its fare on the Durban — Johannesburg service was nearly half the price of a first-class rail ticket, R79 as opposed to R160, and it was making a profit on new assets while Sats was losing on its own.

Bus boycott resumes

332 Sowetan 18/6/85

THE Lenasia-based Federation of Residents' Association has resolved to continue the boycott of a local bus company after talks between the two parties reached an impasse at the weekend.

A spokesman for FRA, which is opposing the 20 percent fare rise introduced by the Lenasia Bus Service on June 1, told **The SOWETAN** yesterday that the company had refused to heed the residents' call to scrap the increase.

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The spokesman said: "The bus company has decided to go ahead with the fare increase, only days after announcing that it was suspending the hike. At Saturday's meeting the company said it was only prepared to reduce the hike by 10 percent, a thing we could not agree on. We want the whole 20 percent fare hike scrapped."

The bus company would not comment on the matter yesterday.

Apart from the latest increase, local commuters have complained of a "poor service" provided by the company. They also complained that the company's fleet failed to meet the demand in the Lenasia-Johannesburg route.

"The Lenasia bus company enjoys monopoly — hence its service can never improve," said the spokesman for FRA.

(332) B. Day (7689)

Intercity bus lines may join forces 19/6/85

By LAWRENCE BEDFORD

A LINK between private bus companies in an application for a licence to operate intercity passenger services seems likely.

United Transport's Greyhound Bus Lines and Tollgate Holdings' City Tramways are two of three applicants making a case for a licence to the National Transportation Commission (NTC) in Pretoria. SA Transport Services (Sats) is the other.

Greyhound counsel Anton Mostert announced at the opening of the licensing hearing on Monday that he was appearing for both companies and sources said this could be seen as the start of a co-operation.

Sources said a joint venture company or joint marketing agreement could follow.

Greyhound has a fleet with a replacement value of R90m. It operates a scheduled intercity luxury coach service, between Johannesburg and Durban, which has carried more than 32 000 passengers since it started 12 months ago. United, one of the largest transport companies, is part of British Electrical Traction.

City Tramways, a highly-diversified company, has a fleet of more than 1 000 buses in the Cape.

Tollgate's group earnings for 1984 were R92m, 69,5% from transport. Expenditure was R81,5m and net profit R4,8m.

City Tramways MD Nic Cronje said yesterday his company was talking to United with a view to joining forces on intercity buses.

Sats in stiff fight for lucrative bus routes

Pretoria Bureau

SA Transport Services is being strongly challenged by private bus companies for the right to operate on some of the most lucrative intercity routes.

National Transport Commission hearings, at which 58 applications for services and appeals against previous commission decisions are to be made, started in Pretoria this week.

Biggest applicants are: Sats with 23, followed by Greyhound Bus Lines with 22 and City Tramways with eight.

Greyhound is appealing against a refusal to be allowed to operate services between Johannesburg and Port Elizabeth and between Johannesburg and East London. It has also applied for services between Bloemfontein and a number of other centres.

Sats has asked the commission to approve bus services from Bloemfontein to Pretoria, Durban, Cape Town, Port Elizabeth and East London.

In five actions, Sats is the sole objector to applications from Greyhound, and in four others Greyhound is sole objector to Sats' applications.

The complex pattern of the efforts being made by private enterprise to break into intercity transport is clear from the fact that one application is objected to by eight other operators.

At Monday's hearing, the director of the Traffic Research Institute at the University of Stellenbosch, B C Floor, said it had to be decided whether the bus services should be supplied entirely or partly by Sats.

Putco goes back to Alex

By NKOPANE MAKOBANE

PUTCO has agreed to a request from a number of Alexandra organisations to resume bus services into the township from Monday.

The decision comes three months after the company withdrew operations to the outskirts of the township only, following repeated stonings of its buses.

As a result of the withdrawal, a number of community organisations held meetings between their leaders and representatives of Putco's Wynberg staff and management.

At the final meeting yesterday, company drivers said they accepted the assurance of goodwill and support from the community — of which many of them are part — and expressed their willingness to operate in the township again.

The organisations involved in the discussions were the Alexandra Civic Association, Alexandra Youth Council, Alexandra branch of the Congress of South African Students, Alexandra Commuters Committee, Alexandra Taxi Association, the Parents-Students Committee and the Voice of the Church in Alexandra. The local town council was also represented.

Pleased

A Putco spokesman, Mr P M Rogers, said the company appreciated the positive contribution by all concerned at the meetings. The company was also pleased to resume services for the mutual benefit of both the community and the company.

Meanwhile 84 buses were damaged when they were stoned in Soweto following the unrest of the June 16 commemoration services. At least 207 buses had their windows broken during the stone-throwing resulting in R15 000 damage. In one incident, a bus was hijacked and all its windows broken.

The bus service in the township was suspended on Monday but resumed on Tuesday without incident. However, in the townships of Tembisa, KwaThema and Alexandra buses are still not operating. Since Monday, Putco has also withdrawn its buses from Katlehong.

A Putco spokesperson said the situation would remain as it is — except in Alexandra from Monday — in the townships affected by the ongoing unrest. The company was not prepared to get the lives of their drivers as well as passengers endangered.

"However, our doors are open to residents who would like to discuss with us the restoration of full services. When we do that, we will inform the public and the Press," the spokesperson said.

CAPE Times 21/6/85 332 2

Some bus fares may be increased again

Chief Reporter

CITY TRAMWAYS, which in February increased its fares to offset higher fuel costs, has again applied to the Local Road Transportation Board for permission to amend its tariffs.

If the application is granted there will be further fare increases on some routes, with reductions on others.

In a statement yesterday, the managing director of the company, Mr Nic Cronje, said the application provided for "a complete rationalization of economic fares, with a minimum fare of 40 cents".

"Due to this rationalization certain economic fares will increase but at the same time a great many fares will be reduced."

Mr Cronje said it was inappropriate at this stage to discuss the details of the economic fares applied for. The merits of the case, including a fully detailed motivation, would be made available to the media before the public hearing of the application.

'Sympathy'

No date had been set for the hearing and it was not yet known whether the Local Road Transportation Board or the National Transport Commission (NTC) would hear the application.

"As in the past," Mr Cronje said, "the company will approach the NTC and the Minister of Transport Affairs regarding passenger subsidies should the fares be approved. We are confident this approach will be viewed with the appropriate sympathy."

Notice of City Tramways' application was gazetted on Friday and in terms of the Road Transportation Act objections must be lodged within 21 days of publication of the notice. These must be addressed to: The Secretary, Local Road Transportation Board, Private Bag X9021, Cape Town 8000.

Meanwhile the proposed new tariffs are open for perusal at the board's offices on the fourth floor of the Nedbank Building on the Cape Town Foreshore.

Businessmen call for relaxation of taxi laws

(332) NM 22/6/85

Pietermaritzburg Bureau

THE Pietermaritzburg Chamber of Commerce has called for the repeal of legislation restricting the issuing of permits to minibus taxi operators.

The chamber's president, Dr Keith Wimble, said yesterday that one of the most serious problems facing Pietermaritzburg at present was the quality of the city's transport system.

'The chamber firmly believes that the solution lies in the black taxi operator and the restrictive legislation relating to taxi permits being repealed,' Dr Wimble said.

'While we would like to see them given as much latitude as possible, certain controls are necessary such as routes, taxis ranks and operation areas.'

Mr Wimble said it had been pointed out at a recent sub-committee meeting that transport problems had a lot to do with unrest.

They included lack of facilities, the quality and comfort of ordinary buses and their reliability as well as conditions at bus ranks.

'The chamber believes that legislation should be introduced as a matter of urgency to make it easier for taxi operators to obtain permits. At present the Local Road Transportation Board will not issue permits for a vehicle which has eight or more passenger seats.'

The legalising of minibus taxis would result in fewer late-night muggings at bus stops and would eventually streamline the entire transport system.

Dr Wimble pointed out that the chamber was considering applying for an extension of trading hours, but one of the main problems would be the transportation of staff and shoppers to and from the city centre.

This problem would be solved if minibuses were available to carry people late at night and early in the morning.

If there's unrest in Ikageng, everyone walks...

By DANIEL DHLAMINI

IKAGENG taxis will no longer be allowed to enter the township during unrest — just like Western Greyhound buses.

Police spokesman Colonel W van der Westhuizen said the move was not meant to benefit Greyhound, as earlier alleged. He said the force did not have enough manpower to protect bus and taxi commuters at the same time. That was why taxis would also have to off load passengers at the township's entrance.

But Ikageng Taxi Association PRO Edwin Nthoba said the move was "clearly meant to benefit Greyhound."

"The buses are always given protection by the police whenever there's unrest in the township. Taxis have never been given protection, and all of a sud den the police are concerned about our passengers," Mr Nthoba said.

He said the policemen were not all that concerned about bus commuters either, but were "preoccupied with harassing taxis".

Strike in support of laid-off worker

MM 25/6/85

Labour Reporter

THE dismissal of a worker from a Durban transport firm, Storm and Company, led to a strike by about 200 other workers, causing a disruption in goods deliveries.

A spokesman for the company yesterday confirmed the work stoppage by warehouse and transport workers at the company's Umbilo head offices and said talks were continuing between representatives of the workers and the management.

Most of the trucks, some with loads on them, were parked in the yard in Feniscowles Road.

Some workers said one man had been retrenched. This had angered his colleagues, who had sent a petition to the management demanding his immediate reinstatement. They had decided to stop work as a protest.

By late yesterday the dispute remained unresolved, they said.

Taxi row goes to court

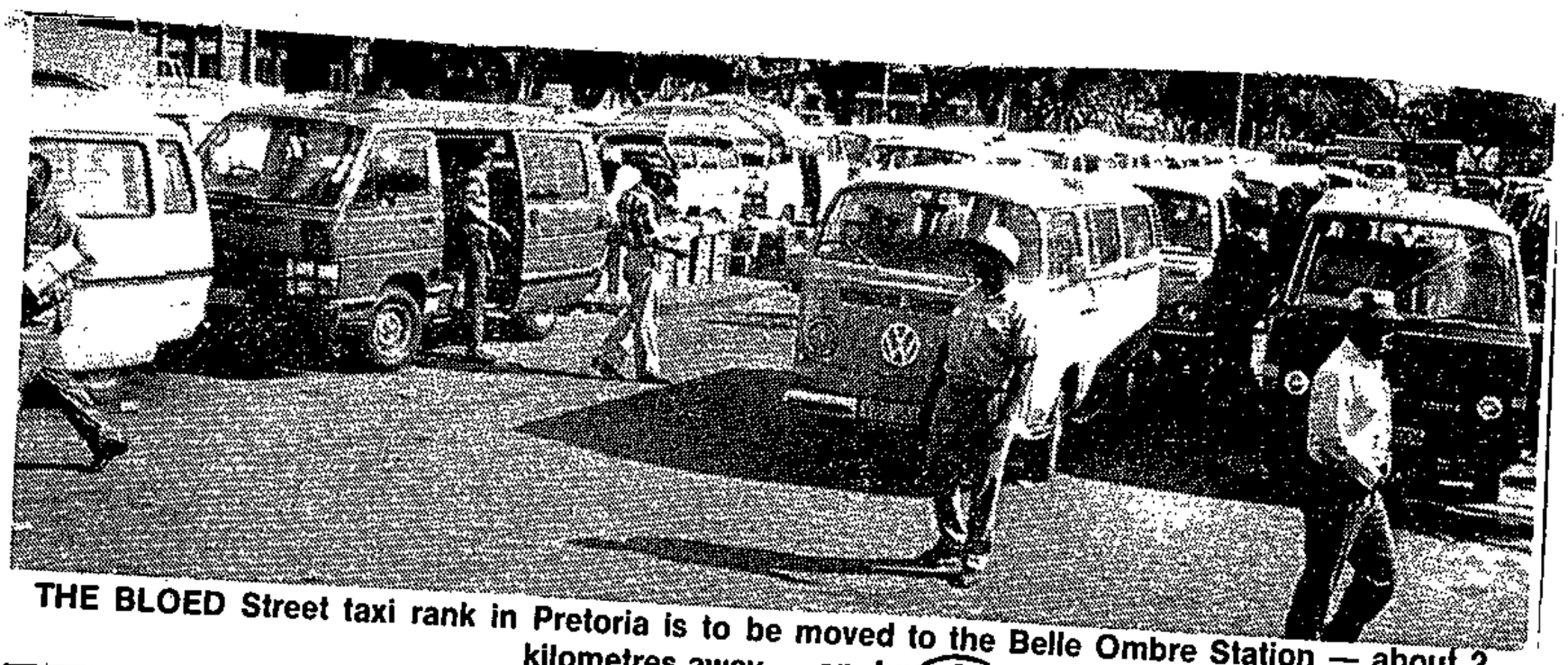
332 Sowetan 25/6/85

A LAST minute attempt to stop the Pretoria City Council from closing down the black taxi rank on Sunday will be made this week by the Pretoria Taxi Association in the Supreme Court.

A spokesman for Puta lawyers told **The SOWETAN** yesterday that an urgent application has been prepared and was due to come before court either today or tomorrow. Several people and organisations opposed to the removal of the rank from the city to Marabastad have made affidavits in support of Puta.

Meanwhile the city council has started its campaign to distribute pamphlets announcing the rank's removal. Stopping places have been allocated for the loading and offloading of passengers in several streets outside the city centre. And this still does not solve the problem as commuters will still have to walk long distances to get taxis to several black townships.

The council recently said the rank was definitely moving and that it was too late to complain about the decision which they took several years ago. According to them, the removal was meant to offer better service for commuters.



THE BLOED Street taxi rank in Pretoria is to be moved to the Belle Ombre Station — about 2 kilometres away — on June 30.

Taxi rank outcry

(332)

Sowetan 24/6/85

By SEFAKO NYAKA and ALLINAH DUBE

THE Pretoria United Taxi Association has accused some taxi owners of having agreed to the removal of the Bloed Street taxi rank to the Belle Ombre Station rank in Marabastad, outside Pretoria, because they have been promised new certificates for more taxis.

According to the chairman of Puta, Mr Enos Makena, some Indian taxi operators who run taxis in Pretoria's black areas are alleged to have been promised ceritificates for more taxis by some officials.

"Most applications from Puta members are being turned down and authorities could be using the issuing of permits to corner them," he said.

The Pretoria City Council decided at a meeting recently that the rank will be moved on June 30. This is despite mounting protest from commuters, businessmen and taxi owners.

White businessmen and commuters have rallied around Puta to have the city council rescind its decision to move the rank. Belle Ombre Station is about 2 km from the present rank and it means commuters will now have to walk over 3 km to get into the central business district.

The PRO of Puta, Mr Godfrey Ntlatleng, has accused the Pretoria City Council of being "verkrampte".

"They are swimming in the same pool with the Herstigte National Party and Dr Treurnicht's Conservative Party."

He says even the consultations the council had with them was just a "mere formality."

The Pretoria City Council is well-known for its hardline stand. Recently some councillors resolved to bar blacks from parks in the city. It was even suggested that the parks be fenced in.

Puta officials feel that the reasons the council has been giving for moving the rank are just a "smokescreen".

"The real reason is that these people don't want blacks in town," Mr Ntlatleng said.

So unpopular is the move to move the rank that community councils have joined forces with anti-apartheid organisations in condemning the proposed removal.

City council officials could yesterday not comment on allegations that promises have been made to some taxi owners to grant them new licences if they move to the Belle Ombre Station taxi rank.

SPECTRUM ISSUE: Township accidents

ARGUS 26/6/85 332

Traffic control stalemate

Municipal, provincial and central government deny responsibility for traffic management in Cape Town's black townships, where no traffic control exists. By Staff Reporter SHARKEY ISAACS

NO traffic control exists in Cape Town's black townships, where the free-for-all is exacerbated by unlicensed drivers and unroadworthy vehicles.

Municipal, provincial and central government deny responsibility for traffic management in the areas.

- The Western Cape Development Board (WCDB) says it is the responsibility of the City Council and Divisional Council ...
- ... who say it is the responsibility of the board.
- During the recent Provincial Council sitting, Mr Jan Pienaar (MEC Roads) said it was out of his jurisdiction.
- The Minister of Co-operation, Development and Education, Dr Gerrit Viljoen, said in Parliament recently that no traffic service was provided by the board, no funds were allocated for the purpose and the board had "no legal authority to provide traffic control and traffic education".

High rate

But the high accident rate in the townships — Cape Town's traffic department says 12 percent of fatal road accidents in the Peninsula occur in Guguletu and Langa — has led to calls for an independent traffic force. to *

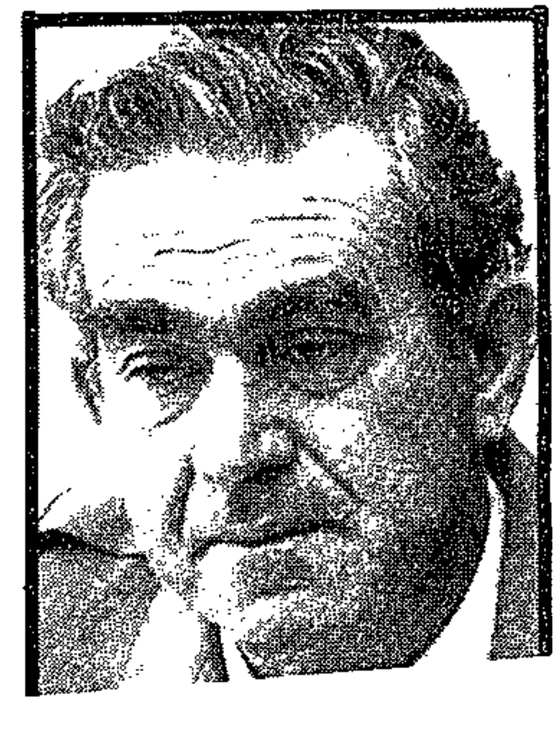


Mr Jan Pienaar ... traffic service out of his jurisdiction



Dr Gerrit Viljoen ... no service is provided by the board







Mr Harry Attwood .... permanent force is clearly needed



Mrs Di Bishop ... traffic services "an area of total neglect"

Mr Barney Mostert, Western Cape area manager of the Automobile Association, said it was "imperative" to have law enforcement relative to the density of traffic and pedestrians in black areas.

Health

Mr Sampie Steenkamp, liaison officer of the Western Cape Board, said: "Traffic control and health services are being left to the local authorities concerned under whose jurisdiction these areas fall."

He said proposals for an independent force would have to wait until black local authorities had been established.

Mrs Di Bishop, PFP member of the provincial council who raised the issue recently, said traffic services in the black areas had become "an area of total neglect" since the takeover by the board.

no similar agreement for even limited traffic control. "These areas are now regarded as being outside the council's area of jurisdiction and our traffic personnel have no authority to issue tickets there," said a spokesman .

Langa, with a population of about 25 000, has only two access roads. Guguletu has three main access roads and more than 70 000 residents.

Monitoring

Traffic monitoring has shown up to 6 400 vehicles entering Guguletu at peak times.

Surveys in Langa and Guguletu have shown up inadequate pavements, poor street lighting, worn road signs and road markings, abandoned and derelict vehicles and overloading.

Mr Roland Njoli, chairman of the Cape Town Community Council, said he supported the idea of an independent traffic force.

The Divisional Council has

In Guguletu, the number of accidents rose from 808 in 1981 to 1 007 in 1983 and in Langa from 290 in 1981 to 318 in 1983.

Administration of Langa, Guguletu, Nyanga and Khayelitsha is in the hands of the WCDB which is responsible for services previously carried out by the city council and divisional council.

Mr Harry Attwood, Cape Town's traffic manager, said a permanent traffic force was clearly needed and long overdue — and his department could provide training facilities.

'Minimum control'

His officers conduct monthly "low-level law-enforcement programmes" in Langa and Guguletu "in terms of an undertaking with the board", he said — "but we can provide only mininum traffic control from time to time because we are short-staffed".

Mr Attwood believes the Peninsula's black areas need a force of at least 12 officers to police traffic in the three older townships and Khayelitsha and he has suggested the formation of an independent force to fill the gap.

The Divisional Council has

New taxi row

332

26/6/85

Sowetan

ANOTHER row has erupted between the Pretoria municipality and taxi operators — this time with the Soshanguve Taxi Owners' Association accusing the city council of blocking new applications for licences.

In an interview with The SOWETAN yesterday, Mr S J Mgidi, chairman of STOA, said repeated attempts to have taxis increased in both the Mabopane and Soshanguve areas have been turned down by the local transportation board. There were only 68 taxis presently operating legally on the route and this made it impossible for operators to cope with commuters.

The Press liaison officer for the city council, Mr Jan Bezuidenhout, was said to be attending a meeting yesterday and could not comment. The local Transportation Board secretary, a Mr Langman, refused to discuss the matter.

According to Mr Mgidi, each time applications came up before the board the city council had reasons to give in protest against new licences being issued.

"The last objections the council brought against us was that there were not enough facilities to accommodate more black taxis in town. They also made it clear that the shortage of transport from townships to town was not their baby. This also came up when we had taken up the matter with the National Transport Commission," he said.

Meanwhile the move by the Pretoria United Taxi Association (Puta) to stop the closure of a city rank next Sunday will be heard tomorrow at the Pretoria Supreme Court.

Boycott called off

332

LENASIA residents this week called off their boycott of a local bus service after the Lenasia Bus Company agreed to suspend the controversial 20 percent fare increase.

This follows a meeting between the bus company and the Federation of Residents' Associations (FRA) on Monday night. Both parties agreed to consult regularly on transport issues.

A spokesman for FRA, which spearheaded the boycott, said the bus company would review its financial position during the next three months, "after which the need of a fare increase will be discussed."

The boycott entered its third week on Monday this week, after a series of talks between the FRA and the bus company ended in a deadlock.

Sowetan 27/6/85

June 1985

Taximen hit back

By NKOPANE MAKOBANE

TWO VAAL taxi associations have attacked the president of the newly-formed Vaal National Taxi Association, Mr James Mofokeng, and also questioned his credibility as a taxi operator.

The associations are the Orange-Vaal Taxi Association and the United Taxi Company. The attack follows a report in **The SOWETAN** recently where Mr Mofokeng stated that his association was to fight overloading of passengers, rude behaviour towards commuters and the "taxi warfare" in the area.

Mr Mofokeng, who resigned from the OVTA last year, was also quoted as saying that he intends calling a meeting of taxi associations to iron out the problems because angry residents have complained.

In a joint statement the associations warn other taxi associations and residents against the VNTA. They say people must be on the lookout of organisations that propose to serve their interests when in fact they are serving the interests of individuals.

They say the name of Mr Mofokeng's association is confusing and do not see how it can be national when it is locally based. They accuse Mr Mofokeng of being a "problem" in the area.

They rejected outright an invitation by him to a meeting, and said his record of resignations from local taxi associations has in fact caused great concern among the taxi operators and residents. They also predict that very soon Mr Mofokeng will be resigning from his new taxi association.

According to their records, in 1965 Mr Mofokeng resigned from the Evaton-Houtkop Taxi Association, two years later from the Evaton Second Class Taxi Association, in 1979 from the United Taxi Association and last year from the Orange Vaal Taxi Association.

They also accuse him of failing to conduct proper elections timeously as well as presenting reports from his officers. This in fact, they say, had left associations in chaos.

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Rank's removal suspended

By ALINAH DUBE

THE Pretoria Supreme Court yesterday indefinitely suspended the decision to move the taxi rank from the city to Marabastad.

The Pretoria City Council was due to move the rank on Sunday.

Yesterday's ruling by Mr Justice H P van Dyk could mean a temporary relief for those who were supposed to be faced with a problem of walking to a new rank, about three kilometres from the city centre.

The court order followed an urgent application by the Pretoria United Taxi Association (PUTA) and an independent Soshanguve taxi owner Mr Frans Morudu, to stop the council from carrying out its plan. Both the city council and the Administrator of the Transvaal, Mr Willem Cruywagen, were cited as respondents.

Mr J P Roux SC, for the taximen, said the decision to move the rank to the Belle Ombre Station had been too quick and unlawful.

The municipality failed to follow legal steps when referring the matter to the Administrator, he added.

He also said the nine stopping places meant for the loading and offloading of passengers in town were to create an enormous problem in the near future.

Taxi operators had legal rights to operate within a 25 km radius from the city centre but the introduction of the stopping places was "an unlawful restriction" by the council.

Mr Chris de Jager, SC, for the city council, argued that PUTA had had enough chance to object and that a large sum of money has already been used in informing the commuters about the pending removal. The rank, he added, was long completed and ready for use and the important fact was that the existing one has to move.

Both parties agreed that PUTA should launch its review application by July 10.

HOT TIPS FOR TODAY

Race No.	3	4	5	6	7	8	9
Horse No.	13	16	7	2	2	3	15

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can stay a while — judge

A PRETORIA Supreme Court judge this week ordered that the removal of a taxi rank from Bloed Street to Marabastad on July 30 be suspended until next month.

Judge H van Dyk also ruled that an application be made by July 10 for the review of the case.

The court's decision comes after an urgent application by the Pretoria United Taxi Association for an interdict to restrain the city council from moving the taxi rank to Marabastad near the Belle Ombre station on Sunday.

The application was brought against the Pretoria City Council and the Transvaal Administrator.

Puta counsel J P Roux, SC, argued that since 1972 the taximen had campaigned to keep the taxi rank. All 146 members paid R56 each a year for the use of the rank, and would be inconvenienced if they were moved before the end of the year.

Although the city council had decided to close the rank, no specific date had been set, he said.

Mr Roux said the city council's decision had been amended, but the new resolution had not been published.

"The closure of the taxi rank is illegal," said Mr Roux.

The city council's counsel, Chris de Jager, SC, argued that the taximen had been given an alternative rank.

They had been told it would be ready by April this year — despite the six months notice Puta had requested from the Administrator.

SALE

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Resplendent in tribal dress, Mr Ronnie Meyer, deputy director of Transport Affairs, with Mr T J Ngcoya, president of the taxi association, and Miss Fikile Makhanya, a dancer.

Nine-seater mini-buses can be used as taxis, operators told

(332) 19/9/85 Mercury

Mercury Reporter

THE deputy director of Transport Affairs, Mr Ronnie Meyer, speaking partly in Zulu and later resplendent in traditional dress, told black taxi operators yesterday that mini-buses were permitted to carry nine people, including the driver.

Addressing more than 500 members of the Southern Africa Black Taxi Association at the Umgababa holiday resort, he said the recommendations of the Welgemoed Commission, limiting the number of passengers that may be carried by mini-buses, had been frozen.

Mr Meyer, who was treated to Zulu dancing and singing, joined in the dancing wearing the traditional dress.

One commission recommendation which had met with a storm of protest from black taxi operators was that mini-buses being used as taxis be phased out and replaced by four-passenger seaters.

'Operators will, however, have to show local transportation boards they need nine-carrier permits,' he said, adding that the question of 12 to 15-seater mini-buses was being examined to see whether they were taxis or buses.

He said a decision would be taken on larger mini-buses and pirate taxis when the findings and recommendations of the National Policy Study Group, which is studying transport matters in South Africa, were released next month.

Legal taxis, which number more than 17 000, and many unlicensed taxis played vital roles in carrying some of the 2 000 000 blacks who needed to be transported to work, he said.

Regarding 'pirate' taxis, Mr Meyer said the Government was looking at the problem. However, he said there appeared to be a need for them because so many were operating.

He added that the National Policy Study Group should make some findings on pirate taxis.

Council urged to keep the peace

204 332 Sowetan 1/7/85

By MONK NKOMO

THE Pretoria City Council, accused of perpetrating the "evil system of apartheid", has been urged to abandon its decision of removing the black taxi rank from the city to Marabastad — for the sake of peace.

In one of his most scathing attacks on the council, Mr Zikhali Ndlazi, deputy mayor of Mamelodi, accused the council of treating blacks like dogs and warned the authorities to rescind its decision or face the consequences that may result thereafter.

He added: "The Pretoria City Council is causing the Government a lot of embarrasment by entrenching apartheid laws at the time when the Government is telling the whole world of reform in the country.

"There are sporadic incidents of violence in the country today and these incidents are caused by frustrated masses who are not given a say in matters affecting them."

Decision

Mr Ndlazi's reaction followed the Supreme Court's indefinite suspension of the council's decision to remove the rank. The rank was supposed to have moved yesterday.

The court order by Mr Justice H J van Dyk followed an urgent application by the Pretoria United Taxi Association and an independent Soshanguve taxi owner, Mr Frank Morodu. The respondent included the council and Mr Willem Cruywagen, Administrator of the Transvaal.

Mr J P Roux, SC, for the taximen, submitted that the decision to move the rank was unlawful. The council, he argued, had failed to follow legal steps when they referred the matter to the Administrator.

Large numbers of black taxi commuters hailed the judge's decision, although temporarily, and hoped that the decision would be made final when the case is heard again on July 10.

Court

The Atteridgeville Town Council lashed out at the council's decision and said the council was committed "to perpetrating the evil system of apartheid".

Both the Atteridgeville and Mamelodi Town Councils are expected to send letters this week to the Administrator of the Transvaal protesting against their decision to remove the rank.



NOEL MLOKOTI

Rift in taxi accord

A MEETING which was scheduled to be a memorable and historic event of unity between two warring black taxi associations in the Transvaal, turned into confusion at a Pretoria hotel this week.

Although the executive members of both factions — the Transvaal Taxi Association and the National Association of Taxi and Transport Operators — had recently agreed in principle to bury the hatchet and unite, a number of their members claimed that they did not know of the "taxi accord" which was apparently agreed upon in March this year.

According to the "accord", the two bodies had agreed to:

- Unite under the TTA.
- The TTA with its newly-gained NATTO members, would retain affiliation of the umbrella body of the Southern Africa Black Taxi Association.
- Two members of NATTO would be appointed by that body to represent its members on the TTA's executive committee and
- All members of NATTO would be welcome as full members of the TTA.

A steering committee consisting of 16 members from both factions would be assigned to investigate the above-mentioned recommendations and to report back on August 7, at a venue still to be named.

Mr Noel Mlokoti, chairman of NATTO, this week said both factions had recently held meetings "where we looked at point of friction" that caused them to split about two years ago.

"We have common problems which will only be solved if we become united," he said. He urged all members to reconcile and merge.

Although the members did show that the hatchet had been buried, the meeting, which was destined to be a historic event of merging the two factions, and the signing of the "taxi accord", turned into confusion about thirty minutes after the meeting had started.

The Press and three white officials, were barred from the meeting where deliberations lasted almost two hours behind closed doors. A number of the members, mostly belonging to NATTO, claimed they were not informed in advance about the "taxi accord".

An argument ensued about the name of the new association.

Mr Mlokoti and Mr Paradise Mahlangu, chairman of TTA told newsman after the meeting that a good spirit had prevailed throughout, and all their members had agreed in principle that peace negotiations be held at regular intervals until both factions unite under one body.

Free transport for R5m job-relief

PRIVATE employers have offered free transport and supervision to ensure that the government's R5 million job-relief fund for the Eastern Cape and Border is spent on wages, where it is needed most.

The jobs-creating project was established to offset severe unemployment in the region.

Members of the Chamber of Commerce in Port Alfred have offered transport and supervisory staff, said Mr Fred Polacsek, regional co-ordinator at the Department of Manpower and a member of the Action Committee for Job Creation.

Materials

He said he was confident other employers would assist in Uitenhage and Port Elizabeth.

Municipalities have been invited to propose labour-intensive projects to be financed from the R5-million fund, provided that labour accounts for at least half the cost.

By offering transport, supervision, and possibly materials, companies could ensure that most of the R5 million goes to wages, Mr Polacsek said.

Projects put up so far could account for about R3 million, and one municipality has had its application approved — Uitenhage had sought R590 000 and was awarded about R550 000.

Inadequate

Port Elizabeth City Council's request for R146 119 was returned as "inadequate" last week, and Mr Polacsek said he expected "something to the tune of R1 million" to be sought by a city with such a serious unemployment problem.

Mr Polacsek met municipal officials on Friday and said afterwards he expected a new application from the city council before the end of the week.

Complaints about bus company: hearing postponed

UMTATA — A board of inquiry into the operation of the Blue Line passenger bus company has been postponed to August 12.

The hearing was convened following complaints from commuters living in eZibileni and Lady Frere, which were directed to their chiefs and then to the MP for Cacudu district, Mr T. E. Ka-Tshunungwa.

He in turn passed the complaints on to the management of the company and an approach was made to the Transport Board to sort out the problems.

Four witnesses told the board of inquiry, under the chairmanship of Mr P. S. Magwentshu of the Department of Transport, how commuters were late for work and many had lost their jobs and others were arrested for not being in court when their cases came up, because they were unable to be on time due to the buses running late.

Mr Ka-Tshunungwa said people were suffering because of late buses which they had relied on.

"I have received numerous complaints, some written before a commissioner of oaths following a meeting with the people in the area," he said.

He said he was a resident in Bolotwa administrative district where Blue Line operated and one of their buses was parked in his location near his home, overnight.

"People have approached me, saying the service is poor. The bus is supposed to leave at 6.30 am daily for Queenstown and sometimes does not leave until 8 or 9 am," he said.

People attending court cases in Lady Frere also arrive late because the buses did not leave when they should.

"Twice this bus has had breakdowns and I assisted them on one occasion when I took the drivers in my car to Queendustria to report the breakdown to their depot and this resulted in my people becoming dissatisfied," he said.

The chief and headmen in the Glen Grey district had also complained about unsatisfactory services.

The matter was also brought up in Parliament on February 12 this year, and various meetings between the council and Blue Line officials were held in eZibileni and other meetings were held on July 22, when 206 people had crammed into the municipla offices to view their disapproval of the service by the company.

This resulted in the Department of Transport asking for a commission of inquiry into unsatisfactory services.

A letter read during the hearing from Capt F. Nomana, station commander at eZibeleni, said the service had improved recently from a poor service, and was now excellent.

Mr C. M. Soga said while giving evidence that he had seen a bus driver allegedly assault a boy who was accused of stealing money from the bus.

He said before the company started operating there, there was no occasion on which buses ran late.

"I have seen passengers beaten and luggage carelessly handled. My sheep was dropped from the top of the bus and I also had my groceries damaged," he said.

Other witnesses had complained that they had to load their own luggage, and when it was damaged they were told they could not claim from the bus owners. They had also complained to drivers about late arrivals and departures of buses but the complaints were ignored.

One witness said he had tried to approach the depot manager of the company but was not allowed to.

Mr Louis Mtshizana, who appeared for Blue Line, said at the outset of the inquiry that the company had leased buses to Trans Ciskei and that the Transportation Board was aware that in western Tembuland Blue Line did not operate, therefore the complaints had been misdirected.

"Any notice of termination of permits must be given to Trans Ciskei and not Blue Line," he said.

He had, however, admitted that some of the Blue Line directors were also directors of Trans Ciskei.

Mr Manie Beukes appeared for the complainants. — DDR.

Putco aboard a huge asset pile

332 E. Times 4/8/85

IF you have tears, shed them for Putco.

Chief executive Albino Carleo's busing giant has been a primary victim of the problems besetting the nation — from the fall in the rand to burning black townships.

Putco is caught between a rock, in the form of unsympathetic black passengers reluctant to pay higher fares, and a hard place, in the form of a cash-strapped Government that will not lightly increase subsidies.

Stonings

Black passengers have stoned Putco buses, causing damage estimated by Mr Carleo at R3-million to R4-million in the past year. Putco self insures, so the loss comes straight off the P&L.

Because Putco has been unable to collect passengers in some troubled townships, the number carried has fallen. Fortunately, Soweto has been relatively calm, but parts of the East Rand have sometimes been too turbulent for entry.

The cost of fuel rose 40% last year and the rand's fall has forced bus prices up by a staggering 50% to R120 000 apiece.

Mr Carleo claims Putco has had no compensation in higher fares from passengers or State subsidies. The last fare increase was 12,5% in December. Putco has applied for higher fares, but does not sound confident of receiving them.

Magnum claim

Putco has not yet provided for the R7,1-million it was unable to recover from Magnum and which it still hopes to recover from guarantors.

The company is also waiting for the National Transport Commission to pay it R18-million in compensation as a result of losing its Mabopane routes to a new railway service. Pirate taxis are also carving Putco up on profitable routes.

The rand's slide cost Putco R6-million in the six months to March and another R18-million in unrealised losses will have to be written off over the life of the loans — unless the rand becomes a lot stronger.

Mr Carleo will not be drawn on recent trading results or whether the R2,4-million attributable loss of the six months to December will be repeated in the second half. Final results are being prepared.

Gearing

The interim dividend was held at 3c and a final will be considered in September.

The dividend has been stuck on 6,5c for 14 years. Dividend cover last year was 4,6 and gearing only 40%. The dividend costs only R1,6-million a year, so the company should be able to hold it, even in this traumatic year.

The share has slumped from a high of 420c in 1981 to 110c — 3,7 times Putco's best earnings and offering a historical yield of 5,9%.

Those who have the nerve to invest contrary to market sentiment could consider Putco.

Because of Government and passenger hostility to profits, the company has a vested interest in showing poor results and therefore uses replacement cost depreciation. Even though profits have been low, huge depreciation provisions and meagre dividends have ensured strong cash flow — and an incredible build-up of (tax-free) value in the company.

Merger

Although earnings grew at an annual average compound rate of only 5% a year in the five years to 1984, net assets bounded along at 29% a year.

Putco has more than 3 000 buses with an average age of 5,6 years. Replacement value net assets in the last balance sheet were more than 1 000c a share. Even allowing for trading and forex losses in full, Putco has net assets of at least six times its current share price.

Like the Frame and the Rembrandt groups before it, Putco will one day benefit from all that accumulated value.

It will require a takeover, a merger or even a grand sale of assets and it could occur only after several years — but one day that value will out.

DIAGONAL STREET

By David Carte



14 arrested at police roadblock

Pietermaritzburg Bureau

THE drivers of 14 alleged pirate taxis were arrested at a roadblock on the Edendale Road outside Pietermaritzburg yesterday and their vehicles impounded.

A police spokesman said the drivers were summonsed in terms of the Road Transportation Act and released. They are due to appear in the Pietermaritzburg Magistrate's Court later this month.

The mini-bus taxis were driven from the roadblock to the Loop Street police station in the city centre.

NEWS IN BRIEF

STAR 6/8/85

Bomb-thrower gets seven years

A Rand Supreme Court judge today jailed a 17-year old Sowetan youth for seven years for throwing a petrol bomb at a Putco bus — killing one person and injuring four.

The youth, a Cosas and Soweto Youth Congress member, had pleaded guilty to a charge of murder, four charges of attempted murder and a charge of malicious damage which arose from the incident on November 6 during a general stay-away.

Mr Justice D le Roux imposed a 12-year jail sentence, of which five years were suspended for five years, after finding the youth had been politically motivated to throw the petrol bomb.

The youth had been influenced by the "mass psychosis" of the group, but must have been aware of the consequences of its actions, the judge said.

Two other men charged with the same offence were acquitted in June.

Angry drivers blocked road, defied police

Pietermaritzburg Bureau

POLICE used sjamboks to disperse a large crowd of alleged illegal taxi operators who blocked the main Edendale Road with their vehicles on Monday after police had arrested and charged about 14 drivers with operating pirate taxis.

The police Press liaison officer for Pietermaritzburg, Capt P Kitching, said about 30 taxis had been parked across both lanes of the road, creating a hazard for other motorists.

He said the trouble began after police had arrested and charged 14 alleged pirate operators at a roadblock set up on the Edendale road by the Durban Local Road Transportation Board. He said the drivers had been issued with summonses and then released.

Soon afterwards about 30 kombis had been parked across the road, blocking it.

Police arrived on the scene and ordered the drivers to move their vehicles.

The drivers, who had locked themselves into their vehicles, refused to leave, Capt Kitching said.

Police finally managed to get into the vehicles through the back doors, which were not locked and pulled the drivers out.

Police then ordered the crowd to leave the scene and, when they did not, sjamboks were used to disperse them, he said.

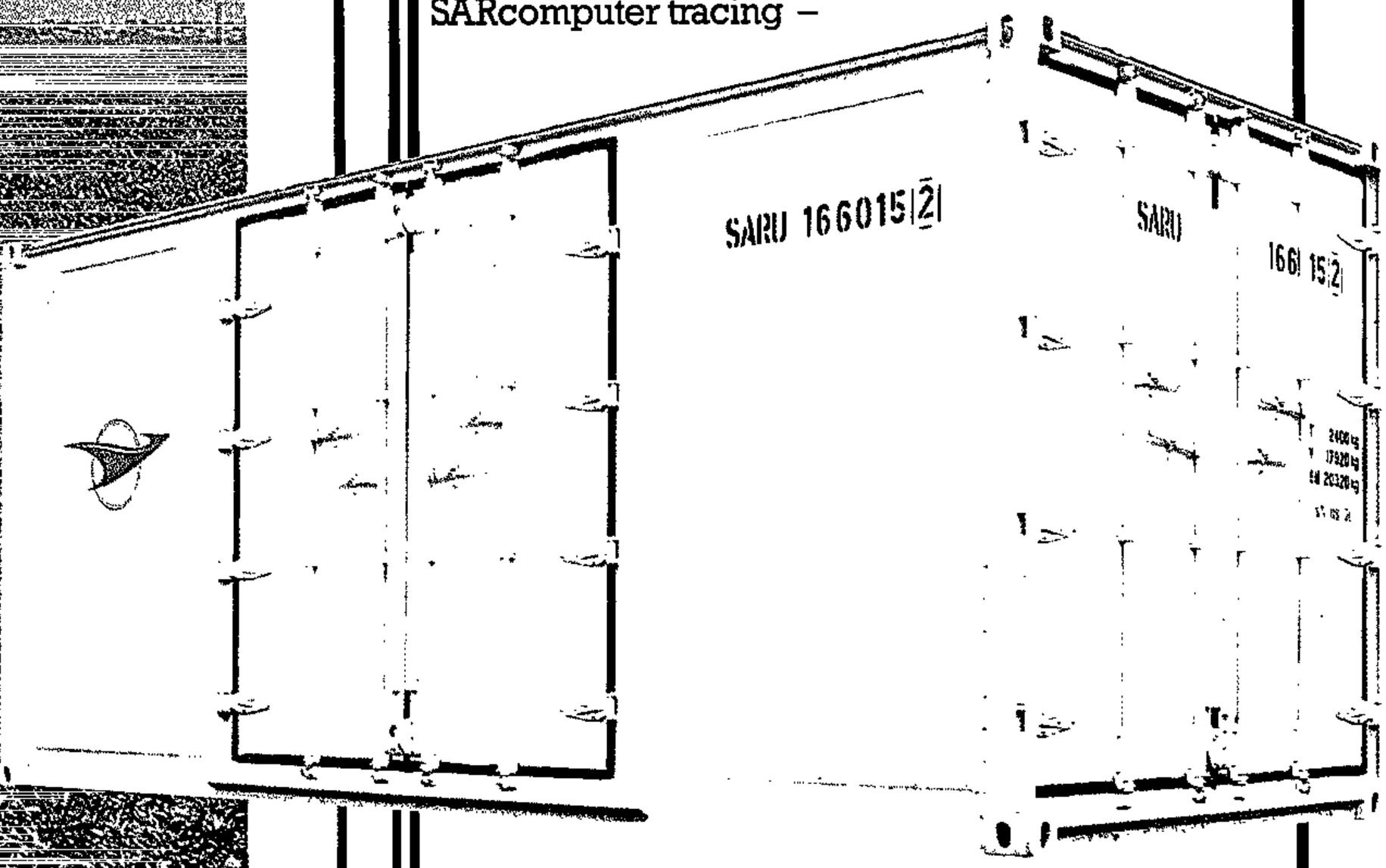
Capt Kitching said the drivers were also warned to remove their vehicles from the road or they would be impounded by police.

He said the names of all the drivers involved in the fracas had been taken down and they had been warned but not charged.

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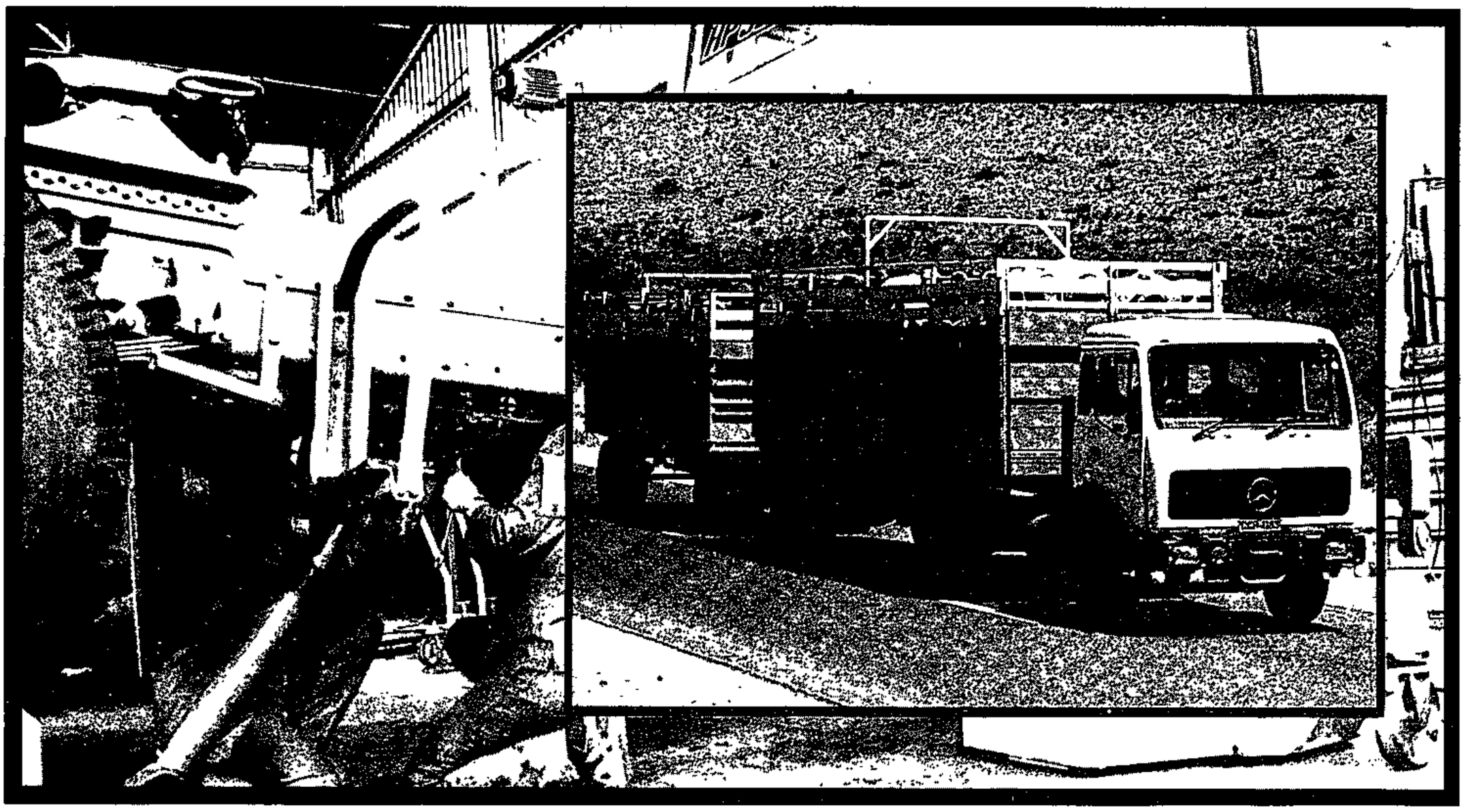
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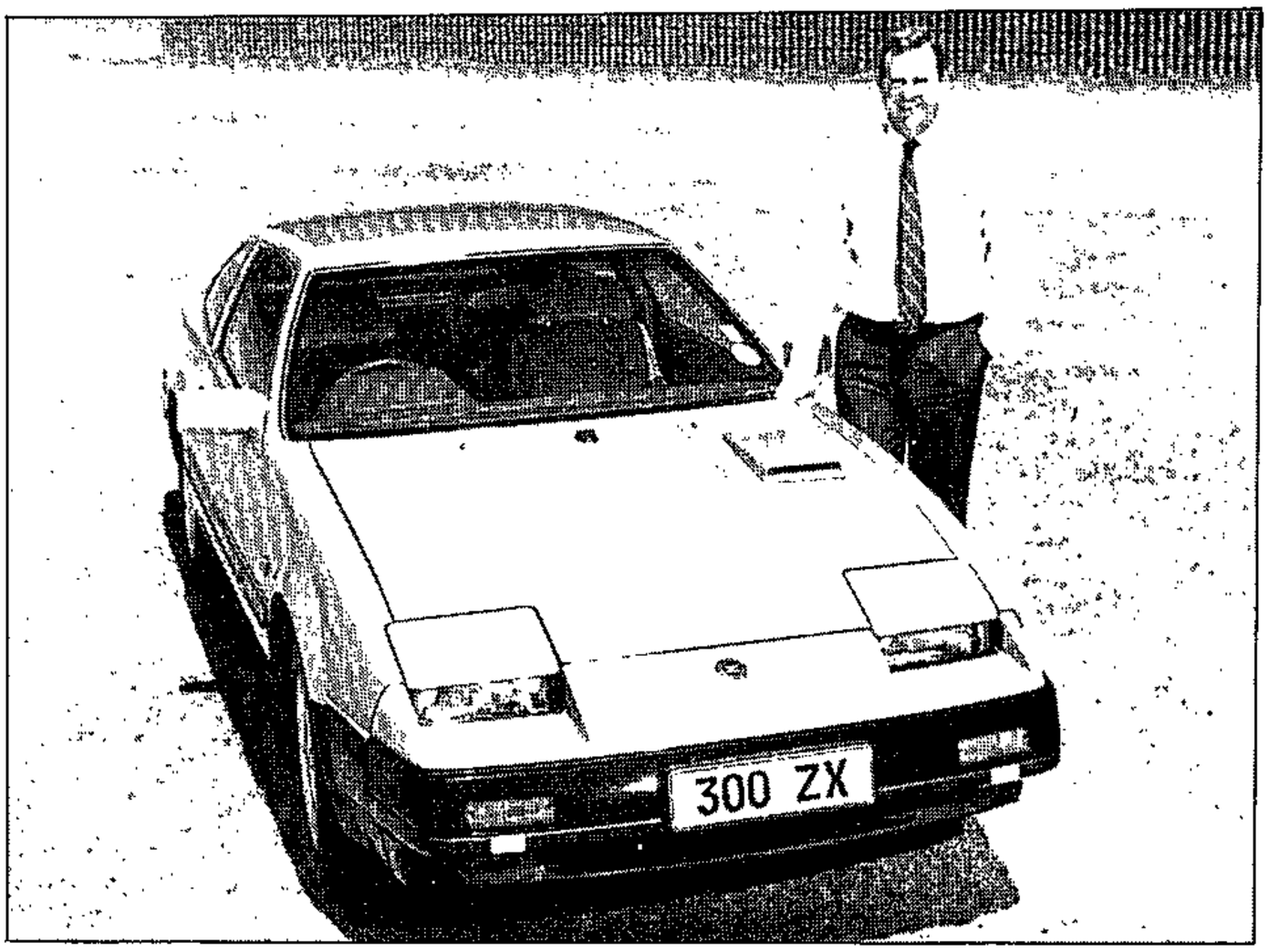
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Toyota held 39,7% of the LCV market, with Nissan on 18,8% and General Motors (GM looks after both Isuzu and Suzuki in SA) taking 15,0%. After that came Amcar (now Samcor) on 9%; Ford 8,8%; and Volkswagen 6,4%.

From this it appears that Toyota holds twice as much of the market as the second-placed manufacturer — as, incidentally, it does in the motor car market as well. In fact, the Toyota Hi-Lux one-tonner range accounts for more sales on its own than the total LCV production of any other manufacturer.



Nissan's Newbury . . . in there fighting

There's more to this than meets the eye. Dr Albert Wessels originally founded Toyota SA on the back of a number of Toyopet Stout one-tonners which he imported on a hunch from Japan. And the company which introduced the bakkie concept to SA has never looked back since, dominating the market year after year with a succession of evergreen variants of the Hi-Lux. The latest Hi-Lux was launched last year.

But it is also interesting to note that in the first five months of the year, the three leading manufacturers accounted for no less than 75% of the whole LCV market.

If one looks at the whole LCV market by model, while the Hi-Lux is obviously the market leader, the Isuzu KB one-tonner is in second spot, with the Toyota Hi-Ace third and the Nissan 1400 half-tonner fourth. So Toyota has two out of four leaders here, but interestingly the ever popular little Nissan 1400 still leads the half-tonner market.

But if LCV sales are down overall, certain sectors are actually up on last year. Thus in January-April this year, diesel one-tonners accounted for 15% of the total LCV market compared to 9,4% last year.

The 10-seater mini-bus market is also holding up quite well, taking 14,2% of total LCV sales (again, January-April this year) compared to 12,3% last year. By comparison, the half-tonner sector has fallen from 19,8% to 15,7%.

The increase in the mini-bus sector is no doubt largely explained by the growth of the minibus cult among blacks, for whom these vehicles have become a normal feature of community life, posing a major threat to existing bus operators.

As a glance at any mini-bus taxi rank in Johannesburg will confirm, the Hi-Ace is quite the most popular vehicle in these circles, outnumbering the Nissan E20 by about two to one, while the VW Kombi, so popular among the white fraternity, hardly has a look in.

We questioned Brand Pretorius on this, and he assures the *FM* that Toyota does not offer any special financial packages to the black minibus operators. He says, "We do offer a reasonable discount through our dealers, but we firmly believe that discounting is only one aspect of selling."

Pretorius explains the success of the Hi-Ace in terms of its reliability and loadability. "Throughout our LCV and car ranges we have been fortunate in maintaining a consistent standard of quality over the years. Other manufacturers have tended to go through phases where quality has been alternatively quite acceptable and then below par. It is consistency that has been such a major factor in our success."

Random questioning of black Hi-Ace operators has tended to confirm this, eliciting such responses as "This is the strong one," "There are no breakdowns" and "It pulls a big load." ■

Passing — and saving — the buck

Many medium-sized operators are now finding it more convenient — if not cheaper — to rent rather than buy transport. There are many advantages for those taking this route

In 1982, you could buy an 8 t truck for around R22 000. Today, a mere three years later, the price tag is between R38 000 and R40 000 — thanks largely to the ADE local engine programme. But whatever the reason, the fact is that distribution costs of manufactured goods have now become a major factor in the pricing of such goods and an expense to be reckoned with. As a result, many companies and manufacturers are now trying to peg their transport costs by entering into long-term hire agreements with truck rental companies, with the emphasis on what are called Full Maintenance Contracts.

What are the advantages of this type of agreement and why is the concept accounting for more and more of South Africa's trucking operations as time goes by? We spoke to John Pearse, managing director of Fleetrent, a market leader in this arena in South Africa.

Says Pearse, "The kind of operator to whom an FMC (Full Maintenance Con-

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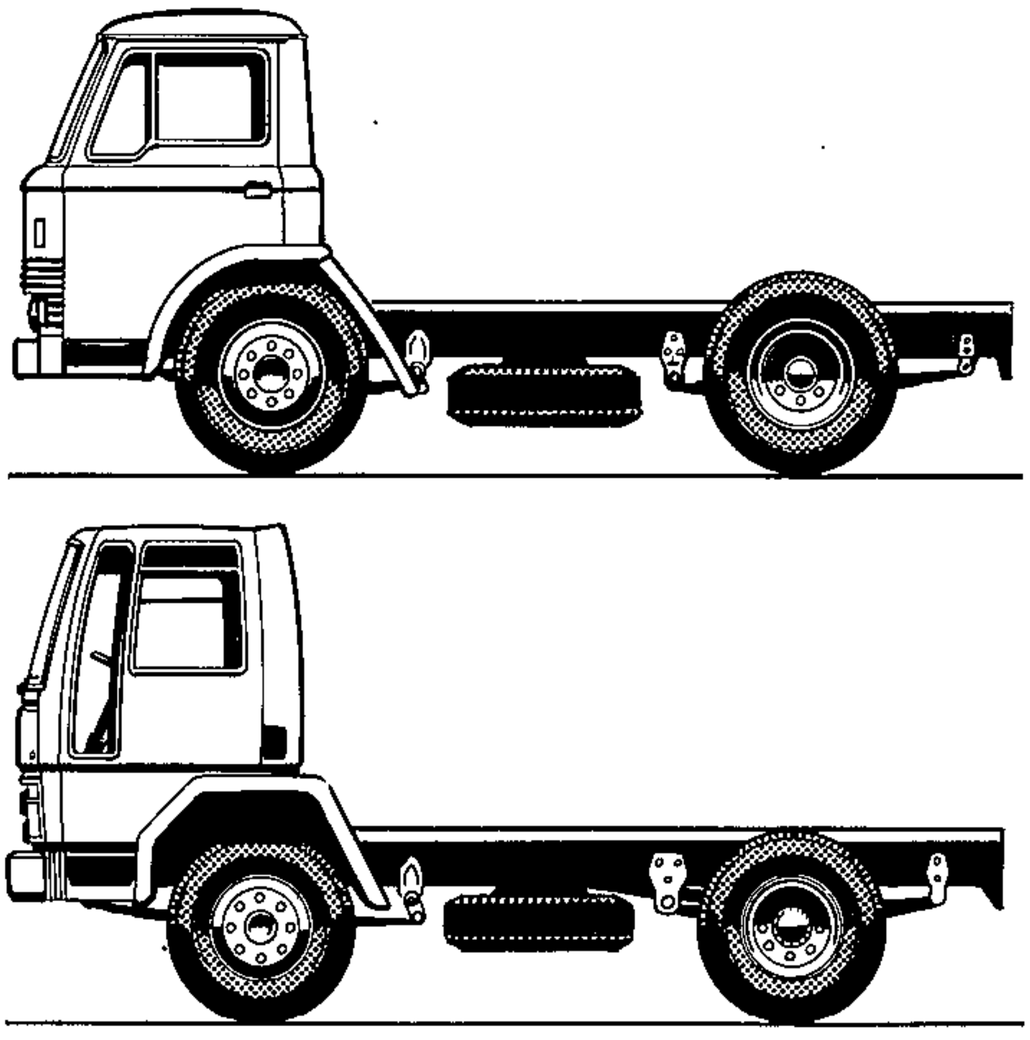
Ford dealers have successfully concluded a major truck parts cost reduction operation.

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tive control of the fleet."

He says the Stannic system has been designed to save fleet operating costs wherever possible. "It is a management tool to help our clients make the correct fleet management decisions.

"Stannic has made a substantial investment in developing this system. It is fully computerised, makes the best use of overseas thinking where applicable, but is otherwise tailored to meet the specific needs of South African fleet owners.

"A company can continue with its present systems, stretching resources, or it can experiment with ways and means of streamlining fleet management. But it can be more economical and less frustrating to take advantage of the benefits offered by a fleet management system such as that provided by Stannic."

The breakdown

But enough of the problem and the promotion. What exactly does the system provide? The following are the essential elements according to Wynter:

☐ Central billing through the Stannic Motorcard;
☐ Fleet management for cars;
☐ Truck fleet management;
☐ Exception reporting designed to identify those vehicles not operating at acceptable cost levels; and
☐ A consulting service.

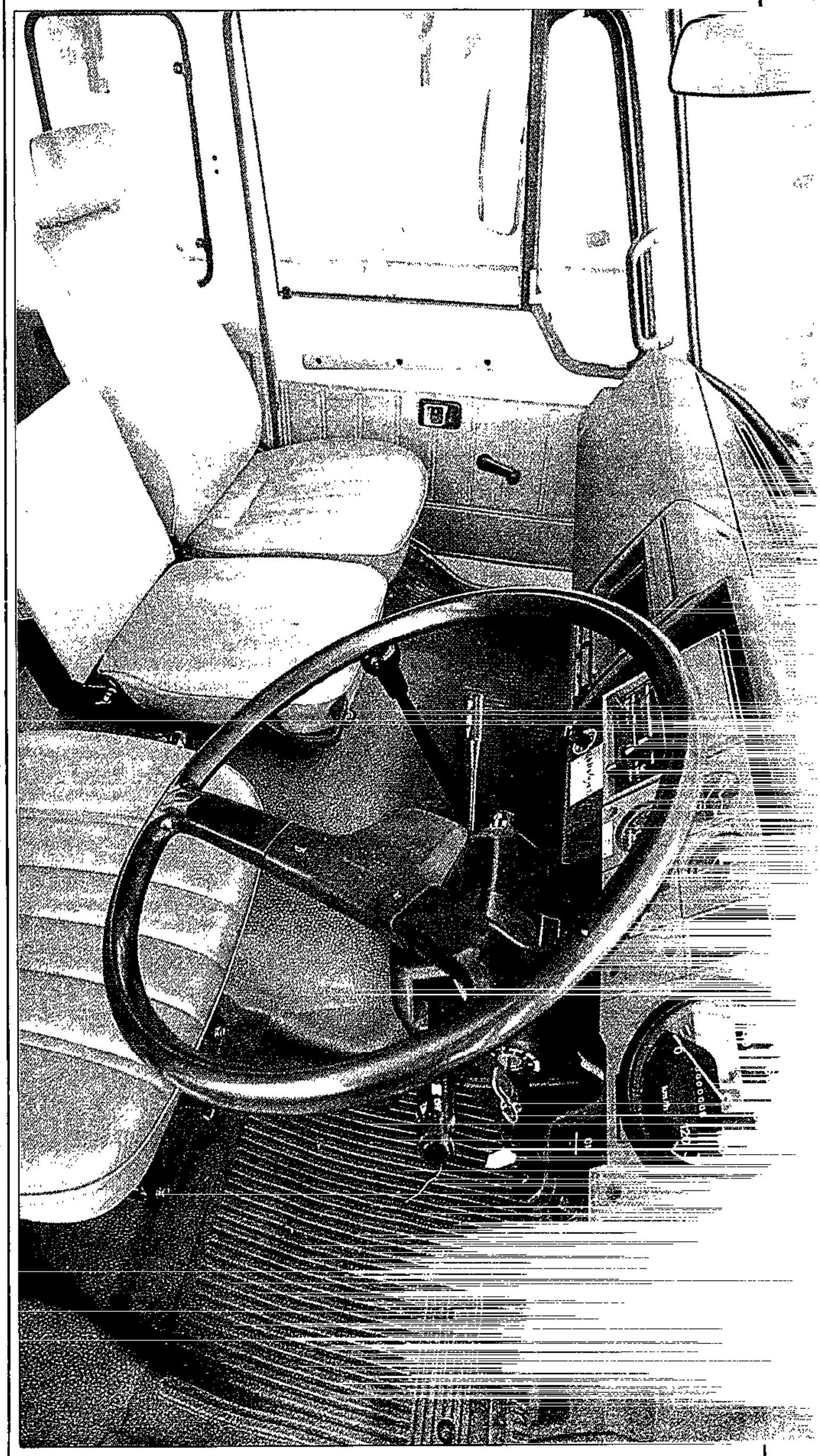
Each facet of the system is made up of a number of functions and each dimension of the system is designed to dovetail into the next. Says Wynter, "We have set a number of broad objectives — using our experience in the field, the best in fleet management theory, techniques and computer technology — to provide a system that helps companies make the correct fleet management decisions.

An additional dimension, Flexiterm Leasing, has been added to the Stannic Fleet Management System. This is a plan that smoothes out cashflow because customers pay only for wear and tear directly related to the use of the vehicle. The monthly lease payment is based on depreciation and interest factors.

"The idea," says Wynter, "is to make clients constantly aware of costs and statistics so that, with this information at their disposal, the best management decisions can be made."

Stannic and the CSIR's National Institute for Transport and Road Research have been co-operating in a project studying vehicle operating costs in South Africa. The aim is to quantify vehicle costs on different road surfaces and over different terrains.

The study has been prompted by the rapid deterioration in South Africa's road network. Says Wynter, "We have about 60 000 vehicles on our Fleet Management System and we should be able to provide the Institute with all the information it needs." ■



Reappraising the dashboard from the financial angle

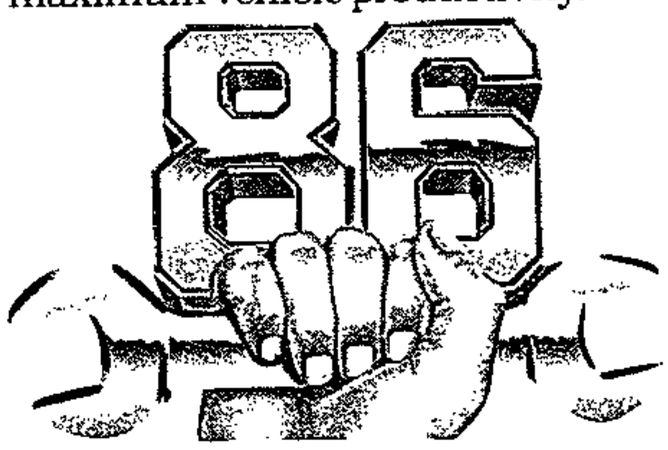
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Town and Durban to neighbouring territories and states. These include Swaziland, Transkei, Lesotho, Lebowa, Bophuthatswana, KwaZulu, Venda, Gazankulu and other homeland areas.

The new TranState buses have 70 comfortable seats, with high backrests and plenty of leg-room, and have tinted windows for glare protection. They also have recorded music and passengers can play their own tapes if they like. Though not airconditioned, forced draught ventilation and heating are provided, depending on the weather outside.

The buses also have an extra-large underfloor luggage compartment and trailer, as well as a dual-braking system (featuring a gearbox brake retarder) for added safety. Essentially, the TranState concept is based on well-tested American and Australian practice.

Another division of Sats road transport services is really a sub-division of RTS and handles abnormal loads. There are 85 vehicles and trailers in this section. They are geared to moving massive equipment such as chemical plant, station equipment, transformers and so on, from point of manufacture to harbour or site.

Giant International Harvester Pacific horses are used — often in multiples — to haul loads that may weigh more than 200 t.

Big league

The biggest of the IH Pacifics develop 549 kW and can haul 192 t each. The horses alone weigh 45 t. These have now been augmented by giant Mercedes-Benz and MAN tractors developing 367 kW and 485 kW respectively.

Virtually all RTS vehicles sport a red livery. But if red is the telltale colour of the RTS fleet, yellow is the colour or the cartage division. This road fleet falls under the commercial section of Sats, and operates in the major centres, where its yellow horses and trailers are a familiar sight. The cartage fleet provides a link between stations and customers, and delivers railed goods or parcels to city consignees. There are well over 14 000 vehicles in the "yellow" fleet alone (including mechanical horses and trailers).

The cartage division's basic function is to operate from the rail to the rail. The railway service is difficult to sell without a door-to-door facility, so it provides the first and last links in the transport chain.

The up-market end of the RTS business involves touring coaches. These operate scheduled tours from the principal cities to tourist spots such as the Kruger National Park, the Natal game reserves, Drakensberg resorts and beauty spots in the Western Cape.

Driver-training is also an important aspect of Sats' road transport operations, and the administration is justly proud of its drivers. They have won the National Road Safety drivers' competition so often that it is almost embarrassing. ■

Hultrans — the sweet life

Not all the country's major road transport hauliers are based on the Reef — although this is no surprise to Hultrans and many other operators in the "big banana"

Hultrans began life in somewhat humble circumstances as an in-house cane transport operation run by Hulett's sugar mills. Dating back to 1968, it has now become Natal's largest indigenous transport operator, and one of the big five in the Republic.

Today the company has a staff of around 1 500 and operates a fleet of close to 700 vehicles, comprising 260-plus truck tractors and more than 400 trailers. Hultrans' heavy vehicles today cover more than 28m km a year, which is equivalent to a rig circling the globe twice every working day of the year.

Originally, Huletts ran a relatively large fleet of vehicles which serviced the sugar company, but during the three- to four-month off-season this fleet was virtually unused. It was this that prompted Huletts to streamline the operation and, recognising its potential, to form the nucleus of a general transport operation.

In its first year, Hultrans doubled its fleet and acquired heavier vehicles capable of carrying a wide variety of goods, although the bulk of the business was still cane orientated and largely related to Huletts.

The company gradually expanded into more and more general commercial work, opening depots first in Durban and later Alrode to stimulate development in both the Durban and Reef areas.



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fleet equipment have had to be made to meet the needs of particular industries. A member of senior management who has played a key role in introducing cost-effective, specialised fleet equipment is Tony Coombes, who is based at head office in Durban. He controls the technical and maintenance aspects of the company's operations and ensures that safety and reliability standards are maintained at all times.

Hultrans employs a considerable number of drivers and they are subjected to a stringent aptitude and safety test before being taken on by the company. Before being allowed on the road, they undergo comprehensive training at Hultrans' own driver-training school at Mt Edgecombe, Natal, under the eye of training manager Derek Wicks and his staff.

Since the drive-training centre was opened 10 years ago, the company has become recognised as an expert in the field of heavy duty vehicle driver-training, and often hosts the National Road Safety's Driver of the Year competition.

Drivers regularly undergo refresher courses at the centre, while tachometers are fitted to every vehicle to maintain a constant check on driving situations and conditions.

Hultrans' vehicles are decorated in an attractive green-and-white livery, with orange decals, and they are a familiar sight on the roads. But few people realise the enormous task that confronted the company when it became a member of the Tongaat-Hulett group about three years ago. Every vehicle had to be repainted in the new corporate colours.

In a period of 18 weeks, the entire fleet ws repainted in the new livery with the minimum disruption of its normal haulage operations.

Commenting on the company's recent performance and looking to the future, Norris says: "Firstly, we see ourselves as gaining strength in the sugar industry. The changes brought about through the implementation of the Rorich Committee have opened up additional opportunities in an area where we are already acknowledged experts.

'With our expertise and basic portfolio of permits we expect to consolidate and strengthen our position in the industry'

"The development of the new Felixton II mill has provided a vast amount of scope for road transportation. When fully operational, around 1,8m tons of cane will be hauled to this mill this year and we expect a fair slice of the market."

In the Empangeni/Felixton areas in particular, Hultrans has secured about 70% of the private cane growers' haulage business. A fair proportion of these are black growers.

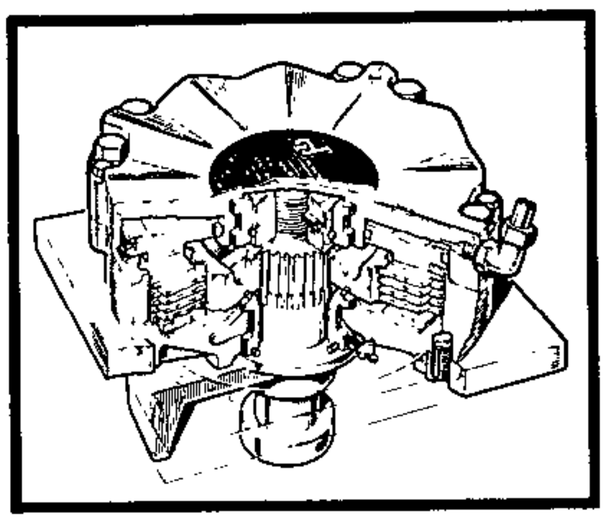
Adds Norris, "In recent years we have made steady inroads into a variety of industries, the most recent being timber, where there is a growing and developing market.

"With our expertise and basic portfolio of permits, we expect to consolidate and strengthen our position in the transport industry in line with the economy."

Norris concedes that the industry as a whole is still bedevilled with the permit problem and the competitive situation between private transporters and Sats, but feels that, as the economy recovers, so the demand for transport of all forms will increase. ■



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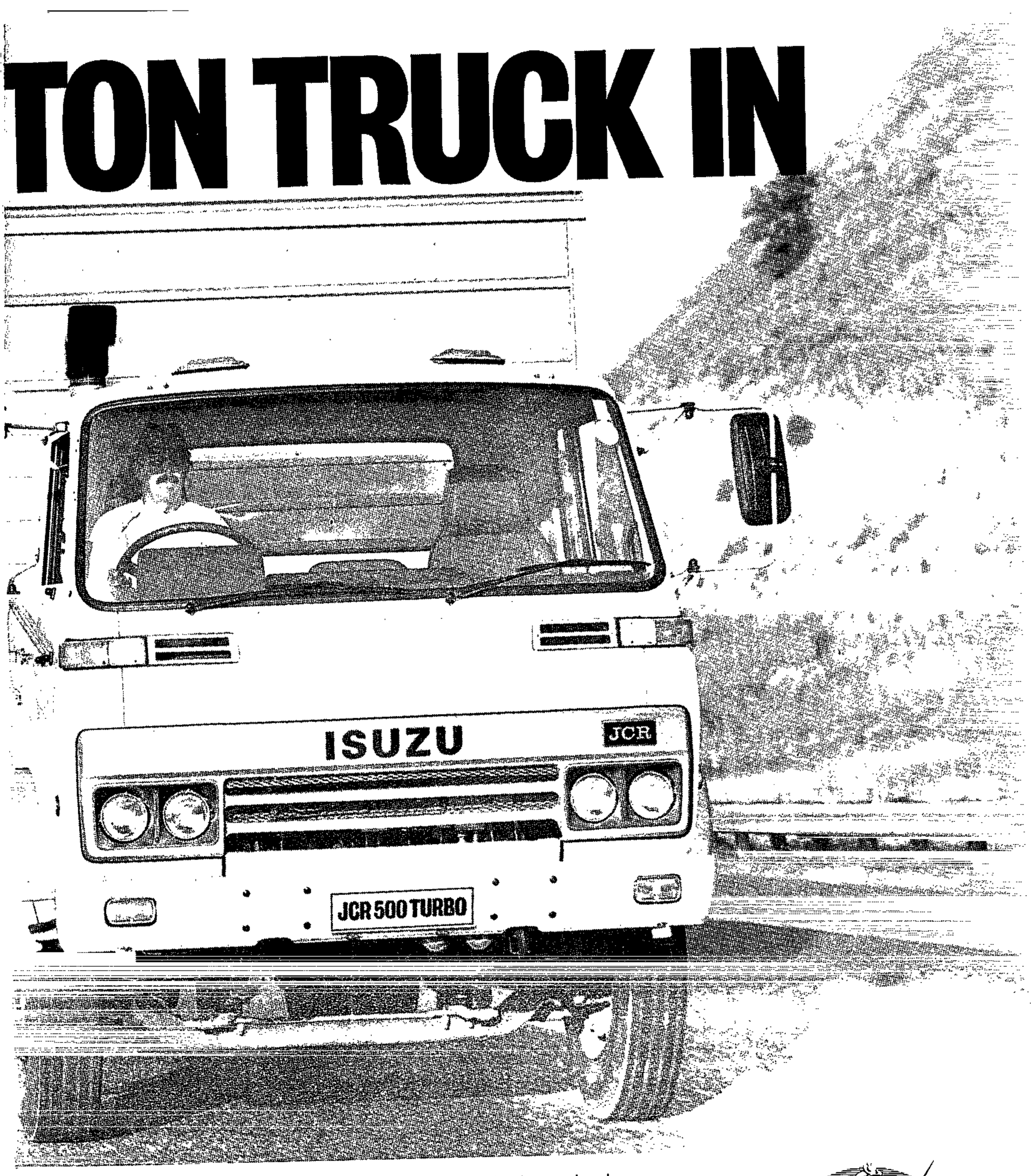
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had to be written off due to burning and stone damage since August last year.

This, in turn, raises the question of insurance. Putco carries an excess of R10 000 on each of its vehicles and has its own broking business called Carleo, Head and Associates. This is in constant touch with the country's leading short-term insurers. This company is headed up by golfing personality Ian Head and looks after all third-party and passenger cover as well, but Putco is not insured against the negligence of its own employees.

The group has a number of other subsidiary companies including Africa Body and Coach, Crown Body and Coach and Dubigeon at Brits that manufacture bus bodies for the operating company. Repair work is also carried out by these companies.

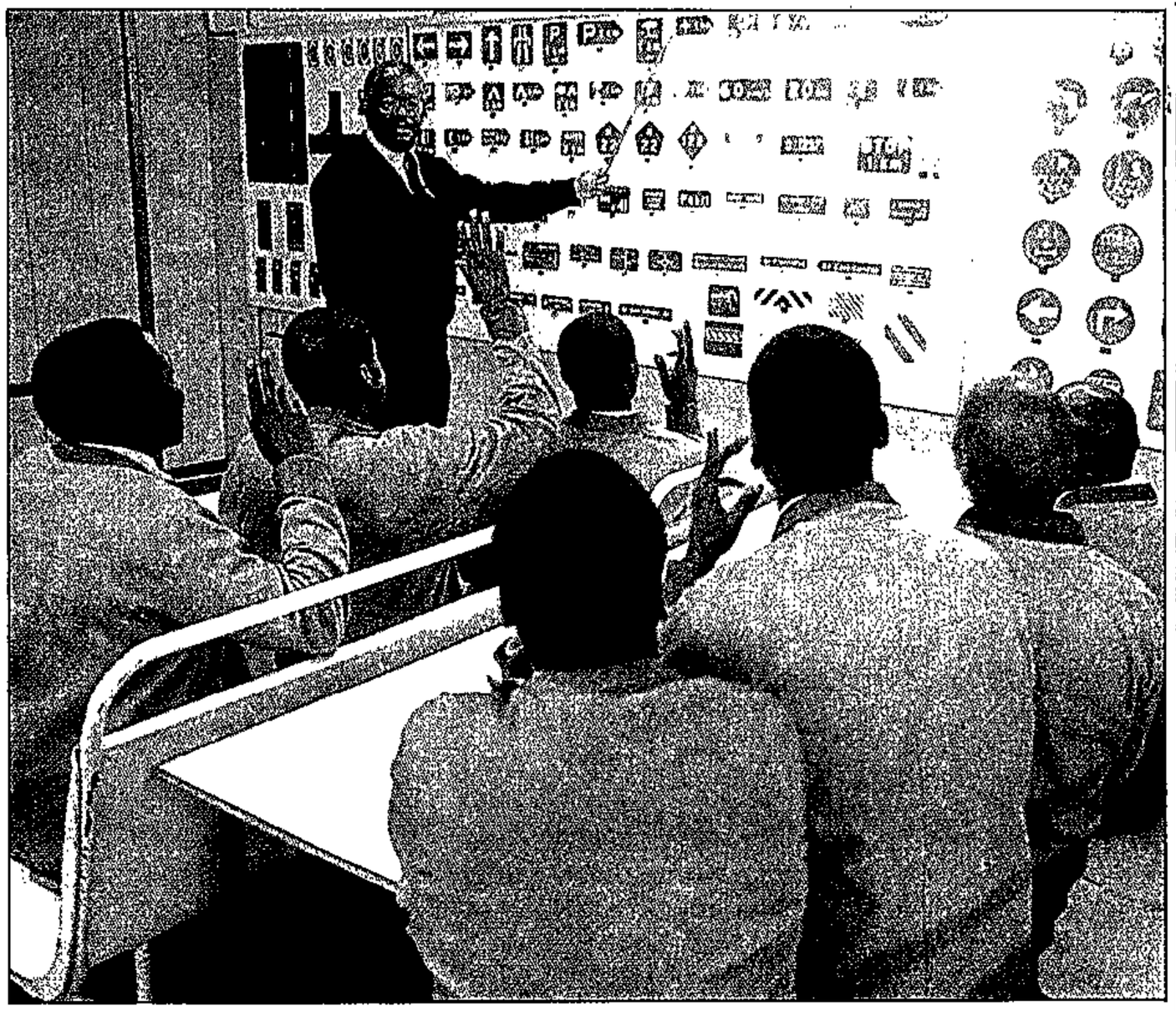
Group subsidiary Voms, sited at Lea Glen, is a vehicle engineering concern that looks after engine and gearbox reconditioning. Around 65 engines, 130 gearboxes and 20 rear axle units are overhauled each month by this company. Voms does not only Putco work, but about 40% of work in hand at any particular moment is generally for outside concerns such as Toyota, Rolls-Royce and Leyland. Vomparts is an offshoot of this subsidiary.

From this it can be seen that the Putco group handles virtually all activities that support the passenger-carrying operation in house — from insurances through body building to overhaul and maintenance.

SA has not had a very happy recent history when it comes to bus accidents, deaths and injuries, but Putco has managed to reduce its accident rate from 5,13/100 000 km in 1983 to 3,75 last year. This amounts to roughly one accident every 30 000 km — not, at first glance, anything to be overly proud of, but it must be borne in mind that this includes all accidents regardless of whether any death, injury or indeed any damage at all occurred.

The company has 4 500 drivers and has training centres at Putcotown and Wynberg near Johannesburg, and at Pretoria and in Natal. Before any applicants for the position of driver are considered, they must be in possession of a heavy duty licence and are also put through exhaustive psychological and co-ordination tests.

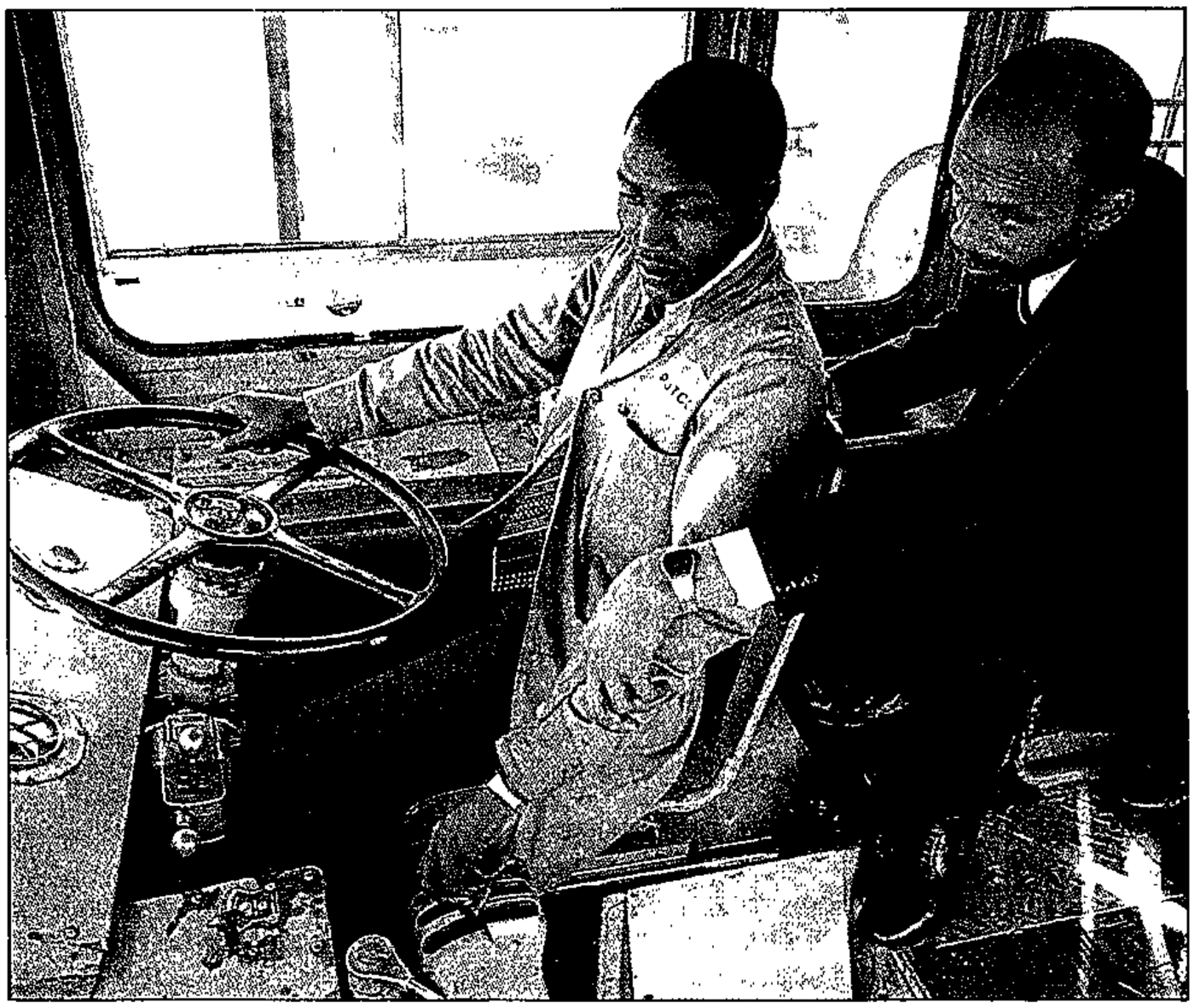
Since June last year, Putco has also insisted on all applicants for drivers' posts being in possession of a valid Public Driver's Permit as well, plus two years' experience. Last year, out of 10 000 applicants, only 1 777 were placed in training. The first course is a 21-day intensive one in road signs and heavy traffic conditions, followed by 100 hours of "shepherd driving". There is, in addition, a 10-day course in defensive driving techniques.



Training the drivers of tomorrow's buses

The Advanced Drivers' Course is now being introduced as well for drivers working on the very heavy duty out-of-town routes.

Though the company is the butt of many jokes and irritated jibes by rush-hour motorists every day of the week, there can be little doubt that, without it, the wheels of the country's urban-based economy would grind to a halt overnight. ■



Turning the wheel with the emphasis on safety

Shouldering the load

Cargo Carriers is one of the pioneers in the field of professional cartage in SA

Cargo Carriers is yet another multi-million rand enterprise that owes its existence to the endeavours of one man — Desmond Bolton. Bolton began his transport operation in 1955 with only a Mercedes-Benz truck-tractor. At that time he was working on the Eastern Transvaal gold fields at Kinross and Evander while handling a number of coal contracts as well.

That old Mercedes, Cargo Carriers' No 1, has for many years been enshrined in a glass case outside the company's head office at Elandsfontein in the Transvaal. Today the company is rebuilding its corporate headquarters but the old No 1 will still be preserved in a place of honour, commemorating the foundation of what is probably the largest operating company in private hands in SA.

While Des Bolton remains chairman of Cargo Carriers and the numerous other companies in the group, today Roger Naisby is managing director, Chris van Holt, financial director, and Bill Factor director in charge of the technical side of the business.

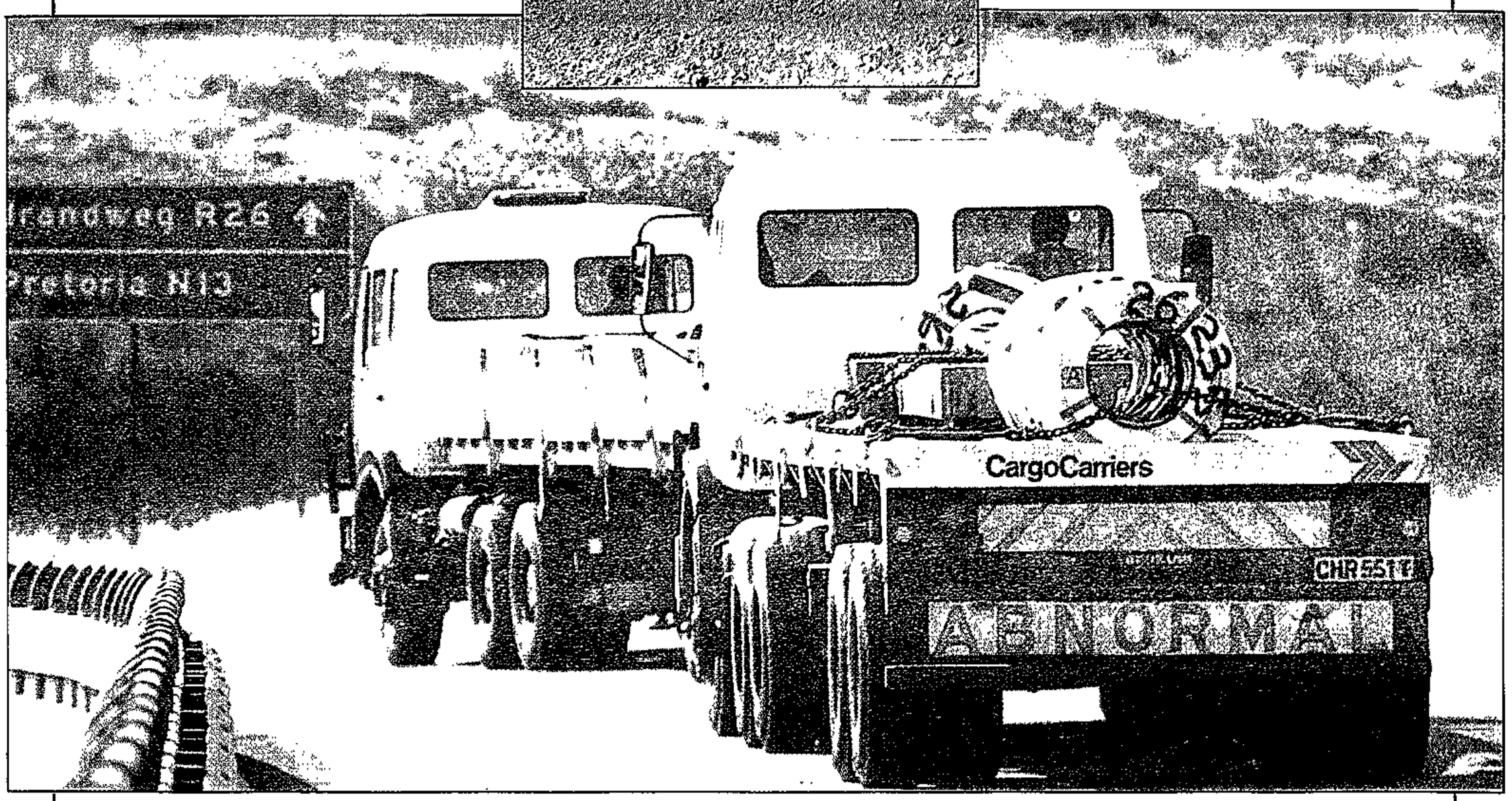


Cargo Carriers now has a turnover of around R70m a year, covers 50m km a year and carries roughly 10m t of goods annually. There are 1 050 tractive units in the fleet, with an additional 1 700 trailing units giving a total of not far short of the 3 000 mark.

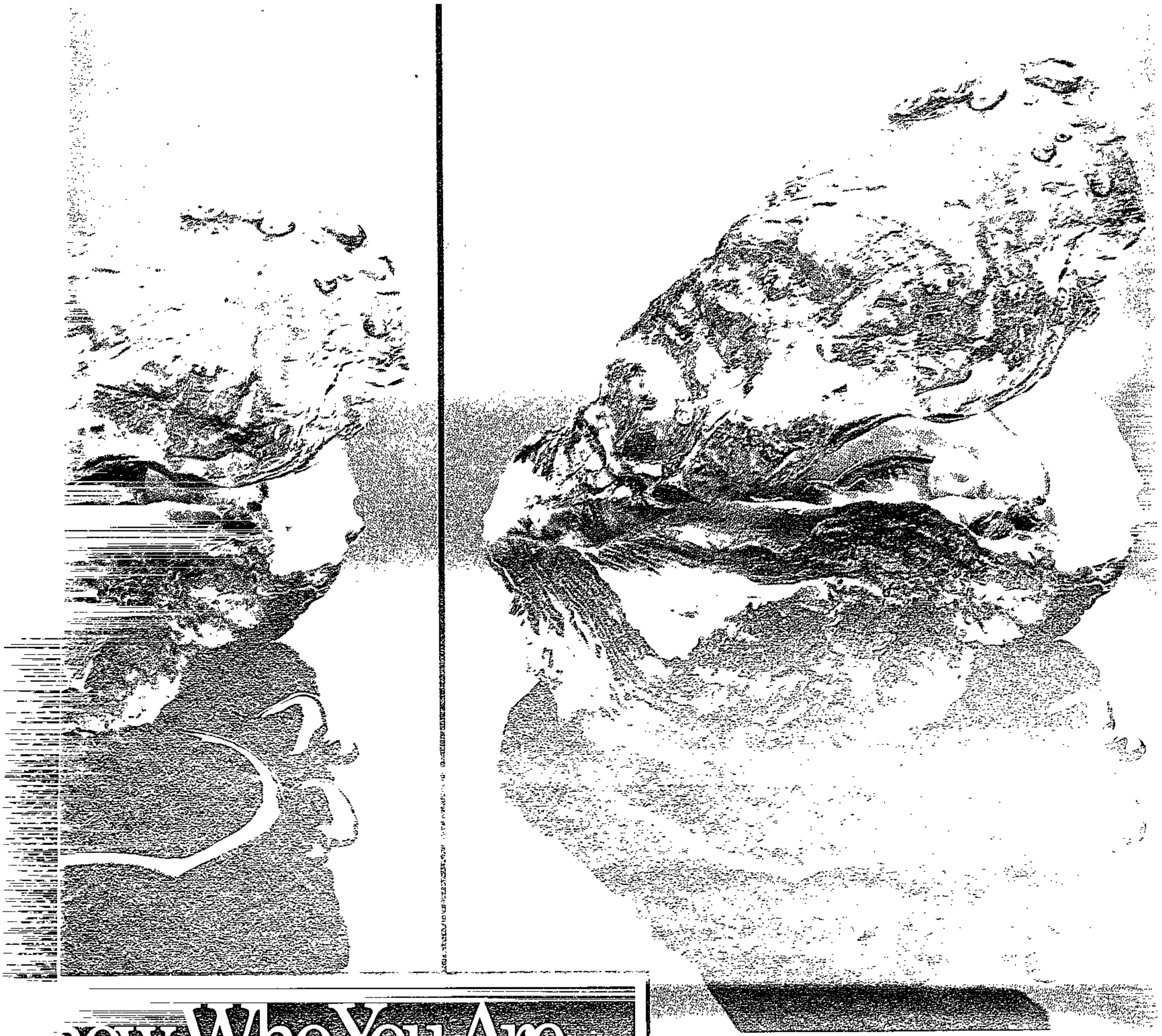
The company is split into three principal divisions: inland, under Factor, coastal under general manager Manie Wiese, and corporate under Naisby.

Cargo Carriers has 20 depots throughout the Transvaal, Natal, Swaziland and the Orange Free State and has now opened an office in Cape Town. But the principal areas of operation remain the Transvaal, Swaziland and Natal, according to Factor.

"The Cape Town office," he says, "is more of a presence than anything else, from which we hope to build up an operation over the years in that area and linking up with our other operations." At the moment, the Cape road transport and cargo scene is largely dominated by Jowells, on the one hand, and Sats' Road Transport Services on the other.



CC's Factor . . . looking after the nuts and bolts of Cargo Carriers



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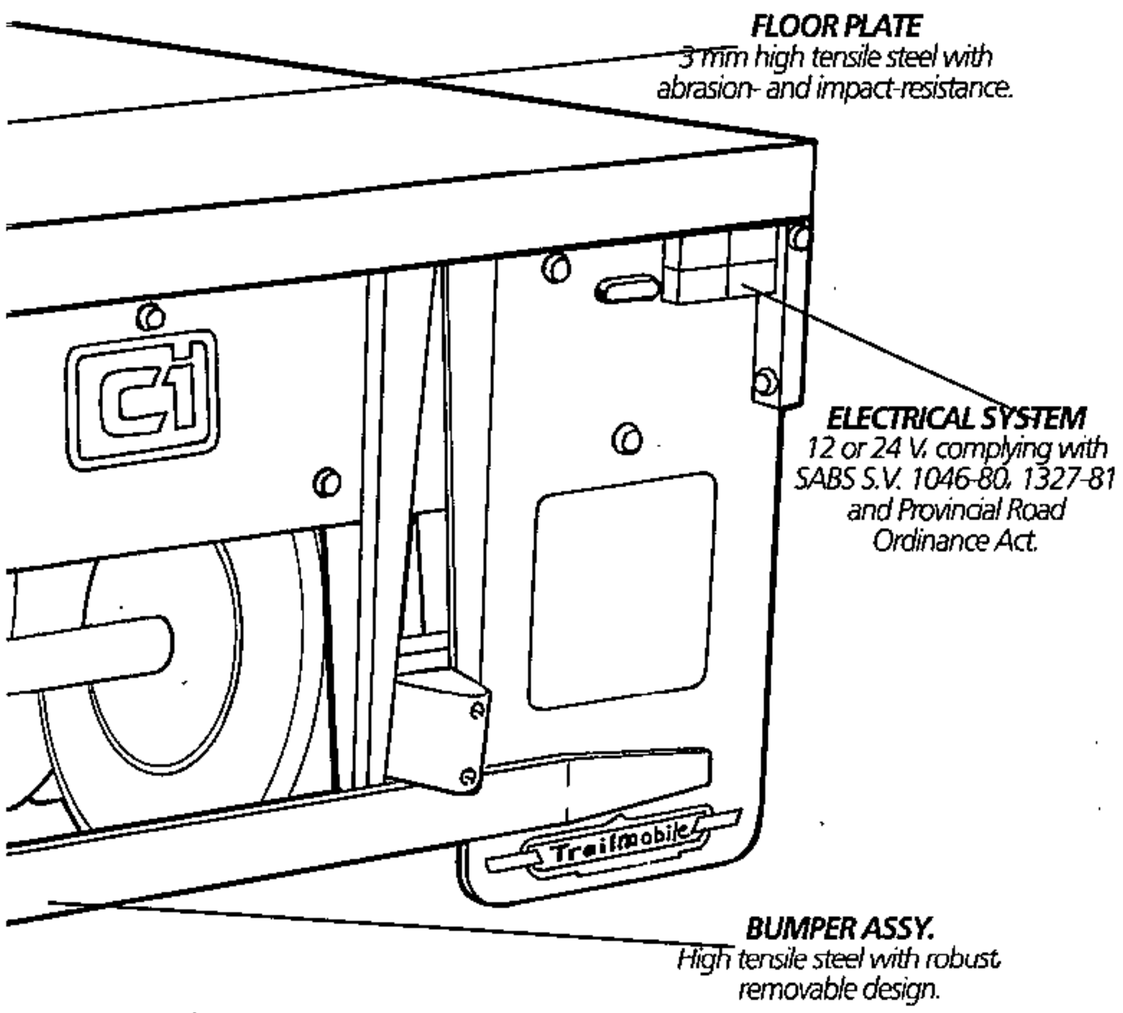
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HERCULES SEMI-TRAILERS

The company employs around 3 500 people of whom 3 000 are black, and has nine driver-training schools around the country. Only drivers who already hold a heavy duty licence are considered by the company.

Over 90% of Cargo Carriers' work is done on a contract basis, the contracts usually stretching to three years and upwards. The company's biggest single customer is Iscor and it has developed a reputation as something of a specialist in the handling of steel. As a result Usco and Wolhuter Steel are also on its books.

Other major customers include BP and Shell and Cargo Carriers looks after almost all petrol distribution in Swaziland. It is also prominent in the cartage of sugar cane and molasses throughout Swaziland and Natal, notably moving the cane from the fields to the sugar mills, and semi-refined sugar to the railhead.

Cargo Carriers is also involved in the transport of industrial chemicals for companies such as Sasol.

The *FM* asked Factor why it is that major ancillary operators like, for instance, SA Breweries and AECI, still maintain and operate their own fleets, rather than handing them over to professional hauliers.

He says: "In the past, organisations like these had their own peculiar reasons for taking the route they have since followed — one being a case of customer relations and showing the corporate flag, and another being concern for safety, particularly when moving toxic cargoes such as acid and the like."

Colours for customers

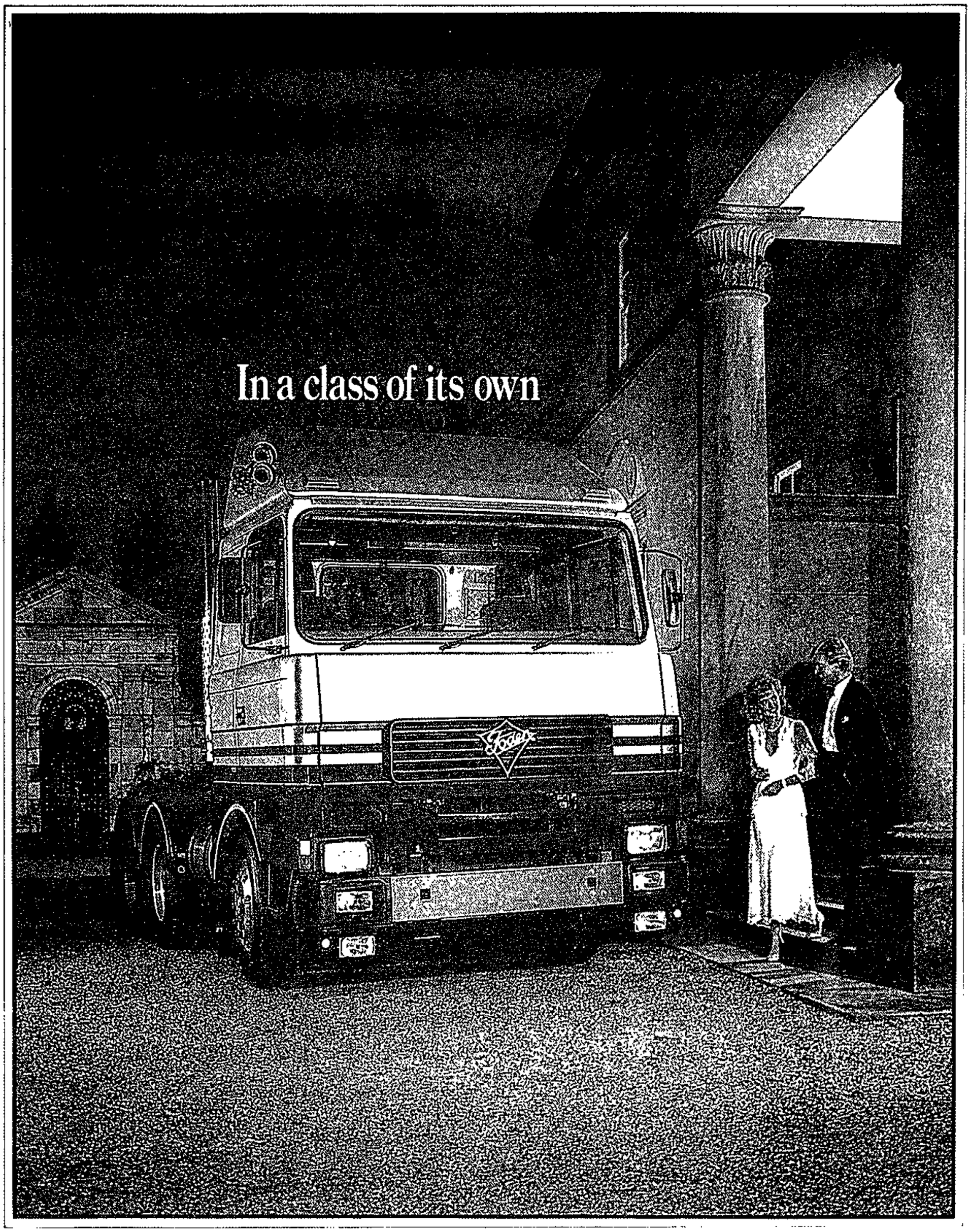
However, nowadays companies like Cargo Carriers frequently paint their vehicles in the corporate colours of the customer they are serving and both Cargo Carriers and other big professional hauliers like D & H's Tanker Services have become proficient in the cartage of liquids of all descriptions.

So one day we may see professional hauliers moving virtually all the output of major manufacturing concerns throughout the country. This trend is already evident in the industrialised world. Says Factor: "In the United States, many manufacturing companies actually own the trailing trailers, while the mechanical horses or prime movers are the property of professional hauliers."

Factor says Cargo Carriers is in constant touch with major manufacturing concerns throughout the country in the search for new business. "However," he says, "being in the service industry, we are not as prone to downturns in the economy as some other businesses, so the recession is not affecting us too badly."

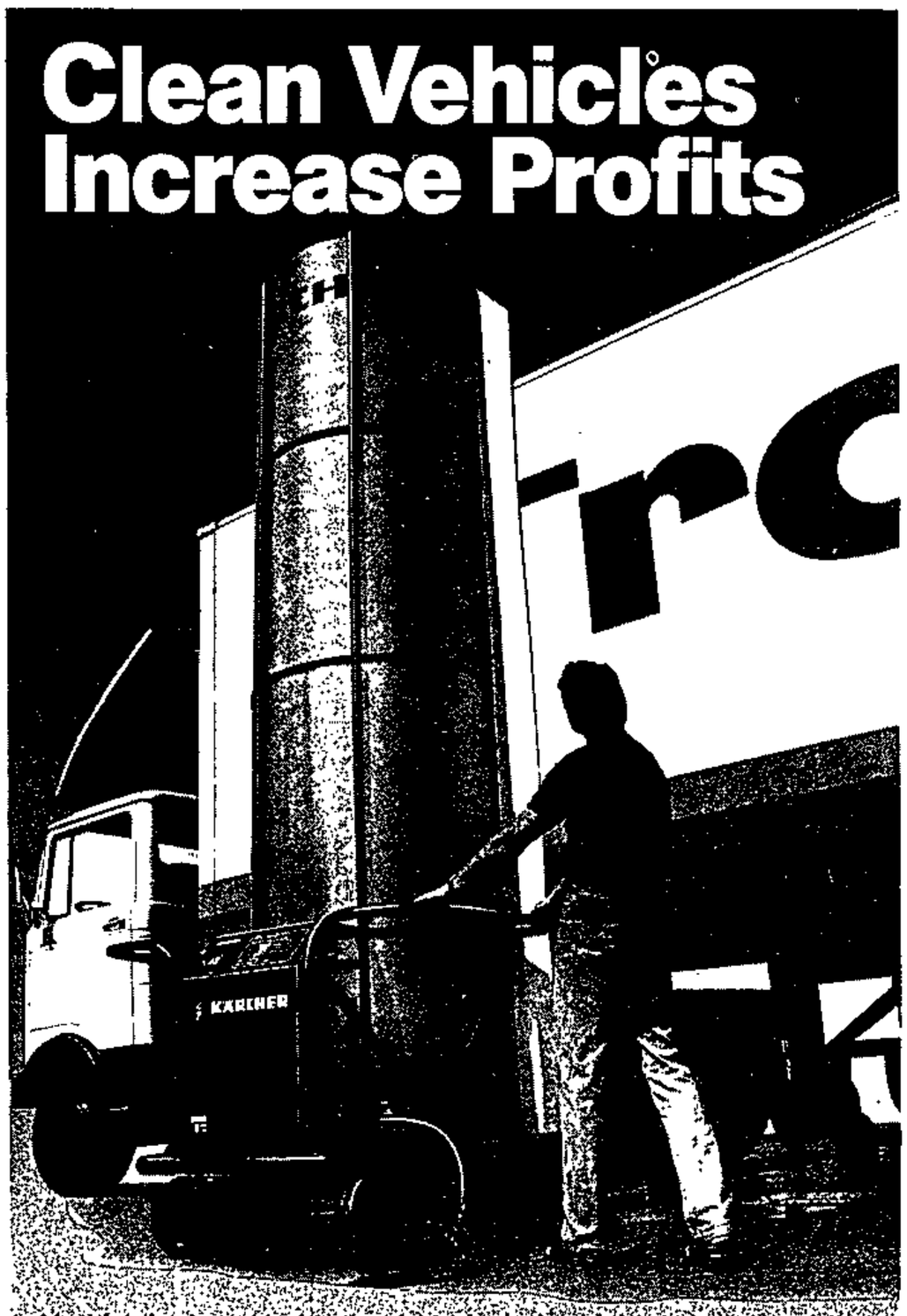
Nonetheless, he makes the point that the recession has had the effect of pushing more and more people into the industry and the erstwhile rats and mice have grown bigger so things are getting a lot more competitive than they used to be.

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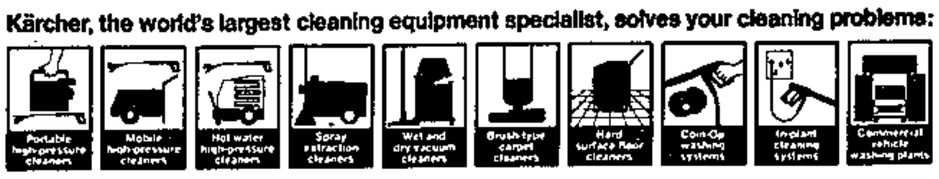
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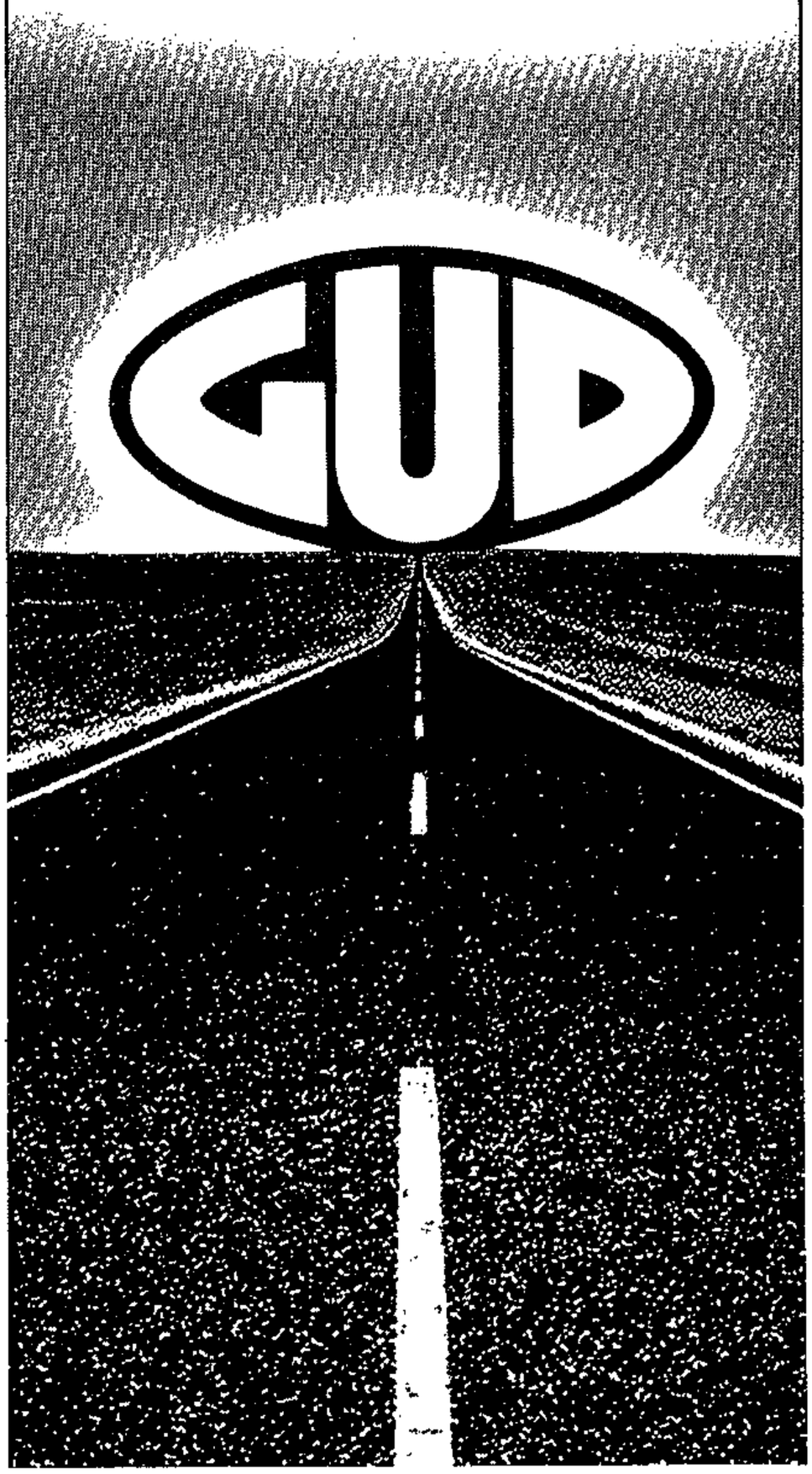
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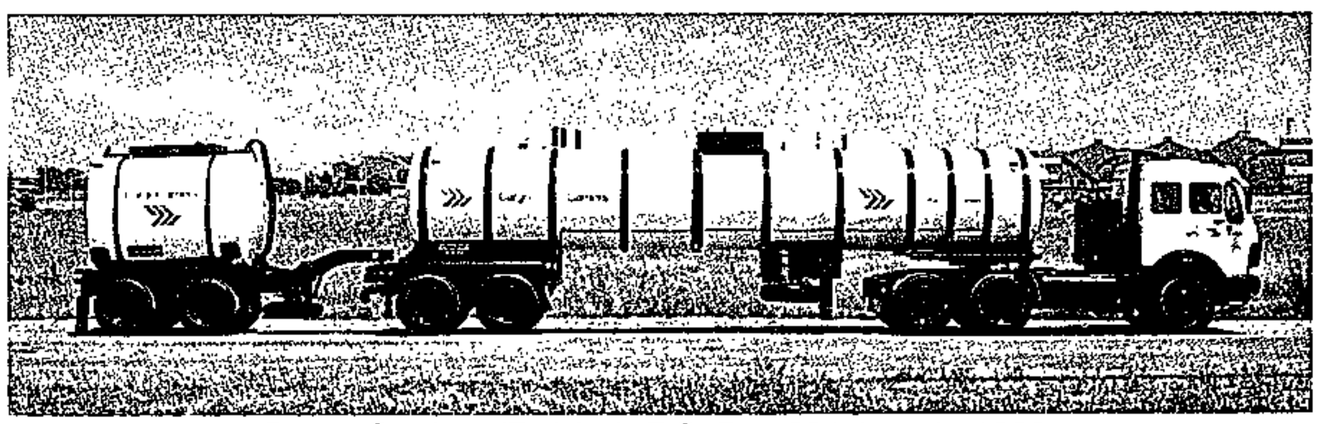
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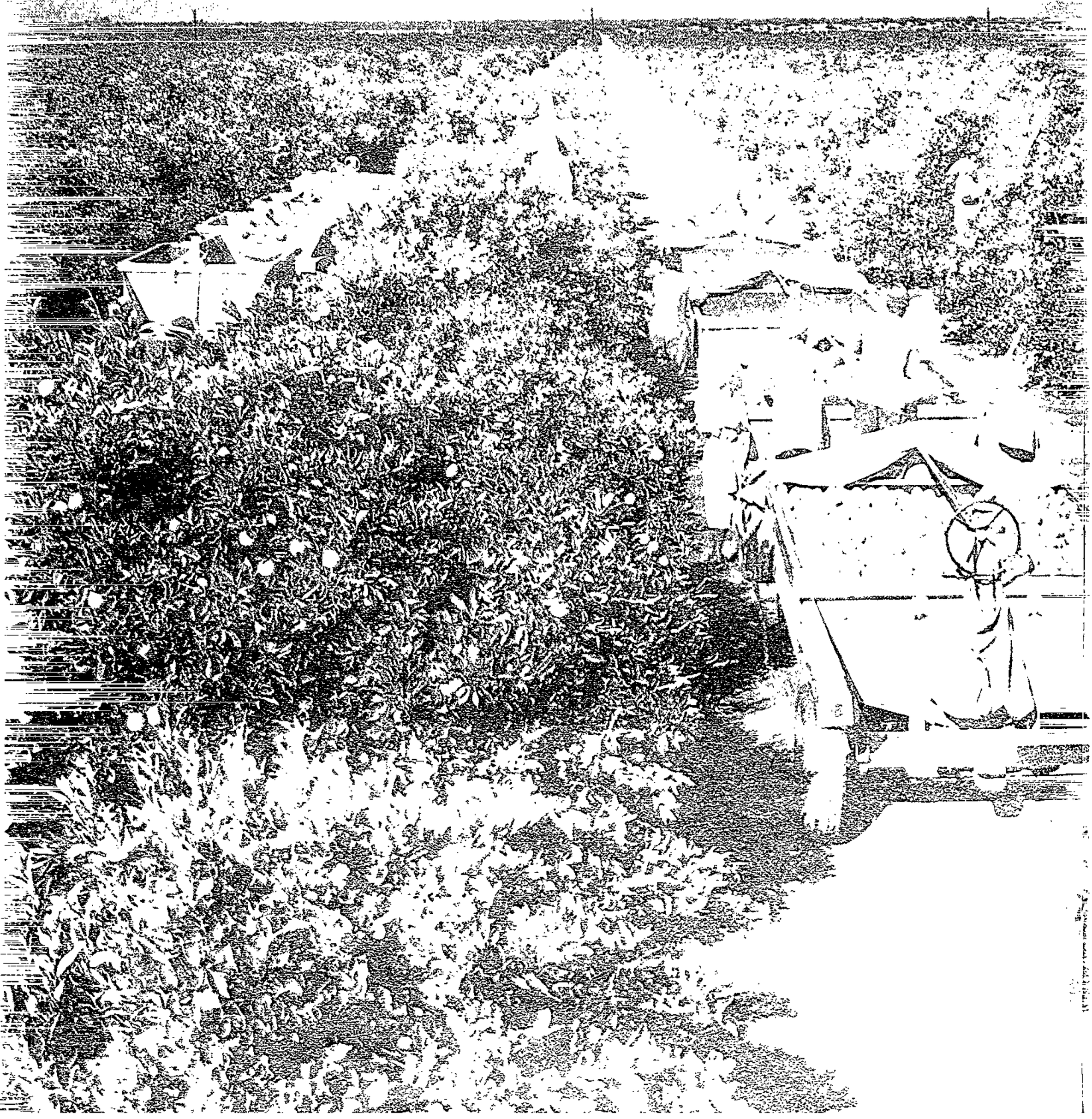
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COMMERCIAL VEHICLES OVER 7 500 KG
JANUARY TO DECEMBER 1984

SALES POSITION	MANUFACTURER	VALUE Rm	% BY VALUE	SALES (Units)	% BY SALES
1	Mercedes-Benz	221,6	29,3	3 286	24,5
2	Toyota	109,2	14,4	1 741	13,0
3	Nissan	84,9	11,2	1 693	12,6
4	General Motors	84,3	11,1	1 753	13,1
5	MAN	52,4	6,9	784	5,8
6	Leyland	42,8	5,6	1 124	8,4
7	Scania	33,2	4,4	310	2,3
8	Ford	32,5	4,3	823	6,1
9	International	23,6	3,1	268	2,0
10	Samag	19,7	2,6	287	2,1
11	Amcar	17,7	2,3	809	6,0
12	ERF	14,8	2,0	247	1,8
13	Fiat	9,7	1,3	176	1,3
14	Hestair	6,0	0,8	68	0,5
15	Foden	4,5	0,6	53	0,4
Total		756,9	100	13 422	100

COMMERCIAL VEHICLES OVER 4 000 KG

SALES POSITION 1984	(1983)	MANUFACTURER	VALUE Rm	% BY VALUE	SALES (Units)	% BY SALES
1	(1)	MBSA	236	25,9	3 872	17,3
2	(5)	Toyota	183	20,1	4 184	18,6
3	(2)	Nissan	126	13,8	3 424	15,3
4	(3)	General Motors	86	9,4	3 280	14,6
5	(4)	Amcar	59	6,5	3 767	16,8
6	(7)	MAN	52	5,7	784	3,5
7	(6)	Leyland	43	4,7	1 131	5,0
8	(8)	Ford	34	3,7	883	3,9
9	(10)	Malcom-Scania	33	3,6	309	1,4
10	(9)	International	24	2,6	268	1,2
11	(12)	ERF	15	1,7	247	1,1
12	(13)	Fiat/Vetsak	10	1,1	176	0,8
13	(-)	Hestair	6	0,7	68	0,3
14	(15)	Foden	4	0,5	53	0,2
Total			911	100	22 446	100





Des Gush ... engineering ADE into Toyota

England.

Says Barnett: "This vehicle has been specifically designed for SA conditions and has already demonstrated superior performance in terms of tare/mass. It incorporates the very latest in ERF expertise."

Barnett tells the *FM* that, at the moment, the company is still importing the 298 kW Cummins engine that has proved so outstandingly successful in South African conditions. Until such time as ADE can supply the big V-engines on a regular basis, the Cummins can still be imported without paying any protective duties.

However, many of the medium-heavy ERF vehicles are already using the six-cylinder in-line ADE 407TI. This engine produces 238 kW.

A spokesman for Scania has said that, again apart from medium-heavy vehicles that are already ADE-powered, the company is working on re-engineering its biggest models to accept the ADE V-engine range. The biggest vehicle in the Scania range already uses Scania's own V8, so the transition should not prove too much of a problem.

The same applies to the Japanese manufacturers who use V-engines in their home, and other, markets and so can adapt to SA without too much trouble.

But it is a different story when it comes to the American-style rigs that have earned such a fond spot in the hearts of so many South African trucking outfits. The American-style Oshkosh is no longer in production, and Ford had withdrawn its Louisville range. The question arises as to whether Interna-

R5,2m contract for the supply of 59 truck tractors to Sats. These, all 19.280 ft 4x2 models, are to be used for short-haul container services at Sats' depots in major centres such as Johannesburg, Durban, Cape Town, Pretoria, Port Elizabeth, East London and the Bloemfontein/Welkom area.

They are also powered by the ADE 407T engine driving through a ZF transmission and Astas rear axle. Sats already operates about 260 similar MANs, though most are fitted with HT740 Allison automatic transmission without retarder. Delivery of the new vehicles should begin later this year.

MAN has also recently supplied a number of extremely heavy duty custom built truck tractors for hauling abnormal loads. Two of these have been delivered to Sats and two to Frasers, who specialise in moving extra heavy equipment. The latter is the most powerful of its type in the world. ■

A question of design

Fears in the industry that all heavy trucks would be the same with the advent of Atlantis Diesel Engine (ADE) are fast fading. Manufacturers have found there is still room for manoeuvre

When the Atlantis Diesel Engine (ADE) programme was first announced, it was initially assumed that:

☐ Virtually all heavy trucks in the over 7 500 kg category would be pretty much the same; but

☐ If anything, Mercedes-Benz would have the advantage, as all the bigger ADE engines are based on Mercedes-Benz designs.

However, things have turned out rather differently. For a start, most of the major heavy truck manufacturers in SA have had the opportunity of making a detailed study of Daimler-Benz engineering — so Mercedes can no longer claim any advantage here. On top of that, some — notably Toyota, Nissan, ERF Scania and Leyland — have gone to great lengths to re-engineer their vehicles to accommodate ADE engines.

In some instances this re-engineering has been conducted with the full backing and co-operation of the manufacturer's parent plant overseas. This is one reason why Toyota, for instance, was far from the first to launch ADE-powered trucks in SA. All re-engineering work was done in Japan, and the parent company was adamant that the trucks should meet all the requirements of Toyota Hino, Japan, before being put on the road in SA.

Even then, Toyota initially only entered the ADE era in the medium-heavy range, though the bigger Toyota Hino Dolphin range followed last year. But the company has yet to launch a heavy truck powered by one of the big ADE V-engines.

However, Toyota director Des Gush, who heads Toyota SA's heavy vehicle operations, tells the *FM* that in October this year two new heavies will be launched in SA — one powered by the ADE 422TI turbo inter-cooled V8, putting out 282 kW, and the other powered by the 245 kW ADE V8 fitted with turbocharging but without inter-cooling. These vehicles are currently being engineered in Japan.

When they become available, they will be the first South African-manufactured trucks, other than Mercedes-Benz and MAN, to feature these engines. It should be mentioned, as an aside, that most of the trucks in the MAN range have traditionally used similar motors to those fitted to Mercedes-Benz trucks, in terms of an agreement between the two companies in West Germany.

Because of the time it took Toyota Hino to re-engineer its vehicles to meet ADE requirements, the company's share of the heavy truck market in South Africa dropped from 13% in 1981 to 10,5% in 1982 and 9,3% in 1983. But, by 1984, market share was back at 13%.

As Gush says: "We weren't first in with the ADE engine but we did the job properly. This is very important when it comes to transmission and rear axle ratios, to ensure proper fuel consumption engineering. This last is largely a function of striking the right balance when it comes to the air intake system and cooling."

Toyota Hino hope to have another five or six new derivatives to add to the stable by the end of 1986, and the number of dealer outlets is also being increased.

ERF and Scania have also joined the ADE scene, although in both cases only the ADE in-line six-cylinder engines have so far been adopted. But ERF sales director John Barnett says a new heavy ERF, incorporating the 282 kW ADE 422TI turbo inter-cooled V8, is currently on test at ERF's parent plant at Sandbach in Chelsea,



Toyota's Pretorius ... looking after heavies and lights alike

For fleet owners. Fin

Standard Credit Corporation Ltd. (Registered General Bank)



Latest off the line ... M-B 1933 truck tractor

which it is intended."

This engineering philosophy is basic to Mercedes-Benz approach to commercial vehicles the world over — not least in South Africa. It was epitomised on the company's stand at this year's ITEC exhibition.

But matched engineering is not the only secret behind M-B's success in SA. For, while admitting that some Mercedes trucks and buses are expensive compared to some other makes, Moosbauer claims that, except in extreme instances, purchase price is a small factor in the overall equation when it comes to assessing what a truck actually costs in the course of its lifetime on (or off) the road. "Purchase price is really just the tip of the iceberg," he says. "If everyone had a proper costing system, the relative insignificance of the original purchase price would be apparent."

Perhaps the biggest bull point behind Mercedes-Benz performance on the South African heavy-duty vehicle market has been its showing in the arena of spare parts availability and after-sales service.

For when it comes to keeping trucks and buses on the road and earning revenue, this is really what counts: minimising downtime. Says Moosbauer: "We not only have a very wide spread of dealer representatives right across the country, but we are very selective about our franchises. Our dealers are strong in terms of financial muscle and in every other sense. Mercedes dealer franchises are much sought after throughout the industry.

"We also make a point of keeping in touch with end-users through the use of trained transport consultants to operators. These consultants assist operators in various aspects of fleet management, vehicle replacement and selection, and fleet cost evaluations," says Moosbauer.

Furthermore, Mercedes-Benz train the technical staff of operators besides those of their dealers. This training is either done at headquarters in Pretoria or on-site by means of a mobile technical training unit.

Mercedes-Benz Exchange Unit services at City Deep in Johannesburg provides Mercedes operators with remanufactured engines and other major components on an exchange basis. It is claimed that an exchange can be effected within hours in the Transvaal and no more than 24 hours anywhere else on an emergency basis.

Moosbauer sums up the philosophy thus: "You can't simply provide the type of service we do by spending money. It takes 15 to 20 years to build up our sort of back-up infrastructure — in terms of people and everything else. Waving a magic wand cannot emulate the culture, philosophy and pride that goes into this infrastructure. It's not a 'magic formula' approach but it works for all concerned, manufacturer, dealer and operator alike." No one's complaining. ■

Changing lanes

MAN is already a strong force in the over-20 000 kg category. Now it is driving hard for a slice of the medium market

Way back in the Sixties, when MAN first appeared on the South African scene, most sales (and there weren't many of them) were to relatively small-time operators who seldom bought more than one or two units at a time.

The company had no overall marketing strategy and, as a result, the initials MAN never adorned the trucks of major fleet operators. But in the late Seventies the company embarked on a concerted campaign to get away from piecemeal sales and into the arena of big-time operators.

The policy took some years to bear fruit, but today MAN trucks carry the colours of any numbers of big-time operators such as SA Breweries, Alex Carriers and SA Transport Services (Sats). In fact, today MAN ranks as the second biggest supplier after

exception of a brief hiccup in 1979 and at the beginning of the Eighties. This followed a series of steep fuel price hikes and the introduction of cross-city services. But passenger levels are once again on the slide now."

If white population growth in the greater Johannesburg area is estimated at around 33% over the period 1950-1980, the real decline in numbers carried on the municipal bus services in Johannesburg is even more marked.

The reasons behind this fall are well known. The growing level of affluence of the white population of our cities has led to demands for greater personal mobility, epitomised by the staggering increase in the motor car population.

As Maisey points out, a company car today is viewed more as a right than a major fringe benefit by whites from junior middle management upwards. And there is every indication that, given time, the same trend will manifest itself among blacks, too. Among blacks, travelling by mini-bus is already, despite the extra cost, a cut above riding with Putco. Tomorrow will probably see more and more blacks aspiring to cars of their own.

So the position of commuter bus operators and Sats is likely to become worse before it becomes better. In the last six months of 1984, Putco showed a loss of R1,3m despite the fact that 40% of the gross passenger fare (based on weekly tickets) is subsidised by government.

Government, too, is shouldering the cost for the new rail service to Khayelitsha in the Cape. This year, Barry Lessing, deputy general manager of Sats in charge of passenger services, estimates losses on these services at around R1 000m, though this of course includes losses om inter-city services.

Last year Sats carried a total of more than 122m passengers, 96m of them black, with white passengers falling off by just over 8m and black passengers rising by 8,7m.

For its part, Putco handles over 400m passengers a year in 3 500 buses covering around 180m km.

From all this it is clear that the great bulk of commuter passenger traffic to and from SA's urban centres is still either subsidised, in government or quasi-government hands, or both.

So this appears to be one area where the private sector probably couldn't do a better job and still provide shareholders with meaningful and rewarding returns. Certainly, in Europe, virtually all passenger commuter traffic is heavily subsidised or State-operated. Good examples are British Rail and West Germany's *Bundesbahn*. ■

No magic wand for Mercedes

A commercial vehicle is more than just the sum of its parts in terms of the Mercedes-Benz philosophy

So far this year, sales of trucks and buses (over 7 500 kg) in South Africa are dramatically down on last year — and 1984 was hardly a good year either. In fact, sales figures in the first six months of 1985 were down to 5 174 compared to 7 311 for January-June 1984.

In the light of this, it is significant that Mercedes-Benz has managed to up its market share from 24,5% in 1984 to 32,0% at the end of June in terms of units sold.

This is perhaps more surprising in view of the fact that Mercedes trucks and buses have long been traditionally more expensive than opposition makes. In fact, last year, if we look at sales by value — as opposed to units — Mercedes-Benz held 29,3% of the market (24,5% by units), with Toyota in second place with 14,4% (13% by units).

The second, third and fourth-placed manufacturers of commercial vehicles in South Africa have never managed to grab much more than 15% of the available market in the above 7 500 kg category. In fairness, however, it should be pointed out that in some of the lower categories (below 7 500 kg), Toyota and Nissan make a strong showing.

What are the reasons behind this remarkably strong and consistent performance by the house of the three-pointed star? Underlying the *FM*'s curiosity is the fact that, since the advent of locally made ADE engines, virtually all heavy duty trucks and buses have been powered by engines from the same stable. Add to that the fact that the top-of-the range ADE engines are all based on Mercedes-Benz designs — so, in effect, all heavy duty vehicles in SA are now Mercedes-powered — and one's curiosity deepens.

Adolf Moosbauer, management board member: commercial vehicle marketing at Mercedes-Benz of SA, explains: "It must be understood that a heavy vehicle is more than just the sum of its parts. Components need to be matched to suit each other and this is where our concept of 'matched engineering' comes in. We adopt the holistic approach to designing and building heavy vehicles so that each model is integrally designed and manufactured to suit the demands of the job for



M-B's Moosbauer ... advocating matched engineering

It's off to work we go

Moving people in and out of our cities is a vitally necessary social service. But there's no money in it — except, perhaps, for mini-bus operators

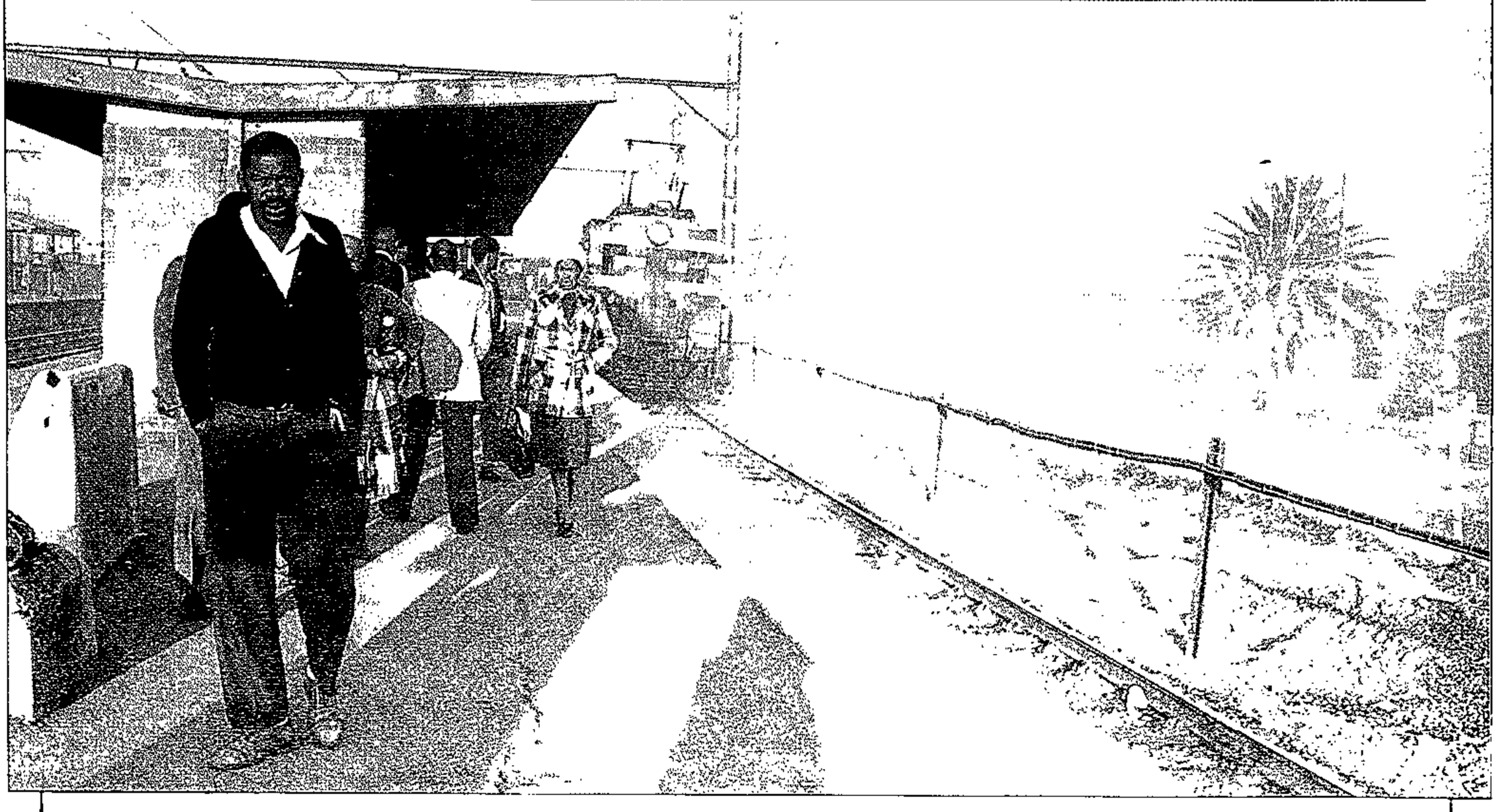
While many transport planners wring their hands in anguish at the daunting prospect of providing adequate commuter facilities to our major cities, a combination of financial restrictions and lifestyles (particularly white lifestyles) seems to stand in the way of any master plan succeeding.

Private bus operators such as Putco, municipal transport services and South African Transport Services alike, all have to look to government (municipal or central) for heavy subsidisation to keep their wheels turning.

Dealing with whites first, Tom Maisey, deputy general manager of the Johannesburg Transport Department, tells the *FM* that last year the Johannesburg municipal bus service carried 54m passengers — 70% of them white.

That compares to 128m in 1947 or 107m in 1950. Says Maisey: "The level of traffic has fallen steadily for over 35 years with the





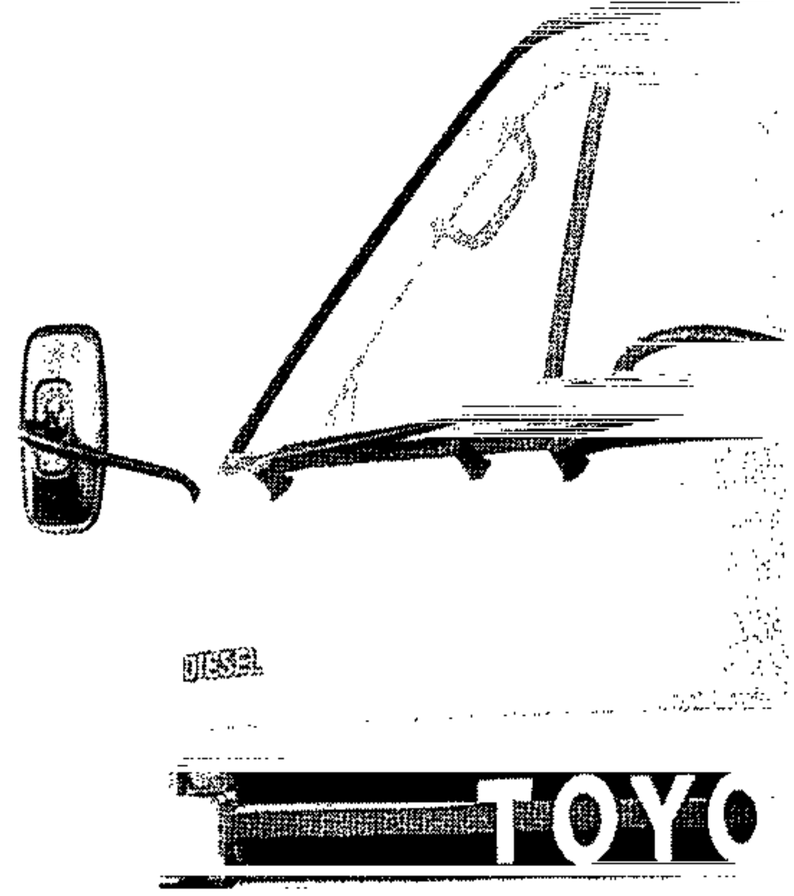
Road or rail? . . . It's hard either way in the cities

THE BIG CAB NEWS IN 4 TON TRUCKING.

NEW aerodynamic lux-cab with roof vent.
The new Dyna diesel features a super-spacious and totally redesigned cab – inside and out. It has a sturdy new bumper, extended grille and new low non-slip resin step and wider door-opening area for easier accessibility. Besides the overall aerodynamics, all-round visibility is improved as well with increased glass area in front and on the sides. Inside there's more ventilation, including a new roof vent. Plus it provides superb comfort for the driver and passengers with a driver's seat that's adjustable 4 ways. The five-on-the-floor gear shift is neat and slick, contributing to this new dimension of luxury in the 4 ton class.

NEW engineering efficiency.
The Dyna diesel is powered by the well-proven ADE 314 engine and has the Toyota 5-speed transmission. Plus it features the super-efficient Donaldson air cleaner with freestanding stackpipe – unique in this class. The gear change mechanism has been completely re-engineered; the linkage is short and direct to provide more positive, trouble-free gear changing.

NEW improved axle rating.
The rear axle rating has been up-rated to take on more and still maintain peak performance. The ratio is strengthened – from 5,883 to 5,571 – providing better performance through the gears as well as improved top speed.
This is the highest rating in its class. The new Dyna diesel is available as a Long Wheelbase or Superlong Wheelbase (unique in this class) with the option of a chassis cab or dropside body on the long wheelbase model.



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should perform safely and within the traffic laws.

Thirdly, the market should be served by quality road freight operators. Operators should be fit and so should their vehicles and drivers.

As the NTPS Steering Committee sees it, two lines of action are needed to implement this policy. In the first place, a road freight quality system should be developed to ensure that public safety is protected. This should consist of:

☐ A strict set of standards regarding vehicles, drivers and the operation of vehicles; and

☐ Good on-the-ground enforcement of the programme.

Operator performance should also be monitored and sanctions imposed if standards are not met.

The steering committee has accepted the report and instructed the study group to further investigate the details of three options which incorporate these principles — including the drafting of a new Freight Transport Act.

That moves in this direction are long overdue is perhaps best illustrated by a survey of members recently carried out by the Public Carriers Association concerning regulations.

Some 77% of those who responded to the questionnaire indicated they would like to see the current permit system phased out, with quality service being given more priority. Only 8% were in favour of the current system with 15% expressing no opinion either way.

The principal qualification to the above policy finally accepted by all concerned, is the removal of the financial inequities currently existing between road, rail, air and sea transport.

The financial position of Sats, the massive amount of cross-subsidisation currently taking place with Sats, and the open subsidisation of uneconomic traffic are all at stake here.

It should be borne in mind here that the Railways are, in fact, already moving to a cost-based tariff. In addition, 60% of rail traffic is now carried on a contract rather than tariff basis, according to Webster.

The NTPS committee has also recommended the etablishment of a Transport Advisory Council and a Transport Tribunal, as well as the abolition of the National Transport Commission and a number of other statutory bodies.

The idea is to streamline transport administration in South Africa and to form the framework within which a new, more competitively orientated, transport policy for both freight and passengers can be implemented. ■

Totsiens to the train

Not too long ago passenger trains reigned supreme when it came to long-distance travel. Today, much of this traffic has been taken over by aircraft, luxury coaches and cars

A distinct shift in long-distance travel patterns is now becoming apparent in South Africa. In the immediate post-war years, 55% of passengers on the then South African Railways travelled first or second class (that is, they were generally white) while last year (1983-1984) only 8% fell in these categories. In 1984, the bulk of rail travellers — black passengers — used third class.

This is just one of the reasons that has led to Sats' passenger services showing a consistent loss in recent years. Barry Lessing, deputy general manager of Sats in charge of passenger services, estimates the current year's loss at as much as R1 000m.

Other symptoms of the eclipse of long-distance passenger trains have been the withdrawal of the old Drakensberg express, to be followed shortly by the Trans-Orange. Says Lessing: "With the advance of modern technology and the increasing busyness of people generally, few are prepared to spend 12 to 24 hours sitting on a train to reach their destination."

One result has been the rise to prominence of the long-distance luxury passenger road coach. This is something that happened years ago in the United States, where passenger rail services — even under the revised Amtrack banner — have proved no match for the aircraft and luxury bus, the one catering for the better-heeled and ultra-long journeys and the other for the more average passenger.

Sats has, on the one hand, implacably opposed the trend — on the grounds that it provides adequate rail services to meet passenger demand — while on the other it has sought to cream off much of the best that is going through South African Airways and its Road Transport Services division. SAA, in particular, has introduced a host of cost-saving incentive fares over the past 18 months — schemes such as the family fare, midnight flights and the like.

But there seems little doubt that the luxury coach, here as in the US, will have its way, if only because it offers a service so ideally suited to SA conditions. That is no doubt one reason why Sats itself would like a slice of the action.



Luxury bus ... the way of the future

power. Apprenticeship training plays a major role, with ADE apprentices (at any one time as many as 120 in training) achieving top marks in national examinations.

The intensive training, blending overseas technology with local skills, enabled ADE to celebrate a triple milestone in 1984 — the official opening of the Perkins Phase II machining facility, the launch of the range of ADE V-engines and the production of the 50 000th ADE engine.

The same year saw the commissioning of the last of the 12 machining lines for in-house component manufacture at ADE — a notable achievement, since nowhere in the world has there been a project with so many highly sophisticated machine tools commissioned in only two and a half years.

The introduction of the V-engine range virtually completed the ADE programme, but up-dating continues in order to keep abreast of modern diesel engineering developments.

Market penetration is presently 78% in the medium and heavy categories (5 000kg — 20 000kg+) of the commercial vehicle market, and 60% in the tractor market (30kW — 120kW).

The recent decision to use computer-aided design (CAD) in application engineering means that one of the most modern systems available will be used to optimise and speed-up ADE's objectives of increased power output, longer life, lower fuel consumption and high reliability.

In its selection of the right state of the art in diesel engines and with participation in future developments secured, ADE is assured of holding a leading position among inernational diesel engine manufacturers. ■

Steering a new course

The permit system has long bogged down road transportation with restrictions designed to protect South African Transport Services. At last a new dispensation is envisaged

The National Transport Steering Committee, appointed to advise the Cabinet on how best the problems of long- and short-distance freight transportation in South Africa can be resolved, has come up with a ground plan that puts much-needed free market principles back in the front line.

Jack Webster, executive director of the Public Carriers Association, has filled us in on the background to this plan and how the National Transport Policy Study (NTPS) Steering Committee sees the road ahead.

Says Webster: "Road transport is currently regulated by the Road Transportation Act of 1977. The most problematic aspect of this Act is that it strictly regulates entry — by permit — into the long-distance transport market on the basis of commodities carried. As such, it severely restricts and distorts competition between different modes of transport.

Reappraisal time

"The distortions lead to inefficient allocation of resources and more expensive and uneconomic transport to the consumer. This is in direct conflict to two national goals clearly stated in the preamble to the national constitution — 'to further private initiative and effective competition' and 'to further the material welfare of all.' "

Webster says that it is estimated that the direct costs to the government, the applicant and the objector (usually Sats, according to our information — though Webster did not say so) as far as applications for permits are concerned exceeds R60m a year.

On top of that, once a permit has been issued, it is difficult to police with existing manpower. In a survey done in April 1983, it was found that roughly 20% of the freight moved from Durban to Johannesburg was "unauthorised" or appeared to contravene the provisions of the 1977 Act. One of the biggest problems facing the authorities has been the interpretation of the wording of these permits.



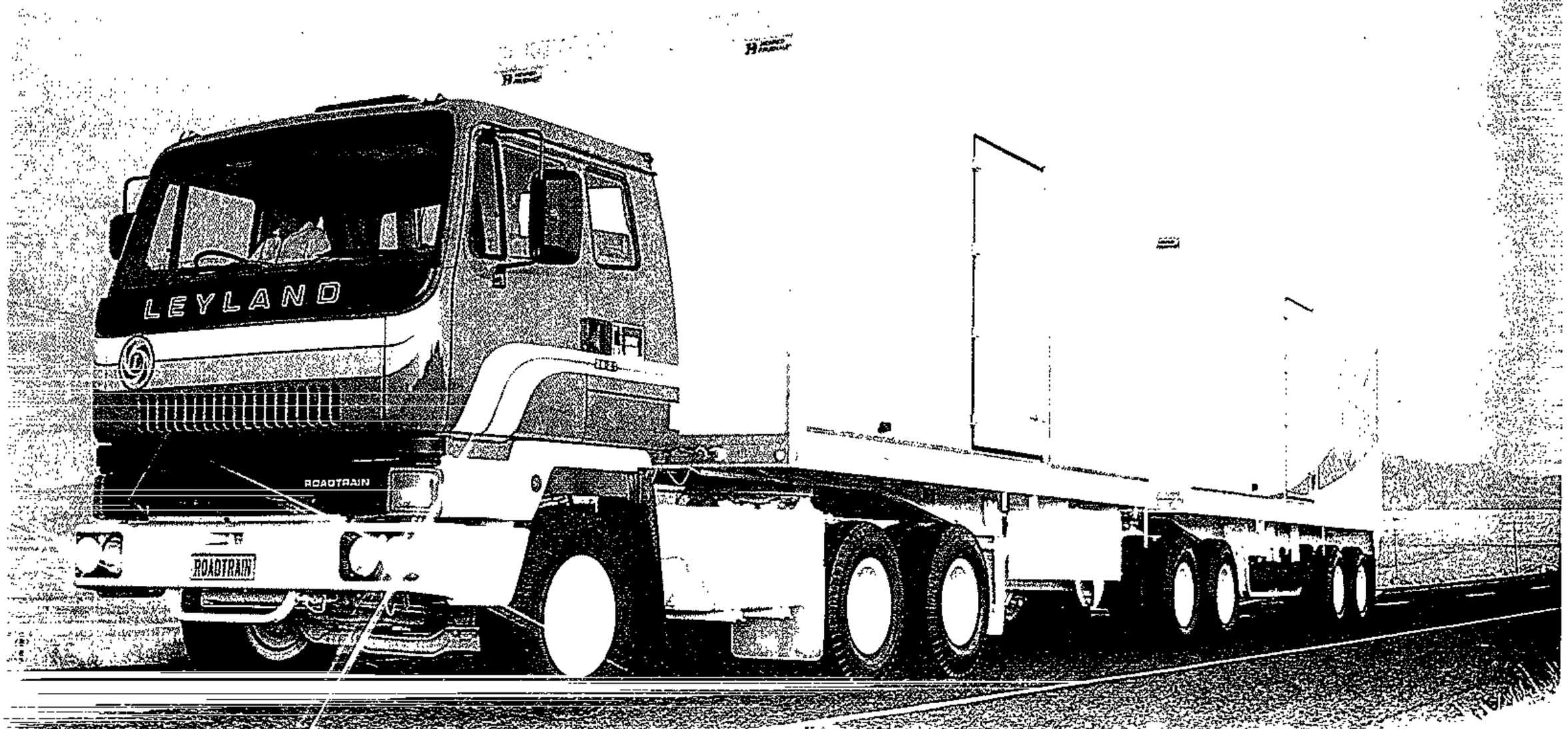
PCA's Webster .. helping to mould a new deal

According to Webster, the new transport policy will be based on three broad principles. Firstly, economic matters should be left to the market to resolve. The market should decide what is moved, how it is moved, at what price it should be moved, from where to where it needs to be moved, and what level of service is required and by whom.

Secondly, and most important, public safety must be protected as far as fitness of drivers, vehicles and their operation is concerned. They

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you need to increase your turnover by R500 000



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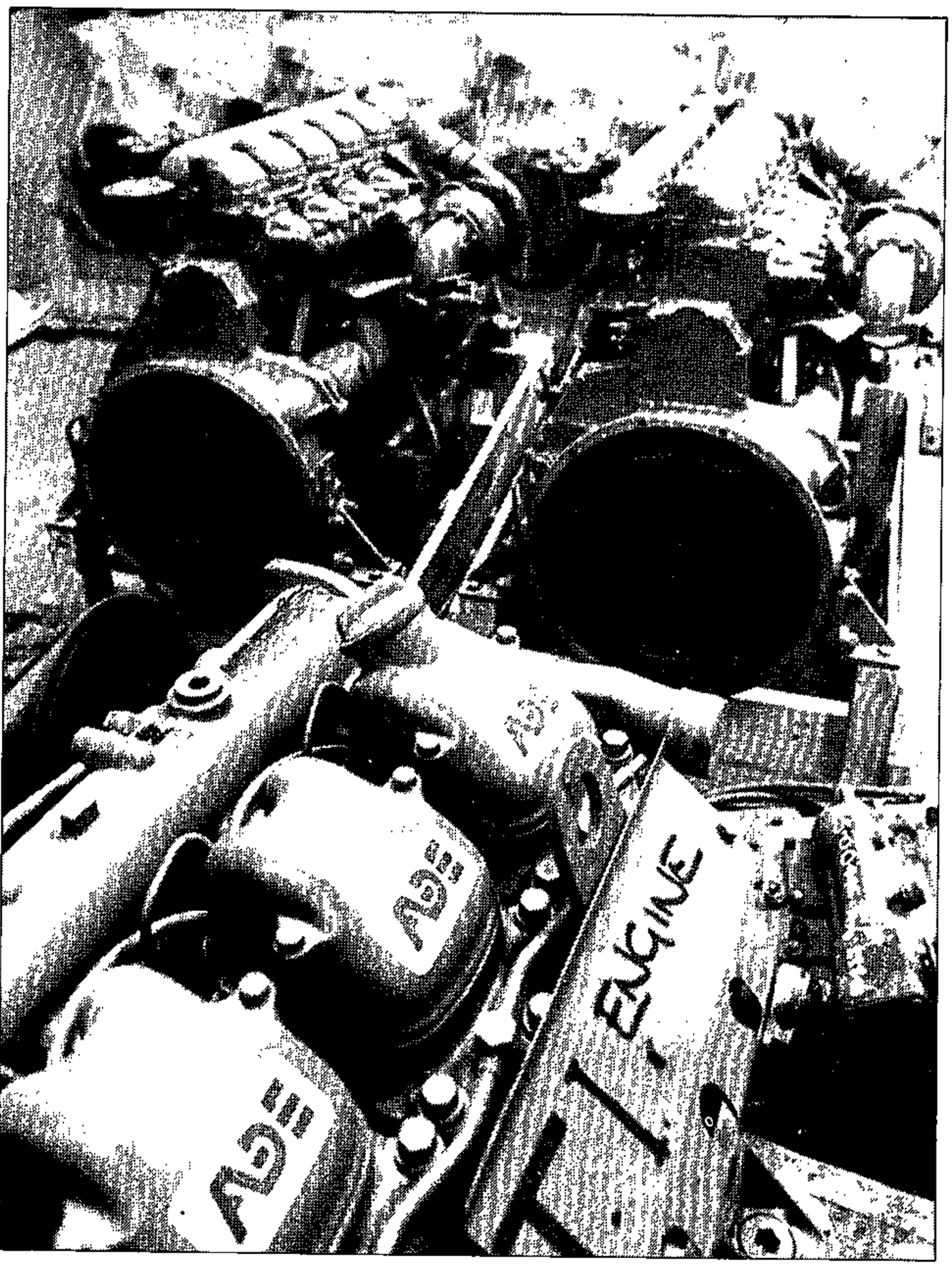
MAN trucks, very popular with many heavy duty operators, have also used basically the same type of motors as Mercedes-Benz in many of their vehicles. This is due to various manufacturing and licence agreements which the two companies share in their home country.

But the fact remains that many still consider the whole local engine manufacture programme to have been ill-conceived and unrelated to very real economic and business issues — chickens that have now come home to roost.

To crown it all, as one operator puts it: "At the end of the day we are not even self-sufficient in engines anyway. All the highly sophisticated fuel injection equipment still has to be imported. And who ever heard of a diesel engine being able to run without that?" ■

Keeping it in the family

Whether one sympathises with the motives behind the formation of ADE or not, no one can deny that the plant represents a big technological step forward for SA



Same engine . . . different label

It was in October 1978 that the SA government announced its intention to establish a modern new diesel engine plant, with the express aim of rendering South Africa independent of overseas sources of supply in this critical area.

Today, Atlantis Diesel Engines (ADE) and its two know-how partners, Daimler-Benz AG of West Germany, and Perkins Engines Ltd of the United Kingdom, have established a diesel engine plant that must rate as one of the most modern in the world. What is more, the job has been accomplished in a remarkably short space of time, given the size of the venture.

The following spells out the ADE achievement, though there remain many who would question the advisability of the entire project, given the effect it has had on truck and tractor prices in South Africa and on inflation in general. But with ADE a fact of life, it is worth tracing the history of the organisation since inception and what it has done for South Africa and the industry.

The ADE project was born out of many needs:

☐ That South Africa might achieve a high degree of self-sufficiency in respect of engines;

☐ The economic necessity of achieving a measure of rationalisation in the commercial vehicle and tractor markets;

☐ The need to stimulate the local component manufacturing industry; and

☐ The need to provide work opportunities in the newly decentralised industrial area of Atlantis.

Access to up-to-date technology and research and development provided by Daimler-Benz and Perkins (together holding one-third of the world's diesel engine market) is just one of the benefits flowing into South Africa from the ADE project.

When construction started in January 1980 the office for the first ADE staff, including its present managing director, Hart-

vaal businessman, negotiations were entered into, licensing agreements discussed, Armscor entered the picture and tenders were called for.

The upshot, as is now well-known, was that the famous Samil range of four-wheel drive trucks became the backbone of South African Defence Force operations on the border and elsewhere. As appearances make all too obvious, the Samil was a Magirus Deutz right down to the famous air-cooled diesel motor, and a sterling job these vehicles have done in military service.

Then came the next step — local manufacture of diesel engines with a view to making South Africa self-sufficient in this arena. Once again, there can be little doubt that military considerations lay behind moves in this direction, though what became the Atlantis Diesel Engines (ADE) project was, on the surface, the brainchild of Chris Heunis, then Minister of Economic Affairs.

Once again, tenders were put out, subject to all sorts of conditions relating to willingness and preparedness to supply the military. Daimler Benz of West Germany and Perkins of the United Kingdom won the day here.

There were mutterings at the time concerning "vested interests" and "political leverage," though it is not the *FM*'s place to comment on this. One of the consequences of the decision was that the air-cooled Magirus Deutz motor used in the Samil suddenly found itself out in the cold. A distinct lack of "follow through" or communications on someone's part it would appear.

Another consequence was that the US-designed Cummins range of diesel engines was suddenly confronted by a red robot. As a US company then operating under the Carter regime, Cummins could not meet all the requirements of the local manufacture tender — thanks to the arms embargo.

As the local manufacture programme laid the groundwork for all SA trucks and buses to be powered by ADE engines (whether of Daimler Benz or Perkins origin), the idea being to ensure that the private sector carried the cost of subsidising military self-sufficiency, this news came as a blow to many operators.

The Cummins engine, in particular, had built up a reputation as being well-suited to SA's long-distance trucking. At that time the Cummins was used in makes such as the International Harvester Paystar, Ford Louisville, Oshkosh and ERF. All these trucks had one thing in common — they were essentially designed along the lines of the huge US rigs and were just what many SA truckers wanted.

To many, the thought of using Mercedes Benz engines on long SA hauls was anathema.

There were a number of reasons for this. One was that the Cummins engine in its most popular form was a turbocharged straight-six. Turbochargers have the advantage of ensuring maximum horse power at all altitudes — very important considering that the great bulk of SA's trucking is conducted at or close to the Reef, 2 000 m above sea level.

At the time, Mercedes-Benz (or Daimler-Benz) did not offer a turbocharged engine despite pleas by some major operators to consider that option. Another reason was that all the bigger M-B motors (then as now) followed the V-configuration when many long haul operators would much rather have used a big straight-six.

But today that is all water under the bridge. The Mercedes-based ADE engines now offer turbocharging. For better or for worse the big V8s, V10s and V12s are here to stay and Cummins now busies itself servicing and maintaining ADE engines.

However, Barlow Rand has withdrawn the Cummins and Caterpillar-powered Oshkosh trucks from the market, and Ford has dropped the popular Cummins-powered Louisville. South Africa will never be the same again, claim many operators, who point to the fact that we should be following the US rather than the European route, given the nature of our terrain, climate and long-distance hauls.

Their argument is that this seems to be the price we are having to pay for allowing politicians and generals to take what should be the decisions of engineers and operators.

Quite a price it has turned out to be in money terms, too. For the premium of up to 40% that ADE engines have put on the price of trucks in South Africa is not something that the private sector has exactly welcomed. This is all the more so considering the other burdens that operators have to bear in a recessionary climate — raising fuel costs, falling load factors and the like.

Getting back for the moment to the military question, virtually all Samil trucks are now being fitted with water-cooled ADE engines so the advantages of the old Magirus Deutz air-cooled motors have been largely lost. In order to try to create better economies of scale, Magnis Truck Corporation, which now builds Samil vehicles for Armscor, expanded into a range of civilian vehicles called Samag. These appeared on the market just at the time when most operators had hastily replaced their fleets with new vehicles before having to pay the higher prices for ADE-engined trucks and buses.

The result has been that Samag trucks have not had an easy time breaking into a depressed market, though the same can be said for other ADE-engined makes such as Toyota Hino, Nissan and others.

None of this alters the fact that the ADE engines are technically up to the mark. With the backing of Mercedes-Benz and Perkins expertise, who can doubt it — particularly now that turbocharging is a fact of life right across the heavyweight board.

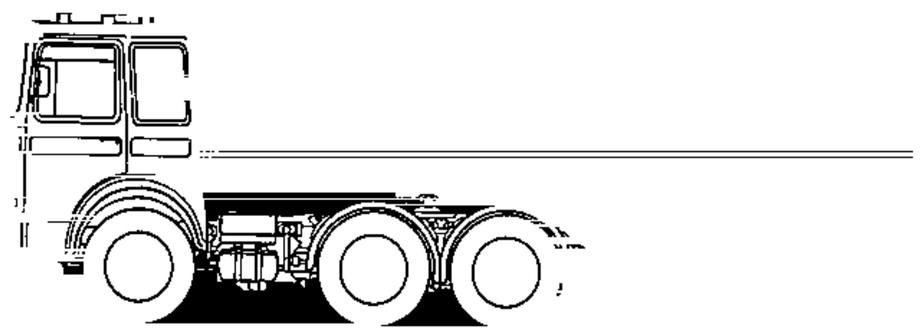
On top of that, the fact that Mercedes-Benz itself dominates sales in the over 10 000 kg category (and has done so for years) reinforces the reputation for reliabil-

MOTOR INDUSTRY 1984 — SALES AND TURNOVER

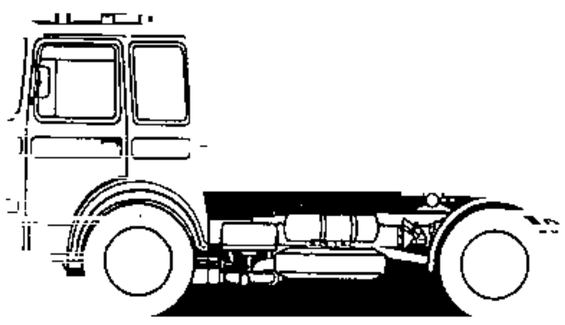
MANUFACTURER	PASSENGER CARS Rm	LCV (–4 000 kg) Rm	HCV (+4 000) Rm	TOTAL Rm	% By VALUE	SALES (Units)	% By SALES
1. Toyota	687	414	183	1 284	22,4	100 605	24,79
2. MBSA	633	3	236	872	15,2	30 287	7,46
3. Ford	467	137	34	638	11,1	53 356	13,15
4. Nissan	264	222	126	612	10,7	49 088	12,10
5. Amcar	368	101	59	528	9,2	45 636	11,25
6. General Motors	258	162	86	506	8,8	43 464	10,71
7. Volkswagen	360	142	—	502	8,8	38 323	9,44
8. BMW	308	—	—	308	5,4	15 967	3,93
9. Renault	131	2	—	133	2,3	14 108	3,48
10. Alfa	114	4	—	118	2,1	10 264	2,53
11. Leyland	25	13	43	81	1,4	2 682	0,66
12. MAN	—	—	52	52	0,9	784	0,19
13. Malcom-Scania	—	—	33	33	0,6	309	0,08
14. International	—	—	24	24	0,4	268	0,07
15. ERF	—	—	15	15	0,3	247	0,06
16. Fiat-Vetsak	—	—	10	10	0,2	176	0,04
17. Hestair	—	—	6	6	0,1	68	0,02
18. Foden	—	—	4	4	0,1	53	0,01
19. TAK (Lancia)	3	—	—	3	—	124	0,03
Total	3 618	1 200	911	5 729	100	405 809	100

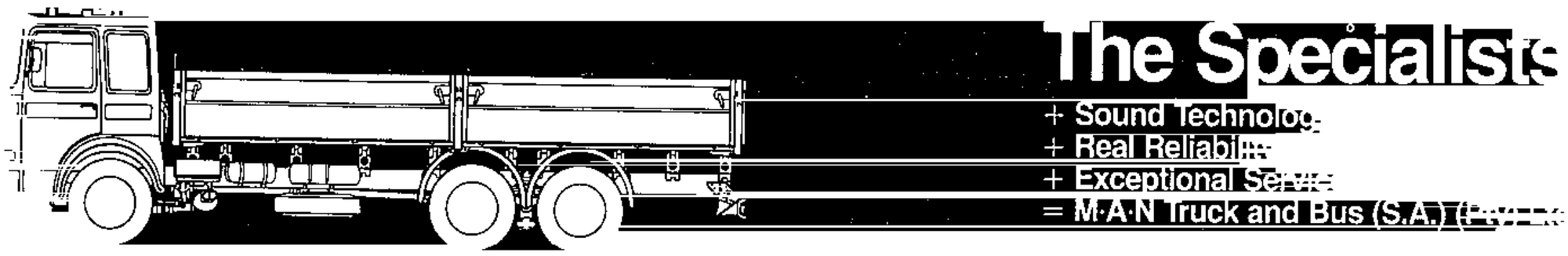
We'll back any

MAN





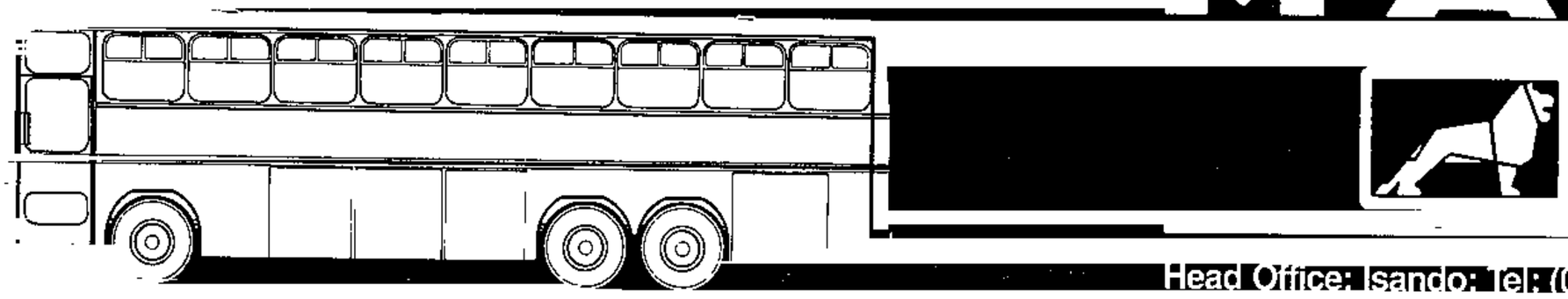




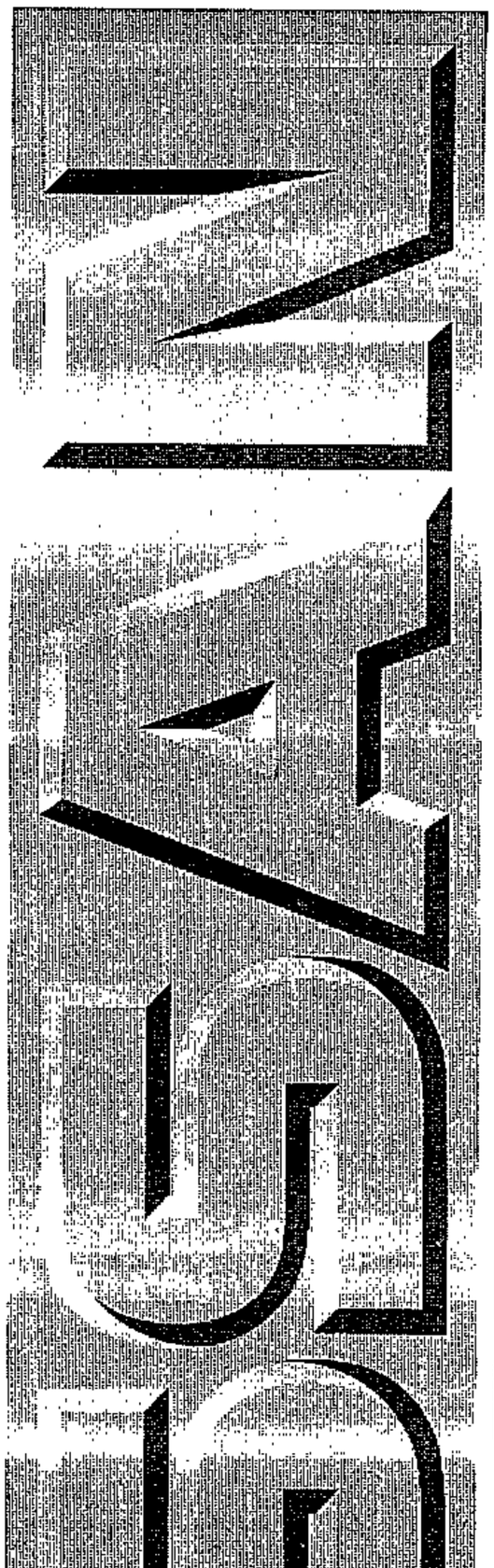
The Specialists

+ Sound Technolog
+ Real Reliabi
+ Exceptional Servi
= M·A·N Truck and Bus (S.A.) (

MAN



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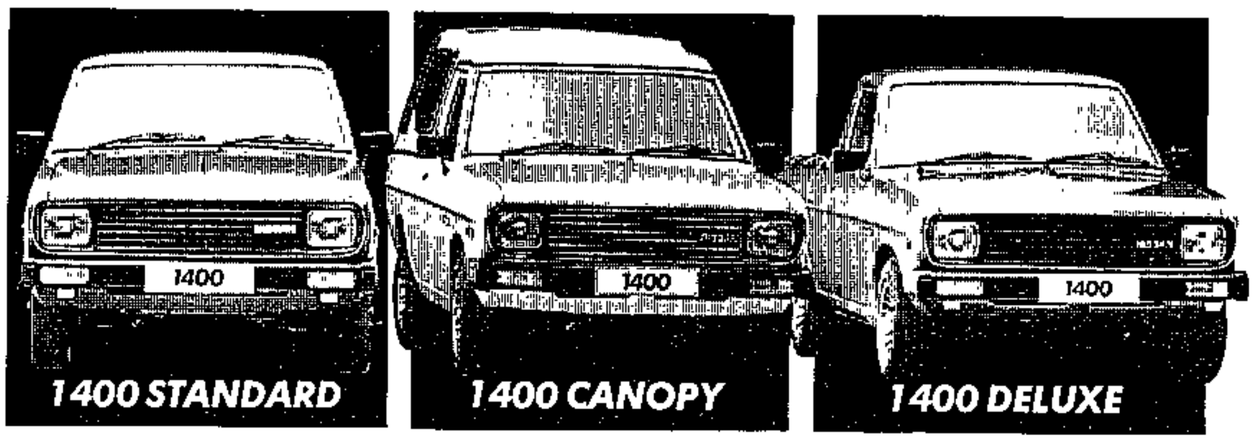




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MORE PLAY...



Crammed into the legendary half-tonners tough little frame is more dependability, more economy, more ever-faithful reliability than you thought possible.

And all for a price that's unbeatable for 1400 cc's of perpetual motion.

Fit a custom-designed canopy to your 1400.

That way you'll have even more fun; more fuel economy through improved aerodynamics; more weatherproof loadability. And even more value for your money.

A wolf in sheep's clothing? More like a tiger in a mink coat ... with sporty mag wheels and tonneau cover, the Nissan 1400 Deluxe.

Explore wide open spaces and go where cars fear to tread.

Drive a 1400 Nissan legend.

We've put more into it so you can get more out of it.

1400 BAKKIE NISSAN

THE AGENCY 3226/e

BREAKTHROUGH IN STEEL TECHNOLOGY

The Goodyear G Series Unisteel radial truck tyres have been proven to reduce tyre cost per km. Now manufactured in South Africa and finely tuned for South African conditions, the saving will be even greater.

The locally manufactured G Series comprises the G291, the G186 and the G167.

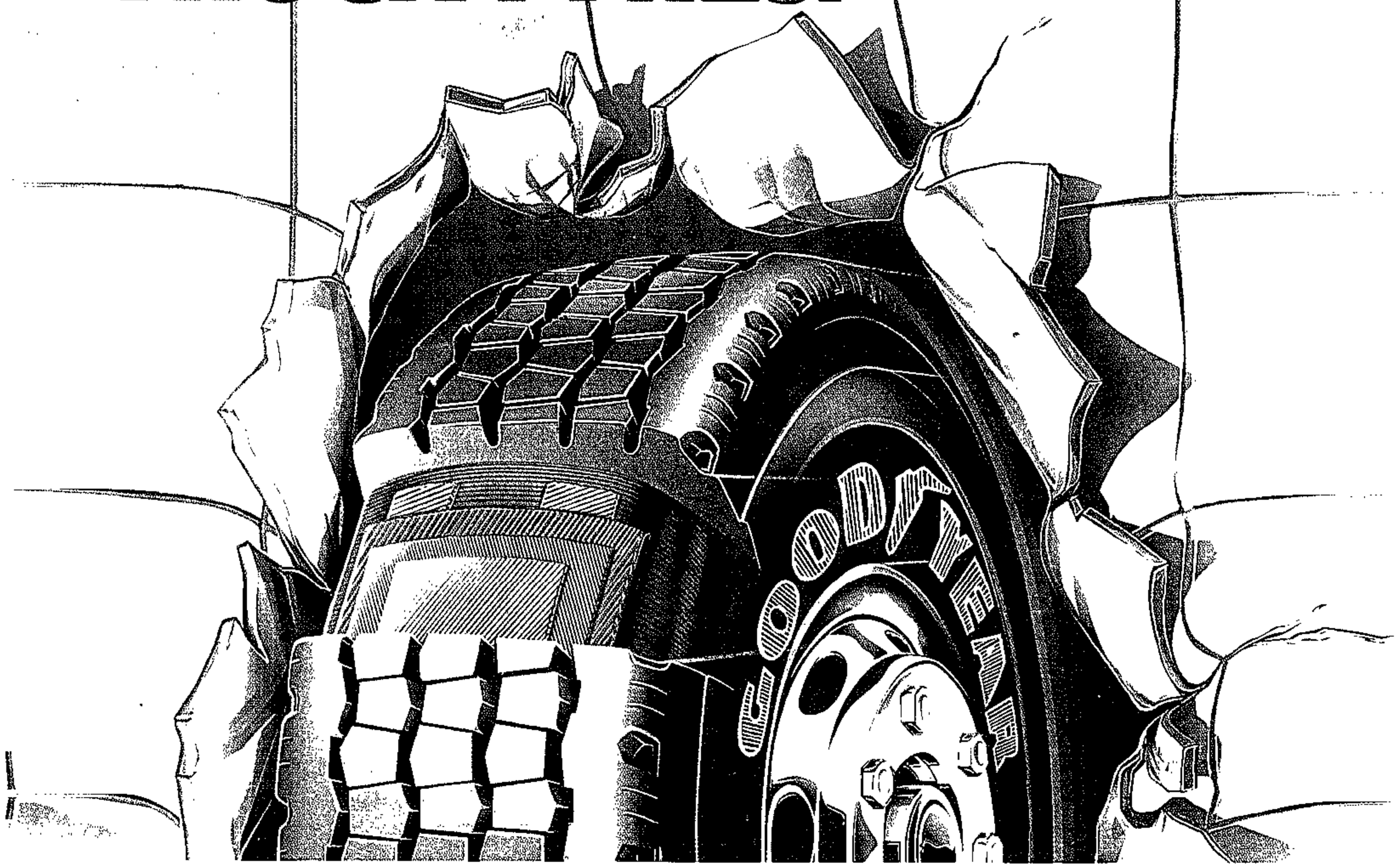
The G291 features Goodyear's unique Flexomatic tread, made up of over 300 wedges which lock together when in contact with the road and then readjust. This reduces tread distortion, friction and heat build-up to guarantee longer tyre life. With a combined rib and block tread, the G167 gives traction with cooler running. Being a specialised drive wheel tyre, it has a much deeper tread depth for exceptional tread life.

The G186 with a rugged tread is as at home on a building site or quarry as on a main road. Long life, excellent traction and retreadability are just a few of its benefits.

Contact any Goodyear office for full details about the locally manufactured G Series Unisteel truck tyres.

THE 'G' SERIES UNISTEEL TRUCK TYRES.

NOW EVEN MORE COST EFFECTIVE BECAUSE WE MAKE THEM RIGHT HERE IN SOUTH AFRICA.

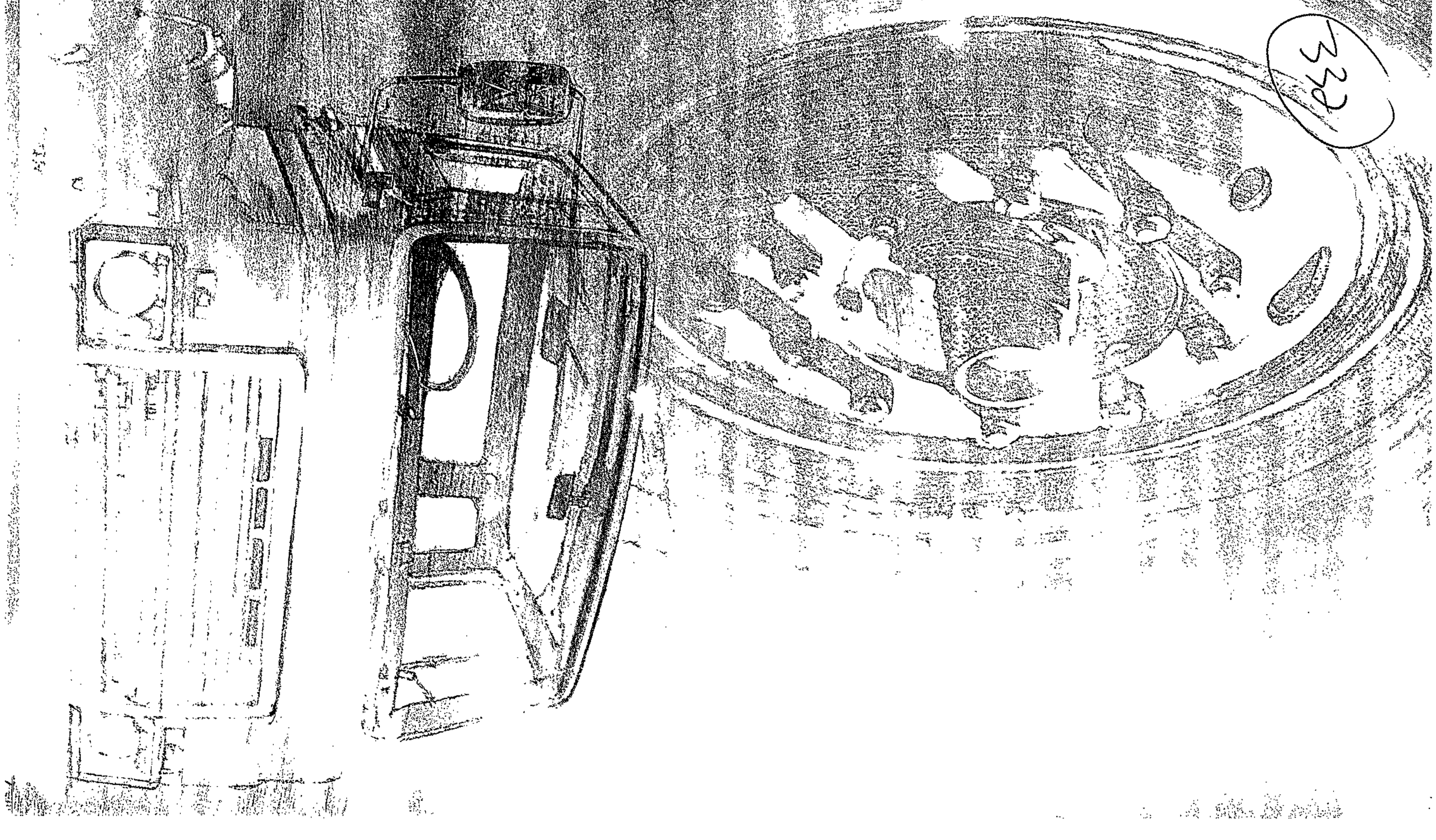


GOODYEAR

NEUTRAL CONTOUR TECHNOLOGY

GOODYEAR'S GRIP ON INNOVATION

TRUCKS&TRANSPORT



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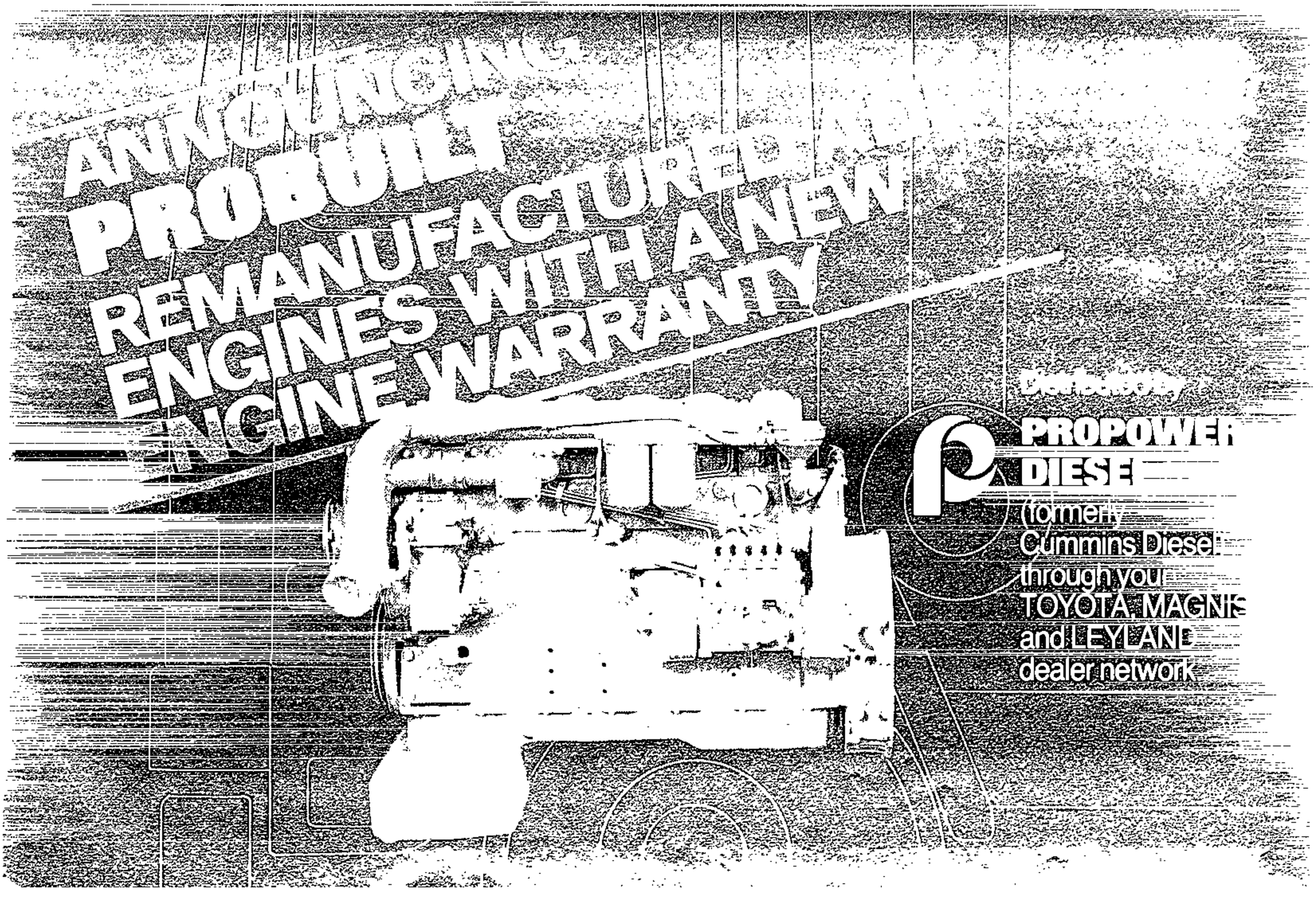
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Significant signposts

In good times or in bad, transport patterns in SA reflect the growing pains of a nation that lies somewhere between a First World and a Third World country.

This survey examines some of the fundamental issues confronting the nation's "movers."

For more years than anyone cares to remember, the dilemma as to whether "Railways" or private truck operators should carry the goods has stultified the free movement of traffic in SA.

The new dispensation envisaged by the National Transport Policy Study will hopefully bring some sanity to the cause of transport within and beyond our borders. That is one issue addressed in this survey.

Another is the "Great ADE debate." Was it really necessary for SA to embark on this technological extravaganza and the devil mind the cost? Or will the paltry value of the rand versus the dollar, Deutschemark and the yen make it all worthwhile in the end? This too comes in for examination.

Perhaps sad but true is the fact that the day of the overnight sleeper train, so long part of our traditional way of life, appears to be on the wane. The hour of the luxury bus is upon us and perhaps, from a time and convenience point of view, that is not a bad thing.

Then there are the manufacturers, ancillary suppliers and systems specialists, all of whom contribute towards the turning of SA's wheels.

All have a vital role in keeping the country's channels of communication open. This survey puts the spotlight on all the questions and answers that involve transportation in SA. ■

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Mercedes. Volkswagen. Ford. Peugeot. Bedford. Isuzu. Electrical parts. Carburettors. General engine parts. Jeeps. Land Rovers. Diesel injection. Whatever part you need, we offer a service like no other.
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TMS Transportation Motor Spares

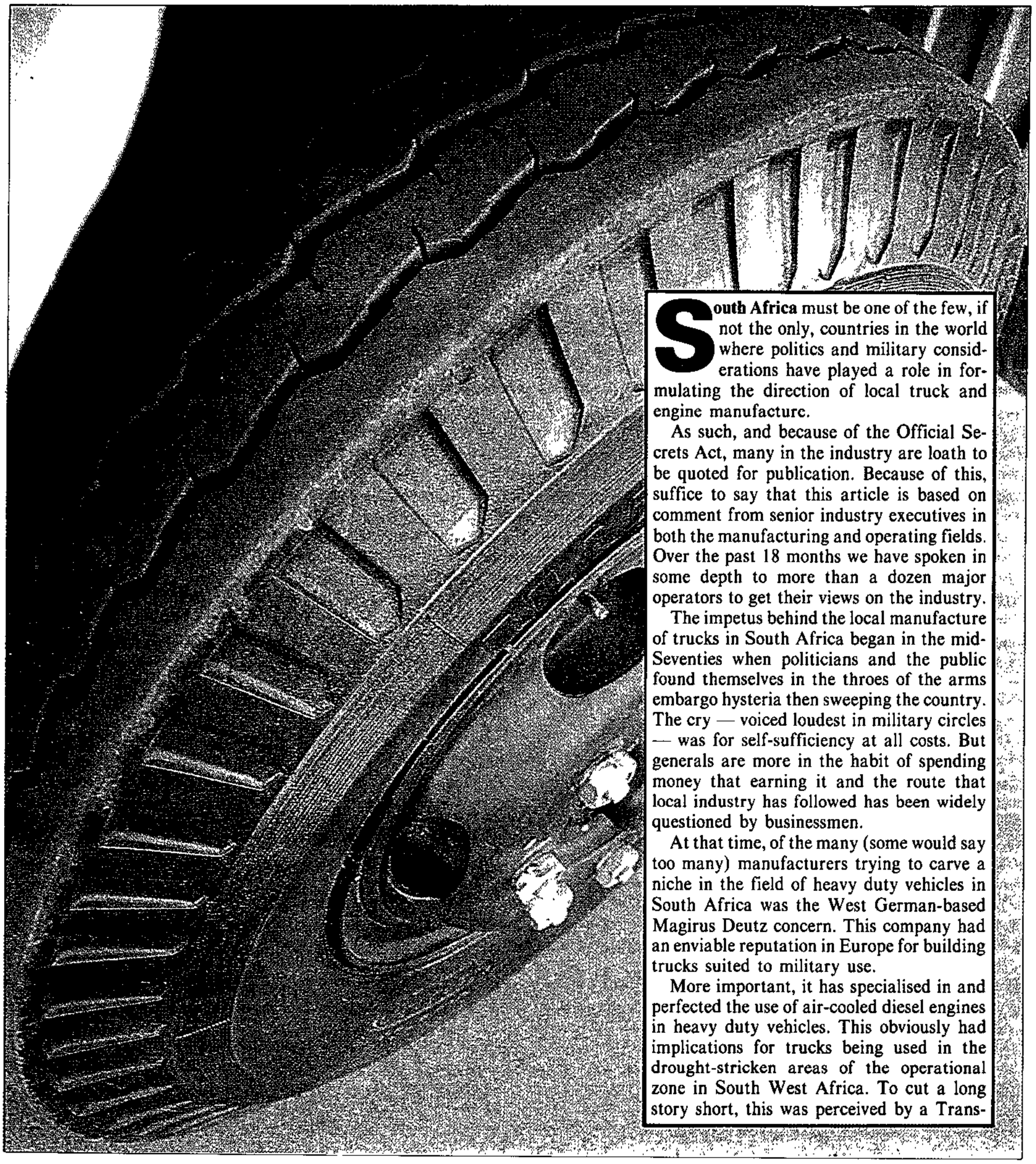
The Super Power in genuine replacement parts

World Motor Spares (Mercedes Truck Parts):	(011) 613-2135	United Auto Electrical:	(011) 331-9051
Jeep Division:	(011) 832-1361	Land Rover Division:	(011) 836-9501
Ford Division:	(011) 28-2700	Warehouse Distributors (Engine & General Spares).	(011) 613-7811
Peugeot Division:	(011) 29-6344	Isuzu Division:	(011) 29-6341
Carburettor Centre:	(011) 29-6351	Diesel Injection Services:	(011) 331-9041
Bedford Division:	(011) 29-6341	Volkswagen Division:	(011) 29-0236

BM&R MS/1034

Counting the costs

The ubiquitous Atlantis diesel engine is now an all-pervasive fact of South African commercial vehicle operation. It was not always so, and many still question the road South Africa has taken



South Africa must be one of the few, if not the only, countries in the world where politics and military considerations have played a role in formulating the direction of local truck and engine manufacture.

As such, and because of the Official Secrets Act, many in the industry are loath to be quoted for publication. Because of this, suffice to say that this article is based on comment from senior industry executives in both the manufacturing and operating fields. Over the past 18 months we have spoken in some depth to more than a dozen major operators to get their views on the industry.

The impetus behind the local manufacture of trucks in South Africa began in the mid-Seventies when politicians and the public found themselves in the throes of the arms embargo hysteria then sweeping the country. The cry — voiced loudest in military circles — was for self-sufficiency at all costs. But generals are more in the habit of spending money that earning it and the route that local industry has followed has been widely questioned by businessmen.

At that time, of the many (some would say too many) manufacturers trying to carve a niche in the field of heavy duty vehicles in South Africa was the West German-based Magirus Deutz concern. This company had an enviable reputation in Europe for building trucks suited to military use.

More important, it has specialised in and perfected the use of air-cooled diesel engines in heavy duty vehicles. This obviously had implications for trucks being used in the drought-stricken areas of the operational zone in South West Africa. To cut a long story short, this was perceived by a Trans-

WHEN YOU NEED BIG WHEELS GET THE RIGHT FINANCIAL PACKAGE

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THE WHEELS BANK



mut Beckurts, was a converted factory flat — hot in summer, cold and damp in winter.

Yet within 18 months the first ADE engine rolled off the production lines.

Now, almost five years later, ADE has fulfilled the mandate it received from the government and an immaculate factory on 46 ha of land, with 13 ha under roof, has been established and equipped with the most modern production machinery, assembly and test facilities.

Extensive facilities have been provided to ensure that the required quality is achieved. ADE has some of the best quality control equipment on the international market, guaranteeing a high degree of accuracy.

Since 1981, ADE has saved South Africa about R125m in foreign exchange and has delivered over 68 000 engines to the industry.

ADE, Atlantis Foundries and Atlantis Aluminium provide equal opportunity employment for a work-force of more than 2 000 well-trained and highly motivated employees.

In order to best accommodate the ADE range of engines, all tractors, trucks and buses in South Africa were subjected to simultaneous re-engineering, This involved complex application engineering and design manufacture of hundreds of components.

This was followed by the building and testing of engine prototypes and, after approval and sign-off, their manufacture in accordance with specific requirements.

Acting as a major catalyst for industrial growth in the Western Cape, in the following three years, the necessary infrastructure was established to support the ADE project.

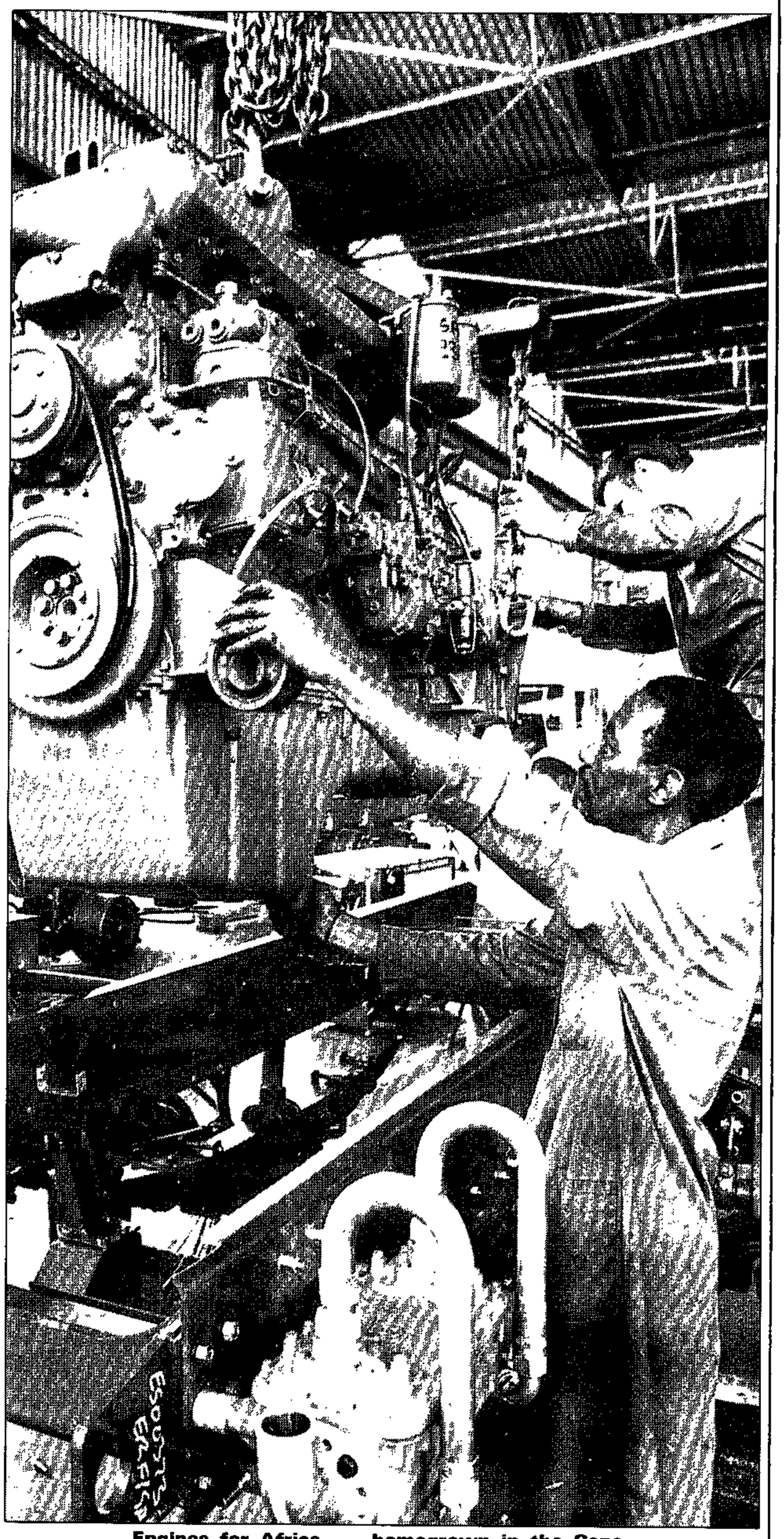
A grey iron foundry, Atlantis Foundries, the most modern of its kind in South Africa, was established next door to ADE. It now casts cylinder blocks, heads and flywheels for the ADE diesel engines. An aluminium foundry, Atlantis Aluminium, has also been built in Atlantis to provide ADE with aluminium components.

Dorbyl's new forge in Atlantis was commissioned in April 1984 and supplies ADE with crankshafts, camshafts and connecting rods. Recently commissioned in Atlantis was Probuilt (a division of Propower Diesel) to remanufacture diesel engines.

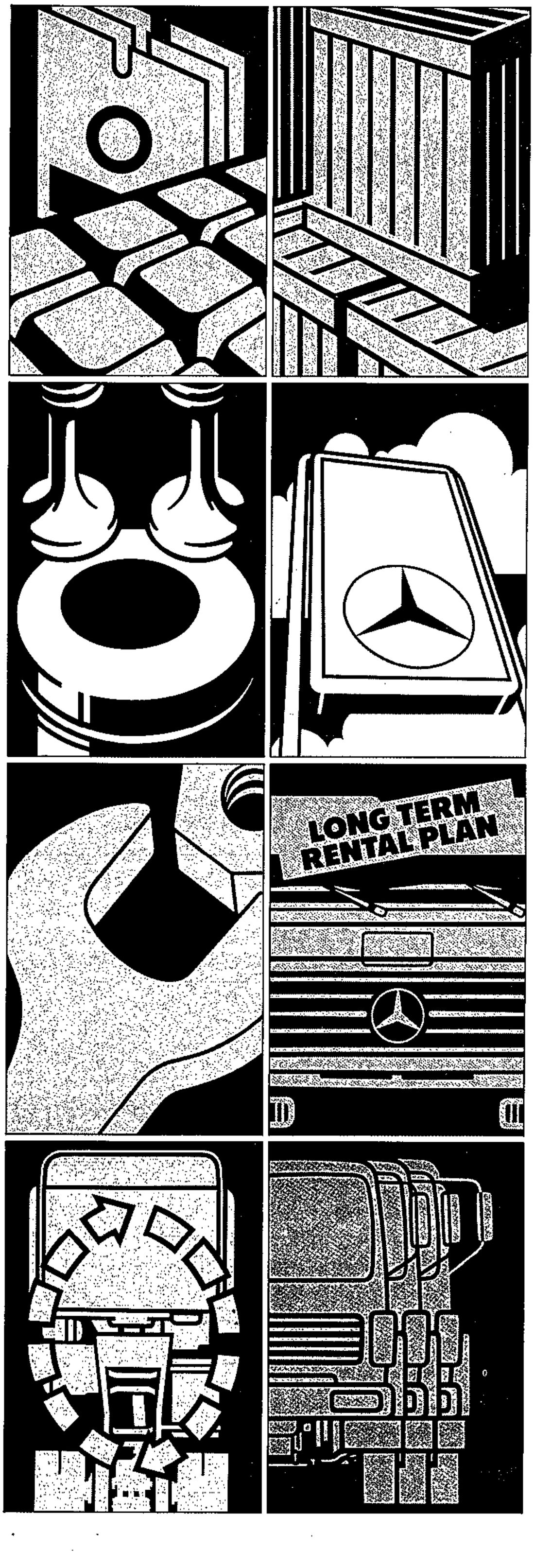
The concentration of modern facilities and technology within one vertically integrated manufacturing complex makes ADE internationally unique.

Due to the economic climate, ADE's annual production capacity of 50 000 engines is not being met with current utilisation at under 50%.

The ADE product range consists of five modular engine families — three-, five- and six-cylinder engines as well as V8, V10 an V12 versions — with about 25 derivatives (naturally aspirated, turbocharged, turbocharged intercooled and compensated). Previously, South Africa used to import 240 different engine types, creating tremendous



Engines for Africa ... homegrown in the Cape



Today if you're in the market for a truck, you should be looking beyond the truck itself to see what you're getting for your money.

Because a Mercedes-Benz truck is virtually "cast from a single mould", it offers definite advantages in reliability and durability.

But the story doesn't end there. When you buy a Mercedes-Benz truck you also buy a complete system for reducing costs and improving profitability.

It's called the Mercedes-Benz Circle of Services. Illustrated left are some of the areas covered by the Circle of Services.

The completeness and professionalism of this programme demonstrate the unique Mercedes-Benz commitment to after-sales care. Ultimately it results in greater economy for the truck buyer.

If you want to cut downtime, reduce operating costs and maximise resale value, shouldn't you be operating inside the "Circle"?

TRANSPORT CONSULTANTS.
Trained consultants, backed by computers, who can advise on truck selection and cost control.

PARTS BACK-UP.
Comprehensive stocks held at dealer level, backed by the biggest Mercedes parts depot outside Germany.

FACTORY EXCHANGE UNITS.
Remanufactured engines, gearboxes, etc carrying "as new" guarantees, at greatly reduced prices.

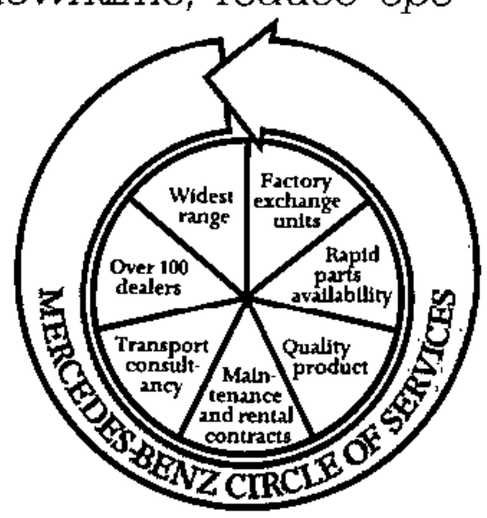
DEALERS.
Over 100 truck dealerships throughout the country.

SERVICE.
Mercedes-Benz-trained service personnel, comprehensively equipped.

LONG TERM RENTAL.
A unique and inexpensive plan allowing conservation of capital.

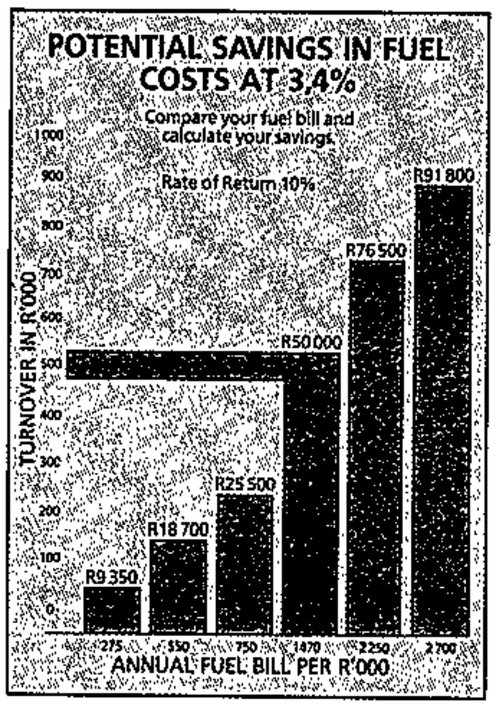
MATCHED ENGINEERING.
That, in addition to ensuring a quality truck, means standardisation of components across a fleet.

WIDE RANGE.
Over 50 variants ranging from a GVM of 5 000 kg to a GCM of 220 000 kg.



Mercedes-Benz
It pays to move in the right circle.

DMM J1098/e



Now increasing your profits is as simple as switching to a new oil. BP Vanellus FE. South Africa's first fuel-efficient high performance diesel oil!

Long-term, independent tests carried out on the Shatterprufe fleet based in Port Elizabeth proved an average fuel saving of 3,4%.

Take an average sized fleet's annual fuel bill of R1 470 000, and you're looking at an annual saving, or increase in profits, of R50 000! At a 10% return on revenue, you would have to increase turnover by R500 000 to achieve the same profit growth!

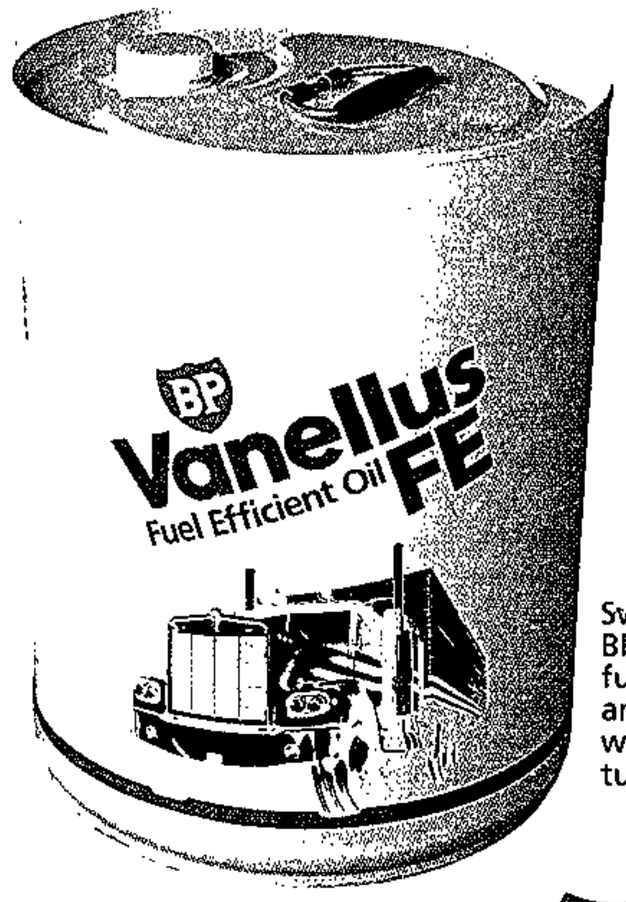
This calculation is based on a fuel cost of 75c/litre. The higher the price, the bigger the saving!

LHC makes BP Vanellus FE unique

BP Vanellus FE contains LHC, a mineral base oil exclusive to BP. The natural characteristics of LHC – low viscosity, low volatility, high viscosity index and good oxidative stability – have made it possible to produce South Africa's only high-performance, fuel-efficient 10w-40 oil – BP Vanellus FE.

BP Vanellus FE meets or exceeds the following classifications or specifications:

SABS 1361/400: US MIL-L-2104C: US MIL-L-46152B: API CD/SF: DAIMLER-BENZ "BLUE BOOK" pg 227.1* for extended drain & pg 228.1 for turbocharged engines: VW 505/500: CCMC-D3/G3: CATERPILLAR TO-2: SCANIA: MAN-TL 271: VOLVO: ADE (DAIMLER-BENZ AND PERKINS): TBN 11.5mg KOH/g



Switch over to BP Vanellus FE fuel-efficient oil and increase profits without increasing turnover.

you moving.

BP

spares and servicing problems.

The introduction of compensated diesel engines, uniquely designed for South African climatic conditions, is a direct result of research and development by ADE's engineers. These compensated engines for commercial vehicle and tractor applications are especially suited for use on the highveld, since they retain sea level power at high altitudes.

At ADE the six major engine components — cylinder block, cylinder head, crankshaft, camshaft, connecting rod and flywheel — are machined in-house. With ADE's low volume multi-variety programmes, the machining facilities have been designed to produce a whole range of products on a single line.

In addition to the components machined at ADE, more than 1 000 items are presently sourced from 64 South African suppliers. Diesel engines of ADE size and volumes have not been produced previously in the country and certain components have never previously been produced at all. This creates a unique situation in South Africa.

This has resulted in the injection of considerable new know-how into the South African supplier industry, providing an on-going local content programme. Local manufacturers are constantly being approached to supply ADE with components of the required quality level and volume.

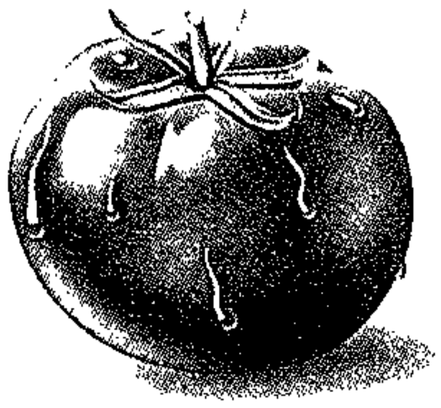
Since inception five years ago, ADE has achieved an average 70% local content (by mass and by value) in its engines and this should reach 85% by the end of 1986, cushioning the effects of the fallen rand and giving the product an increasing advantage over the imported equivalent.

Under the reasonably buoyant economic conditions of the past few years, the full medium to long-term advantages of ADE were not always obvious. While previously there was some financial advantage in opting for imported products, the price gap between local and imported items has closed due to the price rise of the latter.

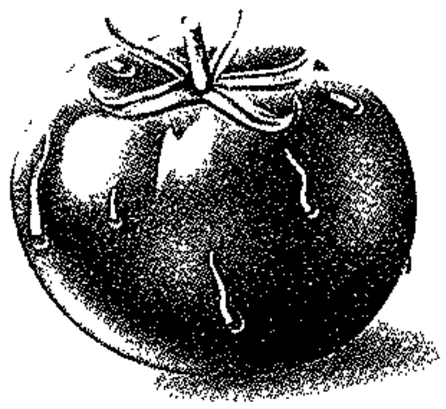
Add to this the efficient after-sales service provided to all clients, and ADE part product availability at more than 1 400 dealers throughout the country, and the ADE product name becomes more meaningful. At ADE the key-word is quality, in every aspect of its operations and training.

At the outset, very little technical training existed among the resident population in the Cape, compared to what one would find in the highly advanced industrial societies in Europe and Japan. ADE consequently launched comprehensive training programmes for all its manpower needs in the production, quality control, maintenance and material control areas.

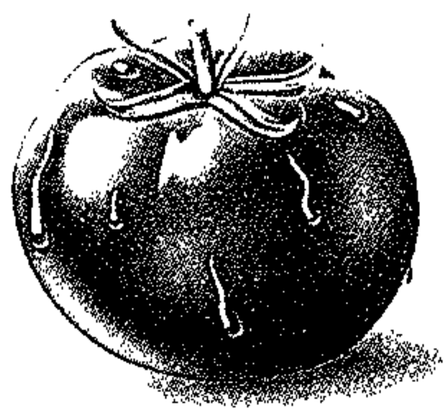
The well-equipped, R1,5m ADE training centre, in conjunction with the Atlantis Technical Institute, provides an invaluable service in alleviating the country's acute shortage of skilled and semi-skilled man-



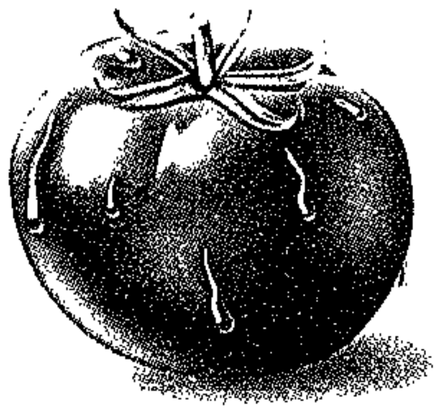
This little tomato went to market



This little tomato stayed at home



This little tomato garnished roast beef



and this little tomato stayed firm



but this little tomato got stuck on a trailer with the rest of a R60 000 consignment halfway to Upington. While the trucker waited for the part he needed to fix his trailer, the tomatoes got riper and riper until they all looked like this one.

And all because no one had told the transporter that only Henred Fruehauf have 15 trailer parts outlets throughout South Africa, serviced by a central warehouse, so that he'd never have to wait longer than 24 hours for the part he needed. It would have saved a lot of time, trouble and money.

And a lot of tomatoes.

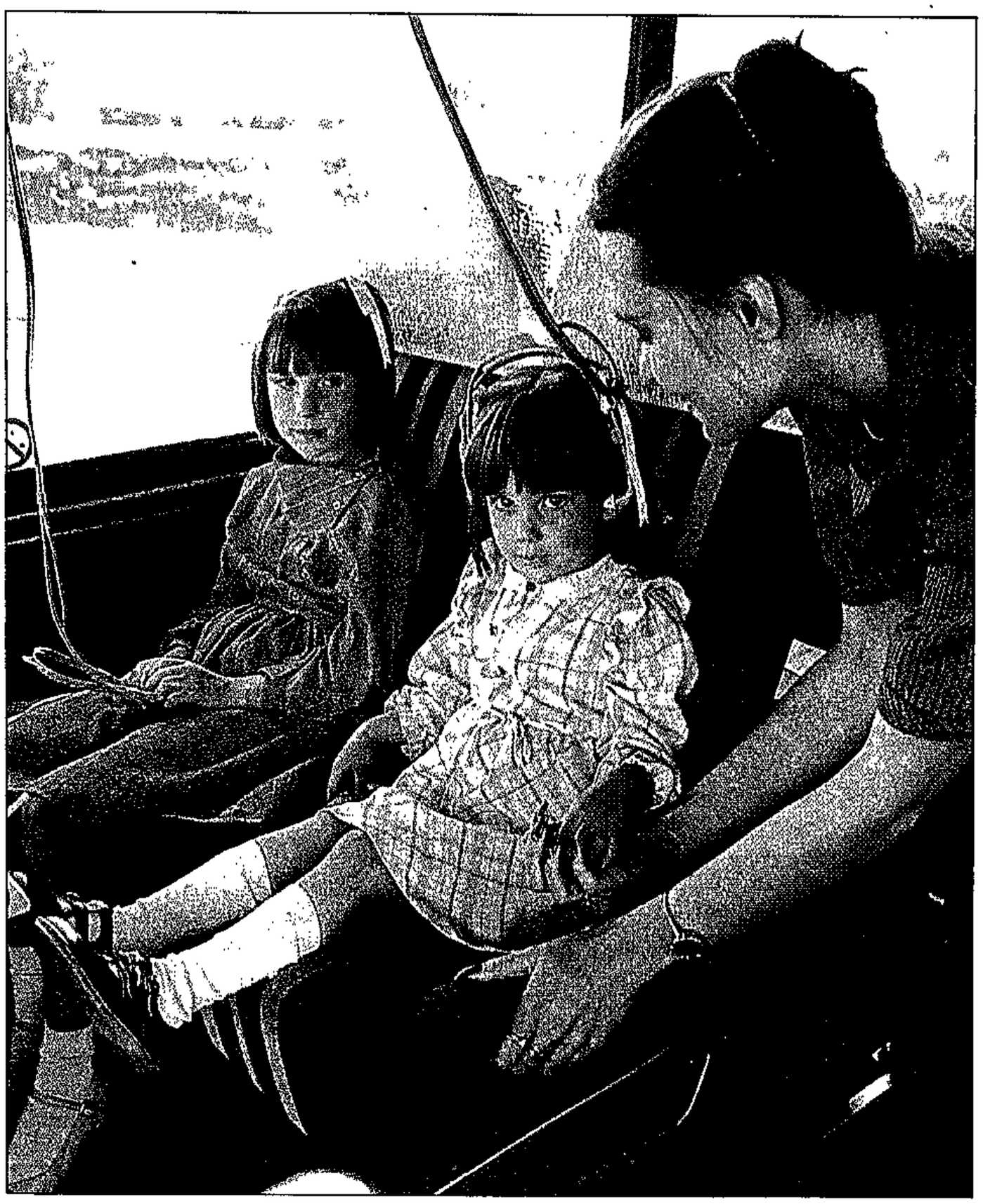
HENRED FRUEHAUF

Henred Fruehauf Trailers (Pty) Ltd. Parts, sales and service facilities available at: Johannesburg 827-9241, Durban 72-7371, Cape Town 31-6111, Bloemfontein 34-2261, Port Elizabeth 54-6343. Parts available at: Wynberg (Tvl.) 786-3500, Pietersburg 4080 & 7-2881, Witbank 3289, Pretoria 76-2786, Benoni 54-0125, Vereeniging 21-2472, Klerksdorp 2-4579 & 2-6039, Welkom 53-0692, Windhoek 3-2479, Krugersdorp 660-4152/3.

Heeley Bates Goodship Δ Associates 9907/R

Perhaps the company to which the most credit should go for bringing scheduled coach services to SA is Greyhound Bus Lines, part of the United Transport Holdings group. Greyhound, like Sats itself and certain other operators such as Vaal Maseru and Jakaranda Busdiens, had long been involved in carrying mineworkers from the Transvaal and Free State goldfields to their homes in Lesotho, Botswana, the Transkei, etc, and the idea of running scheduled inter-city road services arose as a logical extension of this. Sats has also long run luxury coach tours to tourist spots like the Kruger National Park and the Drakensberg.

As a result, Greyhound applied to the local transportation authority in Johannesburg to run such a service from Johannesburg to Durban in 1981. Sats opposed the move and the application was turned down, though Greyhound subsequently succeeded with a second application on appeal to the National Transport Commission.



The bus offers more security to young and old alike

Today, the Greyhound service (no connection with the service of the same name in the United States, incidentally) looks like it is here to stay.

Greyhound operates a daily service in each direction between the two centres, departing Johannesburg and Durban at 07h00 and arriving at 16h10. Departure and arrival points are at Leyds Street near the Rotunda in Johannesburg and on the Marine Parade in Durban. Overnight services operate on Fridays and Sundays, departing at 20h30 and arriving at 05h40.

Fares are R79 return and R44 single. Scheduled stops are made at Heidelberg, Villiers, Warden, Harrismith, Ladysmith, Estcourt, Mooi River and Maritzburg. There are proportionately lower fares from or between any of these centres.

Not surprisingly, Peter Davies, general manager of Greyhound, tells the *FM* that the services have been running at 80% capacity since inception, and more than 150 additional trips have had to be laid on to cope with demand. Greyhound, incidentally, also offers special charters.

The vehicles used by Greyhound are Mercedes-Benz 0303 coaches with air-bag suspension, integral airconditioning and seats for 45 people. The coaches have five different tape channels provided and, at the time of writing, provision was being made for video recordings to be played as well. There is also an on-board toilet and a galley on each coach.

The coaches are fitted with the latest in luxury apartments, with adjustable seating imported from Germany, a dual braking system, power steering and automatic transmission. Coupled with a Daimler Benz OM 422 V8 diesel, this enables the coaches to cruise effortlessly at the speed limit.

Perhaps most important is that all drivers on this service have passed the tests laid down by the Institute of Advanced Motorists.

Greyhound's coaches carry a full-time hostess and Davies believes this provides a measure of security for older and young people. This service is not offered on a long-distance train.

Greyhound also uses some ERF coaches as a back-up on these services and for charter. These are front-engined (ADE-powered) and do not sport quite the same level of luxury as the Mercedes coaches.

At the time of writing, an application had been lodged with the National Transport Commission to establish a nationwide network of coach services to bring the platteland in reach of all major urban centres. Among the applicants are Greyhound, Jakaranda Busdiens and Sats.

For its part, Sats has set up a network of services aimed at blacks and connecting SA's major urban centres with all the adjoining homelands and independent states. This is aimed at blacks and operates under the name "TranState." The vehicles used are 70-seater MAN buses (there are 121 either in service or on order) and, while not equipped with airconditioning, they do offer tape channels, tinted windows and other luxuries.

Greyhound's Davies says that his service to Durban and Johannesburg is for whites only at the moment, though "obviously, for social and other reasons, we would like to see this type of service go multiracial."

Greyhound make no bones about the fact that they have found these long-distance services highly profitable.

If the bus era should herald the demise of railway dining saloons, spacious compartments and the tinkle of the dinner gong, not to mention the soothing clickety-clack of the line, it will be a sad day for SA.

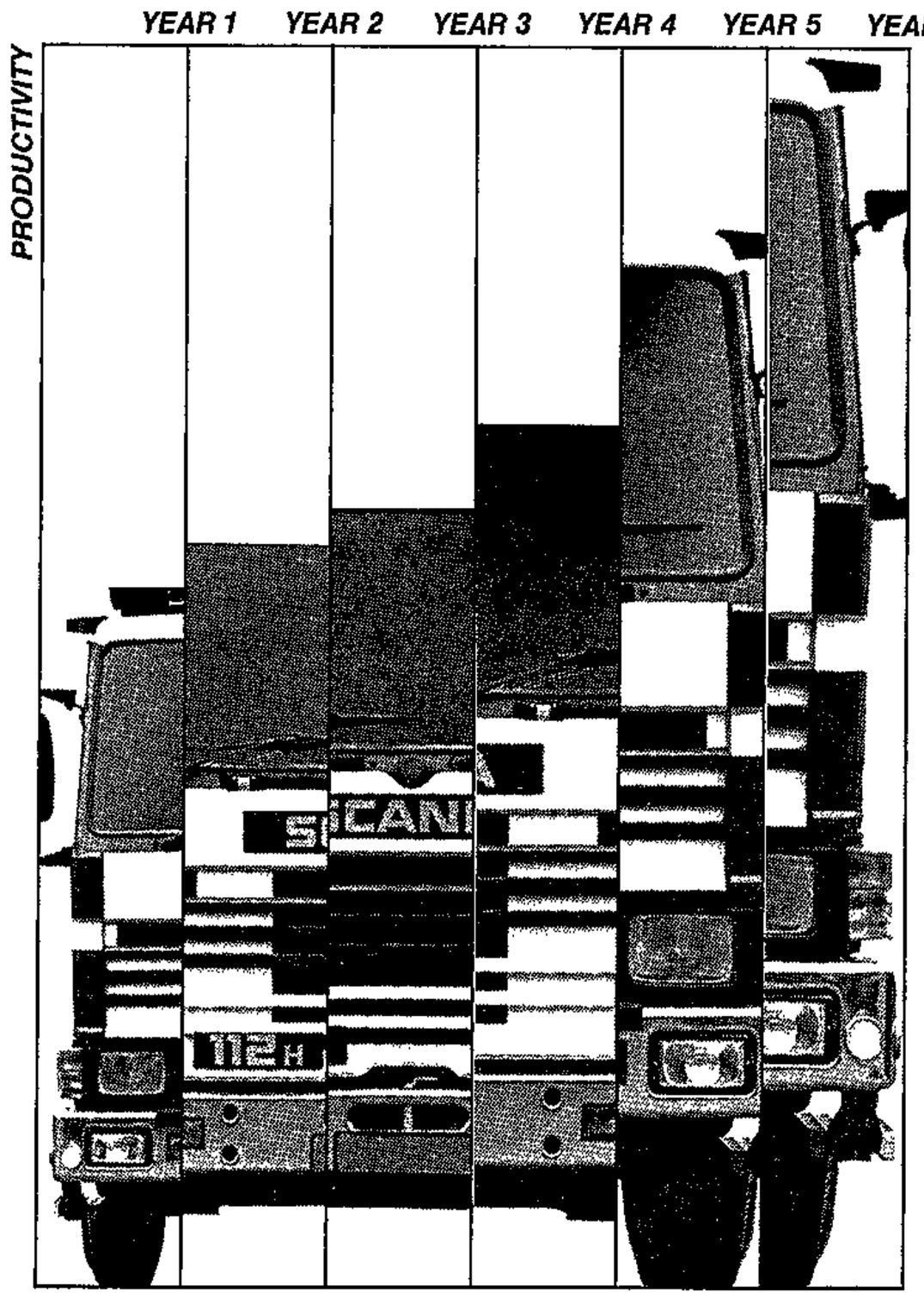
But if comfort, greater speed and convenience are to be the measure, then roll on the luxury inter-city road network. ■



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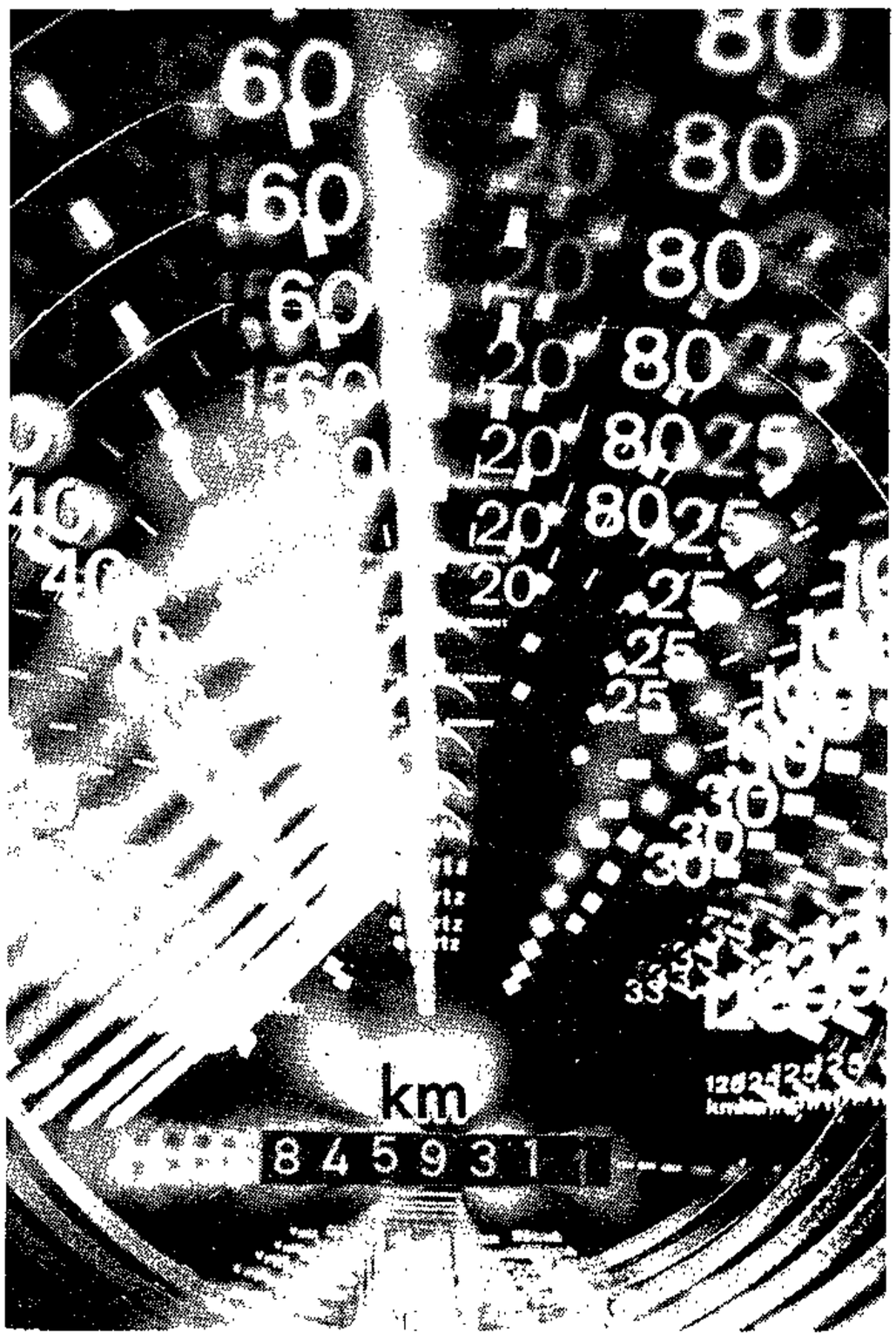
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Tough construction, superb quality, interchangeable components and the most advanced, intercooled diesel engines mean that Scania trucks work hardest and wear slowest.
A Scania truck is a long term investment – that pays off.

SCANIA



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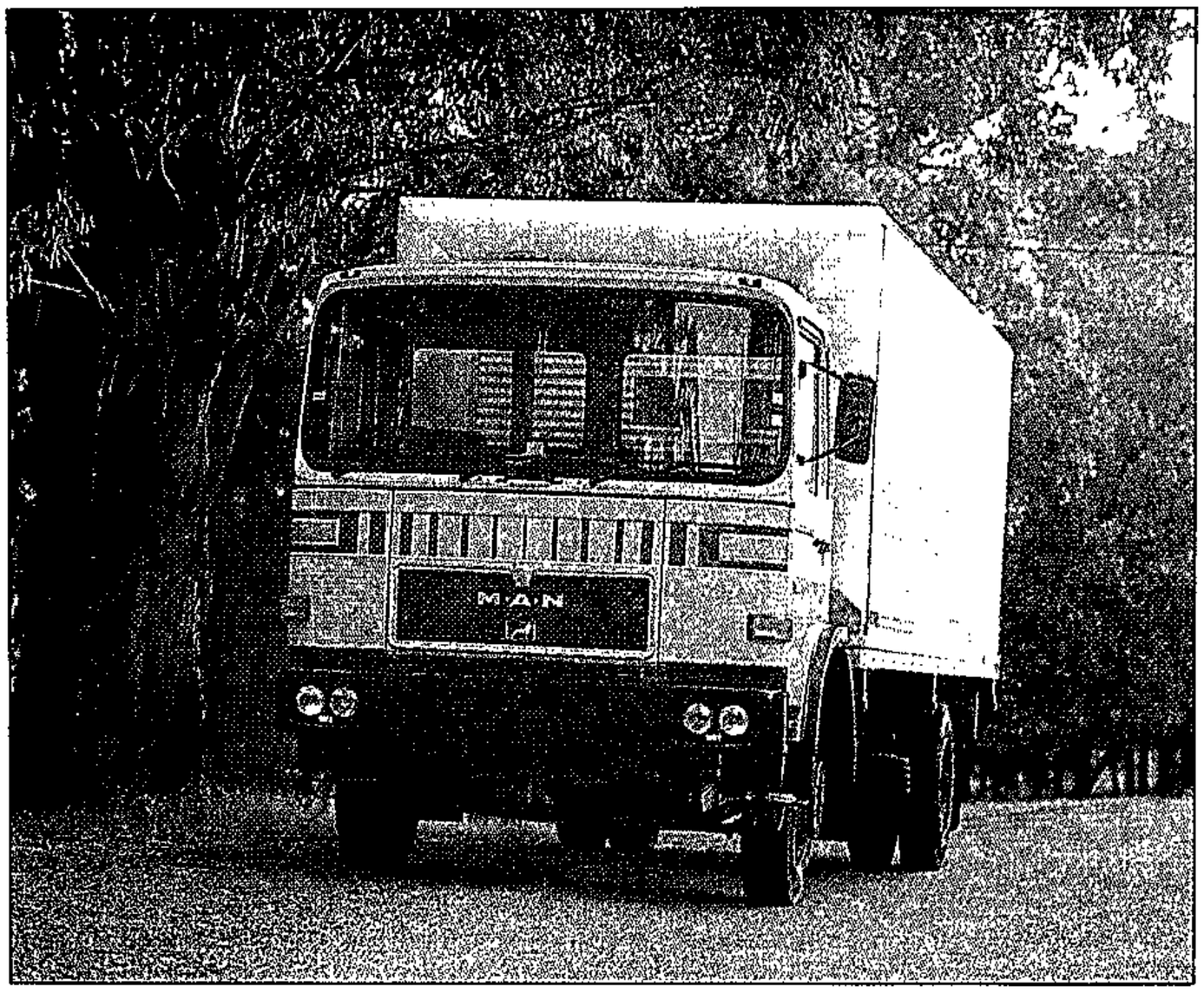
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Mercedes-Benz of heavy vehicles in the over 20 000 kg category in this country.

In terms of an agreement between the two companies in West Germany, many variants of the MAN truck use virtually the same engines as those fitted to Mercedes-Benz heavy vehicles. This, of course, has made the transition to the Daimler-Benz-based ADE engines relatively painless for MAN and should help this manufacturer to consolidate its position near the top of the tree.

Only recently has the company decided to contest the medium-heavy market — an area in which it has long been prominent in Europe.



MAN 14.170 ... moving into smaller trucks

The new 14 t models from MAN at present consist of the 14.130 and 14.170 models, which are available in tipper and long wheelbase freight carrier variants.

The 14.130 is powered by the ADE 352 5,6-litre engine (naturally aspirated), which puts out 94 kW at 2 800 rpm and produces torque of 375 Nm at 1 500 rpm. The 14.170 uses the ADE 352T turbocharged engine, developing 124 kW at 2 800 rpm and with maximum torque of 520 Nm at 1 500 Nm.

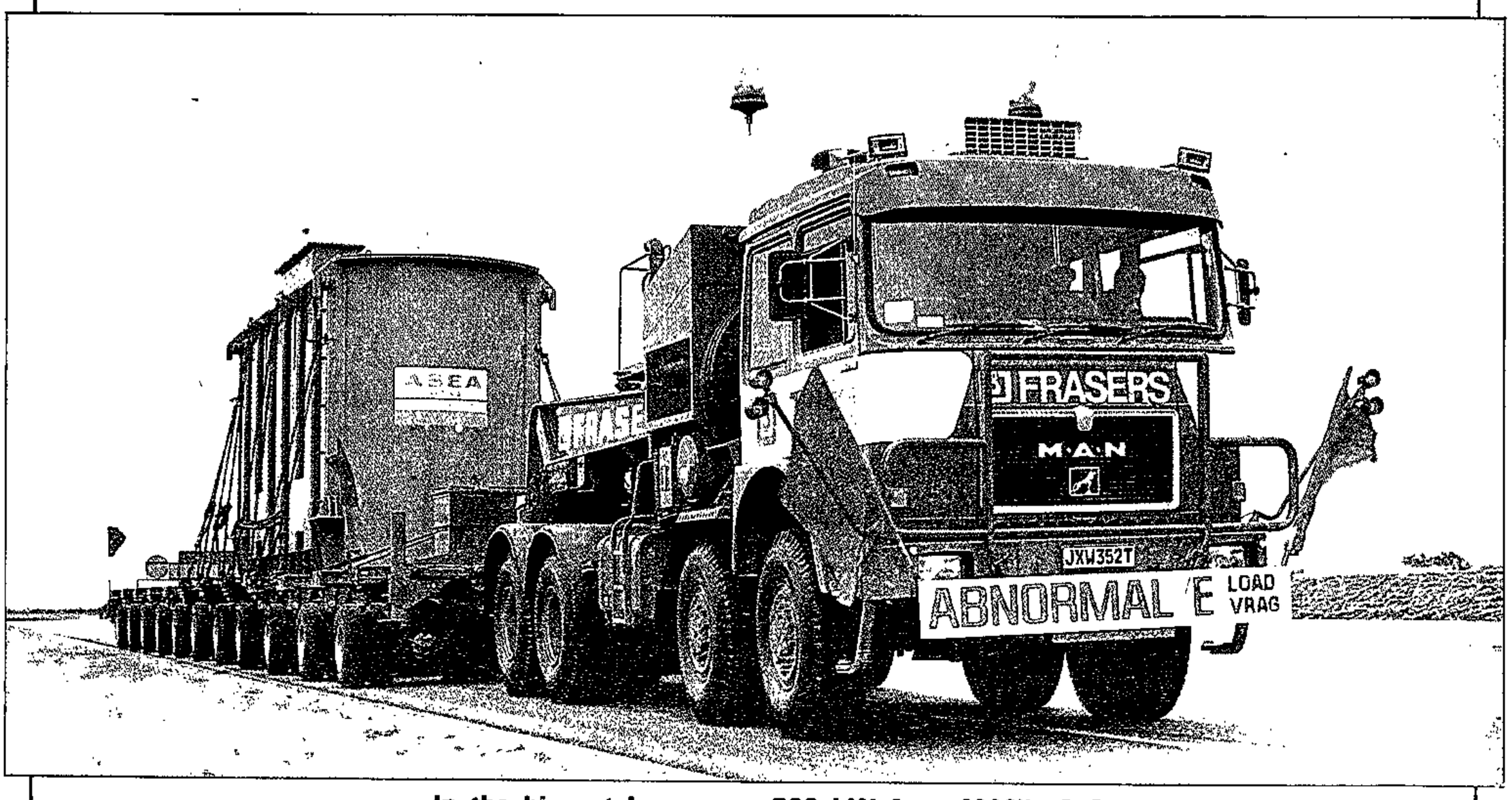
Both units drive through a single plate 350 mm Fichtel and Sachs clutch and Astas S6.65 six-speed synchromesh gearbox. Brakes are of the dual circuit air-brake type with automatic load-sensitive control and pneumatically operated exhaust brakes, giving retardation of 84 kW for the 14.130 and 103 kW for the 14.170.

Other important features include parabolic suspension springs, a Donaldson FHG air cleaner with safety element and evacuator valve and, most important, a tropical radiator approved by ADE for operating at temperatures of 50°C and above.

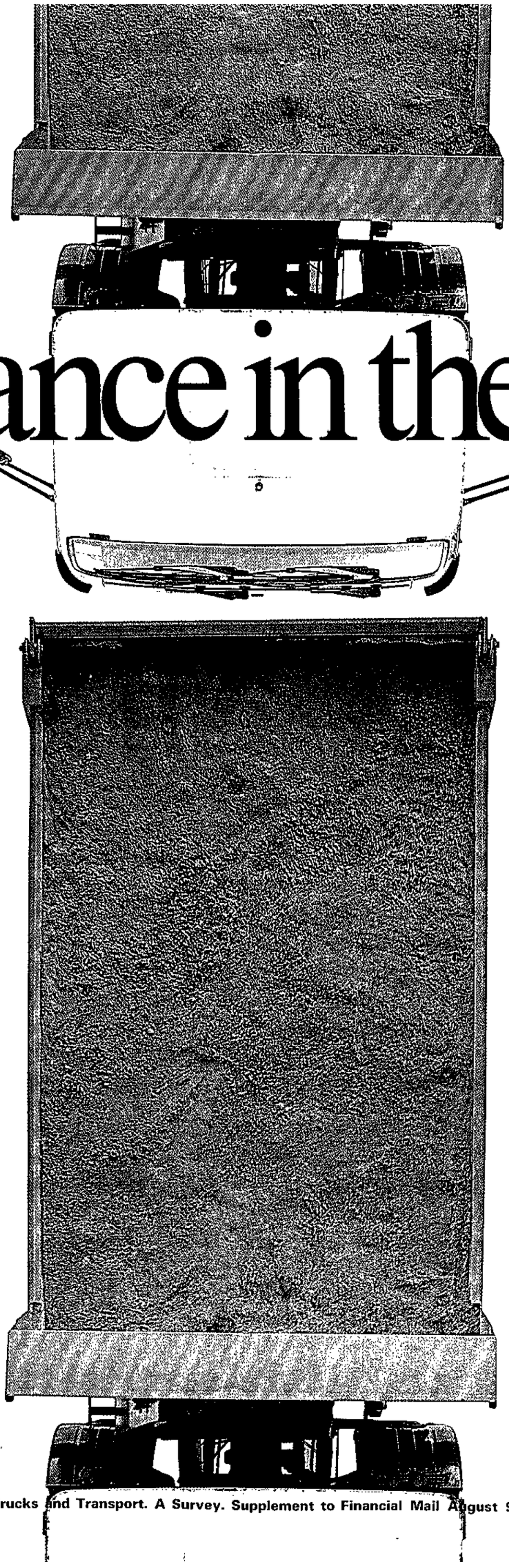
The cab is similar to that used on MAN's heavier vehicles, although lighter, and has luxury features such as an Isringhausen suspension seat, noise and heat insulation, forward control with hydraulic tilt mechanism and mechanical lock, heater and demister.

MAN also looks set to dominate SA Transport Services' long-distance bus passenger services for blacks with its new 22.280 6x2 buses that Sats is now using on its TransState service. These carry 70 passengers and are powered by the ADE 407T turbocharged six-cylinder in-line engine, putting out 206 kW at 2 300 rpm. A total of 121 are on order.

The company has also been awarded a



In the biggest league ... 522 kW from MAN's 8x8



ance in the fast lane.

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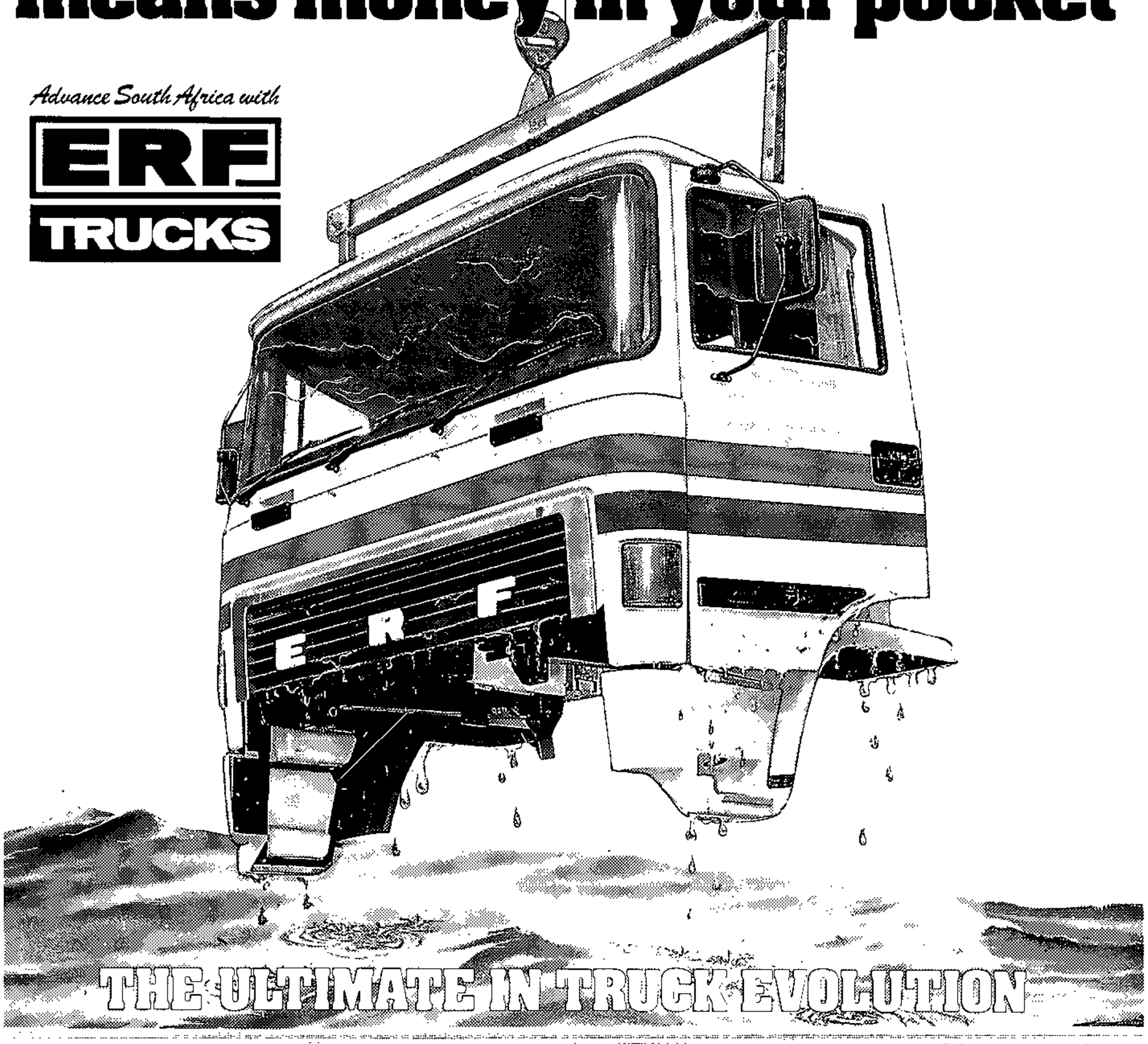
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tional Harvester and Samcor's Mack can be far behind.

All these vehicles have been powered by in-line six-cylinder motors — either Cummins, Caterpillar or Mack (usually turbocharged) — and will not easily accept a V-engine.

However, at least both Cummins and GM still have a strong footing when it comes to diesel power for the really giant 150-ton off-road haulers that are used to move ore and coal at mines such as Sishen, Palabora, and many of the large opencast coal export producers.

As far as all trucks now being the same is concerned, as one operator has pointed out, the situation was not all that different in days gone by when so many very heavy road rigs featured a combination of Cummins engine, Fuller transmission and Rockwell rear axle. This drive-train used to be common to a number of makes, including Oshkosh, Ford Louisville, International Harvester Paystar and T-line, and the bigger ERFs.

Under the ADE programme, different combinations of transmission and rear axle are still possible.

But all agree that the ADE programme has not come cheap, with prices up anything from 20% to 40%, and protection for ADE engines of right up to 50% provided for should anyone wish to fit an engine not emanating from the ADE plant. ■

Second time around

The rebuilt engine business is all set to take off as hauliers try to get more life out of their vehicles. Operators are realising costs are more than offset by warranties and savings on downtime

With the cost of new vehicles having far outstripped the inflation rate over the last couple of years — some in the business put the ADE premium alone at 40% — many operators are now trying to extend the life of their vehicles by applying better maintenance and monitoring techniques and looking to replacement engines.

In days of yore many ancillary operators — and even some professional hauliers — used to do their own overhauls, often using inadequate facilities, while some took the engine or vehicle to their franchised dealer. Today, professional exchange services are now available.

In the area of engine overhauls, operators often make the mistake of ignoring the downtime cost while their engines are being overhauled, as well as not appreciating the advantages that a comprehensive warranty on a rebuilt engine offers.

Mercedes-Benz paved the way to the engine remanufacturing business with its comprehensive facility at City Deep on the outskirts of Johannesburg. Another company that has now gone into this business in a major way is Propower Diesel. Formerly Cummins Diesel, this company, with its traditional line of business now largely short-circuited by the ADE programme, has embarked on a major project to remanufacture ADE diesels. It offers these engines through various franchised vehicle outlets on an exchange basis.

The engines — marketed under the name Probuilt — are totally remanufactured and fully tested before being despatched. They carry a 12-month unlimited warranty and back-up is provided by the national Propower network with branches at Wynberg, outside Johannesburg, Cape Town, Durban, Port Elizabeth, East London, Kimberley, Bloemfontein, Windhoek and Nelspruit.

The typical cost of a remanufactured Probuilt engine is R5 050. The company has just completed a new R7 million plant at Atlantis to rebuild engines, which are distributed through the Propower network. Colin Louw, market development manager of Probuilt, tells the *FM* that he sees the engine remanufacture business growing to between 40 000 and 60 000 units a year by 1995.

The company is currently negotiating with Toyota, Magnis and Leyland in an attempt to tie up and service their engine remanufacture requirements. Says Louw: "What we are talking about are complete engine exchanges rather than piecemeal replacement of parts and components.

"In order to build stocks at the new Probuilt plant at Atlantis, we are, of course, having to buy new engines from the ADE plant next door. But in due course we will have a production line facility operating with old engines coming in at one end of the plant and new engines coming out of the other for distribution to the Propower network."

Propower Diesel, incidentally, is a member of the NEI group and its Probuilt factory is eventually aiming at producing 5 000 rebuilt engines a year.

Says Louw: "Many operators do not appreciate the full cost of in-house workshop

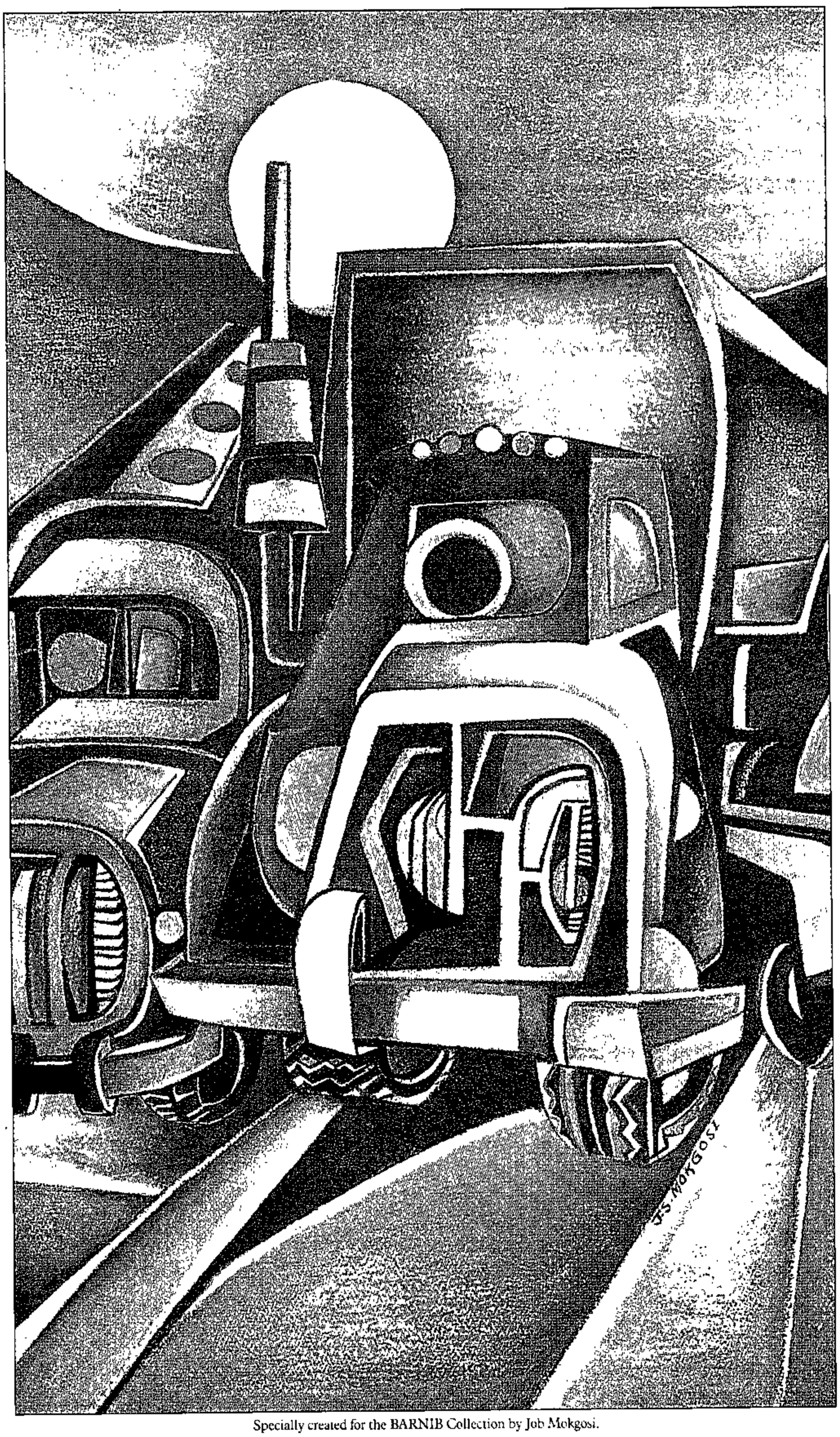


Propower's Louw . . . rebuilding a new business

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vehicle replacement. It is submitted that few, if any, operators achieve this in practice.

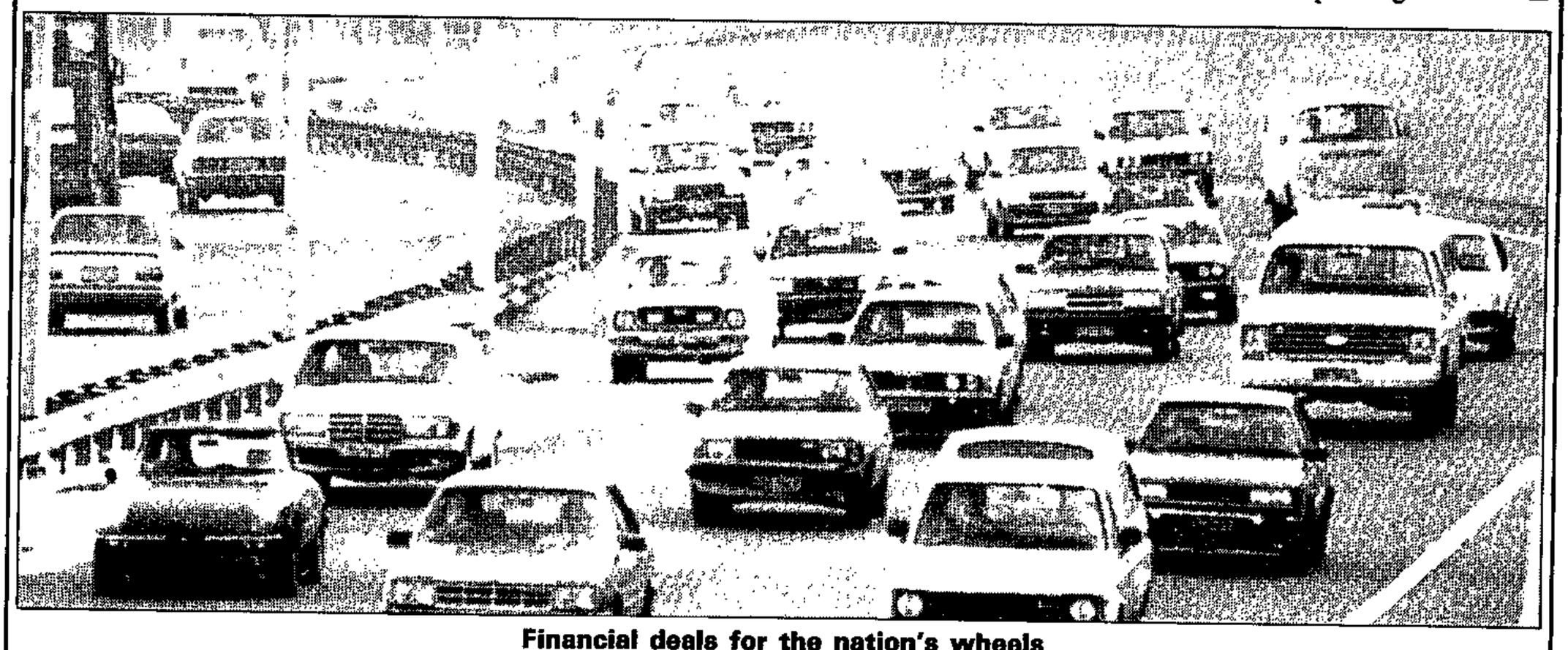
Conclusion

If operators do not heed the implications of this financial planning model for vehicle replacement, they will, inevitably, find themselves in difficulty when it comes to the purchase of the replacement vehicle.

A currently fashionable way to "avoid" this problem is to refurbish the old vehicle and give it a second economic life. While this may be technically and economically feasible, in practice it merely puts off the evil day of having to eventually replace the vehicle.

This has two obvious implications. The first is the danger of technological obsolescence, with a potential decrease of efficiency and increase in costs. The second is that the new replacement vehicle's price will have increased even further, and the amount that will have to be provided for replacement will be much higher.

There is thus no way that an operator can ignore the need to build in a provision for replacement into his operating costs. ■



Financial deals for the nation's wheels

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Model way to plan

Planning vehicle replacement has become a lot more complicated in an era of high interest rates. Brian van der Westhuizen, manager of Wesbank's commercial vehicle division, explains some of the wide-ranging ramifications

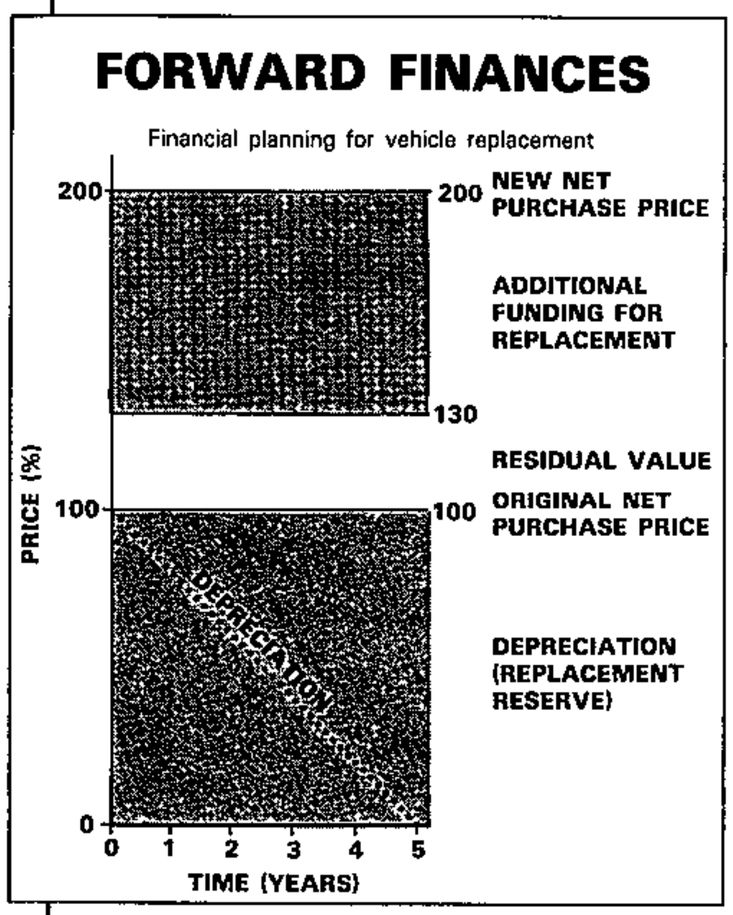
Many operators do not have an adequate vehicle replacement plan, nor do they fully understand the financial impact on their businesses of, on the one hand, the massive hikes in prices of new commercial vehicles over the last couple of years, and, on the other, high interest rates.

Until fairly recently, South Africa really did not know what interest rates were all about, in that they were invariably below the rate of inflation. In this situation, it actually paid an operator to incur debt when acquiring a new vehicle.

To understand the full implications of the new financial environment, we will make use of a simple planning model. For obvious reasons, percentages are used rather than absolute rand values. Any user of the model should simply convert the absolute rand value/price of the vehicle being considered by using the appropriate percentages.

The assumptions used in the model are straightforward and should obviously be manipulated to suit the actual situation being considered. In fact, management can do several "what-if?" type calculations to assist in their decision-making and planning using different assumptions.

Assumptions used in this particular example:



- ☐ Vehicle is purchased on instalment sale with 30% deposit over 36 months at 25% NACM interest rate;
- ☐ Vehicle replacement cycle is five years. So depreciation is therefore 20% a year straight-line;
- ☐ The rate of the new vehicle price increase is estimated at 15% a year compounded;
- ☐ Residual value of the vehicle after five years is 30% of its original net purchase price. This residual is applied against the purchase of the replacement vehicle; and
- ☐ Interest (finance charges) on the purchase of the vehicle is not capitalised, but charged as a separate fixed cost in the operating costs of the vehicle.

Description of the model

The horizontal axis of the model, as illustrated, is the time frame in years, and the vertical axis is the price as an index (purchase price equals 200).

It will be noted that the total amount of the original net purchase price of 100 is written off over five years and applied to a replacement reserve. To this reserve is added the 30% residual value of the original vehicle, giving a total of 130, to be applied against the new replacement vehicle purchase. As noted above, the new vehicle will have a net purchase price of 200 which means that an additional 70% (of the original vehicle purchase price) will have to be found.

BREAKDOWN 1

Calculation of finance charges	%
Net purchase price of new vehicle	100,00
Monthly repayment	3,98
Total repayments (36 x 3,98)	143,14
Total finance charges therefore	43,14
Calculation of replacement vehicle price	
Net purchase price of new (original) vehicle	100
(Price increases of 15% p.a. compounded)	
Net purchase price of new replacement vehicle after five years therefore	201,14

Note: For illustrative purposes this figure will be rounded off to 200)

Implications of the model

The most important implication of this financial planning model is that the operator must provide for the additional funding required to purchase the new replacement vehicle out of operating profits.

If this is not done, the additional funds will have to be provided by way of new shareholders equity or additional debt. The former is seldom likely to be available while the latter would increase the gearing (debt:equity ratio) of the firm, always assuming that its creditworthiness would allow it to borrow more in the first place.

The second most important implication of the model is that is enables the operator to calculate just how much he should add to his cost structure to enable him to establish his selling price. Using the figures obtained above, this can be illustrated as follows:

BREAKDOWN 2

Fixed costs	%
Depreciation	20,00
Finance charges (43,14 divided by 5 yrs)	8,63
Interest on capital (assuming weighted average cost of capital of 25% and initial 30 invested as deposit on original vehicle)	7,50
Provision for replacement (70 divided by 5 yrs)	14,00

To this sub-total must also be added licence fees, comprehensive insurance, drivers' wages and administration charges.

It can thus be seen that the "finance" content of the fixed cost element amounts to a staggering 50,13% per annum of the original purchase.

If some real rand numbers are used and we assume that the vehicle travels 100 000 km a year, the following cents per kilometre costs would apply:

BREAKDOWN 3

Original vehicle, net purchase price = R100 000		
Fixed cost element	**%**	**c/km**
Depreciation	20,0	20,0
Finance charges	8,63	8,63
Interest on capital	7,5	7,5
Provision for replacement	14,0	14,0
Total	50,13	50,13

Using as a guide the total running cost of a representative 6 x 4 truck/tractor of about R1,40/km (as per January 1985 edition of the PCA Vehicle Cost Schedules), it will be seen that an *additional* 14c or 10% must be added to the cost to provide adequately for

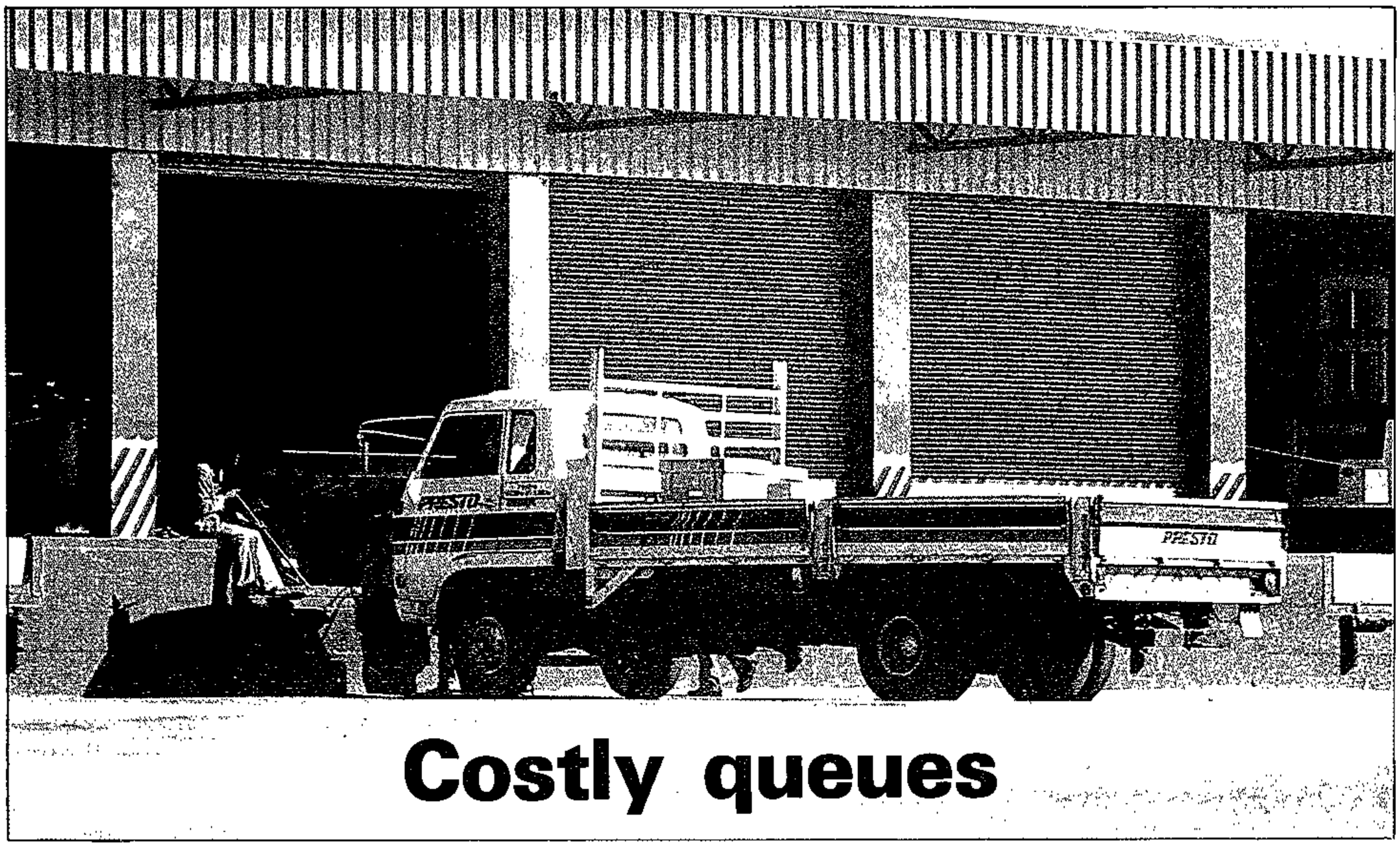
Factor also says that a virtual state of anarchy exists as far as road transport legislation is concerned and this has been exacerbated by the entry of a lot of fly-by-nights into the business. "One problem," he says, "is that the introduction of new laws may not prove to be the answer, when even the old ones cannot be effectively policed or effectively applied. Hopefully the National Transport Policy study now being conducted will give us some answers."

Over 85% of the Cargo Carriers fleet is Mercedes-Benz-based. Factor tells the *FM* that this is not so much because the Mercedes-Benz is the best truck on the road — "most major marques are pretty good nowadays" — but because of the service back-up and availability of spare parts for which Mercedes is renowned.

Factor admits that, at one time, Mercedes-Benz went through something of a hiccup with their early V10 engines — "largely because they were not suitably adapted to the hot African climate and so had troubles with the cooling system under heavy load" — but he says that the latest generation of Mercedes (or ADE) V-engines with turbocharging and intercooling are outstanding products of automotive technology and efficiency.

Cargo Carriers fleet also includes MANs and ERFs.

The company does all its own major engine, gearbox and rear axle overhauls at its Elandsfontein headquarters, though Factor admits that this facility might not have been installed today had Mercedes-Benz had an overhaul facility like their City Deep operation in earlier years. ■



Costly queues

Nearly half the time a delivery truck is out on the road is money down the drain. Time wastage has now reached such serious proportions that the National Productivity Institute is urging strong counter-action throughout the country

The average delivery truck wastes about two hours of each day waiting in queues. Almost another two hours are wasted by truck operators due to inefficient planning. This means only some 5,25 hours' productive work a day is being done.

This has come to light in a survey conducted by the National Productivity Institute (NPI) at 10 manufacturers or distributors of consumer goods.

The NPI has urged manufacturers and retailers to take joint action against this wastage. Steps recommended are:

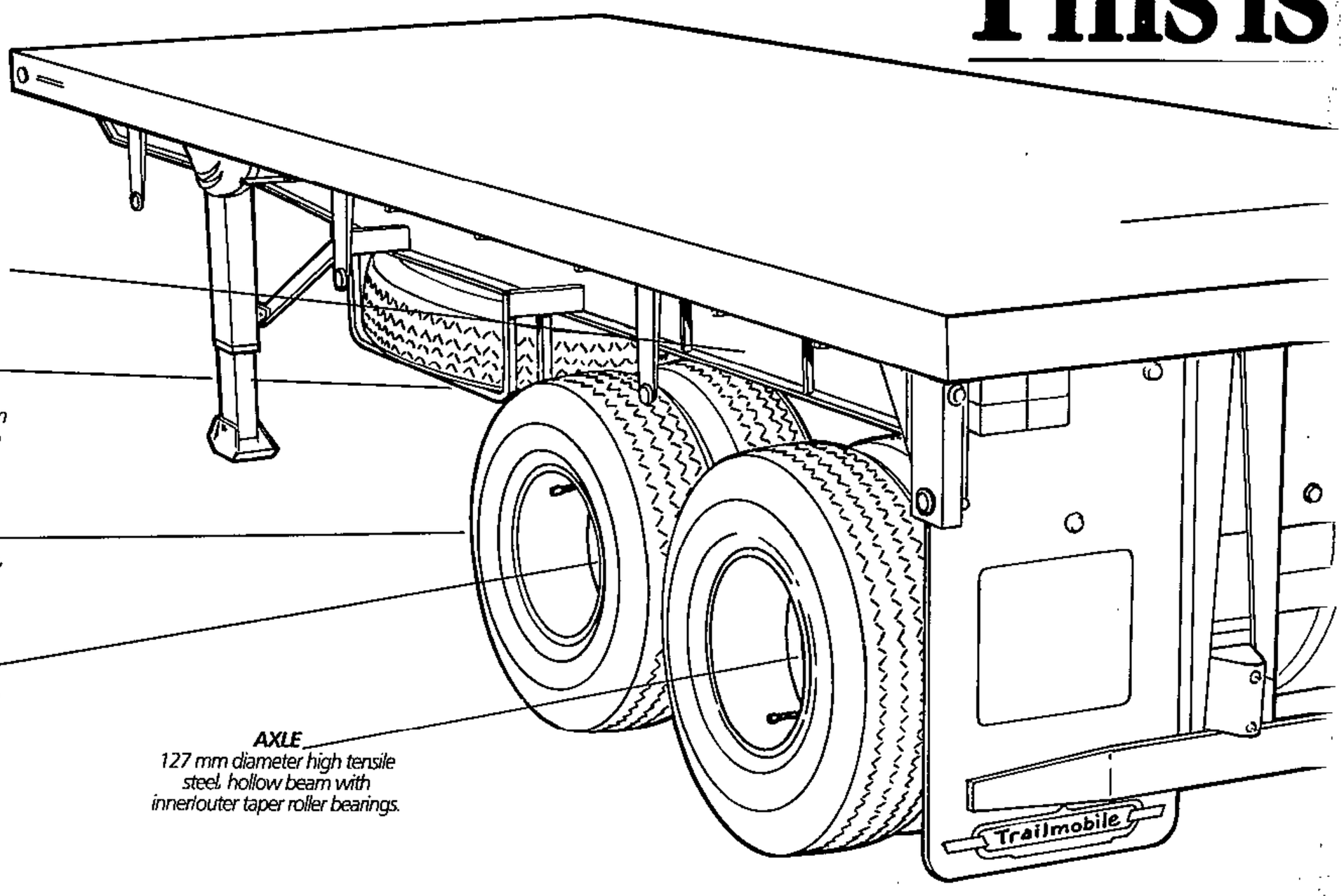
- ☐ Standardisation of loading bays and equipment to boost productivity;
- ☐ Extended loading and delivery hours;
- ☐ Measuring distribution time for better control;
- ☐ Moving whole unit loads (instead of separate cartons) from factory to outlet; and
- ☐ A complete review by companies of their distribution methods, equipment and fleets.

Elimination of truck queues at supermarkets alone can save about three hours on the cost of groceries, while at the same time relieving the roads of about 20% of heavy vehicles, says the report. And allowing for current fuel prices, such savings could have a significant impact on the national economy.

All the NPI's findings point to the fact that distribution has become a costly bottleneck in the South African way of life. ■

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High tensile steel perimeter rails (190 x 55 mm) and crossmembers (140 x 50 mm).

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Two high tensile steel 'I' beams (100 x 16 mm top; 100 x 20 mm bottom flange) with 5 mm web plate.

SUSPENSION
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BRAKE SYSTEM
Twin-line air system, quick release coupling, emergency brake release valve, spring brakes on all axles, park-controlled and load-sensing valves tested to SABS S.V. 1051.

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Achieving a 22% or better improvement in tare to payload ratio over the best existing steel 12,5 metre trailer, new Hercules is the most cost efficient semi-trailer available on the South African market.

Weight-saving has largely been achieved by the use of a new steel which has far higher tensile strength, yet a lower mass, than normal, run-of-the-mill steel. Allowing thinner sections to be used without sacrificing strength or safety.

Proven conclusively during gruelling torture-testing conducted under the auspices of the South African Bureau of Standards where the Hercules came through with flying colours in all respects. Likewise, the well-proven hollow tube axles and suspension units.

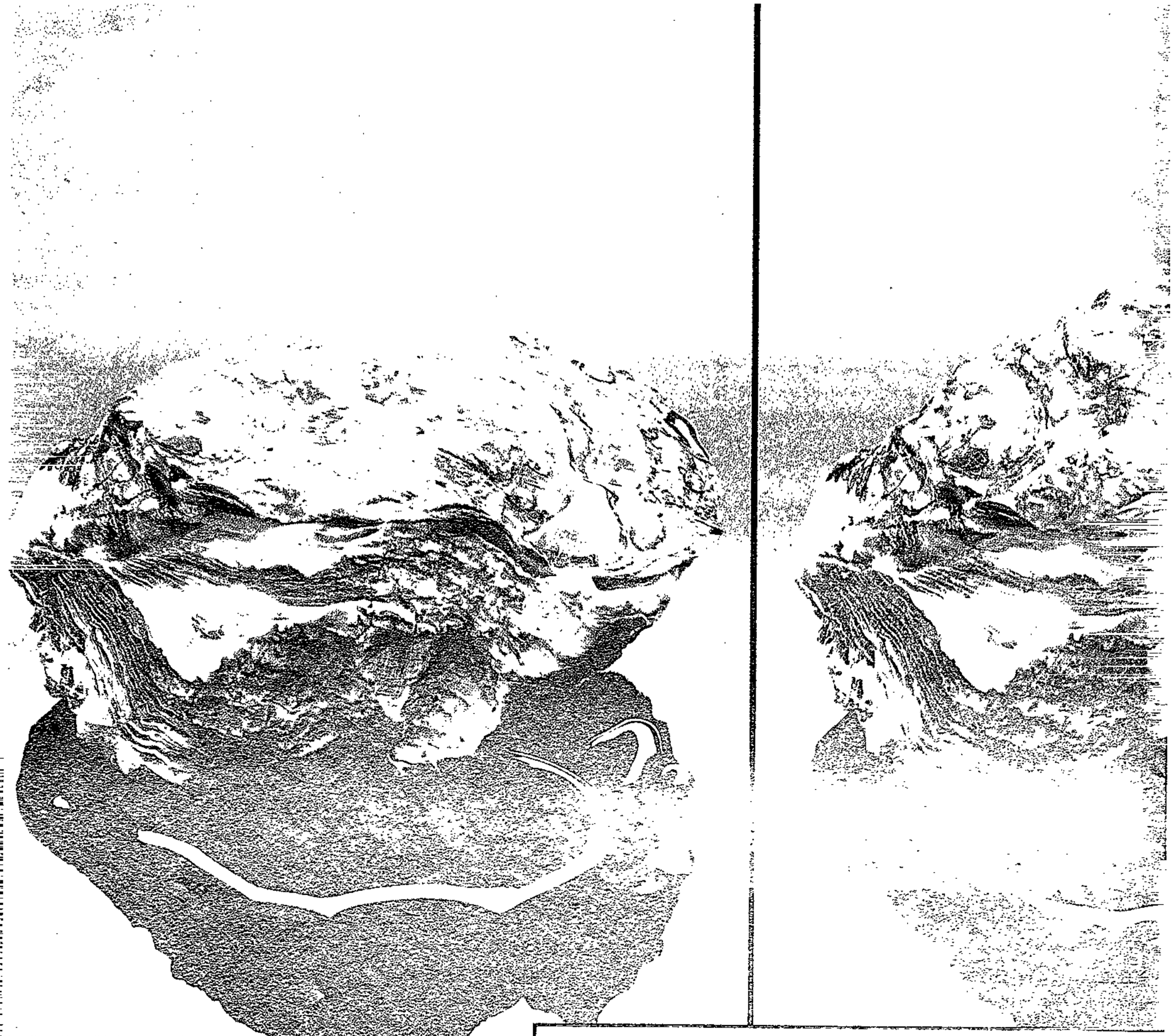
Hercules's modular construction and a dedicated assembly line employing techniques perfected by Trailmobile USA, means cost savings resulting from improved productivity and efficiency are passed directly onto you in the form of extremely competitive prices.

In addition, costly downtime is reduced because replacement parts can be ordered directly off the production line.

Even further savings result from more fuel-efficient backhauls when running unloaded.

Available in single, tandem and tridem axle configurations, the Hercules range of off-the-peg, standard stock trailers thus present the opportunity for increased revenues coupled with lower operating co

Trailmobile



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Power for the people

Putco is more than just a company — or indeed even a transport operation. It is more akin to a national institution for the people it serves

Like so many other corporate giants in SA, Putco (once known as the Public Utility Corporation, hence the name) was the brainchild of one man, Gaetano Carleo. The son of a cattle merchant from Salerno in Italy, he emigrated to Durban at the age of 26. At the time he could not speak a word of English and it was to be 20 years before his family could join him to enjoy his hard-won lifestyle.

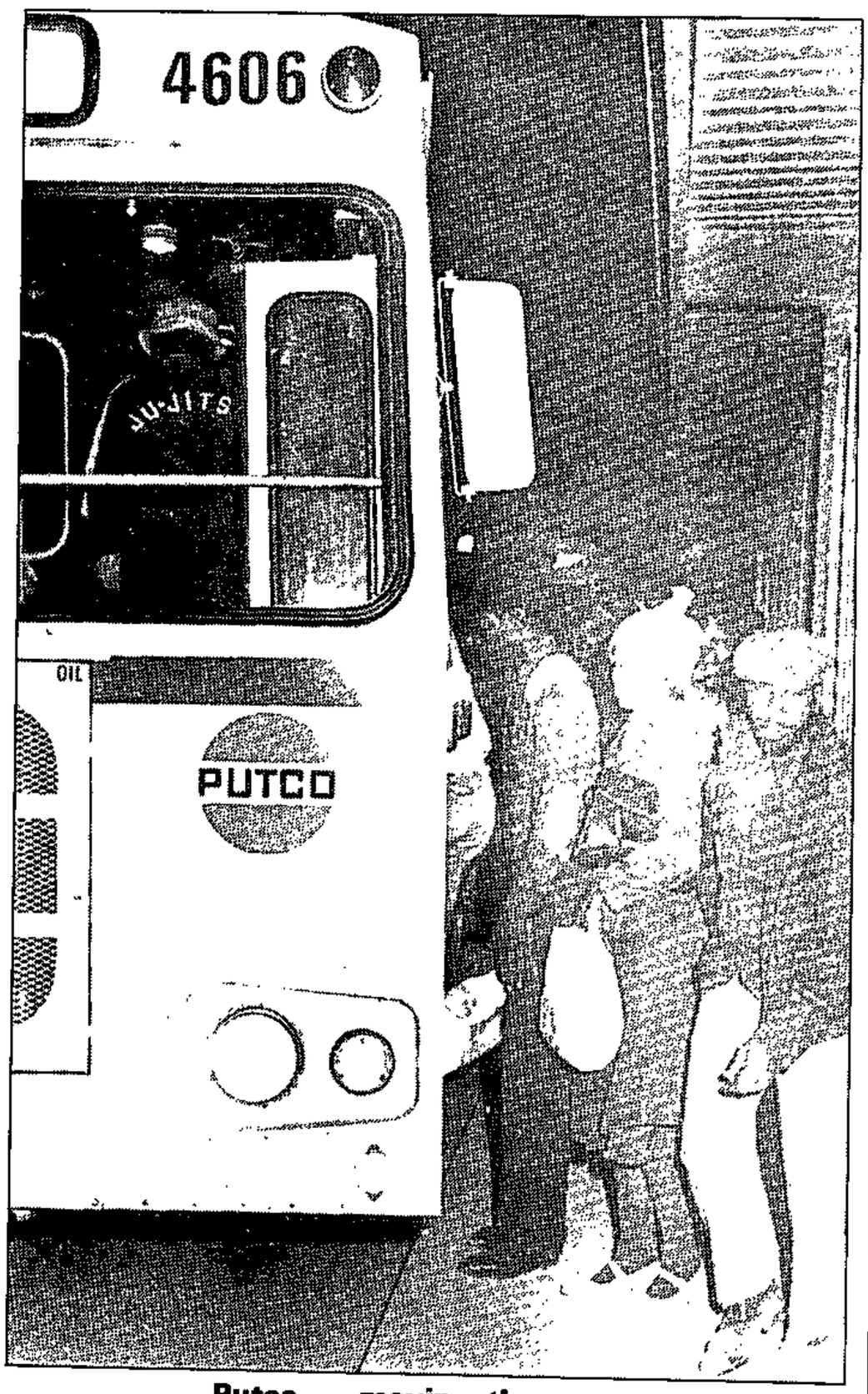
In 1934 he began his first independent venture by buying a second-hand bus, with which he started a service between Johannesburg and Sophiatown. He was manager, driver and mechanic to the enterprise that he called the Rapido Bus service. During World War II he was interned for a while but at the cessation of hostilities his bus service grew from strength to strength through a series of takeovers to become a leading force in the transport of black commuters.

After a major boycott of services in the Fifties, accompanied by the murder of drivers and the burning of buses, because of fare increases on the Evaton route, the Carleo family grew disenchanted with operating bus services and decided to concentrate on building bus bodies. This was an area the family had already expanded into as an adjunct to its passenger operations.

So in 1962 the bus passenger operation was sold to other interests (Leyland held a large slice of the company after the Carleos sold out), and the family turned its attention to Africa Body and Coach.

Not long afterwards, in 1966, Africa Body and Coach supplied Putco with 166 bus bodies. Then, in 1971, the Carleo organisation once again took over the reins.

Today Carleo Investments owns 52% of Putco, though the company is now listed on the Johannesburg Stock Exchange as a public company. Government, however, controls its fares (and therefore its profits), and subsidises weekly passenger fares to the tune of 40% (with passengers paying the other 60%) to make up the difference between a realistic economically viable fare and what the traffic will bear. So it is a moot point as to who is really the power behind the organisation today.



Putco . . . moving the masses

Putco now has a fleet of more than 3 300 passenger buses which cover 180m km a year and move around a million passengers a day to and from their places of work. Group turnover last year stood at R230m, or an increase of 13,3% over the 1983 turnover of R203m.

The number of passengers carried during 1984 was 353m, a 5,6% fall-off from 1983's 374m. This followed a 6% drop in 1983 over 1982 and, in part, reflects the economic recession in South Africa — as well as increasing competition from the now burgeoning minibus and taxi services that are rapidly gaining ground in the country's major metropolitan areas. These are a thorn in the side of not only Putco but many other established bus operators in SA. The problem is dealt with in more detail elsewhere in this survey.

Putco operates in four major areas of the Republic, three of them more or less concentrated in the Transvaal or the industrial heartland of the country. The northern area focuses on Pretoria, extending to Nylstroom in the north, Middelburg in the East, Ga-Rankuwa and Mabopane to the west and towards Randburg in the south.

The wide web

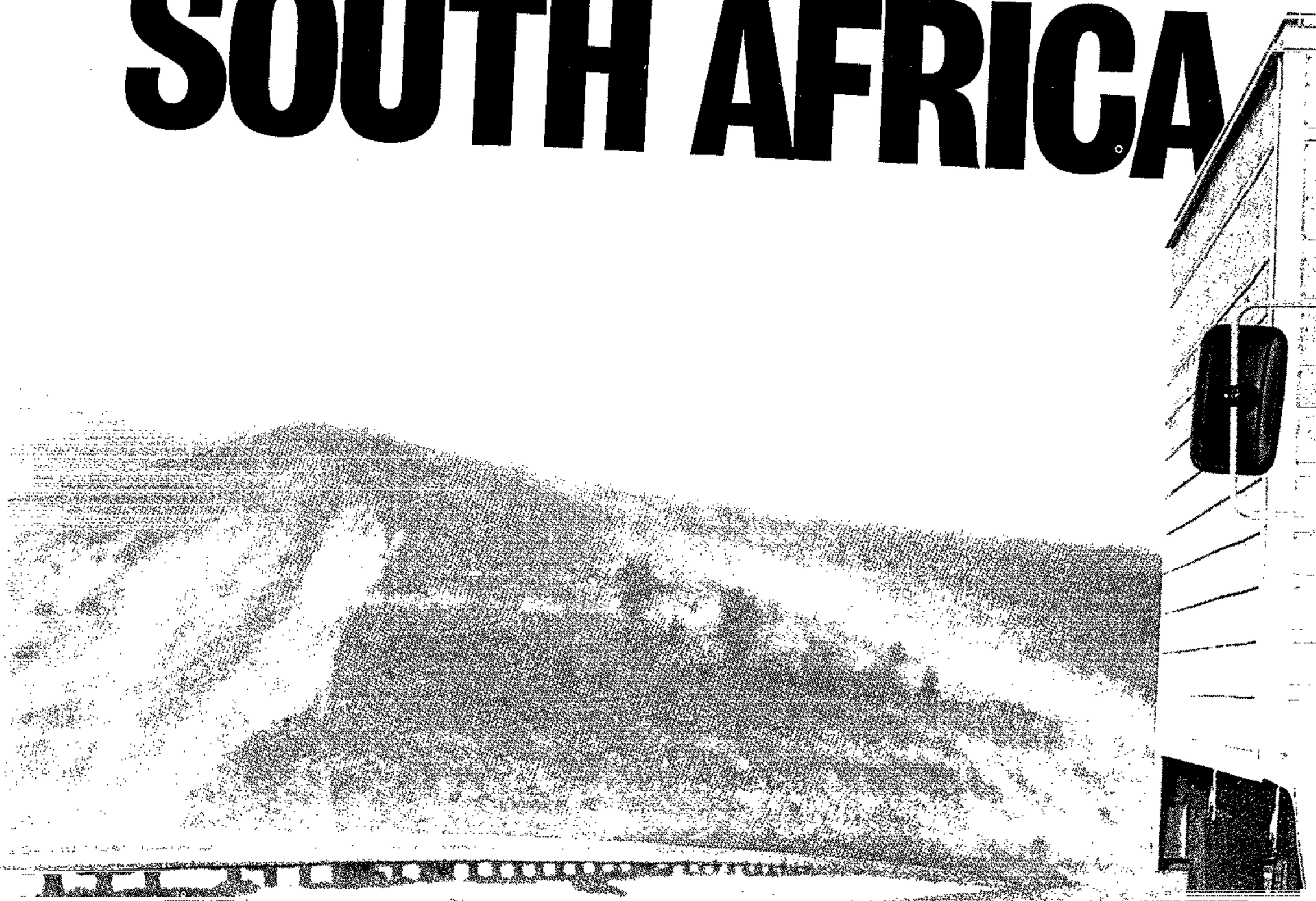
The western area has as its hub Johannesburg and essentially serves the central Reef complex. Not surprisingly, by far the greater number of passengers are moved daily in this sector, though some of the other divisions have much longer routes to contend with.

Then there is the eastern sector covering the greater East Rand but linking up with both the western and northern areas, and finally the Natal area which, essentially, serves the Durban area and its environs.

Last year 112 new buses were put into service and 251 were scrapped. The average age of buses in the fleet was just over 5,5 years and the written down replacement value of the fleet was R110m.

No company has suffered more than Putco during black unrest in the urban areas of the Republic. The company seems to be identified in the eyes of the black hooligan element as somehow representing "the System", though with its diverse financial backing and subsidised fare structure this is difficult to comprehend, and no less than 11 buses have

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The Empangeni depot was later developed with the acquisition of a company called Eckhoff's, and some of the early contracts obtained included haulage for Coronation Brick as well as cane haulage by road — an innovation, as previously cane had always been transported by rail.

Further small companies such as Steelmasters were acquired along the way, setting the groundwork for the development of the company's commercial operations.

Today the company handles a split of about 50% sugar industry related products and 50% commercial goods, concentrating on the heavy end of the market and generally hauling loads in the 18t-56 t range over long distances.

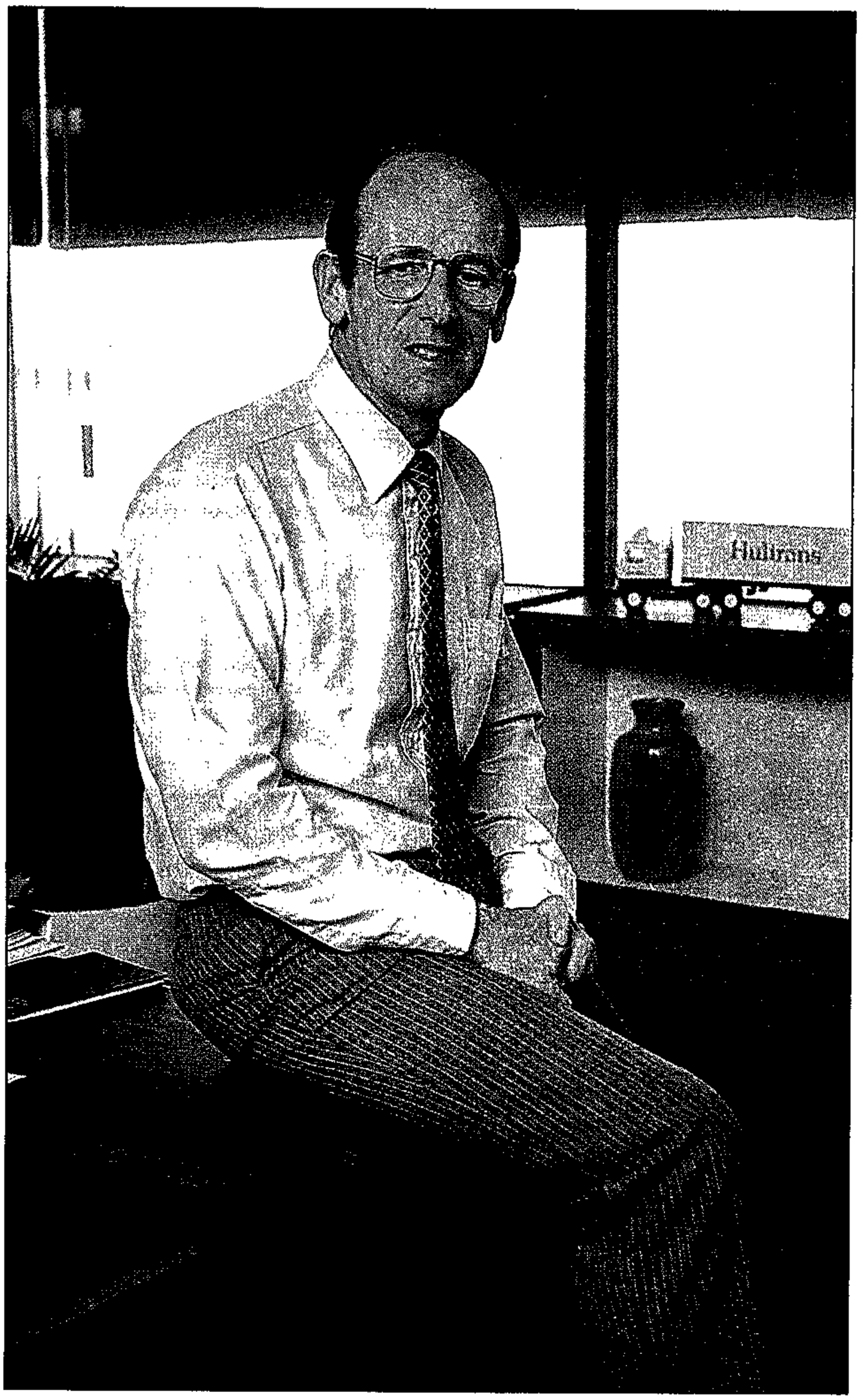
As a result, the company has been restructured in recent yeas into two separate divisions, cane and commercial, marking a new phase in the company's marketing strategy to capture a larger slice of the transport sector, both in Natal and on the Reef.

Hultrans now has eight operating depots in Durban, Maidstone, Avoca, Darnall, Amatikulu, Empangeni, Alrode and Felixton. The two operating divisions are each headed up by their own specialist senior managers — Brian Collin, in the case of the cane division, and Gordon Mayhead in the case of the commercial division. Collin also happens to be chairmman of the Durban Harbour Carriers Association (for his second consecutive term). Both have years of experience in the transport field and Brian has been with the company since its inception.

Managing director of the overall Hultrans' operation is Michael Norris, who has played a major part in building up the profitability of the company since his appointment six years ago.

He is also currently chairman of the Public Carriers Association for his second consecutive terms of office. Norris has been associated with the introduction of specially designed and built vehicles for fulfilling certain types of specialist contracts. One example has been the pressurised Spitzer tankers, which have been used for hauling bulk sugar to the Reef for the past two years. There are over 20 companies involved in this scheme which has proved immensely successful for Hultrans.

The advantage of this system is that sugar can be speedily and hygienically transported around the factory with a minimum of labour, while volumes are easily monitored. Says Norris: "The fact that big consumers like Coca-Cola have now opted for bulk pneumatic loading is a sure sign that the system is here to stay."



Hultrans' Norris ... heading up Natal's leading transport operation

Refining cane haulage

In the cane division, Hultrans has been responsible for several innovations which indicate its commitment to the sugar industry. It has pioneered the loading of loose cane, which does away with the the need for chained bundles, while the "Interlink" combination trailers that are used to move loose cane to the Felixton mill have achieved markedly higher payloads and, hence, lower operating costs.

Both these new methods, plus the new PUP trailer at Maidstone, which carries raw bulk sugar to the refinery in Durban, have meant increased cost-effectiveness and reduced costs to Hultrans' customers.

In the commercial division, a wide range of goods and commodities are handled. These vary from agricultural products through plant and machinery to such goods as paper, cement, fertiliser, hardboard and, more recently, timber as well as containers and abnormal loads.

The bulk of Hultrans' business is of a contractual nature, which means that significant investments in terms of vehicles and



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Canter 20 is a true Canter truck. S.A.'s best selling range in its category since its introduction. Suspension, chassis, cab and drive-train are all pure truck. Designed to work hard.
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Call of the open road

As well as operating the biggest railway network in the southern hemisphere, South African Transport Services also controls the country's largest road haulage and passenger operation

South Africa's railway system is backed up by a comprehensive road transport network, operated by South African Transport Services (Sats), to provide feeder and link facilities. In the last full financial year there were well over 23 000 vehicles under the organisation's control.

The origins of this fleet go back to 1912, when the then SAR introduced a feeder road service from Bot River on the Cape Town-Caledon rail line to Hermanus.

There are three principal divisions to Sats' road transport operations. The Road Transport Services (RTS) division operates mainly in the rural areas, and provides a link between the railhead and outlying districts for passengers and goods.

If one includes buses, goods and dual-purpose vehicles, together with trailers and semi-trailers, there are more than 5 500 vehicles in the RTS stable. RTS buses average around 5m km, and transport between 1,2m-1,4m passengers a month. Goods traffic averages between 300 000 t-360 000 t a month, the fleet covering about 6,5m km in the same period.

Unlike some of the bigger private sector passenger operators (such as Putco), the RTS service concentrates on long-distance passenger hauls. According to Ben Pretorius, deputy director of road passenger services, the longest route is from Cape Town to the Transkei (1 327 km). This operates three times a week. Another long haul is Johannesburg-Transkei (912 km).

> ***'In the past, services have been rough-and-ready with not much in the way of home comfort'***

In the past, these types of service have been operated with fairly rough-and-ready horse-and-trailer combinations which, while tough enough to withstand rough dirt roads, have not offered much in the way of home comforts.

But these are gradually being replaced by a new fleet of 121 MAN "TranState" buses. These have been proved on the tough, dusty roads of the Australian bush — where a journey can last a week — and are now providing a modern new service from the Witwatersrand, Welkom, Kimberley, Cape

FROM THE MAGNIS T
COMES A NEW SY

...to the manufacturers of commercial vehicles, damaged trucks and sa...
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Fleetrent's Thornhill and Pearse ... offering a different deal

tract) is likely to appeal, is the company that operates around, say up to 25 trucks in support of its business.

"To these companies, distribution costs have now become a major factor, and if one or two vehicles are out of commission, the company can have a crisis on its hands. On top of that, it becomes expensive for the company to have to pay full-time mechanical staff to run so few units.

"An FMC with a major truck rental company is not likely to cut the company's direct costs to a very great extent. But it does eliminate all the hassles and problems that unforeseen breakdowns and maintenance requirements demand."

FMCs, like Fleetrent's Complete Fleet Agreement, permit 100% utilisation of a fleet as the rental company provides back-up vehicles in the event of breakdown or essential maintenance. On top of that, the rental company is responsible for all licensing and insurance of the vehicles in the fleet, so the company doing the renting can also free itself of adminstrative problems.

Most big and reputable truck hire companies also provide drivers, though this is normally optional depending on the user's inclination.

As Pearse says, "The tremendous advantage of the Full Maintenance Contract is the fact that it introduces the element of certainty into a company's transport operations. On top of that, it is one way of financing your transport off balance sheet."

As far as costs are concerned, Pearse makes the point that a truck rental company like Fleetrent, with over 1 000 vehicles on its books, can reduce maintenance expenses through economies of scale and the benefits of this can be built into an FMC.

"We don't have to add a mark-up to our servicing bills, as we do our servicing at cost. So, in effect, we offer wholesale as opposed to retail maintenance. This also keeps costs down."

Pearse estimates that currently at least 45%-50% of the trucks on South African roads have some form of "hire" link. As far as Fleetrent is concerned, he says roughly 30% of the company's business is now on Full Maintenance Contract, including many household-name users.

One reason why many casual observers are unaware of the extent to which truck hire is now dominating the SA transport scene is the fact that most hired trucks usually operate in the corporate colours of the company doing the hiring.

But that doesn't alter the fact that the trucks actually belong to a rental company.

Pearse says that in the US truck hire is very much the way of the future and SA certainly looks to be following suit.

Other companies in the rental business that offer a full maintenance facility include Rent-a-Bakkie and Imperial Truck Hire, while Mercedes-Benz also has a similar scheme. ■

Floating the fleet

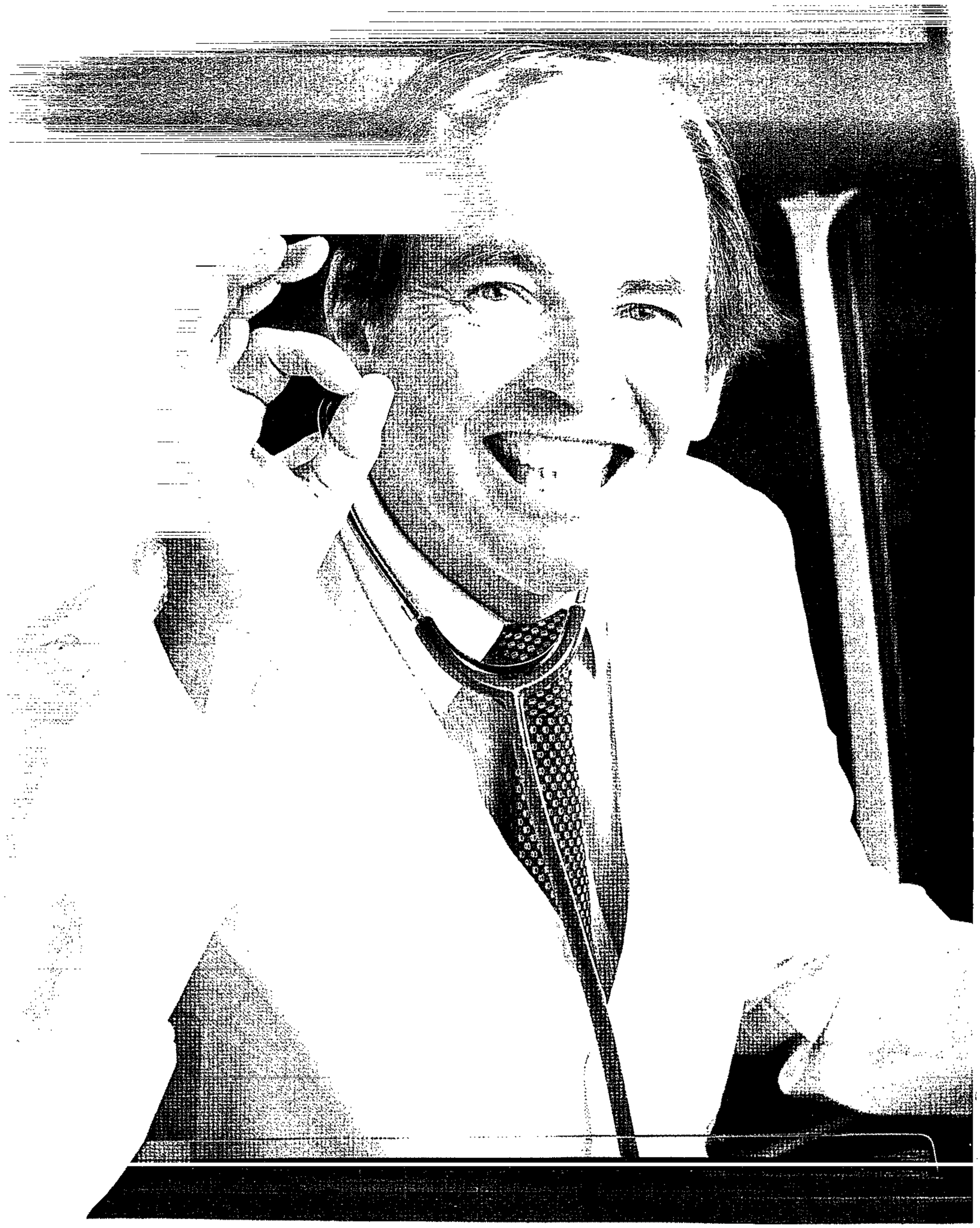
Keeping a tight rein on galloping transport costs has become all-important in these difficult times

Any number of organisations and companies, including some of the banks, are now offering fleet management systems to help operators keep tags on what is being spent where. To find out, in broad terms, what these systems aim to provide, we spoke to Ron Wynter, a general manager with Stannic Fleet Management Services.

However, it should be emphasised that there are numerous other systems available to operators — one of the best known being Barclay's Autocard system. The Stannic system, though, does serve as a useful example of these systems in general.

Says Wynter: "In the current economic climate, what with fuel price increases and constantly shifting trends in the motor industry in general, it is often difficult for companies to manage their fleets efficiently and economically. Running a fleet can involve using a company's resources out of proportion to the usefulness of the fleet."

Wynter adds that the work required to control and operate a fleet of vehicles often involves the time of a number of divisions within a company's structure. "Not only is this costly," he says, "but because the functions are split among a number of departments, it can be difficult to establish effec-



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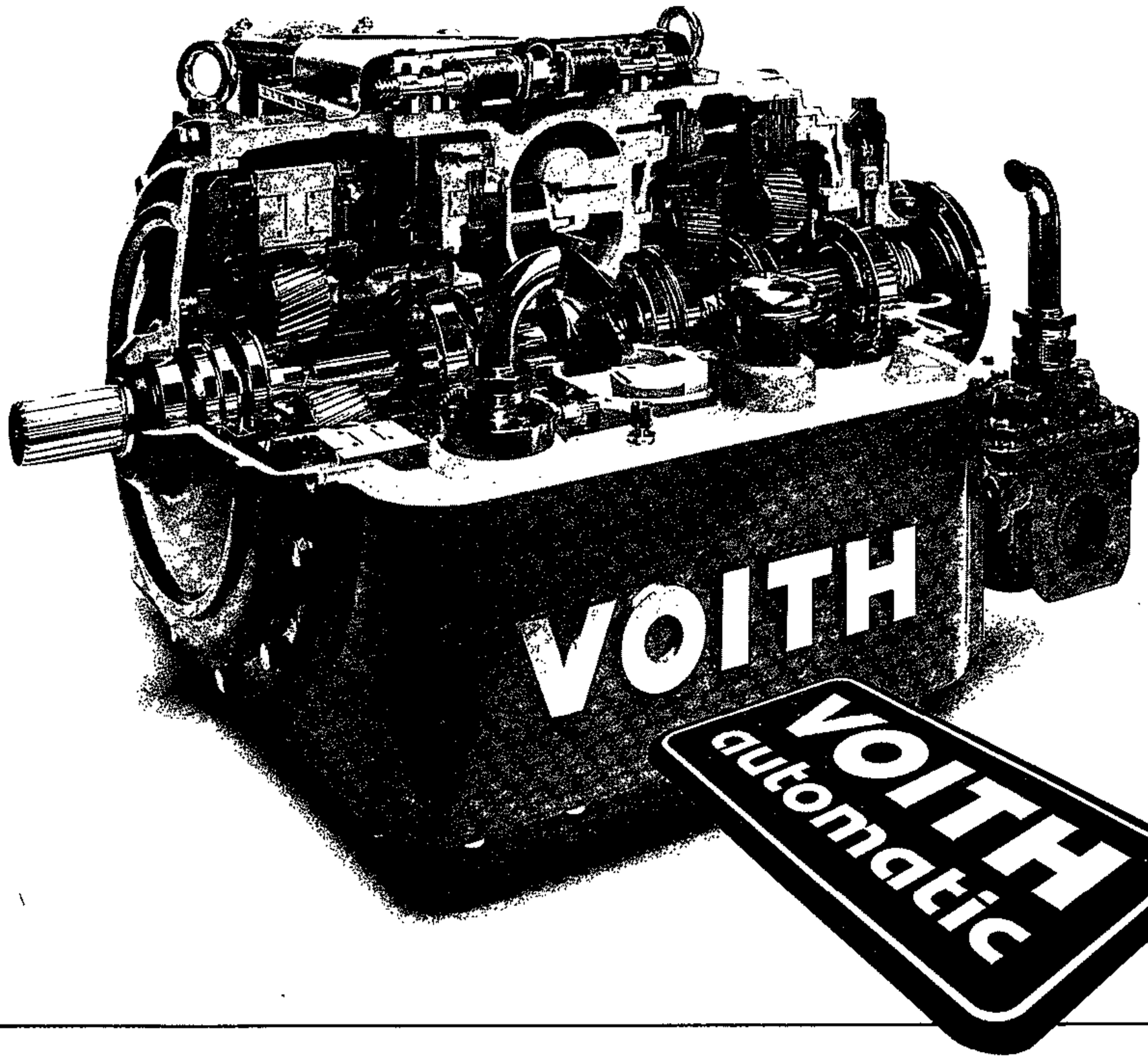
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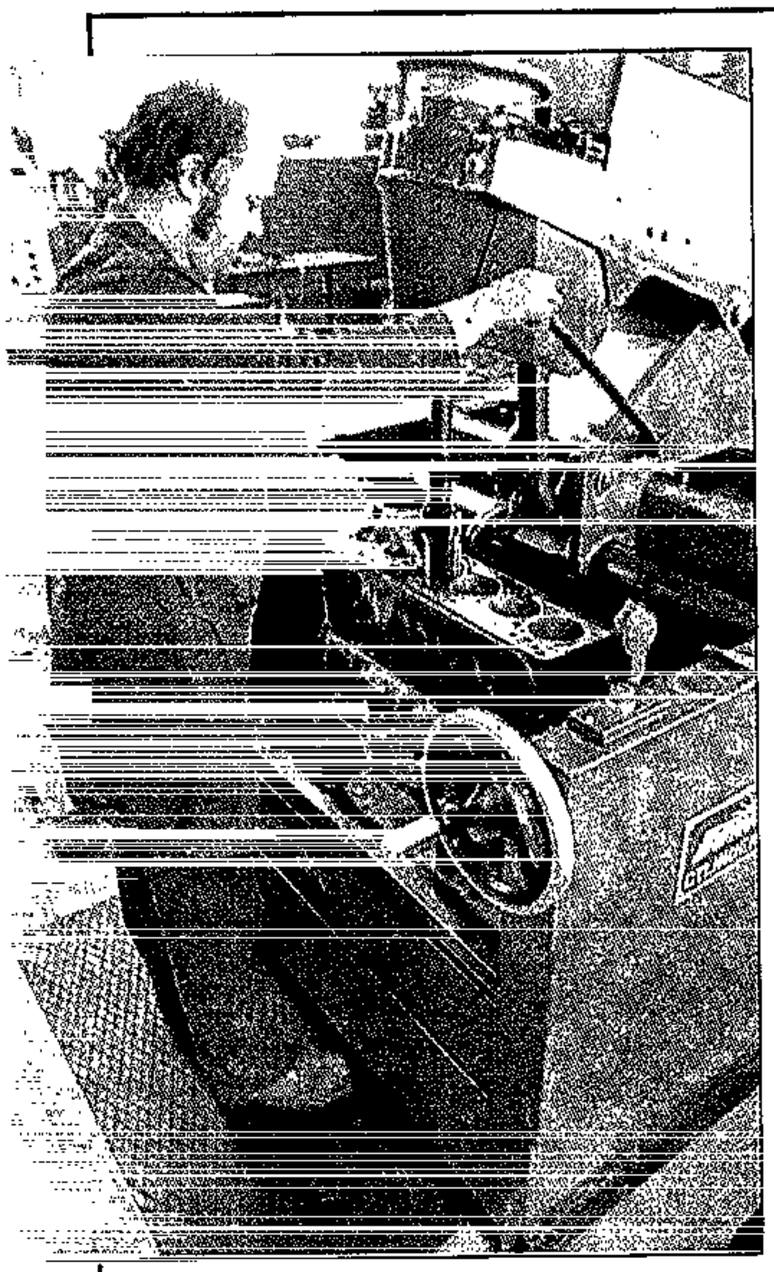
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Mercedes . . . rebuilding facility

facilities and, while it can be argued that some of the larger fleets can justify the cost, many medium and small fleet owners would not be able to do so, having taken all costs into account."

The tendency in the US is away from in-house facilities geared to do major overhauls, and a return to doing only normal maintenance in-house with major overhauls being accomplished by using a professional exchange service and minor repair work being carried out by the local franchise dealer.

One major operator that has its own engine overhaul facility is Cargo Carriers, but technical director Bill Factor admitted to the *FM* that were such facilities available in the earlier days as those now provided by Mercedes-Benz at City Deep, it would probably not have gone in for such a comprehensive facility itself.

Quite apart from engine overhauls, there are other areas where operators can cut costs and extend the life of their vehicles. For example, relatively minor adjustments to the fuel system can save an operator up to R4 000 a year on his fuel bill. Similarly, radial tyres, though more expensive, usually lower the rolling resistance of a vehicle. This can result in a fuel saving of as much as 2%.

In one instance where 30 heavy commercial vehicles were correctly tuned and the drivers trained to drive the vehicles optimally, an overall saving of 30% in the fuel bill was achieved. This translated into an annual saving of more than R10 000 on each vehicle under conditions of normal use. ■

Charge of the light brigade

If motor manufacturers are wincing at the state of the car market in South Africa, they are positively wailing when it comes to light commercial vehicles

In the first five months of this year, LCV (vehicles under 5 000 kg) sales were down 33,7% on the same period last year. That compares with a fall-off in the car market of 34,4% in the first five months of 1985.

Toyota marketing director Brand Pretorius explains: "Quite apart from general economic conditions that affect all sectors of the market, the LCV sector is largely dependent on small businesses like electrical and plumbing outfits. These people are just not buying new vehicles as they struggle to make ends meet. Indeed, many of them have gone out of business."

Pretorius sees the LCV market for 1985 as being around 88 000 units compared to 1984's 117 275. That would be a drop of 20% and be the lowest LCV sales since 1979. (The year 1981 featured all-time record sales of 121 000 units).

During the period January-May 1985,

COMMERCIAL VEHICLES UNDER 4 000 KG

SALESPOSITION 1984	(1983)	MANUFACTURER	VALUE Rm	% BY VALUE	SALES (Units)	% BY SALES
1	(1)	Toyota	414	34,5	37 532	32,7
2	(2)	Nissan	222	18,5	22 030	19,2
3	(5)	General Motors	162	13,5	19 504	17,0
4	(3)	Volkswagen	142	11,8	9 905	8,6
5	(4)	Ford	137	11,4	14 158	12,4
6	(6)	Amcar	101	8,4	9 921	8,7
7	(7)	Leyland	13	1,1	690	0,6
8	(9)	Alfa	4	0,3	555	0,5
9	(8)	MBSA	3	0,2	67	0,1
10	(10)	Renault	2	0,2	250	0,2
Total			1 200	100	114 612	100



Toyota . . . leading the mini-bus procession

Residents want Putco back

AN applicaton to re-introduce a direct bus service between Mabopane and Pretoria will be heard by the Transportation Board on Monday.

Putco buses operating between the city and black townships in the northern part of Pretoria were phased out early last year after the introduction of a train service.

Thousands of people affected by the move were left stranded and others even lost their jobs because of late coming as a result of irregular train schedules.

The move had caused anger among the affected people who later vowed not to stop fighting until buses were reintroduced. A group of the Interdenominational African Ministers' Association of South Africa (Idamasa) and the Soshanguve Residents' Association (Sorea) led by Father Smangaliso Mkhatshwa, briefed lawyers to investigate ways of reintroducing the service.

Putco's application to have its buses operating in the route once more was gazetted two months ago and all concerned parties were asked to make representations to the board.

BUSINESSMAN OF THE WEEK

Safmarine ready for the upturn

w/k mags 10/8/85

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By STEPHEN ROBINSON

MICHAEL Finlay, the new managing director of Safmarine, is the first to admit that this is not the most auspicious time to be taking the helm of a shipping company.

Obvious local problems, like the state of emergency and the intensified sanctions campaign have created problems and led to uncertainty.

The slide in the value of the rand has been a particularly harsh blow as imports have dropped dramatically: although there has been some increase in exports, it is the sophisticated capital goods which command high tariff rates.

South Africa's traditional exports, such as minerals and fruit, can only be carried at a relatively low rate.

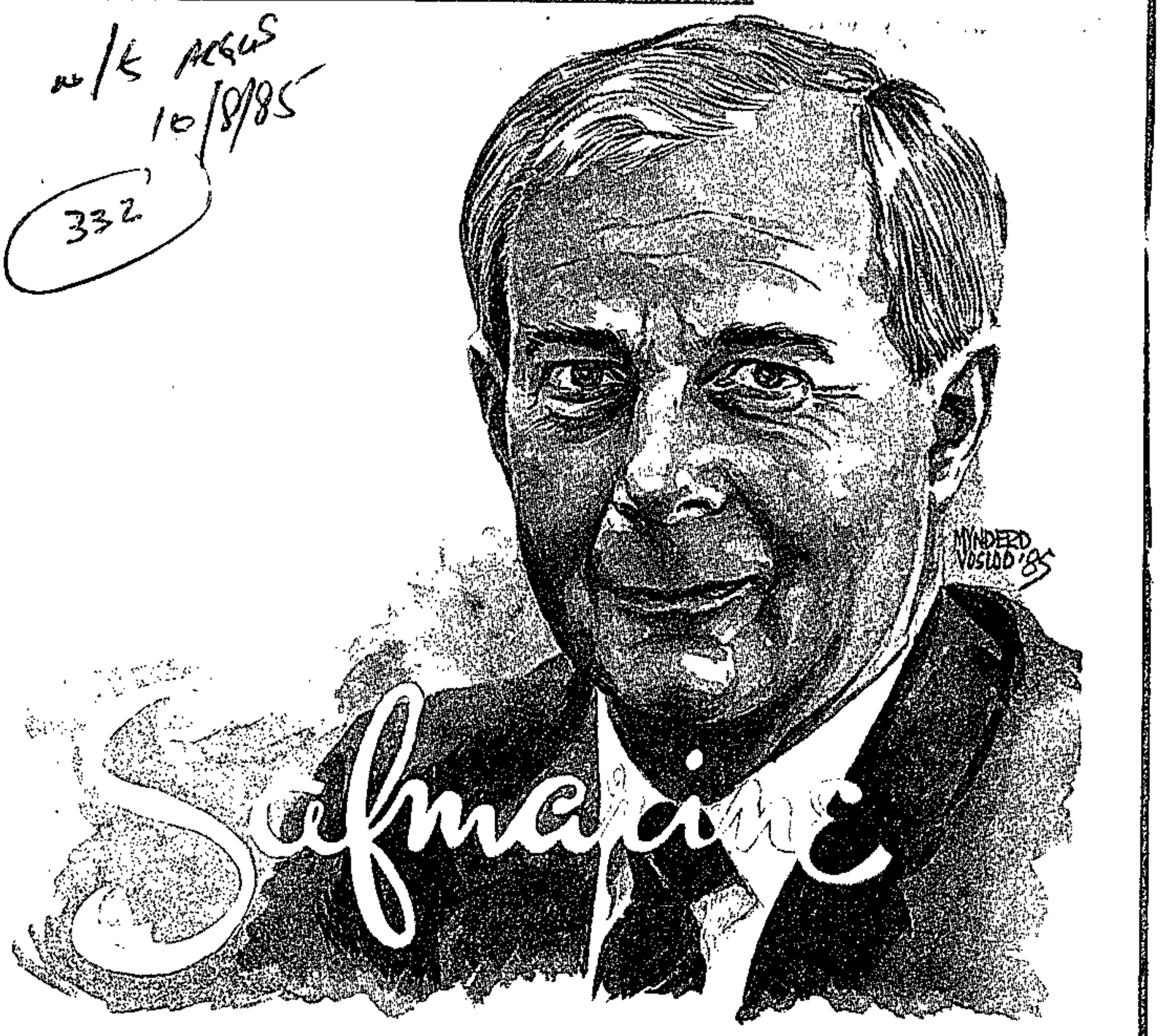
Vast surplus

On top of that, the perennial problem of the vast surplus of world shipping capacity has depressed world freight rates.

There is no sign of this tendency reversing, and the volume of new shipping entering the market each year continues to outstrip the tonnage scrapped.

"For this I blame governments which for policitical and socio-economic reasons have subsidised their shipbuilding yards; it is cheaper to buy a ship now than it was 10 years ago, so you can see how distorted the market has become."

Apart from those problems which are largely beyond Safmarine's control, Mr Finlay in confident that the company is well placed to take advantage of the up-turn.



Safmarine's Michael Finlay . . . in the footsteps of Marmion Marsh.

The key to weathering a recession for a shipping company is to retain the right mix between chartered and owned vessels.

"We have that correct balance, so we can respond rapidly to economic ups and downs.

"In addition our main routes are well diversified. For instance, although we are finding a sharp decline in our freight volumes to and from the United States, we are picking up some of that slack by increasing our volumes to the Far East."

Brilliant man

Mr Finlay confesses that Marmion Marsh is a difficult man to follow as managing director.

"He was a shrewd and brilliant man, and our styles will inevitably be different. But I would also expect a relatively high level of continuity."

Safmarine's management team has been re-structured in the past few months, but this is a long term process which was initiated before the death of Marmion Marsh as part of his plan to distance himself from the day to day running of the company.

Good team

"I came in as chief operations director, and we appointed two younger men as senior general managers. We now have a very good team."

Mr Finlay is keen to see Safmarine diversify into new areas of operation, and a new company has recently been set up to lease out spare containers when they are not required by the main operation.

In addition, a subsidiary company provides on-line computer service to both Safmarine and Renfreight through a main frame, and other company's are now being serviced on a bureau basis.

New Astor

In the tourism sector, Safleisure is preoccupied with gearing up for the new Astor.

"This we will be limiting largely to the cruising market; unfortunately, our own experience has shown that there is now no market for a liner service."

Might Safamarine be tempted to expand its cruising operation?

"Well, there are certain logistical problems with running only one cruise ship — expanding here might be something we would look at as you need the same technical support for one or two ships."

UNIVERSITY OF CAPE TOWN WORKERS ASSOCIATION

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Phone: (021) 69-8531

Chairman: Vernon Daniels

No buses in Soweto

MILLIONS of Soweto commuters and mourners will be left stranded tomorrow when Putco withdraws buses from the townships because colleagues of the pupil allegedly killed by a Putco have "vowed to bury one of the drivers with the dead pupil".

Several funeral undertakers from the area were turned away when they went to pay for buses booked in advance to ferry mourners during funerals at the weekend. Buses will be withdrawn between 10am and 2pm. This may be extended if the situation necessitates, a Putco spokesman said yesterday.

The chief PRO for Putco, Mr Pat Rogers said: "We will withdraw buses because we do not want to risk the lives of our drivers. We have heard rumours that pupils have planned to avenge the death of their colleague. On Sunday our service will run normally." SOWETAN

Taxi bodies bury hatchet

THE Transvaal Taxi Association and the National Association of Taxi and Transport Operators have buried the hatchet and united.

Representatives of the two taxi associations met in Pretoria at the weekend and signed a "taxi accord". They also agreed to unite.

According to the "accord", the two bodies have agreed to the following:

- Unite under the Transvaal Taxi Association;
- Three members of Natto will join the TTA's executive committee with immediate effect;
- All members of Natto will be full members of TTA;
- A committee of eight representatives from each side will be appointed to investigate and report on all areas of concern that have been highlighted during negotiations;
- All court actions in progress will be terminated immediately and no further actions would be instituted; and
- The committee consisting of sixteen members from both bodies will be assigned to co-operate with all provinces to reconcile their differences.

Mr Noel Mlokoti, the former general secretary of Natto and a member of the steering committee in the new taxi organisation, said plans were afoot to negotiate with all members of the South African Black Taxi Association (SABTA) to join this new organisation.

He said: "We decided to start with the unity talks in the Transvaal before we could attempt to do so in the rest of the country."

The unity talks between Natto and TTA have been going on since March. The TTA was once affiliated to Sabta and Natto broke away for Sabta two years ago because of differences.



TALKS: Mlokoti

TWO BID FOR BUS ROUTE

TWO companies yesterday applied to run a bus service on the Mabopane/Pretoria route.

The applications were made by Putco and the Bophuthatswana Transport Holdings (BTH) before the Pretoria Transportation Board.

The board reserved judgment in both cases.

Putco originally operated on the same route but was stopped from doing so by the Government's decision to phase out buses there early last year.

This followed the opening of a railway link between Mabopane, Soshanguve and the city centre.

Mr Lolier, a Putco representative, told the board that thousands of commuters were unhappy with the train service and that they had the right to choose their transport.

He said it was surprising that the Government phased out buses on this route while commuters in other black townships were unaffected.

Surveys, he said, had proved that the train service was inadequate.

SOWETAN

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Trial of Tawu's 62

B. Day 18/8/85

THE trial of 62 Transport and Allied Workers' Union members was this week postponed to November 11 by the Potchefstroom Magistrate's Court.

They are accused of holding an illegal strike at Western Greyhound's Potchefstroom bus depot on May 30.

Sandton needs black bus terminus urgently — report

Crush-loaded Putco buses carried more than 14 200 blacks into Sandton during daily morning peak periods in 1984.

And, while Sandton's black bus service is generally adequate for its density, its most critical public transport issue — the need for bus stop and terminus facilities — will intensify as the town grows.

This is according to an in-depth study into Sandton's public transport system commissioned in 1983 by the Sandton management committee and carried out by a firm of consulting engineers, De Leuw Cather and Associates.

Its recommendation for the development of a major bus stabling centre north west of the existing Sandton municipal offices will be put up by the management committee for approval by Sandton Town Council on Monday night.

The study found most of the travellers (11 000) came from Johannesburg, Tembisa and Soweto and only 3 200 from Alexandra.

According to the study this trend is expected to continue — depending on the degree of development of existing business floor rights — as Alexandra is limited regarding growth and few of the up to 12 000 future workers will be living there.

Seventy percent of future workers are expected to use the bus service — two-thirds of these will board at the afternoon peak hour.

If the existing rights in the CBD are fully developed, Sandton will have to provide boarding facilities for 4 000 to 6 000 passengers.

As no provision had been made for this within the central area, the study recommended a bus and taxi facility terminal be developed north west of the original municipal offices.

The study also recommended the establishment of a bus station opposite Benmore Gardens to relieve the situation in 11th Ave, Parkmore, where residents have complained of the frequency and noise of buses.

The study's surveys showed the Putco services to be generally free from major defects and more than adequate on Thursdays — domestics' day off — and weekends.

It recommended the institution of a route to serve Bryanston west, the only area not served by the Putco bus system.

Taxis carried a small percentage of the overall public transport passengers, the report stated.

Bid to allow taxis to carry 15 passengers

332 20/9/85
264 Mercury

Mercury Reporter

THE Southern Africa Black Taxi Association will urge the Minister of Transport Affairs, Mr Hendrik Schoeman, to pave the way for taxis to carry 15 passengers in order to ease the transport problems of blacks.

At present minibus taxis are permitted to carry only nine people including the driver.

The association decided at its annual meeting at the Umgababa holiday resort on the Natal South Coast yesterday to send a delegation to talk to Mr Schoeman in Pretoria on Monday.

Association president Mr T J Ngcoya said a major grievance of the black taxi operator was the Government's restriction on the number of people allowed in minibus taxis. Fifteen-carrier vehicles were allowed to carry only nine people, including the driver.

'The operation of illegal mini-taxis has become a popular mode of transport for black commuters because the fares are cheaper,' said Mr Ngcoya, adding that pirate taxi operators did not have to pay licence fees and were hardly harassed by the police.

He said the delegation would urge the minister to act against pirate taxis and pave the way for the number of passengers in minibus taxis to be increased from eight to 15.

Mr Ngcoya said if 15 passengers were allowed in minibus taxis then fares would not be increased.

'Taxis are an important mode of transport for blacks in the townships and this was seen during recent bus boycotts and during unrests when bus companies refused to allow their buses into troubled areas,' he said.

Luxury buses for all races

A non-racial luxury bus service is to be introduced between Randburg and Pretoria on Monday, Greyhound Bus Lines has announced.

Luxury coaches — with air conditioning, reclining seats, a cloakroom and a hostess serving refreshments — will make four trips a day in each direction.

The service will run via Sandton and passengers will be able to buy tickets to any stop along the route.

The travelling time between Randburg and Pretoria will be 55 minutes, and 40 minutes between Sandton and Pretoria.

The single fare between Randburg and Pretoria will be R3,40. Commuters will be able to buy a monthly season ticket with a discount of up to 20 percent. In addition, monthly ticket holders will be able to reserve specific seats.

ban-Johannesburg service and recently it introduced a service between Johannesburg and Nelspruit via Pretoria.

Next month the National Transport Commission will complete hearing applications for the establishment of nationwide inter-city bus services.

The applicants are Greyhound bus Services, the Bloemfontein-based Jakaranda Busdiens, City Tramways of Cape Town and South African Transport Services' Road Transport Division.

SATS, which applied for 23 national routes in January, surprised the private companies when it told the NTC hearing that it was opposed to any form of inter-city coach service.

However, if the NTC decided there was a need for such a service, SATS should be given an exclusive permit, it said.

Putco fares to go up

Transport Reporter

Putco is to increase bus fares following the 4,7 c/l increase in the price of diesel fuel on yesterday.

This news will come as a blow to passengers as Putco has already applied for a 14,1 percent revenue increase from November 1.

In a statement released today, Putco said it had no option but to pass on the fuel increase as every 1 c/l increase in fuel cost the company almost R1 million a year.

The company could not say what the fare increase would be or when it would be introduced, but said the increase was likely to be introduced at the same time as the revenue increase.

Putco would meanwhile seek increased subsidies to absorb as much as possible of any increase, the company statement said.

Fuel costs push up Putco fares

PUTCO is to increase fares countrywide because of the higher fuel price.

It said yesterday it had no option but to pass on the increase of 4,5c per litre. It claimed every fuel price increase of a cent a litre cost it nearly R1m a year.

In February, Putco applied to the National Transport Commission for a 14,1% revenue increase to be introduced from November 1.

"Putco cannot say at this stage what the fare increase will be or when it will be introduced," a

Business Day Reporter

spokesman for the company's public relations office said yesterday.

"However, it will probably be at the same time as the 14,1% revenue increase already applied for.

"This application has been heard, but no decision has yet been made known."

He said Putco would in the meantime make representations "on behalf of its passengers to the Department of Transport for as much as possible of any increase to be absorbed by subsidy".

Putco increased fares by up to 10% earlier this year.

The SA Bus Operators' Association (Saboa) is considering the increases and will make its decision known next week.

The Saboa assistant executive director, A Jong, said yesterday: "We as an association for the bus industries countrywide are looking into the matter and we are having discussions with the Department of Transport. We will decide whether to pass the increase on to the passenger."

TRANSPORT

ARGUS 17/9/85 (33L)

Combi-taxis — curse or boon?

The President's Council's Committee for Constitutional Affairs has rejected government plans to phase out combi-taxis. Staff Writer MARK STANSFIELD looks at this form of commuter travel.

COMBI-TAXIS, used by thousands of commuters every day, have been described as both a curse and a godsend — depending on whether you rely on them to reach work on time or feel they are in direct competition to other, more established, public transport.

In recent years at least two government commissions have recommended that they either be banned or phased out or that stricter legislation at least be implemented to control their use.

The latest government-appointed body to enter the debate is the President's Council's Committee for Constitutional Affairs which has emphatically rejected government plans to phase combi-taxis out.

Chairman of the Western Cape Passenger Transport Association (WCPTA) Mr Basil Nagel was jubilant at the council's decision.

But spokesmen for other commuter transport services declined to comment on the issue.

And associations dedicated to protecting the combi-taxi industry declined to comment or be identified because they fear victimisation when applying for operating permits.

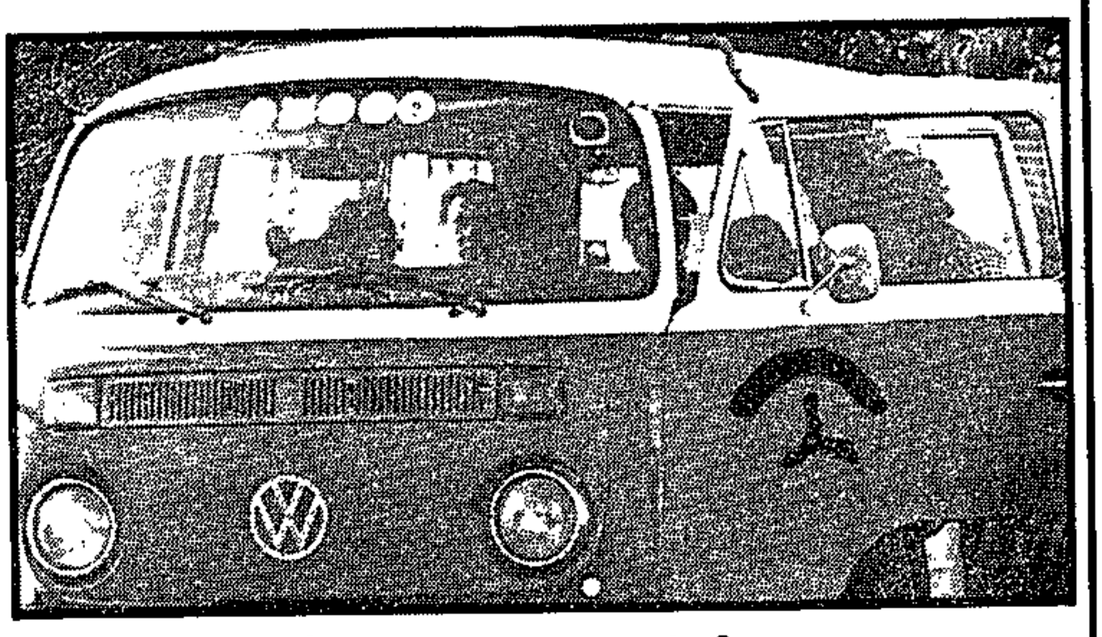
Mr Nagel welcomed the rejection by the President's Council's committee of the recent recommendation by the Welgemoed Commission that combi-taxis be phased out.

"We have never seen ourselves as being in direct competition to any bus company," he said.

"The combi-taxi services comply with the free enterprise system and should be encouraged rather than phased out."

Mr Nagel said the combi-taxi services were not subsidised and because of the high running and maintenance costs the WCPTA would make representations to the Government to allow an increase in the number of passengers legally allowed to be transported in a combi-taxi.

"At present the maximum is eight passengers. We will ask the Government to increase this to 10 which will make our businesses more viable," he said.



Private minibus operators wait for passengers.

At present the Road Transportation Board, which controls the number of combi-taxis in South Africa, have two types of permits which can be issued to owners.

The first carries a 5km-radius restriction clause, which allows the combi-taxi owner to operate within a certain distance of his business adress.

"This type of permit does not interfere with bus companies as these combi-taxi owners operate within the townships," said Mr Ronnie Meyer, deputy director of the board.

"The second type of permit does interfere with bus companies because it allows the operator to pick up passengers on an established route — let us say between Khayelitsha and Cape Town.

"Because there are bus companies operating on these routes they may lose passengers," he said.

A spokesman for City Tramways, the Peninsula's major bus operator, declined to comment on whether the company was losing passengers because of this competition.

Mr S C Dorfling, chairman of the Local Road Transportation Board, disclosed that there were 17 black taxi owners who were in possession of "route permits".

"This is out of a total of 231 legal taxis which operate within our jurisdiction," he said. The board's jurisdiction extends to Knysna.

There were at least 50 applications for "route permits" pending, he said.

The President's Council's committee for constitutional affairs' report on urbanisation strategy for South African, tabled last week, rejected the recomendation that combi-taxis be phased out. The committee noted that in 1984 only 16 percent of South Africa's black short distance commuters (who travel less than 15km each day) relied on combi-taxis for transport.

Bus companies transported 61 precent of these commuters while 23 percent travelled by rail.

"Use of public transport among blacks is at present fairly high but is decreasing," the committee noted.

"In the past 10 years there has been a striking shift to the combi-taxi type of vehicle for the collection-distribution journey and also for the short-distance and medium-distance connecting journey."

The report states that combi-taxis generally provide a higher level of service than other modes of transport, are more flexible, collect and offload passengers nearer their starting point and destinations, offer a quicker service, shorter travelling time and are more convenient and comfortable — although the accident rate is higher than other modes of public transport.

The committee found that combis should be encouraged rather than restricted because they stimulated the free-market initiative and required no Government subsidy.

"If combis are limited or tariffs increased, many passengers will change over to private cars which will result in more congestion on our roads," the report said.

Transport chief welcomes moves towards de-regulation

(332)

Transport Reporter

The road transport industry in South Africa is at a significant crossroad, according to Mr Deon Blignaut, the new chairman of the Public Carriers Association, the representative body for road hauliers.

Mr Blignaut this week said recommendations from the National Transport Policy Study on the future framework for the transport industry had been finalised and would be presented to Government in draft legislation early next year.

These recommendations dealt largely with the elimination of many red tape-type regulations.

The regulation and permit scene, he said, had always existed and the controversy about its merits and demerits had been a frustrating issue for at least 30 years.

12/12/85 STAR

"Now, however, the road transport industry as a whole is pulling together in pressing for de-regulation and an end to unjust competition from the South African Transport Services (SATS)."

Mr Blignaut said the SATS's specific function was to operate in the sphere of rail transport. It could not be allowed to make use of its privileged position to compete with private hauliers.

"I believe that the current economic and political climate in this country is right for the implementation of these recommendations, which coincide with the Government's declared intention of moving toward de-regulation and the elimination of red tape," he said.

CAPE TIMES 20/9/85 332

Tramways: Report 'damaged our image'

Staff Reporters

CITY Tramways management have objected to a report in yesterday's Cape Times about the "self-dismissal" of 130 busdrivers and sjambokking of the drivers by riot police.

They objected to the inference that City Tramways security guards had helped police to disperse drivers.

It has been established that City Tramways security guards did not participate in the sjambokking.

Drivers at the Mowbray terminus on Wednesday pointed out two men in civilian dress to a reporter as being City Tramways security officials. The men consulted frequently with police officers.

City Tramways also objected to the statement that bus services to the black and "coloured" townships had come to a "virtual standstill".

Numerous calls

"The drivers concerned represent less than 12 percent of the total complement of drivers (in the greater metropolitan area) and their refusal to work shifts could at worst have affected 10 percent of the 13 500 bus trips operated."

The Cape Times observation was based on reports from staff members and numerous calls from the public.

Company director Mr F Potgieter said buses did not go into riot areas reported by "police and our own inspectors" as unsafe.

"All our buses are being fitted with steel mesh screens at present on the front and side windows, although this will of course take some time to complete."

He said all 130 drivers had returned to work.

A City Tramways memorandum said: "The company is deeply concerned for the welfare and safety of its staff who have been working loyally and conscientiously under extremely trying circumstances."

Unionists 'radicalized'

Because the report made no mention of safety measures, "the image of the company in the eyes of the public and its own employees has been severely damaged".

● The sjambokking of busdrivers had radicalized many people in the Tramway and Omnibus Workers' Union, Mr Jan van Eck, the Progressive Federal Party MP for Groote Schuur, said yesterday after a meeting with union officials.

He said the union officials repeated allegations that City Tramways officials had asked police to break up busdrivers on their way to the union's offices in Salt River.

Cape Times 21/9/85 (232)

City Tramways: An apology

THE Cape Times regrets that a corrected version of what happened concerning 130 striking City Tramways drivers was not taken account of in the Teleletters column yesterday.

In a news report on page 2 yesterday, City Tramways pointed out that it was incorrect to say that their security guards had helped police disperse drivers. Since the Teleletters column was prepared well in advance of the Tramways statement, certain readers' comments in the column were based on the uncorrected report. The Cape Times apologizes for the original error, and regrets that, owing to an oversight, the corrected version was not taken account of in the Teleletters column.

● City Tramways have also denied the report that on Wednesday bus services to black and coloured townships were at a "virtual standstill", pointing out that 90 percent of the 13 500 bus trips operated normally and that the dismissed drivers represented less than 12 percent of the total complement of drivers.

A war for wheels

A WAR is looming between Soweto taxi operators and gangs of pupils after taxi drivers killed a youth last Saturday when groups hijacked taxis at the Dube and Baragwanath taxi-ranks to go to a funeral.

By SANDILE MEMELA

The youth was killed near the Maponya Supermarket in Dube when taxi drivers armed with firearms and other weapons clashed with youths.

In a similar incident another youth, whose identity is unknown, was badly injured.

He is in a serious condition at Baragwanath Hospital after he was assaulted by taxi drivers in Diepkloof for hijacking taxis to go to a funeral.

Angry pupils claimed taxi business was booming after they had disrupted the normal operation of Putco buses in the township, but taxi operators did not want to help them in turn.

Sources told City Press taxi operators chased a group of youths into the township after they had demanded that they transport them to a funeral.

One of the youths was dragged from under a bed in a Zone 2 Diepkloof house and brutally assaulted by taxi drivers with knives and other weapons.

The youths regrouped and attacked the house of the man who had pointed out the youth.

Windows were smashed and attempts to set the house on fire were foiled when cops arrived.

On Sunday morning taxi business came to a halt as drivers held an open-air meeting at the Baragwanath taxi rank to decide on steps to take against youths who hijack them.

SADF troops in two armoured carriers were present but kept a low profile.

Trouble seemed to be in the air as a large number of taxi owners pulled their cabs off the routes in the afternoon.

Rumours circulated that five taxis had been set alight in Meadowlands by groups of youths on a revenge mission.

Jobs axed as plant closes

By Mike Siluma

In a shock move, Putco has closed its Dubigeon Body and Coach assembly plant in Brits.

Most of the approximately 125 workers involved are unaware of the closure, which was announced last Friday after they had gone on Christmas leave.

In an attempt to inform employees of the decision, Putco is sending letters to affected workers while the National Automobile and Allied Workers' Union (Naawu) has called a members' meeting at the Roman Catholic Church Hall in Brits Old Location at 9 am on Saturday.

Putco plea turned down

Soweto 24/9/85

PUTCO's application to run a bus service between Mabopane and Pretoria has been turned down by the local transportation board, a spokesman for the Soshanguve Residents Association (Sorea), Father Smangaliso Mkhatshwa, announced this week.

The application was brought before the board a month ago, more than a year after buses operating on this route were phased out by the Government. Buses stopped operating following the introduction of a train service by the South African Transport Services and residents have since been involved in a battle to have the buses reintroduced.

Father Mkhatshwa said his organisation was to lodge an appeal against the board's decision. A letter of protest is also to be sent to the relevant authorities.

Mr Dan Rolt, a chief liaison officer of Putco in Pretoria, said they had not been officially informed about the board's decision but that "we have heard that the attorneys of the Soshanguve residents have been advised so."

Police probe bus-arson 'feud'

By CHRIS BATEMAN
Crime Reporter

POLICE are investigating the possibility that three recent arson attacks on buses in Langa and Guguletu in which a bus conducter died, are the work of feuding bus company owners.

The attacks, two of which occurred around midnight on Saturday, were aimed at the Transkei-based Elite Bus Services, the Guguletu-based Motale's Bus Service and the Brackenfell-based Blue Line Carriers.

The fatal attack in which conductor Mr Siphiwe Vika, 24, of Langa, was burnt to death, came about midnight outside the men's single quarters in Nyanga East.

According to one bus company owner who declined to be named, Mr Vika and a colleague were asleep in the bus when a petrol bomb was hurled. The unidentified colleague escaped but Mr Vika was overcome by fumes and collapsed. The bus, owned by Elite Bus Services, had been gutted.

Within an hour, a bus parked nearby was gutted as a second petrol bomb was hurled. This bus, belonging to Motale's Bus Service, was badly damaged.

About eight hours earlier in Langa, a bus belonging to Broadway Bus Services was set alight and extensively damaged.

The bus company owner claimed that he knew who was responsible for the attacks and that he had informed the police.

picture belongs to Cape Town's Port Captain, Bill Damerell.

ARGUS 26/9/75 332

Combined Safmarine, SATS training scheme

By Captain C J HARRIS



FOR a long time South African shipowners complained bitterly that their companies were being used as stepping stones to jobs in the Harbour Service of the SA Transport Services (SATS).

Their complaints were quite justified.

A lad would join the fleet as a cadet, work his way through the various grades, obtain his certificates of competency along the way and then, having passed for Master foreign-going, would find the call of the nest too strong and apply to the Harbour Service where, while still working with ships (and night shifts apart), he could reasonably expect to be home-based and enjoy all the benefits of family life.

One cannot blame the individual, but apart from the loss of his services to the company that had trained him, the expense of that training had to be written off.

Presumably based on the principle of "if you can't beat 'em, join 'em", a scheme now exists which is described as both a practical and businesslike relationship between SATS and Safmarine and in which the latter now actually undertakes the training of marine personnel destined for the former.

The training period is seven years, by which time it can be assumed that a Master's certificate has been obtained by the trainee, who is then accepted into the SATS as a First Deck Officer in one of the numerous harbour craft.

Slides show it all

A lecture and slide show covering the system of training under this scheme has been compiled by Captain CBM Duncan, a senior harbour pilot at Saldanha, for delivery at schools and in so doing presenting a little known facit of job opportunity.

It is a concise talk, pulling no punches and tracing each step of progress which outlining both requirements and possible eventual achievement.

One of the items that caught my eye was a description of a harbour pilot's lot based, I feel sure on the lecturer's personal experience.

"Pilots board ships from a pilot boat, or, under exceptional circumstances, by helicopter. Boarding a ship by pilot ladder is a hazardous operation at any time. A pilot must be fit, agile and careful, yet few pilots retire at an early age unless through enforced retirement and many are of quite advanced years.

To climb a vertical ladder

To climb a vertical ladder up the side of a three-storey building and then walk up perhaps six flights of stairs or more, would daunt many people, young or old, on dry land.

When the "vertical" ladder is moving with the roll and pitch of the ship, the wind is doing its best to pluck you from as precarious foot and hand-hold, the sea is trying to wash you away, rain is making the ropes and rungs slippery, you can hardly see what you are doing, because it is pitch dark, the pilot vessel beneath you is plunging up and down in the swell and is likely to crush you against the ship's side or smash the ladder or pull it adrift — then the climb is even more difficult and dangerous than usual.

Disembarking is generally considered even more hazardous because it is more difficult to pick the right moment for transfer between the ladder and the pilot vessel.

"But", says the author somewhat whimsically, "don't let this put you off — it is part of the excitement of being a marine pilot."

Massive rise in Putco busfares

by

Zenaide Vendeiro,
Transport Reporter

Putco bus fares will increase by an average of 17,5 percent on November 1.

Putco said the 14,1 percent increase in fares approved by the National Transport Commission last month had been further adjusted to take into account the increase of 4,7 c a litre in the price of fuel which was announced after the application for a revenue increase.

The combined impact would be an effective increase in passenger fares of 17,5 percent which would be implemented on November 1, subject to final approval from the National Transport Commission.

"We are aware of the present economic and other problems facing the country and have done everything possible to minimise the impact of rising costs on our passengers. However, our financial position allows no alternative to a fare increase," Putco said.

Notices to passengers setting out the new fares will be distributed on October 25.

A spokesman for the Soweto Civic Association, Mr Vusi Khanyile, said the fare increase was "another indication of the insensitivity that has become synonymous with Putco".

The 17,5 percent increase, the second in the past year, was greater than the rate of inflation and could not be justified, he said.

"Even at this late stage, we implore Putco to refrain from this ill-advised move which will badly affect the community — already hard hit by unemployment, the general financial squeeze and social insecurity."

No Putco Saturday bus hire

STAR
10/10/85
2 332

Putco announced today that it would no longer make buses available on special hire for funerals in Soweto on Saturdays.

In a statement it said this action had been taken because of continued hijackings, which often involved a threat to the safety of employees as well as damage costs.

The statement said that a Putco official, Mr Justice Dladla, was still unconscious in hospital after a mob attack on September 28.

Hijackings have generally been associated with the funerals of unrest victims, usually held on Saturdays, the statement added.

Sunday funerals have been comparatively free of such violence, and buses will continue to be made available for these.
— Sapa.

Putco bus fares

332 25 Mercury

IN A report in The Natal Mercury yesterday it was stated that the Putco bus company was to increase its fares by 17,5 percent from November 1. 10/10/85

This increase applies to the Transvaal services of the company only and not to Natal. According to a Putco spokesman the increases for Natal are still being negotiated with the Department of Transport and a decision is expected soon.



driver Mr Alf Avnit feels safer behind a screen separating him from his passengers.

Safety screens fitted after new outbreak of violent taxi robberies

332 STAR 10/10/8

By Claire Robertson

Taxis in Johannesburg are to follow the example of New York cabs by having security screens separating the drivers from their passengers.

The move follows a recent spate of vicious attacks on drivers.

This is the first time in South Africa that taxi drivers have had to resort to such measures. The decision was made after an increase in robberies and assaults — particularly on night-shift drivers.

A driver for one of the largest taxi firms, Mr Alf Avnit, said many taxis would have screens fitted, to separate the driver from passengers, by next week.

"I have had about R300 stolen, and in one case a knife held at my throat by a passenger," said Mr Avnit. "We drivers have had enough. It is becoming an increasingly dangerous job."

The screen and other security devices cost between R500 and R1 000, he said. This cost is borne by the driver where he or she is the owner of the the vehicle.

The head of a firm which owns taxis and employs drivers on a commission basis, Mr Johnny Swart, said he was considering "some sort of security" but there "was the matter of the cost involved".

Taxi industry representatives are trying to have the plexiglass screens legalised with the transport authorities, although they have been told they "will not be fined" for having them.

A spokesman for the Johannesburg Traffic Department said screens were allowed if they did not obstruct the driver's rear view.

In addition to the screens some drivers have fitted central locking systems to their cars which can effectively imprison an offender until he or she is delivered to a police station.

Mr Avnit decided to fit a screen in his car after his fourth robbery at knife-point. Mr Marcus Meyer, of the same firm, is nursing serious cuts to his hand which he received when he was attacked with a broken bottle after collecting two men in town recently.

Lieutenant Henry Beck of the South African Police said the introduction of safety devices was welcomed and he hoped drivers in other cities would follow suit.

Unrest costs Rand's public transport R20-m

ARGUS 14/10/85
332

Argus Correspondent

JOHANNESBURG. — The unrest has cost Putco more than R20-million since September last year, of which about R16-million has been caused by a reduction in the number of passengers and R5-million by damage to buses.

Mr Pat Rogers, Putco public relations executive, said the long-term effects of these losses was to make trading conditions difficult, to raise a question mark about the long-term viability of investment in public transport and to increase fares.

He said one Putco bus driver had been killed and 170 injured, some of them seriously, since September 1984.

"One of our officials is critically ill in hospital. One passenger has been killed and passengers have also been injured," he said.

Thirteen buses have been written off after being damaged by fire and stoning and about 4 500 buses damaged. (Putco has a fleet of 3 200 buses, so some have been damaged several times.)

Services have been suspended for short periods in Soweto and all East Rand townships. The longest suspensions, of about three months, were in Tembisa, Alexandra and Kwathema earlier this year.

"It is now a daily decision at divisional level to withdraw when there is trouble and to resume when the trouble is over," said Mr Rogers.

Passenger loads, he said, were down more than 8 percent compared with the same period last year and most of this was attributable to the unrest, either through boycotts or suspension of services.

The hijacking of buses for unrest funerals did not figure large in the overall picture, he said, but epitomised the problem.

Mr Rogers said he believed Putco had become such a target because:

- It operated in the front line of troubled areas.
- Many blacks still perceived Putco — "incorrectly and in spite of efforts to get across the facts" — as part of the Government.

CABBIES TAKE STAND AGAINST THUGS

HUNDREDS of Mamelodi taxi owners yesterday resolved to transport mourners to funerals outside the township only on condition that prior arrangements had been made by an organisation representing local residents. Government-supporting bodies are excluded.

The decision was taken by taximen and youths at a meeting which was held at the local community hall to discuss ways in which unruly elements could be stopped from hijacking taxis to funerals.

There have been complaints that drivers were on a number of occasions forced to drive people to areas such as Atteridgeville, Duduza and Soweto.

Mr Louis Khumalo, president of the Mamelodi Parents' Association (MPA), said parents would have to arrange transport when there were funerals outside the areas. He advised taxi operators not to be forced into loading people without consulting either the parents body or a local taxi association.

A youth representative refuted claims that they had hijacked taxis and said arrangements had been made before trips were undertaken. He blamed "unruly elements" for operating under the banner of local youths.

Some taximen said although they had agreed to transport the youths, they had done so for fear of being attacked. "We are presently spending sleepless nights because we fear that our children will burn our properties if we do not cooperate," said a taxi owner.

The meeting also resolved that schoolchildren should get together and stamp out thuggery in the township.

Taxi fares won't go up if ...

Sowetan 17/10/85

332

TAXI associations affiliated to the South African Black Taxi Association will not increase their fares if the Government allows them to convey 14 passengers a trip, said a Sabta official yesterday.

Mr Godfrey Ntlatleng, the vice-chairman of Sabta, said they were holding talks "behind closed doors" with the Minister of Transport Services, Mr Hendrik Schoeman, in Pretoria. The talks which started about two months ago, are continuing, he said.

But an affiliate of Sabta, the Baragwanath-City Taxi Association, increased fares on its routes with effect from October 1. A trip from Diepkloof to Johannesburg is R1,30 and to Sun City Prison (Diepkloof) is R1,00.

Increases were R1 and 70 cents respectively. Hand-written notices were posted on taxi windows explaining the increases and promising that "typed" notices will be put up in the near future.

A regional Sabta official, who declined to be named, said: "Someone made a mistake in increasing the fares before a general meeting of the region. We will hold a meeting to discuss the increase on October 17."

Sabta officials could not give the date when a decision will be announced on their meeting with the Minister.

SAFREN

Benefits still to come

Activities: *Diversified group with main activities in ship owning and operating; air transport; ships agencies; freight clearing and forwarding; bulk and container storage; stevedoring, warehousing; major national and international hotel resort and casino operations and allied interests. Other investments include leisure, beverage and insurance broking operations.*
Control: *SA Mutual is the largest shareholder.*
Chairman and chief executive: *G A MacMillan.*
Capital structure: *51,5m ords of 50c each. Market capitalisation: R670m.*
Share market: *Price: 1300c. Yields: 5,9% on dividend; 10,1% on earnings; PE ratio, 9,9; cover, 1,7. 1984-1985 high, 1700c; low, 1150c. Trading volume last quarter, 2,3m shares.*
Financial: *Year to June 30.*

	'85
Debt:	
Short-term (Rm)	86,6
Long-term (Rm)	542,4
Debt:equity ratio	0,92
Shareholders' interest	0,35
Int & leasing cover	1,0
Debt cover	0,32

Performance:

	'85
Return on cap (%)	12,6
Pre-int profit (Rm)	245,6
Taxed profit (Rm)	110,0
Earnings (c)	131,0
Dividends (c)	76
Net worth (c)	792

The August 1984 merger of Safmarine and Rennies created what is now one of the larger industrial groups on the JSE. Whatever common thread exists between the resultant package of activities is in some areas obscure. Further, there are two schools of argument on the rationalisation for the merger.

Management and the controlling shareholders argued that there would be substantial scope for synergy and that the combined group would be capable of considerable expansion, particularly in fields related to leisure and international activities.

Some analysts have treated this argument with scepticism. They tend to the view that there never was much scope for true synergy; that Mutual felt more or less forced into merging the two groups after it found itself the controlling or majority shareholder of two large firms that required active management. Be that as it may, what we have now is an industrial group with interests ranging from capital-intensive and volume-sensitive shipping operations to high-margin hotel casinos that generate piles of cash.

Already the structure has been tidied up substantially, with assets now held in four operating arms (see diagram). It is too soon realistically to assess growth capabilities for the group or make comparisons. That will have to wait until comparative figures become available.

At this stage, prospects don't look too bad, thanks in no small way to 77%-held Kersaf, which last year contributed 40% of operating profit after depreciation. As a crude measure of overall profitability, the overall margin of profit from operations to turnover (excluding associates) was a creditable 18%.

Chairman and chief executive Alistair MacMillan says that substantial costs incurred in the merging operation were absorbed in operating costs, and further rationalisation costs will be incurred this year. And he is adamant the material benefits will accrue.

"There is no doubt that the future financial benefits the group will achieve as a result of the merger and rationalisation will materially outweigh the immediate costs," he says. "The merged group is better balanced to withstand the pressures affecting capital-intensive industries than was the case for its constituent parts before the merger and I believe it has performed well in the light of current national and international conditions."

An area for concern must be the high gearing, although the debt:equity ratio falls to a slightly less worrying 0,81 if account is taken of the year-end bank balance of R78m. This liquidity was of little help last year though, when interest income was only R3,9m against interest paid of R90,3m.

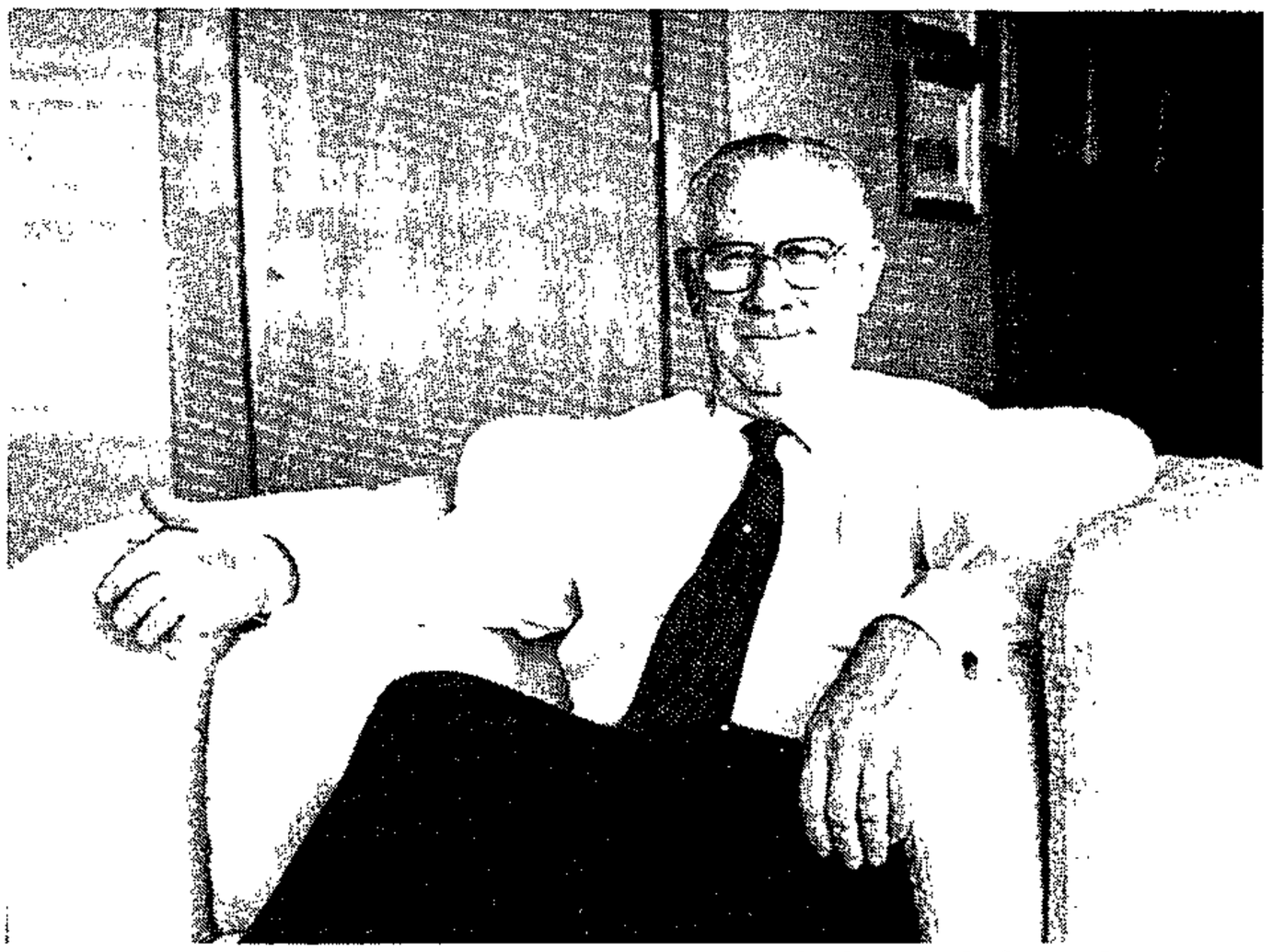
Given Kersaf's gearing of only 0,20, it is clear that most of the borrowings are concentrated in Safmarine and Renfreight. Chief executive Buddy Hawton says that Renfreight's borrowings were reduced during last year to "an acceptable level," although present "inordinately high interest rates tend to caution against expansionary investment in the near future."

SAFREN'S SOURCES

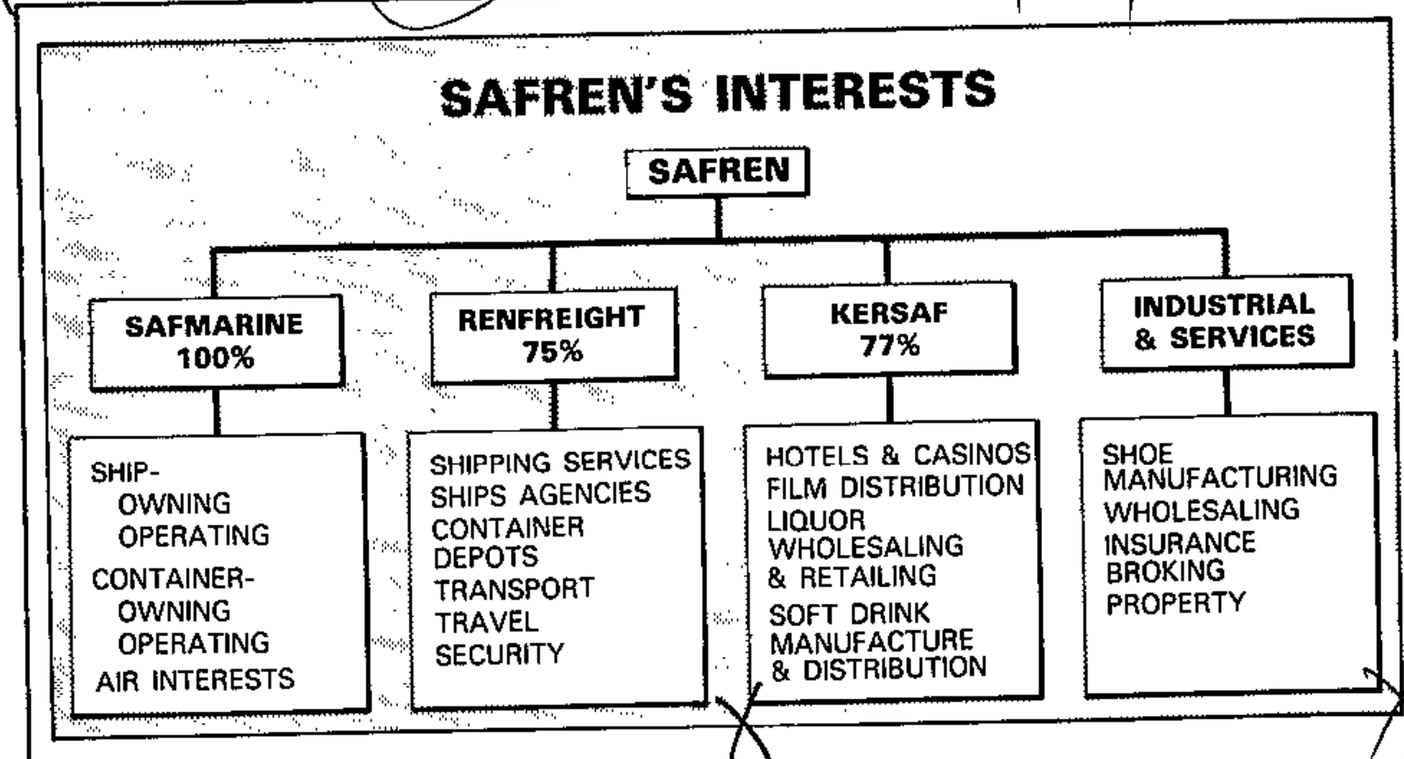
	Turnover (Rm)	Operating profit after depreciation (Rm)
Safmarine	1 091	98,9
Renfreight	468	34,2
Kersaf	399	93,5
Other	318	5,1
Total	2 275	231,7

MacMillan avoids making any forecast on group prospects. He does comment that "although overall revenues throughout the group have increased, partly due to the weakness of the rand, this has resulted in a corresponding increase in costs, while there has been a material decrease in import cargo volumes, which is expected to continue for some time."

At R13, the share stands at an historic dividend yield of 5,8% against the industrial



Safren's MacMillan ... merged group is better balanced



sector's average of 4,6%. Unless exports pick up steeply and swiftly, best prospects for growth lie in better efficiencies and improved economic conditions, neither of which yet promises anything spectacular in the near term.

With the pace of expansion into such vaunted areas as international tourism likely to be circumscribed by both economic and political developments in SA, the outlook hardly justifies buying the share at present. Even so, investors are looking for export and rand sensitive stocks, and Safren is worth watching as a potential beneficiary.

Andrew McNulty

KERSAF

High hopes

Activities: *Has leisure and entertainment interests in southern Africa, Mauritius and UK. Activities comprise hotel-casino resorts, cinemas, film and video distribution, and other tourist and recreation activities. Involved in local hotels via 21% interest in Southern Sun.*

Control: *Safren has an effective interest of 77%.*

Chairman: *R J Goss, managing director: S Kerzner.*

Capital structure: *67,1m ords of 8c. Market capitalisation: R604m.*

Share market: *Price: 900c. Yields: 3,8% on dividend; 5,9% on earnings; PE ratio, 16,8; cover, 1,6. 1984-1985 high, 1300c; low, 690c. Trading volume last quarter, 398 000 shares.*

Financial: *Year to June 30.*

	'85
Debt:	
Short-term (Rm)	25,8
Long-term (Rm)	62,8
Debt:equity ratio	0,20
Shareholders' interest	0,66
Int & leasing cover	4,9
Debt cover	0,86
Performance:	**'85**
Return on cap (%)	14,9
Turnover (Rm)	396
Pre-int profit (Rm)	405
Pre-int margin (%)	24,9
Taxed profit (Rm)	61,6
Earnings (c)	53,5
Dividends (c)	34,0
Net worth (c)	394



Kersaf's Kerzner ... needs to improve returns

When Kersaf gained its listing in July last year the market wasted no time in according the share a rating comparable to those traditionally enjoyed by such established high-fliers as Altech, Pick 'n Pay and Remgro. At 900c, the stock is off its 12 month high of 1 300c, but still yields a low 3,8% on historic dividend.

Results for the year to end-June underlined the high returns, particularly in the core Sun Hotels International (SHI). This company contains the casino hotel operations, contributed the bulk of the profits and is scheduled for a JSE listing to raise R40m in November. SHI's return on equity last year was roughly 23%, while the figure for Kersaf, after revaluation of fixed assets — and if all acquisitions had contributed for a full year — was about 15%. Chairman Dick Goss notes that the aim is to improve this, and 20% has been set as a longer-term target.

This, essentially, is the crux of the market's expectations: To justify the present share price, never mind the high side of the recent trading range, the return on assets managed will have to be not only maintained but improved.

To a large degree, investors are doubtlessly taking a view on the entrepreneurial — and management — reputation of Goss and MD Sol Kerzner. Already we have seen some expansion by acquisition, particularly the purchase of Satbel from Federale Volksbeleggings and the move into the UK leisure industry via a 40% stake in Kunick.

Management has stressed it wants to expand overseas, and Goss says in his review that "further geographic diversification of the portfolio is necessary if the longer-term goal of becoming a major force in the international entertainment and leisure industries is to be achieved.

"It is the intention significantly to increase that portion of earnings obtained from activities outside southern Africa. A high priority will be given to seeking out investment opportunities abroad in casinos, hotels, entertainment and general leisure activities." Goss adds that Kersaf won't necessarily take shareholder control, but would want management control.

Past run-ups in the share price seemed partly to reflect speculation of a major overseas deal, such as a stake in Monte Carlo — something that Kerzner is reputedly hoping to achieve. There are, however, limits to the potential profits to be derived in the foreseeable future from international expansion, even if the group may yet be a long way from bumping up against them.

For one thing, the overseas expansion has so far been paid for by share issues, thereby keeping gearing low. With 67m shares now in issue, this technique will eventually outgrow its usefulness. There is ample scope to increase borrowings, but the low debt level is part of the share's attraction. Not that overseas growth need be dependent on a choice between scrip issues or borrowings; finance and planning director Eugene Joannides points out that management contracts could provide an effective way into some projects.

However, international growth prospects are only an element in the stock's rating. More important at present are the profitability and the successful expansion of the local interests.

Notably, major investments are being made to expand money-spinners such as Sun City and the Wild Coast Inn. Capital expenditure by SHI and Satbel totalled R94m last year, almost half of it spent on completion of the new Cascades Hotel and rock and waterscape gardens at Sun City. Some R57m will be spent this year, with R17m going to complete the Thaba 'Nchu hotel and Sun City's Sky Train.

The focus of expansion of existing operations is shifting to the Wild Coast, where profit contribution is second only to Sun City, and which last year lifted earnings by 35% and operated at average occupancy of

'Putco has no ties with impis'

CP Correspondent

PUTCO has lost almost half a million rands from damage to its buses during the unrest in Durban – but has denied its buses were stoned for allegedly carrying "impis".

Putco PRO Pat Rogers told City Press that four buses were completely burnt by arsonists, and 28 others were damaged during the last week alone. Damage amounted to more than R464 000.

But he flatly denied that the damage was a backlash by angry Umlazi residents at the company's alleged support of impis in the townships.

Mr Rogers said his company did not support the impis or any other vigilante group. Putco saw the damage purely as part of the pattern of township violence.

But affidavits and statements by victims of the impis suggest that Mr Rogers' Durban colleagues may have kept him in the dark about events in the townships.

Umlazi residents claim Putco buses ferry the impis around the township, and say they have seen buses transporting the impis in the dead of night.

An Umlazi resident alleges in an affidavit that an impi which had planned to attack the home of slain UDF leader Victoria Mxenge was transported to the Mxenge home in a Putco bus.

Other residents claimed that an impi which attacked a group of residents at Umlazi Cemetery recently was transported in two Putco buses.

ARGUS 23/10/85

Plan to open Durban buses to all races

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Argus correspondent

DURBAN. — An application to desegregate certain of Durban's bus routes was finally launched by the Durban Transport Management Board before the Local Road Transportation Board today.

The court was packed with supporters of the application, including the South African Institute for Race Relations and Women for Peaceful Change, and objectors including the chairman of the Civic Action League, Mr Arthur Morris, and vice-chairman of the Conservative Party in Natal, Mr J G Mohr.

A representative of the Intertown and South Coast Passenger Services, which carries black passengers, withdrew opposition.

For the applicant, Mr D I Moe pointed out that the application only concerned the carrying of white passengers on certain Greenline services which normally only carry blacks. The routes affected would only be the Point area, Durban North-Glenashley, Glenwood-Howard College, the Berea area including Haig Road and Musgrave Road and the Tollgate route.

Mr Moe said desegregation would not apply to any other routes and that white passengers would be given the option whether to use desegregated buses or not. The routes that were opened to all races would be widely publicised to protect whites who did not want to travel on black buses.

A representative for Putco pointed out that if the application was successful, Putco might be adversely affected and therefore objected to the opening of those routes to all races.

Mr Moe pointed out that Putco had no right to object because it only carried black passengers.

Only carriers of white passengers would be affected by the application.

Stoning disrupts buses

The Putco bus service to Diepkloof was disrupted this morning after youths roamed the townships stoning buses.

Hundreds of workers were stranded along various routes and many were seen walking along the Soweto freeway to Johannesburg as the buses were not entering Diepkloof township.

A Putco spokesman said: "This morning we had a bus burnt out in Diepkloof and another was half burnt in Baragwanath.

"The managers are still deciding whether to stop operating in Diepkloof. Otherwise we are still operating a full service throughout Soweto."

STAR 25/10/85

TRANSPORT

Putco fares rocket

In a bid to recoup losses of more than R20m inflicted mainly by riots in black townships, bus operator Putco intends raising its fares 17,5% next month. But the hike — the second since the beginning of the year — has to be approved by the National Transport Commission (NTC).

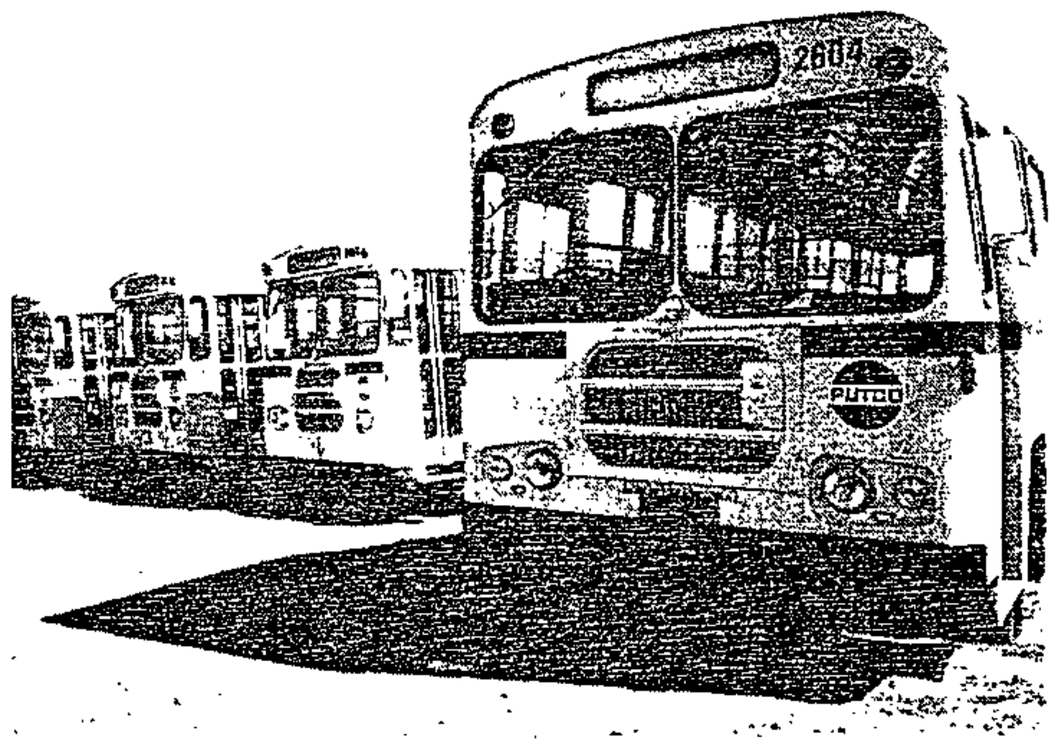
Pat Rogers, the company's public relations executive, says Putco has lost more than R20m as a result of unrest and falling custom.

"A total of R16m has been lost because of a drop in the volume of passengers alone, and R5m as a result of damage to buses in the unrest.

"The long-term effect is that these losses make trading conditions very difficult and there is no alternative but to apply for a fare increase," he explains.

Because of the loss in the number of passengers, resulting from the unrest, Putco has been unable to absorb rising costs. In addition to the drop in the passenger volume, Rogers adds, the high unemployment rate, fuel price hikes, wages for workers, gst, and the poor economic climate have contributed to rising costs.

Originally, Putco successfully applied to the NTC for a 14,1% revenue increase in the Transvaal. Before the increase could be implemented, however, the price of diesel went up by 4,7c/litre — an increase the company couldn't absorb and, therefore, had to recover from passengers.



Putco buses . . . not available for unrest funerals

In consequence, Putco raised the percentage increase of 14,1 by 3,4 to 17,5% to be able to recover the increased price of diesel as well.

It hopes to implement the increase on the Reef at the beginning of next month and in Pretoria on November 17.

The company is forced by circumstances to delay implementation in Pretoria. There, commuters use — on some routes — the same season ticket for travelling both by bus and by train.

As the railways will also be raising fares on November 17, Putco is prepared to wait.

Putco's previous increase was made last February, when fares went up by 10,5% specifically to recover a fuel price increase. A general fare price increase was also made in December last year.

Rogers says that because of damage to buses at funerals of unrest victims, usually held on Saturdays, his company has now decided not to hire out buses for funerals on such days.

Asked to what extent the company is subsidised by government, Rogers says passenger economic fare tariffs are subsidised, and not the company.

"The government subsidises the economic fare tariff by 40%, and the rest has to come from the passenger himself," he says. ■

Police deny using fake taxis in townships

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STAR 6/12/85

Pretoria Bureau

Angry officials of the Pretoria United Taxi Association (Puta) claim members of the police force are using minibuses with signs similar to theirs when entering black townships, and are misleading people by doing so.

This allegation was made by the chairman of the association, Mr Enos Makena.

But the Divisional Inspector of the Northern Transvaal CID, Brigadier Hertzog Lerm, denied the allegation.

He said: "We are not using any taxi or taxi signs because there is no need to disguise ourselves from the people."

Mr Makena said his association would meet next week to discuss the matter with a view to approaching the police.

Residents who claimed to have spotted the "taxis" in the township said most had Bophuthatswana registration numbers, and were sometimes driven by white men in plain clothes.

The latest complaint came from some Mamelodi residents who said a number of the minibuses — some with Lebowa registration numbers — were seen in the township this week.

The residents said that at times the vehicles were driven by whites, accompanied by black men and young women.

On Tuesday morning, before the mass funeral of the 12 unrest victims in Mamelodi, a white minibus driven by a white man turned away near the traffic circle at the entrance to the township after a mob of youths shouted that it was not a taxi but a police vehicle.

A short distance away the vehicle stopped, and a black men alighted to pick up a few pamphlets that had been distributed that morning. He then got back into the vehicle and it drove off.

3. Provident Fund

Coverage	:	--
Worker Contribution	:	--
Employer Contribution	:	--

4. Pension Fund

Coverage	:	All
Worker Contribution	:	Yes
Employer Contribution	:	Yes

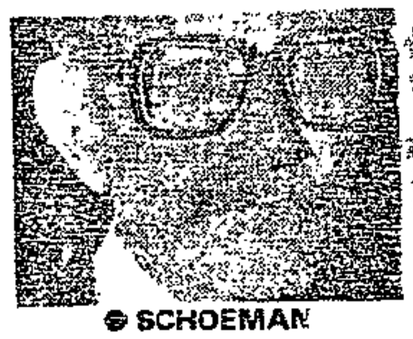
5. Leave Fund

Coverage	:	All workers
Worker Contribution	:	Yes
Employer Contribution	:	Yes
Annual leave covered	:	15 days

6. Sick Fund

Coverage	:	All workers
Worker Contribution	:	--
Employer Contribution	:	All workers
Annual payment for 5 day week	:	120days
Annual payment for 6 day week	:	-- days
Qualifying period	:	6 months
Waiting period	:	4 days
Percentage of wage paid	:	75.Ø %
Maternity days per pregnancy	:	--

Tucsa slams Putco bus fare increases



© SCHOEMAN

SIPHO NGCOBO

THE Trade Union Council (Tucsa) is sending a deputation to Minister of Transport Affairs Hendrik Schoeman to discuss the 17.5% Putco bus fare increases which take effect today.

"Black people have no alternative but to live far away from their places of employment because of the apartheid laws.

"They did not ask to be relegated to these townships. Therefore the government should solve the problem," a Tucsa spokesman said yesterday.

She described the fare increases as outrageous and irresponsible.

"Tucsa is of the opinion that this increase is irresponsible, given the state of the economy and massive unemployment.

"Since black commuters are forced by policies to live far out and far away from their places of work to ask them to face ever-increasing fares is grossly unfair.

"We believe that since the escalating community costs have their origin in the policies which dictate where they live, massive subsidisation should be made available," she said.

She told *Business Day* Tucsa would liaise with other organisations and community leaders on the issue.

Major trade unions, political and student organisations — including the Federation of South African Trade Unions (Fosatu) and Azapo — are unhappy about the increases and have asked Putco not to go ahead with them.

Putco says the increases are the result of a R20m loss, caused mainly by unres.

Forwarders protest at Sats container discount

Renfreight hold on market challenged

RENNIES Freight Services' stranglehold on the freight-forwarding industry has angered competitors.

In an effort to contest some advantages enjoyed by Renfreight, the Transvaal Association of Freight Forwarders (TAFF) approached SA Transport Services (SATS) and the Competition Board.

The first submission to the Competition Board was made in May, and Renfreight replied to the allegations in July.

TAFF received a reply from the Competition Board in September, but intends to continue negotiations.

Merger

Renfreight was established after the merger of Safmarine, Freight Services and Rennies Shipping and is SA's largest shipping and freight forwarding group.

By Don Robertson

The Competition Board alleged in a report on restrictive trade practices that the freight forwarding industry was guilty of horizontal price recommendation.

The main problem, according to industry sources, is that Saftainer, a subsidiary of Renfreight, has a virtual monopoly on railing containers from Durban to the Johannesburg container depot.

Misguided

An agreement between Saftainer and Sats offers Saftainer a bulk price reduction of R240 a container. Because of the volumes involved, only Saftainer can take advantage of the reduced price.

With imports down 30%, the market has become extremely competitive and discounts of this sort encourage business for Safren.

Peter Desilla, group managing director of the second-largest freight forwarding group, Safcor Freight, says that the price of moving containers from Durban to Johannesburg is exactly the same whether Sats receives 1 000 containers from one forwarder or 20 containers from 50 clearing agents.

"The clearing community believes that Sats was misguided in its efforts to counter competition from road hauliers by offering a discount to only one freight organisation. Importers are not benefiting from the discount offered by SATS."

Because of the discount, the rest of the industry is forced to use Saftainer to move containers from Durban to Johannesburg.

Freight forwarders are also upset because Safren controls the South African Container Depot (SACD) and the cost of storage. The depot and its satellite units at the coast, all of which have been licensed by the Department of Customs and Excise, charge about 10 times more than private warehouses, they say.

Mr Desilla says: "It is a licence to print money."

Satellites

John White, chairman of TAFF, says this problem has largely been resolved as the Government has given permission for a second Customs-approved depot to be built. The project will. however, have to be postponed until imports increase.

Replying to the accusations, Richard Wilkinson, marketing and development director of Renfreight, says Sats considers the bulk price agreement a normal commercial arrangement. It appears happy to renew it when it expires in March.

He says Sats is prepared to offer a similar contract to any other freight forwarding group.

AMG 5 4/11/85

Employees struggle to get to their work

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WOULD you please be so kind and publish this letter, so that employers in Retreat, Grassy Park and Tokai areas can read how their employees must struggle to get to work from Mitchell's Plain.

I leave my house at 6.30am because I start at 8.30am. I take a bus from Tafelsig to the town centre, which brings me into the town centre at 6.45am. Then I get a Wynberg bus via Buck Road, which is supposed to leave at 7am. This bus hardly ever arrives on time in the mornings and we stand and wait sometimes up to 7.45am for this bus.

Just imagine the queue by this time! This Wynberg via Buck Road bus is supposed to arrive at Buck Road at approximately 7.45am.

From Buck Road we must get a Retreat bus which leaves for Retreat at 7.05am and again at 8.05am. After that there is no Retreat bus. Then I have to take a Plumstead bus from Buck Road and change at Busy Corner and again take a bus there to Retreat. Saturdays there's no Retreat bus at all. Our busfares amount to R3,50 per day, although we have clip cards. Then we must take our cash monies and take taxis still to be in time for our work.

Everyday we phone the City Tramways to complain about this service, but nothing seems to have been done about it. We even drew up a petition requesting a bus service direct from Mitchell's Plain to Retreat. We supplied them with more than 70 names. So far they did not even reply or phone our varius employers.

Our employers seem to think that we come late deliberately, as we always say it's the buses. When it comes to retrenching, bosses take into account those that come late. They are always the first to go.

So please publish this letter.

What I don't understand is that Tramways keep on complaining about rising costs and every time they increase the bus fare. But they have about three, sometimes four regulators at the town centre bus terminus to control the buses, if a bus is late, why can't these men who stand like puppets, change a bus if the one is not on time? What are they there for? Then get rid of them.

And on top of it all when you approach them about the bus that has not arrived yet, they have the audacity to tell you to take an earlier bus.

DISGUSTED TRAVELLER
Mitchells Plain

NEWS FOCUS 6/11/85 (0200) 2[illegible] 332 [illegible] 1/3 Day

Travel time, costs for blacks 'excessive'

ALAN PEAT

THE complaint by the Trade Union Council of South Africa (Tucsa) that black commuter travel time, distance and cost are excessive has been backed by extensive investigations.

The Tucsa complaint was aimed at the 17,5% bus fare increase by Putco, but the responsibility for the whole travel issue was aimed at the government.

In the case of Putco there has been logical motivation for the increase. Costs for bus operators have soared this year.

The last fuel price increase joined those for tyres, components, replacement vehicles, non-vehicular equipment, property, services and the like. Wages and salaries have also been increased in most cases.

And there has been the horrendously expensive cost of the unrest — reckoned at R30m to the whole industry by the SA Bus Operators Association.

The impending increase in diesel fuel, planned for mid-November, and the possibility of a decrease, or even the total removal, of the fuel rebate enjoyed by bus operators, will only compound the cost problem — and lead to the likelihood of further fare increases.

The point that Tucsa raises is that the cause of lengthy black commuter travel time and distance was caused by the government's separation of blacks from the rest of the population.

Therefore the government, said Tucsa, must bear a larger responsibility for covering the cost of travel with increased subsidies.

The travel problem was caused by legislatively entrenched policies like the Group Areas Act.

The work travel problems that blacks face have also been highlighted in two major reports from the National Institute for Transport and Road Research (NITRR).

One, by engineer Sias Oosthuizen and economist Andries Naudé, states that 20% of all black commuters travel for more than 30km, with a travelling time averaging 4,5 hours a day.

In the other report by chief research officer Nesta Morris and assistant Liz Fourie, stress was laid on the fact that "a major feature of black commuting is the long distance travelled by many commuters — particularly in Pretoria, Bloemfontein and Durban." The longest commuting distance in Pretoria, for example, was the 60km to 130km for commuters from rural Bophuthatswana and KwaNdebele.

This gave average travel times of 6hr 41min for KwaNdebele and 7hr 19min for north-east Bophuthatswana. The second group, it was found, spent more time travelling than sleeping. The rising hours were equally extreme with KwaNdebele commuters rising at 03h55 and those from north-east Bophuthatswana at 03h48.

Oosthuizen and Naudé's report gave the average time/distance figures for all black daily commuters. The report said that 30% travel a distance up to 15km, with an average time spent travelling each day of 1hr 50min. Fifty percent travelled 16km-30km and spent an average of three hours travelling.

Trencor 'not doing as well as last year'

CAPE TOWN — Trencor, the Cape Town-based transport and manufacturing company which achieved record earnings in the year to June, is feeling the effect of the recession, its chairman, Mr N I Jowell, said after the annual meeting yesterday.

"We are not doing as well as last year," he said in an interview. "I can't see things improving very rapidly. But although I think we shall remain at a low level for some time, I don't think the economy will get any worse.

IMPROVEMENT EXPECTED

"I think we have reached the lower levels of this recession."

Mr Jowell said he thought economic measures taken in the past six months would lead to some improvement, although this would not be permanent.

But he was not despondent about the long-term future of this country. There had already been a lot of political changes, some of which still had to work their way through the system, and these would make other changes necessary. — Sapa.

Tension today as bus fares rise

PUTCO bus fares in Soweto and other Reef townships go up by more than 17 percent today amid warnings of "grave consequences" from community, political, trade union and students organisations.

A weekly ticket from Diepkloof to West Street in Johannesburg jumps from R5 to R5,80 while daily fares rise from 75 cents to 99 cents.

Increases in Pretoria come into effect on November 17, while Putco increases in Natal are still being negotiated.

However, several trade unions and student, political and community organisations have warned the bus company of "grave consequances" should the increases be implemented.

In a statement, the Azanian Congress of Trade Unions (Azactu), the Federation of South African Trade Unions (Fosatu), the Azanian Student Movement (Azasm) and the Azanian People's Organisation (Azapo) said: "Should Putco increase the fares it will force the black community into direct action and thus include Putco in the consumer boycott".

Putco's PRO, Pat Rogers, said the increases are a result of rising fuel costs, "people costs" (salaries and wages) and the price of spares.

By SEFAKO NYAKA

He says the weakening of the rand has pushed up the price of imported spares. "Inflation and the GST have also contributed".

He confirmed that the current situation in the townships has resulted in "massive damage to buses and a decline in passengers carried".

On several occasions in the past year, commuters have been dropped off on the outskirts of the townships because of stone-throwing incidents further along the route.

Rogers said his company has an open door policy and would be engaging in talks with "several organisations" but refused to name them as identifying the organisations could "put pressure to bear on them".

But yesterday Azasm said if the company has an open-door policy, it should suspend increases and seek "an acceptable formula with the affected community."

Rogers responded: "We are fully aware that the passengers are hard-hit by rising costs, but we plead with them to understand that we are in the same position."

He said Putco has already cut back on costs and the only way to increase revenue was through increasing fares.

The organisations also slated what they called the "unholy marriage between Putco and the authors of such laws as the Group Areas Act which ensures maximum exploitation of the black community.

"The black community shall refuse to make the marriage work," they said.

According to Rogers his company was "partially successful in negotiating a subsidy to ease the burden on the commuters".

JHB TROLLEY BUSES

Shorting out

Johannesburg's brave Trolleybus Project is about to blow a fuse. The costly experiment was undertaken by the council at the behest of the National Transport Commission which wanted to see if trolley buses could supplement the city's diesel bus fleet cost effectively.

The council decided recently to give the Department of Transport three months' notice of its intention to quit.

The experiment, which began 4½ years ago, was started twice and yielded much useful technical information. But it also showed that it would be too expensive to operate a fleet of modern, high-technology trolley buses fitted with alternative emergency power units.

The economic trolley bus life is estimated at 20 years, against 14 for a diesel bus. The cost of electric power is lower than diesel and there is the added bonus of pollution-free operation. But a 72-strong trolley bus fleet would cost R9,6m more than an equivalent diesel system.

And, working on 1983 prices when trolley buses came at R261 400 on average, Johannesburg would require a grant of R6,7m from government, or R176 000 for each bus, to make a 38-trolley bus fleet a proposition.

Although economics has delivered the death blow, it was not the only reason why the experiment — financed 60%-40% by State and council — came to grief. The lack of trained back-up for the seven advanced-technology vehicles supplied by different makers also played a role.

The vehicles are prototypes. Their electrical systems are based on new technology but, with one exception, there were no trained specialists to get them going when they failed and experts had to be flown from overseas to attend to numerous breakdowns.

A council report to government shows that, from August 1984 to July 1985, there was substantial downtime: from a possible total of 250 days in service, the Mercedes bus was used for 83; the Sigma for 138; the Ansaldo for 27; the Toshiba for 83; the AEG for 61; the GEC for 41 and the Siemens for 17.

This added up to an availability of 28%, and not one of them got remotely near the 30 000 km/year the council expects from trolley buses — and achieves from its aged general fleet.

A table in the report shows that the Mercedes stood in the sheds from November 1984 to the following April with its odometer registering 36 280 km; the Ansaldo from last September to July this year with its odometer stuck at 7 160 km; the Toshiba from February to July at 11 627 km; the GEC from March to July at 10 735 km and the Siemens from July 1984 to last February at 9 653.

The AEG spent only two months in the sheds and the Sigma added to its distance travelled every month.

Despite its time in the sheds, the Mercedes travelled further than the others. By the end of last July it had covered 41 744 km. The Sigma covered 39 271 km, the Ansaldo 7 160 km, the Toshiba 11 627 km, the AEG 12 986 km, the GEC 10 735 km and the Siemens 10 850 km.

From August 1981, when the experiment first started, to July this year the buses covered a total of 131 373 km.

The experiment became so farcical at the beginning of 1983 that the project's steering committee gave the manufacturers until May that year to get the vehicles in order — or withdraw them.

The council and the State agreed then that the experiment would run for three years, after which either side could give three months' notice of its intention to withdraw.

Ed Curtis, technical manager of Johannesburg Municipal Transport (JMT), who was involved in monitoring the results of the experiment, says: "The buses behaved a bit better after the ultimatum, but their availability was nowhere near that of the diesel buses."

Understandably, the council now wants to get rid of the seven prototypes as well as 42 of its old trolley bus fleet. Which makes sense. What doesn't is that it wants the overhead lines and supply systems "to be disposed of to the best advantage of the council."

After all, the experiment was performed under difficulty and there could yet be electricity in the JMT's future. So why destroy the infrastructure now? ■

City bus fares to go up by 10-22 percent

ARGUS 11/11/85

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Staff Reporter

CITY TRAMWAYS has announced fare increases ranging from 10 percent to 22 percent because of fuel price increases, a move which was greeted with immediate condemnation from labour spokesmen and community groups.

"The fare increases will take effect on Sunday "to compensate for the increase in the cost of diesel fuel which the company will have to bear as soon as present supplies are exhausted".

Cash fare increases will not be more than 10 percent, while increases on clipcards range from 7c on a 37c trip from Athlone to Mowbray to 23c on the existing R1.04 fare from Atlantis to Cape Town.

Ms Dulcie Hartwell, general secretary of the National Union of Distributive and Allied Workers, said: "I suppose it is something they cannot help doing, but from the point of view of people who have to use their buses it is an imposition.

"Workers are continually being told to tighten their belts, but who tells the people who are making profits to pull in their belts. It is always the people who can least afford it who are hit with these increases."

Dr Alex Boraine, PFP spokesman on labour, said the fuel price increases were a direct result of inept and disastrous Government policies.

Hardship

"Seen against a background of continuing unrest and instability this could not have come at a worse time."

A spokeswoman for the Cape Youth Congress (Cayco) said the vast majority of South Africans could barely survive financially today.

"In pushing up transport costs City Tramways is showing the callousness they have always shown by disregarding the plight of the poor masses who use their transport and swell Tramways' profits."

Mr Bob Krause, City Tramways PRO, said that commuters with clipcards were paying the full increase because the Department of Transport had not been able to increase the subsidy.

CAPE Times
12/11/81
352

Passenger fare rises criticized

Staff Reporter

CIVIC and labour organizations yesterday condemned the announcement of bus fare increases, which take effect on Sunday and fall together with a 10 percent increase in passenger train fares

While City Tramways yesterday announced its 10 to 22 percent increases in a press release, South African Transport Services (SATS) announced in October that rail and road passenger fare increases of between 10 and 15 percent were to come into effect on November 17.

City Tramways said yesterday that the bus fare increases were to compensate for the increase in the cost of diesel fuel.

Increases on cash fares are not more than ten percent, in terms of a section of the Road Transportation Act which entitles any bus operator to recover fuel price increases up to a maximum of 10 percent of the existing fare without applying to the Local Road Transportation Board.

Clipcard increases vary from 10 to 22 percent. Clipcard users would have to pay the full increase as the Department of Transport had not been able to increase the subsidy paid on clipcards

'Did not raise fares'

Bus fares were last increased in February this year. City Tramways said yesterday "The company did not raise its fares to cover the fuel increase of 4,7 cents per litre in September this year and it is not in a position to continue to absorb the latest increase of another 4.7 cents per litre."

Mr W Horne, head of SATS passenger services in the Western Cape region, said there would be a general 10 percent increase on suburban fares

Mr A L Gaffoor, press secretary for the Western Cape Traders Association (WCTA) and the Chamber of Muslim Meat Traders (COMMTRA), said "WCTA and COMMTRA view with dismay the insensitivity of City Tramways and SATS to the plight of the oppressed, hard hit by unemployment and the useless rand

"The forceful removal of several communities far from their workplaces lies squarely on the shoulders of the Nationalist ideologists and we therefore call upon the government to absorb the increases and to get rid of the monopoly in public transport."

A spokesman for Cape Town Chamber of Commerce said the increases had been expected but the Chamber was concerned that the increase hit the lower-income groups, who were the relatively larger portion of public transport users

'Intolerable last straw'

Mr Jan Theron, general secretary of the Food and Canning Workers Union, said the union was appalled by the increases "Transport is a basic need and should be provided at a cost the people can afford and not at a price which makes a profit for large corporations."

Mrs Mary Burton, chairman of the Black Sash said "Unemployment and the rising cost of food already place a heavy burden on the people This... could be the intolerable last straw"

Examples of cash fare increases are a rise from R1.75 to R1.92 on the Mitchells Plain to Cape Town route and an increase from R1.20 to R1.30 from Nyanga to Cape Town.

Some clipcard increases are from 37c to 43 cents a trip from Athlone to Mowbray and from R1.04 to R1.27 a trip from Atlantis to Cape Town

332 Star (2/11/85

No increase in Putco fares — yet

Staff Reporter

Putco will not immediately increase fares to recover the 4,7c/litre diesel increase even though the increase will not be subsidised.

The company says although it would be faced with increased costs of some R350 000 a month arising from the new fuel price, it does not feel its commuters can bear another fare rise at this time.

However, Putco says in view of a R8,4 million loss for the past financial year, it cannot carry the extra cost much beyond the year end, nor can it absorb any further increases in the price of fuel.

FM 5.11.85

DEREGULATION (332)

Test case brews

The dreamy world of politics seems as alien to the real chances of deregulation as a humane corporate tax rate. That's the summary so far of a lawyer involved in an eastern Cape application for a transport permit to compete with Port Elizabeth Tramways.

If successful, the application, on behalf of Bethelsdorp Minibus Service, would allow a group of coloured businessmen to compete with PE Tramways' government-sanctioned bus monopoly in PE. The application forms a test case which, if successful, will be the first example of allowing competition into a municipal transport area, promising profound changes country-wide.

Pretoria's current economic policy is pro free enterprise, with explicit statements favouring deregulation and privatisation common. And the National Transport Commission, the umbrella shadowing the PE case, recently published a policy statement supporting Pretoria's current thinking, a sharp departure from past policy.

But in the PE case, these platitudes fall flat to the realities of complying with piles of legislation. The stumbling blocks abound. Technical points are nightmarish, for example, in this case, a preliminary point (*in limine*) was raised by Tramways before the PE Local Road Transport Board. It contended that Tramways was given an "exclusive" transport contract in 1941.

The contract, which entrenched similar rights first granted in 1879, gave Tramways — at least by implication — the sole right to supply transport in the PE area. Because it was gazetted as an ordinance, it carries the force of law.

The Board rejected the argument that Tramways has an exclusive contract, and Tramways has asked for a postponement to consider an appeal to the National Transport Commission. The PE Municipality also appeared before the Board, protesting that it was not alerted to the application and did not have sufficient time to prepare a case.

It has also asked for a postponement to consider a policy decision of whether or not to oppose Bethelsdorp's application. Legal spokesmen say that the due process of law can be used in many ways to obfuscate issues, thus postponing a final decision for a long time.

After overcoming the initial technical points, Bethelsdorp faces a heavy onus of proof on the merits. It will need to show, for example, that existing operations are not satisfactory. It is playing for big game, calling for 100 large 51-seater buses to perform part of the work now conducted from a depot of 120 big buses and 12 mini-buses.

The case has some worrying facets. One of the members of the Board is a city councillor who would take part in determining the municipality's policy approach to the case. The councillor, along with a member of the Coloured Management Committee can be said to have vested interests conflicting with their positions on the Board In both cases, it seems that recusal is the only answer.

Tramways MD Carl Coetzer says the company, a wholly-owned "but autonomous" subsidiary of the listed Tollgate Holdings Ltd, is perhaps SA's sole example of a privatised municipal transport system. He explains that every year since 1941 Tramways has paid a "franchise fee" to the municipality. Every ten years, the municipality has the option to repurchase its "transport rights" back from Tramways.

Coetzer contends that the option to continue or terminate the franchise lies with both parties. He argues that until the next option date, 15 August 1991, no party has the right to "water down" the value of Tramways' franchise. Thus, in his opinion, Bethelsdorp has no case.

He says Tramways already has competition from private motorists and "numerous" minibuses. In principle, Coetzer has "no objection to competition." He adds that any aspirant competitor such as Bethelsdorp must take the good with the bad, keeping in mind not only the 20% of routes that provide 80% of Tramways income, but also the less lucrative runs.

The Municipality is caught between the simplicity of working with a sole operator in its forward planning and the probable increased efficiencies of multiple operators. Like many other municipalities, it favours cross-subsidisation of routes with a sole operator.

Its policy decision on which party to support is complicated by the planned launch of Regional Service Councils (RSCs) on 1 January 1986, but it will probably plum for Tramways if a final decision is given before then.

Sentiment may change significantly with the advent of RSCs, which gives say to all racial groups. If the transport functions of the municipality were to devolve to the RSC, Bethelsdorp would, on paper at least, have a much stronger case. At this stage, it may be of importance that high interest is being shown at cabinet level in the Tramways/Bethelsdorp case. ■

INSURANCE CLAIMS

Troubled waters

Research into natural disasters may help the troubled short term insurance industry which, each summer, faces massive claims as hail and high water lash large areas of southern Africa.

The recent storms which ripped across the country, blowing off roofs and shattering windscreens, tearing up trees and stripping away topsoil, left a trail of claims mounting to many millions of rands. In Pretoria alone insured losses are estimated at around R10m.

Floods, cyclones and hailstorms have been a major source of insurance losses in the past few years, a period in which fierce competition tempted many companies to offer not only lower premiums but broader cover.

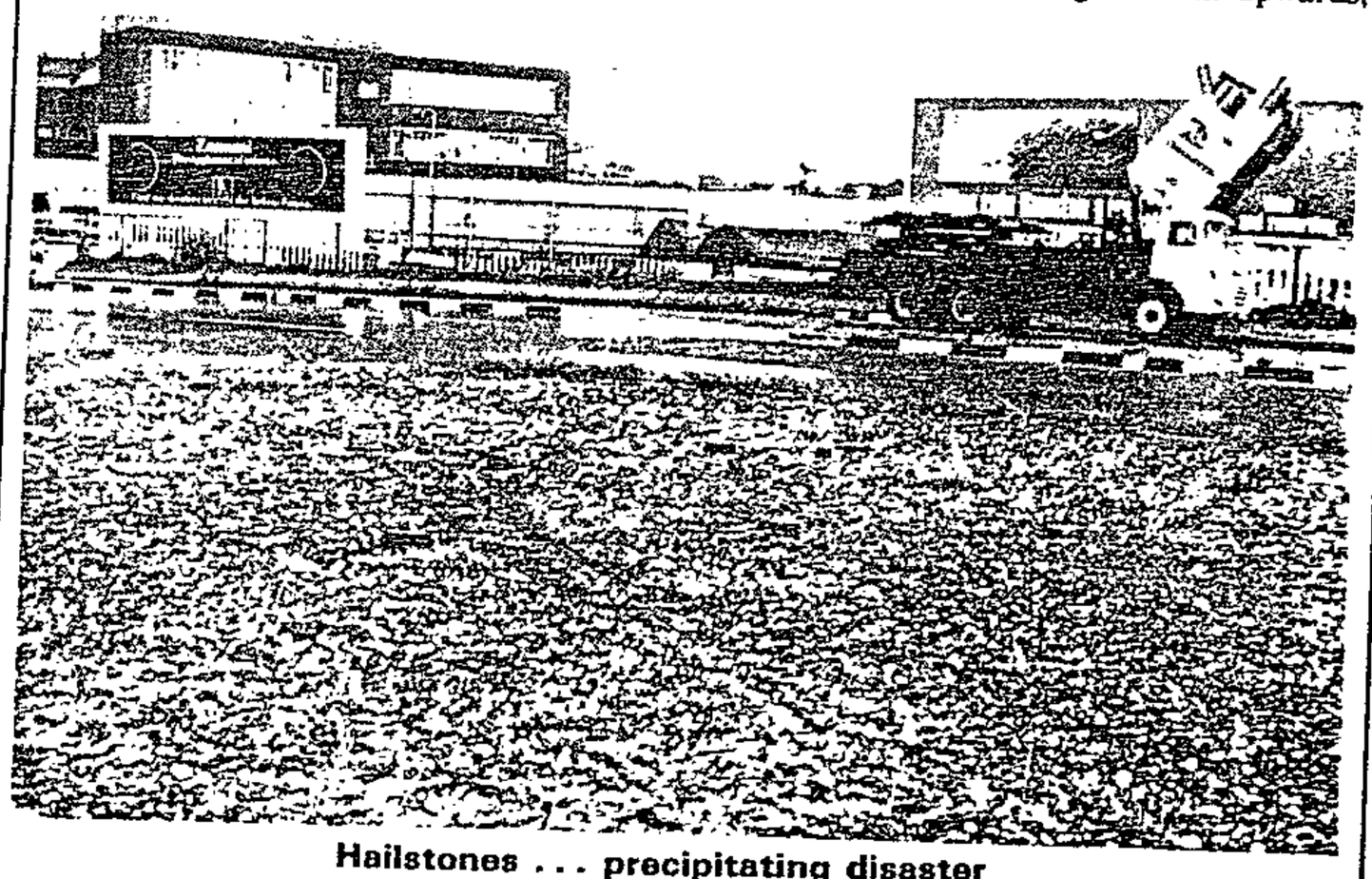
The result can be seen in the accompanying table, detailing extent and causes of damage. Last year surpassed all others with claims for storms, hailstorms and cyclones totalling R115m.

The figures were presented by Dr Rodleigh Green, of Witwatersrand University's Bernard Price Institute, at a recent seminar arranged by the Insurance Institute.

He pointed out that research into hail and flood patterns was essential to enable town planners, builders and property developers to take preventive measures to "contain devastation." It will also help insurers to practise more selective underwriting and apply appropriate rates to high risks.

Hail, which is not a problem in most parts of the country, is described by Green as "an insurer's nightmare" in the Johannesburg area.

On hot highveld afternoons, the baked earth sends strong draughts of air upwards,



Hailstones . . . precipitating disaster

Commuters angry at bus fare rise

Staff Reporter

COMMUTERS from the townships were angry that bus fares had been increased without negotiation with community leaders or "adequate" announcement, a Western Cape Hostels Association spokesman said yesterday.

Mr Johnson Mpukumpa, secretary of the association, said people did not have the money to pay higher bus fares.

City Tramways fares had increased yesterday by roughly ten percent, though they varied from one route to another.

"Ten percent is too high. Many have to take three different buses to get to their work," he said. "These people are particularly hard hit."

The cost of a ten-journey clip card from Nyanga to Bellville, Elsie's River or Parow rose yesterday from R3.20 to R3.70.

"Many unemployed people can no longer afford to travel by bus, they are walking around looking for jobs. A single fare from Nyanga to Cape Town, without a clip card, now costs R1.10."

The increase would cut into the grocery money of many, he said.

"It will cause conflict between workers and employers too, as the fares have gone up while the workers have got no increment. It must lead to higher wage demands. Where else must workers get the money?"

Bus commuters feel the pinch as fares are poised to spiral

OUCH!

C. Herald 16/11/85

BUS FARES go up again from next Sunday, November 17.

It's all because of last week's petrol price hike, says City Tramways.

What is worse, City Tramways are thinking of applying for yet ANOTHER increase to cover other rising costs.

The big question is now: are train fares next?

Tramways says it covered the September fuel price increase, but it can't cope any more.

They put up their fares without applying to the local Road Transportation Board as usual. Bus operators are entitled to recover fuel costs up to 10 percent in this way.

Tramways says cash fares will not go up by more than 10 percent, but they are cutting it close.

On the Mitchells Plain-Cape Town run the cash fare goes up 17c to R1,92 — a rise of 9,7 percent.

WITHDRAWN

Bob Krause, public relations officer for City Tramways, said that his company had withdrawn a fare increase application to the Local Road Transportation Board about two weeks ago.

"This (application) was before we learnt of the fuel price increases. We withdrew the application, because we did not want to hit passengers with two increases."

Mr Krause declined to disclose the percentage increase Tramways had applied for then, saying it "irrelevant".

However, he said, City Tramways would relodge the application to cover other expenses.

He said that the 10 percent increase would not be enough for the company's fuel bill.

A spokesman for the Cape Action League referred to "rampant unemployment" in commenting on the increase.

"At a time when there is rampant unemploy-

TURN TO PAGE 3

FROM PAGE 1

ment and all the suffering that this engenders, the increase will not be taken lying down by a community whose heightened consciousness, anger and spirit of resistance has increased tenfold during the past few months."

"We are appalled," said a spokesman for the General Workers' Union.

"The company's failure to apply for the increase through the Road Transportation Board has denied (people) the opportunity of presenting their case through the limited machinery available.

"In the circumstances, the company's action can only be seen as an attack on workers and as provocative in the extreme.

"The company should not be surprised to find it has been identified with the government whose political policies and economic mismanagement are responsible for the fall in the value of the rand and the consequent increase in the price of petrol."

The Western Cape Civic Association said Tramways was not concerned about the "the very communities that provide them with profits".

"People are dying and being detained and the company is busy exploiting the situation to make even more profit. Tramways is supposed to know by now that people cannot afford any increase in anything.

"We can hardly feed our families on our low wages. City Tramways must know that by increasing fairs, it is adding fuel to an already burning fire."

High profits and dividends were singled out for attack by Ebrahim Patel, UCT labour researcher and executive member of the Lotus River and Grassy Park Residents Association.

"The community would no doubt note with anger the increase in bus fares. It would note, too, the high profits which City Tramways pays out to shareholders and the high salaries it pays its directors.

"The fare increases come at a time of hardship, when many walk the streets looking for jobs, when wage increases do not keep up with inflation and when young children go hungry.

"City Tramways claims it cannot absorb the fuel price increases, however, it seems keen to let a hungry and jobless community absorb the increases."

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'Pirate taxis vital' report

Political Staff

OFFICIAL moves to smash the "pirate" taxi business have received another setback with the President's Council recommending that they be encouraged.

The council's Economics Committee said in its report on small business, which was released yesterday, that the so-called pirate taxis were "a vital element in the overall system and the overall lives of commuters".

In line with the findings of the Swart Commission in Ciskei, it said the taxis were creating opportunities for "a great number of entrepreneurs".

'Clampdown'

This directly contradicts the recommendations of the Welgemoed Commission into public transport which urged a clampdown on minibuses and illegal taxis.

The Welgemoed Commission, whose report was published in June 1983, wanted minibuses to be restricted to four people after it found that the taxis were competing "to the detriment" of existing taxis and bus services.

A number of bus companies have also called on the government to take action against minibuses which they believe are providing unfair competition.

But the Economics Committee requested the Competition Board "as a matter of urgency to investigate the position of so-called 'pirate taxis' with a view to making the required licences and permits under the various laws and regulations more readily available to operators".

It also said it "recognizes the important role played by the informal sector as a provider of required services and in providing income and employment opportunities in the South African economy".

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Pirate taxis: 'Vital role' in system of transport

Political Correspondent

THE President's Council's economic committee has called for an easing of restrictions on pirate taxis "as a matter of urgency".

In its report on a strategy for small business development and for deregulation which was tabled in the council today the committee recognises the important role played by the informal sector.

It is seen as a provider of required services and income and employment opportunities in the South African economy.

The report came to the conclusion that the pirate taxis had become a vital element in the overall transport system and in the daily lives of commuters, at the same time creating opportunities to a great number of entrepreneurs.

The committee recommends that the Competition Board be asked to investigate the position of the pirate taxis with a view to making the required licences and permits under the various laws and regulations more readily available to operators.

The committee accepted that it was very difficult, if not impossible, to promote informal sector development with formal and traditional methods.

An important stumbling block facing informal enterprises and their development to formal operations was the high standards demanded in South Africa and the multitude of laws, regulations and procedures that impeded bona fide business activities.

Small business development could be promoted through the graduation of informal enterprises.

Although the informal sector operated on the periphery of the formal, modern economy it played a fundamental part in generating income opportunities for a large number of people.

The committee warns, however, that the informal sector should not be romanticised.

Many of its participants made a precarious living and remained in this sector only because better renumerated employment was not available to them in the formal sector.

Many blacks operated in the informal sector because of their illegal status, owing to influx control measures, as urban residents.

There were also informal sector operators who may lack expertise but who were nevertheless entrepreneurs in the true sense of the world.

The flexibility of the informal sector enabled it to provide services that would otherwise not be provided while at the same time creating income through gainful employment, thus fulfilling an important welfare function in society.

Some of the characteristics of informal sector activities restricted the scope for the implementation of an extensive development programme aimed at stimulating the informal sector as such.

On the other hand the Government received some indirect benefit from the informal sector because of the income opportunities it created.

If the objective was to formalise the informal sector, compliance with an extensive set of laws and regulations was a major stumbling block.

332 B. Day 22/11/85

Unrest affects bus tariffs

ALAN PEAT

BUS operators are having to take potential unrest into their calculations on fare increases, according to the SA Bus Operators' Association (Saboa).

Braam de Jong, assistant to the director of Saboa, said it had been decided at a recent meeting that individual operators should decide how best to recover the cost of the latest diesel-price increases.

"But socio-political considerations came into this discussion. Any implementation of fare increases would have to be selective if they lead to trouble being caused in certain areas."

The unrest has hit bus operators hard, especially in the wake of bus-fare increases. The bill for damage to buses totals R30m so far this year.

Fare increases for black passengers were investigated on Monday by the three operations which have rationalised fares in the area — the Durban Transport Management Board, Putco and KwaZulu Transport.

Having absorbed the September fuel increase, Cape Town's City Tramways has had to push up fares, taking account of the November fuel-price increase.

"Our fares rose on Sunday by not more than an average of 10%. This was forced on us by the fuel price and the fact that the Department of Transport was not prepared to increase our passenger subsidy," said spokesman Francois Potgieter.

"We considered the whole unrest aspect in our look at fare structures."

PE Tramways, which serves Port Elizabeth, is in much the same position as sister company City Tramways.

It absorbed the September increase, but only until the November fuel rise was announced.

MD of PE Tramways, Carl Coetzer, said: "With that second increase we were just forced to increase fares to accommodate the two. Our cost increase has been estimated at R940 000 a year.

"Taking our present fuel use and our number of passengers into account, we have increased our fares to recoup about R900 000 of this."

Putco is not immediately increasing fares on the Reef.

The company said that, although it would face cost increases of R350 000 a month, its passengers could not bear another increase following its recent 17,5% fare increase.

But Putco said it would not be able to carry the extra cost much beyond the end of the year.

Meanwhile, commuter buses can be run at a profit without passenger subsidies, says a report published this week by the CSIR's National Institute for Transport and Road Research (NITRR).

It says an element of competition in a free-enterprise system would lead to streamlined marketing, improved passenger convenience and operator profit.

"Without subsidy and legislative protection, public transport would have reacted to near-universal car ownership by a gradual reshaping of services into a limited series of direct lines ... with frequent services and with highly variable prices," say authors of the report, Paul Browning and Rodger Smith.

CAPE TIMES 30/11/83

Govt blamed for bus fares

337

Municipal Reporter

COMMUTERS were having to pay increased bus fares which they could ill-afford because of the government's mismanagement of the economy, Mr Sam Gross told the City Council this week.

Mr Gross said the official explanation given for the recent 10 to 12 percent hike in bus fares was that the price of petrol had increased because of the falling rand. But the onus for the increase lay with central government, he added.

The council directed the executive committee to consider ways of persuading the government to provide additional subsidies to City Tramways.

BUS DAY. 3/12/85

Safmarine's new service

CHRIS CAIRNCROSS

SAFMARINE plans to offer shippers a dual service on the US trade route, increasing from 26 to 55 the number of sailing opportunities available per year.

Shippers using Safmarine will have the alternative of a three-weekly direct service for breakbulk, bulk and project cargoes calling at Atlantic and Gulf ports, or a fully-cellular triangular service, operated in conjunction with United States Lines.

This cellular service will operate every nine days via Europe, with transfer at Rotterdam to vessels on the Southern African Europe Container Service (SAECS).

The slot charter arrangement with US Lines, which provides for separate marketing, is subject to approval by the US Federal Maritime Commission (FMC).

Until approval is granted — probably during the first quarter of 1986 — Safmarine will continue with its present multi-purpose direct service and space share agreement with Bankline of London.

Overseas removals increase

Business Day Reporter

DOMESTIC corporate removals have fallen by 25% this year over last, but international removals have risen by 35%, according to Denis Kaye, MD of Laser Transport Holdings.

"This is an indication of how static the local corporate scene has become in this recession, and of the numbers leaving the country," said Kaye, whose group holds an estimated 60% share of the corporate removals market.

COURTS

Six-month food boycott leads to court action

ARGUS 4/12/85

Labour Reporter

A SIX-month food boycott by 1 600 residents at the South African Transport Services Ikwezi hostel in Langa could be resolved by a Supreme Court hearing which starts this week.

The men have been boycotting hostel food since June after protests to the management about quality and quantity failed to produce improvements.

The food protest by the contract workers is linked to dissatisfaction over deductions made from wages for food and accommodation. The workers claim their contracts provided for deductions of R17 a month but say Sats has been deducting up to three times that amount from several hundred residents.

Contract terms

Hostel residents also claim the food does not meet the standard laid down by law for black workers.

Now the residents are asking the Supreme Court to order Sats to abide by contract terms.

Discontent has been serious for more than a year when a hostel committee was formed to meet the management in attempts to resolve some of the points at issue.

Workers claim their complaints were largely ignored and conditions did not improve.

"Staff drank on duty"

Food at the hostel often ran out, they say, before all residents had eaten, which sometimes led to anger and fights. They also claim the kitchen staff were aggressive, untidy and drank on duty.

Requests for information about hostel finances were refused by the management. The workers say that R35 a month from each of 1 600 residents for food and accommodation should provide R672 000 a year for running the hostel which they allege should be enough to provide decent meals.

Another complaint is that outsiders, including watchmen and railway policemen, often help themselves to food from the kitchen.

The boycott started after residents felt their requests for improvements had been ignored.

Sats switch-off for foresters

LAWRENCE BEDFORD

FORESTRY owners say they will shift rail traffic to the roads in the face of a 15% increase in railage rates from the new year.

Timber accounts for about 3,2%, or 5,2-million tons, of commodities railed. Sawn timber railage is down 25% on the 1,2-million-ton peak of 1980-81 and rough-hewn is down 27% on its 1976-77 high of 5,9-million tons.

The annual increase in railage over the past five years has been 18%, says Forestry Owners' Association economist Mike Edwards.

He says SA Transport Services' (Sats) new tariffs will cause industry-wide havoc and kill the pole market, which faces crippling railage increases.

"We have done a detailed study on the loss of traffic and revenue to Sats if rates continue to escalate, and we are saying to them, 'Give us a decent rate and we will give you sufficient additional tonnage to ensure that your revenue does not decrease'.

"I think the crunch has come. We have got to the stage where something has to be done."

Sats marketing director Andre Heydenrych says timber has always been carried under cost.

He says Sats is negotiating contract rates with the larger, heavy-timber concerns on major routes. The rest will be faced with rates at cost level.

"We want to negotiate with the industry to let them cross-subsidise within the sector," he says.

FEATURE

BUS TRANSPORT

Riding a rough route

Bus passenger transport is almost certainly the most sensitive sector of the transport industry, involving, as it does, serious political, economic and social questions.

National Transport Policy Study (NTPS) recommendations for the industry are expected by the new year. There are, however, still problems to be thrashed out although it is only a matter of months before new legislation, based on the NTPS findings, will be considered by Cabinet.

The passenger bus industry in SA has an investment of nearly R2 billion. It carries some 1 500m passengers annually and provides work for 60 000 to 80 000 people. About 90% of the workforce is non-white and, the industry estimates, nearly 400 000 people depend directly on it for their daily needs.

Having been hit by a series of fuel price increases, the effects of inflation including the weak rand, and the unrest, private bus operators are suffering both financially and psychologically.

Not one bus company showed a profit this year. To make matters worse, passenger numbers — particularly among blacks who provide the bread and butter for most companies — have been falling some 5% a year. Numbers dropped a further 8% this year, and the trend is expected to continue.

The reasons for the fall-off are twofold: there has been an upsurge in competition from taxis and kombi operators at a time when bus companies have become less competitive because of unavoidable fare increases, and political unrest has resulted in greater hostility towards bus companies.

Despite repeated attempts to correct the image, bus companies continue to be seen by blacks as an extension of government. "We are seen as the umbilical cord, helping government to make the Group Areas Act and influx control work," says Putco's Pat Rogers.

Since September last year the bus industry has lost R30m in damages and revenue as a result of unrest. Putco, SA's largest bus company, has sustained damage of about R5m to 3 300 buses during this period. Each bus costs about R150 000 to replace and total revenue loss this year is put at between R15m and R16m.

Putco is cutting its staff by 10%, or 1 040 people, by the year end to keep operations going. "Our largest single cost is labour and with rising inflation, unions are asking for higher wages," says Rogers.

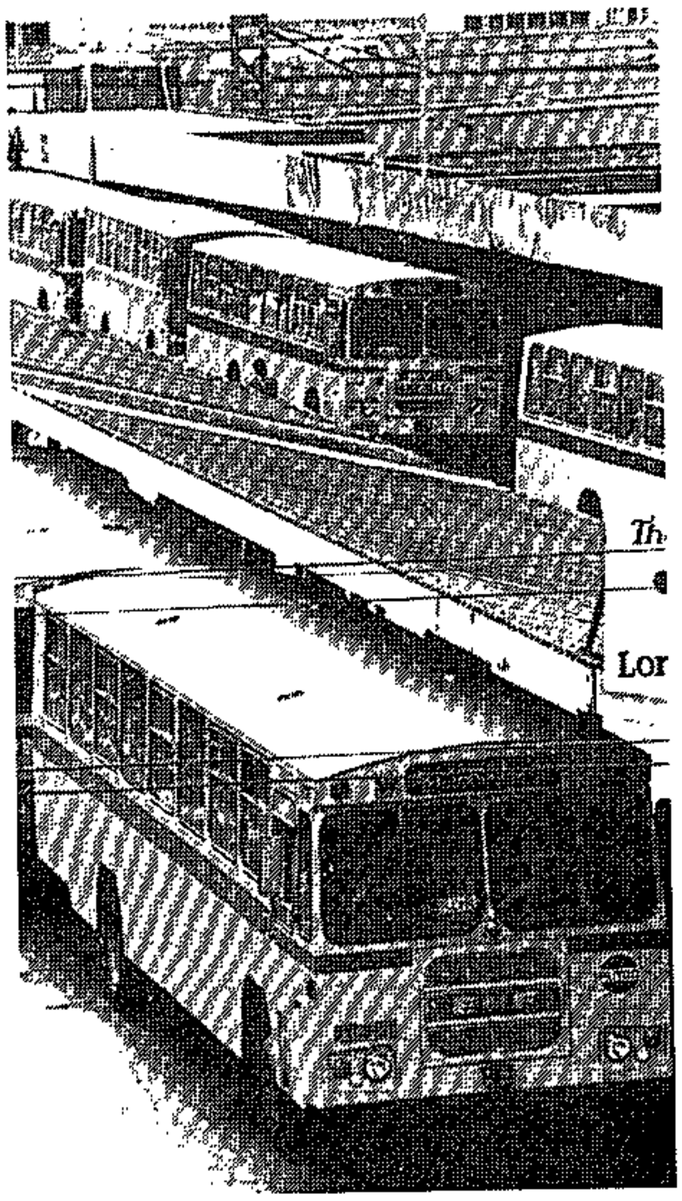
He says wages went up by 15,5% in June "and this was less than the unions were demanding."

Putco is certainly not alone in its struggle to keep afloat. Other major bus companies in South Africa and the homelands admit to retrenchments in the past 18 months. Many also complain that a number of buses have had to be taken off routes and are now sitting idle. "It is impossible to make a profit these days," says Bophuthatswana Transport Holdings (BTH) MD S T Prinsloo.

Fuel price hikes are aggravating the situation. Since January this year diesel has risen by 70% and for every 1c/*l* increase costs rise R1m a year, says Rogers.

The latest diesel increase, of 4,7c/*l*, or 5,2c with gst, pushed up Putco's costs by R350 000 a month. The company raised fares last month, but another increase to recover new costs is expected early next year.

Particularly worrying for bus companies is that, while fares have to go up, no increase in the passenger subsidy seems likely. At present the subsidy is paid to bus companies by the State, which then recoups from industry through taxes and levies. Last year the subsidy totalled about R199,9m, but it contributed only 15%-17% of total costs.



Bus operators . . . looking for a way through

In Holland the passenger subsidy provides about 70% of total costs for bus companies and in other Western countries the cost contribution is not less than 46%.

The NTPS is expected to recommend relief for most of the private transport sector, but privately owned bus companies are likely to be less fortunate.

The NTPS's main aims are to reduce transport's present cost to the State and to impose a new system allowing more private enterprise. To bus companies, these aims mean less financial help in the form of subsidies and more competition from the informal sector.

Details of the NTPS's recommendations to government are not yet known, but the SA Bus Operators' Association (SABOA) is negotiating for a deal of its own and is hoping for more favourable reform.

SABOA members are unwilling to elaborate while the talks are on, but they are clearly working towards a new look at subsidies. Members reason that the removal of subsidies, or even a standstill, is not justified while the Group Areas Act exists.

Present worker fares will practically treble if the subsidy is removed, says BTH's Prinsloo. This could lead to an increase of more than R100 a month for passengers travelling between the hinterland and Pretoria.

More important, operators believe that as the subsidy portion of passenger fares shrinks, passenger figures are negatively affected. This, they say, will result in a passenger market consisting entirely of those who, for economic reasons, depend exclusively on bus transport. This would then have to be subsidised even more.

Bus operators are also in favour of another form of subsidy — lower fuel increases for the sector to keep fares down.

The issue of deregulation and easier participation for the black informal sector is a sore point for the bus industry, which is subject to a number of controls. "If the rules are waived for one sector, they should be waived for everyone," says Rogers.

He points out that the bus routes are economic only if they can be fully-utilised at peak times. Traffic congestion during the day, however, means buses are not able to make the optimum number of trips. This will be further aggravated by easier licensing for kombis and taxis.

Bus operators have little confidence in the NTPS's ability to understand the passenger transport sector's problems. Says Prinsloo: "The project was tackled without sufficient operational transport know-how by a team with little experience." He also complains of a lack of consultation. As reform will be made on a regional basis, he says BTH should have been contacted. "A large percentage of SA's labour originates from Bophuthatswana and is carried across the border daily to their places of work," he says.

He is pessimistic about the chances of practical reform, and warns: "The only possibility for a viable scheme is the postponement of implementation until proper investigation and analyses can be done to ensure that all parties concerned are involved and that all pros and cons are properly considered."

Brighter in the east

The threat of Japanese sanctions has done little to dim Persetel's rising star. The company has received orders from two parastatal corporations for Hitachi equipment worth more than R30m in the last two weeks.

The first contract, worth R18m, came last week when Escom appointed Persetel as its official mainframe supplier. Escom has embarked on a R70m five-year plan to replace ICL computers on the commercial side of its DP operation with IBM compatibles.

The entire project calls for a combination of hardware and software support from suppliers Persetel, IBM, Amdahl and SPL. Persetel's side of the contract will kick off with the installation of two 25-Mip (millions of instructions/second) main processors early next year.

It is also widely known that Persetel has clinched a Sats contract for IBM-compatible Hitachi computers. But this will become final only once Cabinet has given its approval.

The original Sats tender called for about R35m worth of IBM or compatible computers, peripherals and software for distributed sites. About eight mainframes will take over from the 12 Burroughs mini-mainframe machines already installed.

Both the Escom and Sats contracts were originally scheduled to be awarded in mid-October (*Business* August 30). No reasons have been given for the delay, but it has possibly been due to uncertainty about the future supply of Japanese equipment. A number of other potential customers have recently held back on buying decisions while awaiting final word on Japan's sanctions moves. The outcome, however, appears to be a sound vote of confidence in Japanese-sourced equipment.

The contracts are also significant in that two of SA's biggest computer users have decided to standardise on IBM architecture. In the meantime, Persetel is putting itself in pole position to become SA's leading supplier of mainframe equipment.

Micro magic

Low profile SA computer-aided design software house Procad is making significant inroads into overseas markets.

The company is looking at a profit of more than $1m from royalty payments alone from its new low-entry level system software for microcomputers launched overseas last month. And at home turnover is expected to double to R8m this year.

The system, Procad PC, was first conceived three years ago to run on mini-computers using mainframe databases and it has been adapted to run on microcomputers. The practice of adapting software to run on micros is becoming more popular because of their ever-increasing power.

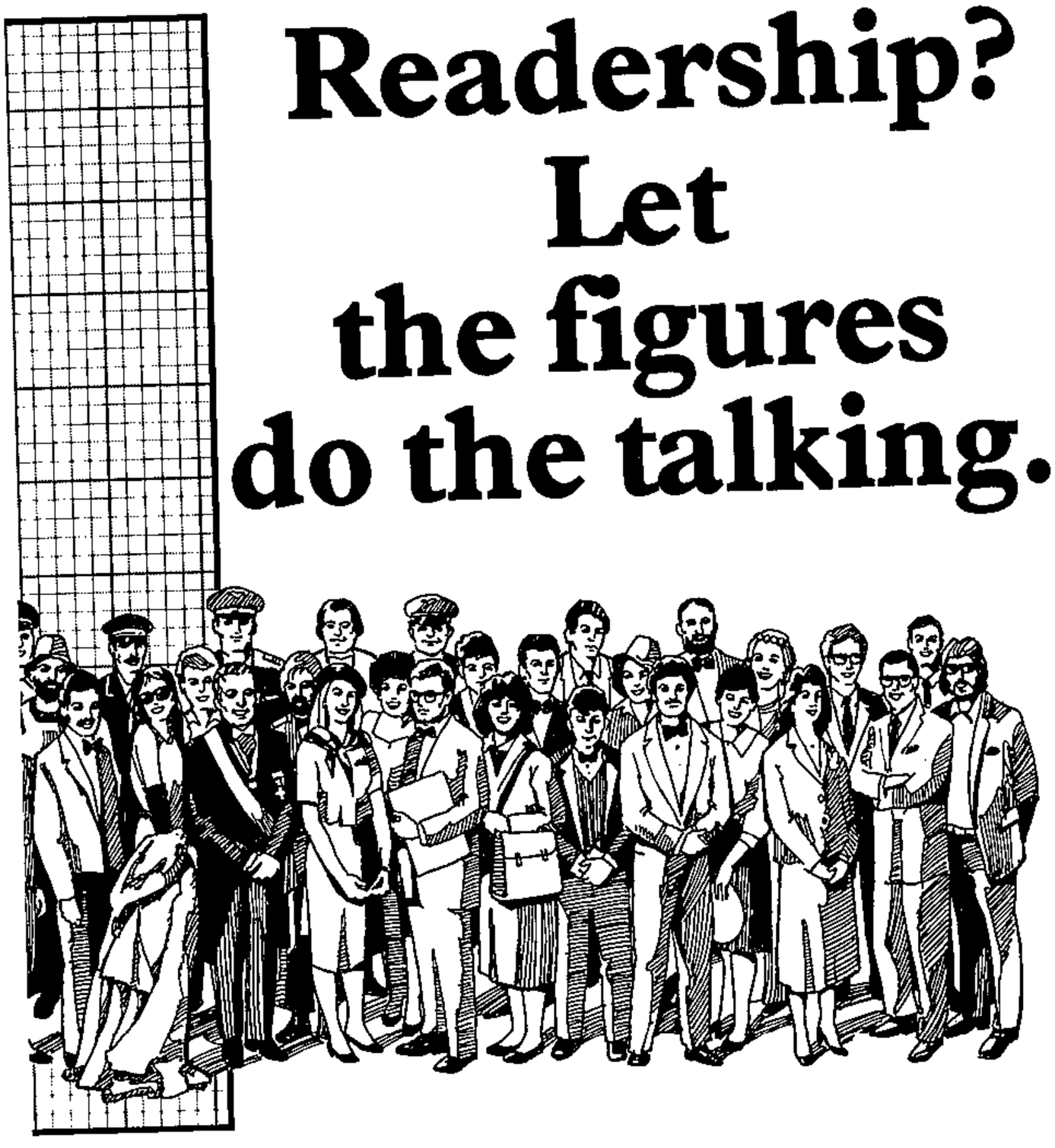
"Our marketing strategy has been to allow others to develop the market and we have stepped into some of the niches created by this growth," says Procad MD Joe Jindrich.

The company has concentrated on engineering software, giving users tools with which to work. Jindrich points out that many other companies have concentrated on single systems and "steered away from a multi-disciplinary approach."

According to one US source, there are already about 50 similar micro-run packages around and with more coming onto the market weekly, Procad's entry might have been difficult. However, he adds that few have been developed from larger systems software — most were written specifically for micros.

The Clark Report on SA's computer graphics industry shows that Procad last year moved sharply "from nowhere" to take third slot in terms of the number of installations in the South African market.

Readership?
Let
the figures
do the talking.



More than
2 000 000
Total readers

Rapport
The most White and the most Coloured readers of any newspaper in South Africa.

Green light for pay-as-you-drive

Railway Stat:
n this area.

Springs to Krugersdorp.

The total bill, over an extended period, will be more than R2 000-million.

Two major construction consortia submitted proposals to the National Transport Commission earlier this year, and on November 13 they were considered by the Cabinet economics committee.

The proposals have been referred to the recently established privatisation committee and will come up for consideration early next year. The scheme is expected to get the go-ahead.

The two consortia — LTA, Concor and Grinaker on the one side, and Group Five, Murray and Roberts, and again Grinaker, on the other — have tendered for hundreds of kilometres of new highway.

If the proposals are accepted by the Government — and all indications are they will be — the consortia will be responsible for raising the finance, constructing the roads, maintenance and operations.

Preliminary estimates for just the N1 and Springs-Krugersdorp roads amount to R1 500-million.

A Transport Department source this week cautioned, however, that the money would be spent over many years, with an average of no more than R200-million a year.

Part of the problem was the availability of domestic loan capital, and all steps would have to be co-ordinated with the Treasury.

Saving

Although department sources would not go into the details of the proposals, it is understood that the likely cost of using the toll highways from, say, Johannesburg to Durban would be more than R20.

But this would still offer a saving to the motorist — the cost of tolls would still be less than the cost of petrol spent on travelling the alternative toll-free routes.

The shedding of Government responsibility for high-density routes is one of the biggest areas presently under examination by the privatisation committee.

Government planners point to the success of the Italian private-sector road operators who control more than 3 000km of high-quality highways throughout Italy.

At present the proposals deal only with the construction of new roads which will operate as alternatives to existing routes.

But longer-term planning could see private enterprise taking over the maintenance of road systems — at a price.

The move to privatise roads is likely to lead to some sharp differences of opinion.

Although the principle of privatisation is broadly welcomed, there are still some influential private sector figures who consider toll systems not cost-efficient.

Tolls have also been opposed by the Automobile Association.

One of the key objections is that the Government has been collecting large amounts of money in taxes, fees and levies for road use but spending only a portion of it on roads.

332

S. Times 8/12/87

R2 000m plan for privately-owned toll highways throughout SA

BY BRIAN POTTINGER

A NETWORK of privately-owned toll highways throughout South Africa will soon start to become a reality.

The multi-million rand project is about to be commissioned by the Government as a major privatisation initiative.

Initially it will involve the construction of a long stretch of the Johannesburg-Cape Town N1, three highway sections on the Johannesburg-Durban N3 and the R77 South Rand freeway from

BUS DAY 332 9/12/85

Harbours handled more cargo

ALAN PEAT

SOUTH AFRICA's harbours have handled a larger tonnage of cargo this year than in the previous three years.

"The tonnages have certainly increased in April to October of this financial year in comparison with immediately previous years, but our revenue is considerably less than was estimated," said John Irving, Sats' assistant GM for harbours.

"The tonnage increased mainly due to the continuing rise in our bulk exports like coal. But the exchange rate has had a dismal effect on our revenue, and we had a very severe drop in high-rated imports."

The total tonnage in the April to October period was 56,7-million this year compared with 53,7-million in the same period last year.

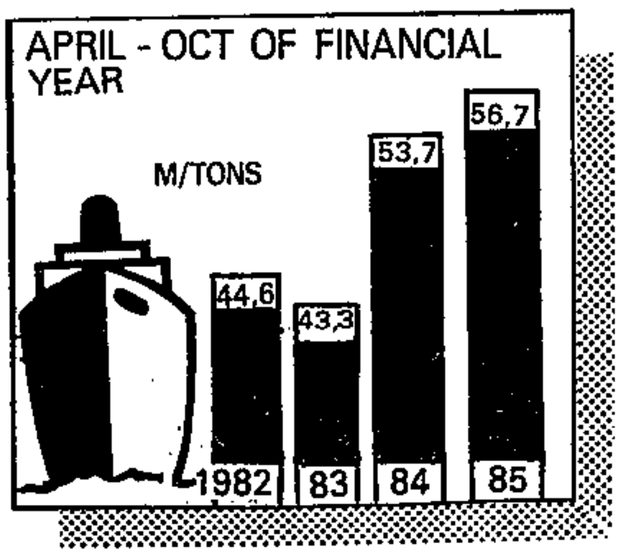
Of this total, bulk cargoes contributed a total of 42,9-million tons — 40,7-million tons shipped and 2,2-million tons landed.

General cargo, both break-bulk and containerised, totalled 13,3-million tons — 8,3-million tons shipped and 5-million tons landed.

The remaining 0,5-million tons was the small tonnage transhipped for forward shipment.

The movement of containers in October of this year saw 49 000 pass in and out of the various ports — 24 320 of these being shipped out and 24 680 being landed.

TOTAL TONNAGE HANDLED BY ALL HARBOURS



Cape Times

Hostel workers in food dispute

9/12/85

332

Supreme Court Reporter

CONTRACT labourers at the iKwezi Hostel in Langa applied for a Supreme Court order on Friday, declaring that "excessive" pay deductions for allegedly poor hostel food were illegal.

The application was brought by Mr Enoch Qulu and 14 others against South African Transport Services. Mr Qulu said in a supporting affidavit that almost all 1 600 occupants of the hostel had been boycotting the food since June.

He said R39 a month was deducted from his salary for food, while according to his contract it should be only R14,30. A similar situation with most residents had led to "intense dissatisfaction".

"The food is of a poor quality, and the quantity cannot possibly sustain men who are engaged in manual work," he said. "The entire evening meal can easily be carried in a man's cupped hands."

On weekdays, only one meal was served. It was usually samp with stew, meat or fish. Food often ran out, residents were turned away, and fights broke out, he said. According to the regulations, food should be served until 11pm.

Mr Hermanus Engelbrecht, SATS personnel superintendent for the Western Cape, said in an affidavit that the written agreements did not "correctly and truly record the agreement of the parties".

All food prepared in the kitchen was tested and approved by the manager, he said.

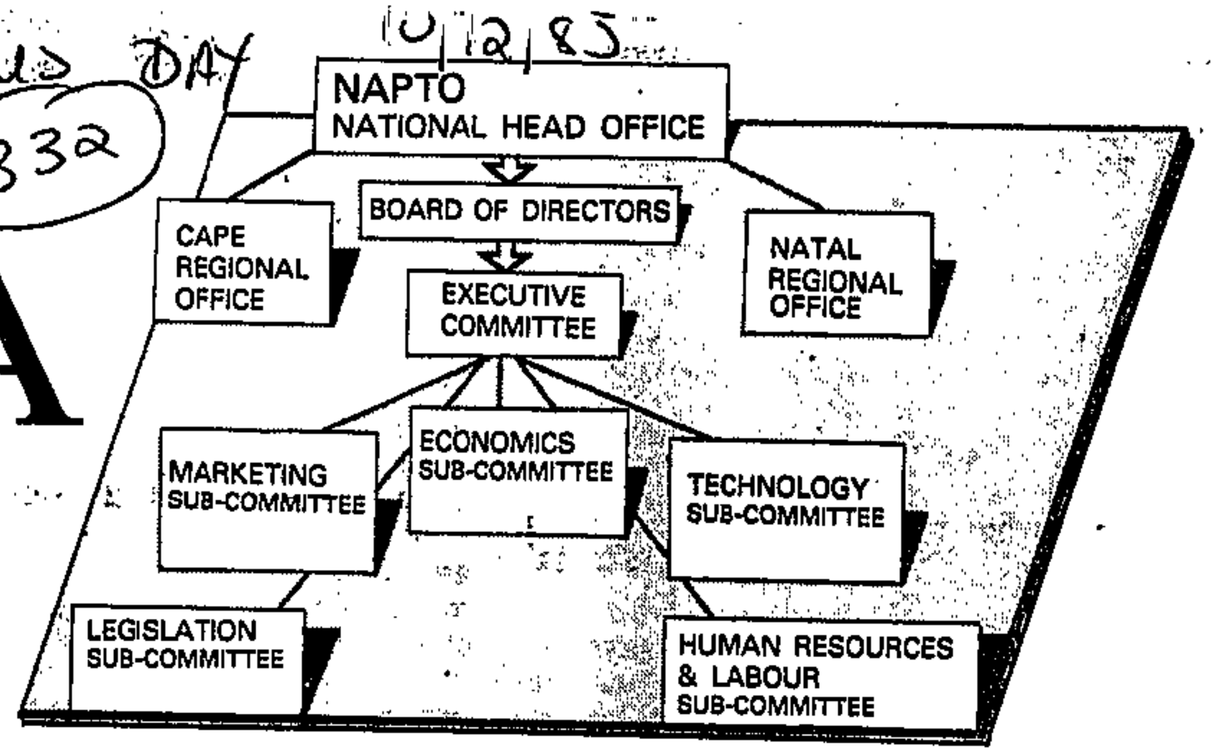
Problems of shortage had occurred, but these were "the exception not the rule". He said the real complaint did not relate to the food but to the deductions made in respect of those who did not want to use the hostel facilities.

The matter was postponed by consent.

Mr J J Gauntlett, instructed by the Legal Resources Centre, appeared for the workers. Mr G D van Schalkwyk SC, instructed by the State Attorney, appeared for SATS.

g to put Napto right road in SA

BUS DAY 10/2/85
332



Aiming to put the

ANDRE JACOBS has taken on the newly-formed post of executive director of the National Association for Private Transport Operators (Napto) and has accepted the task of making something real and efficient out of the virtually unknown.

Napto is the central body for manufacturers which transport their own goods — such as SAB, Premier Milling, Coke and Escom.

It supervises a spread of transport which varies from the might of these named fleets to the market gardener around the corner with his own five-ton truck.

ALAN PEAT/Industrial Reporter

But Jacobs' problem is that the details of this transport sector have never been properly researched and little is known about numbers, fleet sizes, commodities carried and so on.

In fact, the RAU Transport Economics Department has taken on a full-scale assessment survey of the industry to produce viable figures about this unknown giant.

The private transport operators are reckoned to have some 70% to 75% of the 1,1-million commercial vehicles on SA's roads and transport an estimated 34% of this country's gross national product.

"At the moment we have 152 members with some 70 000 to 80 000 vehicles to their names," said Jacobs. "This is obviously a tiny part of the total private transport operation, although we do have most of the big names as members.

"We hope to have all the majors by March next year, and our main objective then will be to place the industry on an organised footing."

Jacobs' aim is to provide the Napto members with the means of making their goods distribution as effective as possible.

"This will not only mean professionalising his transport function — with the choice of the right vehicles for the right job and the like — but also to professionalise his distribution methods."

The rapidly-increasing cost of transport and the sheer inefficiency of distribution methods, equipment and facilities is, for example, causing the Grocery Manufacturers' Association (GMA) headaches at the moment.

And the distribution cost of goods is a high percentage of the end price to the consumer.

Jacobs' idea has been to revamp the Napto management structure, to more fully involve members in assessing the problems that need tending to and the devising of appropriate solutions.

"What this has meant is that I have had to place a series of five working sub-committees below the upper branches of the central and regional offices and the board of directors and the executive committee," said Jacobs.

The legislation committee will bear the responsibility for supervising the legal and political environments — looking after involvement in such issues as the National Transport Policy Study (NTPS), provincial ordinances, legislation and regulations.



□ **ANDRE JACOBS ... "a spectrum of cost choices"**

The second sub-committee governs marketing and, said Jacobs, is a two-pronged strategy.

"The external function will be to devise methods of marketing the image of Napto and the members — to give us a noticeable character.

"The internal function is to survey members requirements of Napto and to act on these."

The third committee will handle the economics of transport.

"This committee is related to the practical aspects of how to be an efficient private transport operator."

Committee number four will be associated with forecasting technological trends in transport vehicles.

The last of the five committees will have human resources and labour as its forté.

Jacobs' present day-to-day task is the layout of the matrix for a comprehensive transport and distribution cost schedule.

The matrix is planned to relate to all the identified elements in the private transport operation.

Such elements as the commodities to be carried, mass of goods, size and packaging will all be included and the eventual listing will then be defined under the individual carriers used.

"This will supply a spectrum of cost choices for the members to accept the most appropriate means of carriage for his purpose.

"All-in-all, what I hope Napto will be able to do is to provide all the necessary advice, information and backing for the private transport operations to become most efficient distributors of their goods."

BUS. DAY 11/2/85

Few jobs for apprentices

332

THE fate of about 900 apprentices employed by the South African Transport Services hangs in the balance because of a lack of jobs for tradesmen, Jimmy Zurich, president of the 23 500-strong Artisans' Staff Association, said in Durban yesterday.

Ewings asks for court aid

Top shipper can't pay R93m debt

BUS. DAY 18/12/85

332

AFR

SOUTH AFRICA'S fourth-largest shipper, Ewings Macdonald, yesterday asked the Rand Supreme Court to set up a salvage operation for the R93,4m it owes to bankers.

Ewings' problems came to a head six days ago when Citibank refused to participate in an arrangement which would have bailed it out and issued summons for payment of a R2,9m debt.

Ewings, which has a subsidiary in London, is owned by Redfin Factors and ultimately by Bank Holding Corporation of South Africa (Bankorp).

The shipping industry was shocked yesterday when the plight of Ewings became known.

LINDA ENSOR

Further company operations will depend on continued financing by its bankers and a moratorium on its debts.

Mr Justice R J Goldstone ordered that a meeting of the seven creditor banks be held on Monday to consider an offer by Ewings to give creditors 40c in the rand should they choose to compromise their claims.

The Ewings group has a total bank exposure of R93,4m of which R50m is owed on behalf of its six operating subsidiaries.

At least R6m becomes due in the next seven days and the balance in the next 180 days.

MD Thomas Makinson said yesterday that Ewings, although solvent, had no funds or other resources to meet its liabilities as they matured. Nor could it realise its major asset — the R22m held in accounts receivable.

If no agreement was reached to save the firm from liquidation or judicial managment, Ewings' 106 clients and the 100 clients of its subsidiaries would have no alternative sources of finance for their imports, said Makinson.

This would "undoubtedly lead to the liquidation or closing down of a large number of these clients".

Liquidation would further undermine SA's standing in the international commercial community, he said.

Makison attributed Ewings' financial difficulties to traders being exposed to "unprecedented recessionary conditions which brought with them high interest

● To Page 2

Zimbabwe reiterates its position

BUS DAY 18/12/85

332

AFR

Own Correspondents

ZIMBABWE said yesterday it will not allow its territory to be used as a springboard for violence against SA, Foreign Minister Pik Botha announced in a statement from Pretoria.

Botha confirmed that SA's representative in Harare had been in contact with the Zimbabwean government in the wake of Sunday's Messina landmine blast which killed six people, including four young children.

It was understood to be the first time a meeting has been formally requested

GLAMOUR



Despite the protests of militant feminists, at least half the population likes looking at pictures of pretty girls. Most house journal editors, be they male or female, acknowledge this and watch out for opportunities to print such pictures.

Left, a company which makes synthetic fibres has a good excuse for featuring the latest underwear in its journal. This sort of picture shows why good professional models are worth their fees: they know how to move, and how to look cheerful despite the cold!

Opposite page: Fashion pictures can be a welcome form of glamour for readers who spend their working days in overalls. Some journals invite employees to model clothes supplied by retail stores, to get local interest. Others prefer the sheer quality of a shot like this – lighting, pose, make-up, expression all serving the clothes to perfection.

Below, this girl is not outstandingly attractive, but she won a 'lovely legs' competition on holiday – and the photographer has made the most of them.



BUS DAY 5/8/1985

Ships lose tonnage to trucks

332

Industrial Staff

COASTAL shipping lines are losing business to road hauliers more capable of flexible pricing, says Trevor Jones, of the University of Natal's Economic Research Unit.

In a report on coastal sea transport and inter-modal competition, he says shipping lines have greater expenses than road hauliers.

Hauliers do not pay much for the roads they use, while lines pay high tariffs towards the cost of harbours.

"Data presented by Unicorn Lines and the transport economists at Rand Afrikaans University indicate that coastal sea transport lost an annual equivalent of 415 000 freight tons of cargo to other modes of transport between 1979 and 1982."

Jones's economic model shows sea to be the cheapest transport mode on 11 out of 14 major coastal routes, with rail filling the other three slots.

Therefore, on the basis of cost-efficiency, he says that road haulage is not needed on major coastal routes, except where speedy service and product perishability are important factors.

Road transporters have, however, been making further inroads into traditional sea transport markets in recent months.

The report highlights paper products carried from Natal to the Eastern Cape and Border areas.

Road hauliers carrying Natal paper products apparently priced below average cost on certain routes and make up profits by finding small loads to bring back for other clients.

In this way they cover variable costs, make a small profit and outprice the shipping lines.

(332) 19/12/85 BUS DAY

Putco leaves thousands stranded

THOUSANDS of commuters from four townships south of Durban were stranded yesterday as Putco withdrew its 65 buses from KwaMakhutha depot, following Tuesday's dismissal of 128 drivers.

A Putco spokesman said yesterday it was not certain when normal services would be resumed.

The spokesman said the dismissal of 128 of the depot's 166 drivers resulted from a labour dispute over the introduction of a new time table. Affected areas included Isipingo, Amanzimtoti, Folweni and Umbumbulu. — Sapa.

'Decision not political'

Ewing crisis: Citibank under fire

BUS DAY 19/12/85

337 338 332

THE Ewing Macdonald debt wrangle — in which South Africa's fourth-biggest shipper is unable to pay off debts of R93m — took a new turn yesterday when Citibank denied that political reasons lay behind its refusal to help rescue the company.

The United States bank — which earlier this year announced it was halting trade credit to South African firms, as well as private loans — issued a summons last week for repayment of R2,9m after refusing to take part in an arrangement which would have bailed out the company.

In the Rand Supreme Court on Tuesday, Mr Justice R J Goldstone ordered Ewing's seven creditor banks to meet next Monday to consider an offer to pay creditors 40c in the rand.

LINDA ENSOR

He was told the company, although solvent, had no immediate resources to meet its liabilities. Nor could it realise its major asset — R22m held in accounts receivable.

Ewing MD Thomas Makinson told *Business Day* yesterday that Citibank's decision made no commercial sense.

He said Citibank had refused to accept the bailing-out arrangement despite its acceptance by other creditor banks. "I personally cannot understand their stance from a commercial point of view," he said.

A Citibank spokesman yesterday denied there were political undertones to its decision. He said the bank had acted on purely business grounds.

Makinson said Ewing's financial plight arose from the fact that it was "the only truly international SA-based shipper".

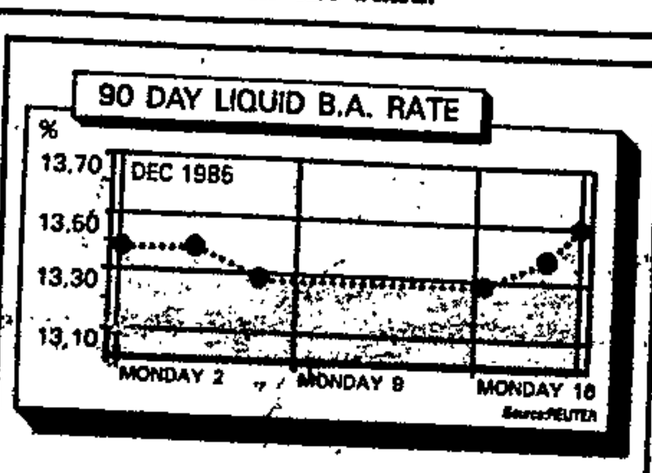
"The falling rand and the South African debt moratorium therefore had an adverse effect on our business. It has become impossible to obtain credit facilities from overseas banks."

Ewing's South African operation owes bankers R20m. The remainder of the R93,4m owed to banks in Canada, Australia and the US are debts of its subsidiaries, for which it had assumed liability.

No threats by these banks to call up their debts had been received, said Makinson, although they had been informed of this week's developments.

Ewing's main activity is as a freight forwarder, arranging imports and exports carriage and clearance.

Stressing Ewing Macdonald was a shipper, rather than a shipping line, Safmarine CE Mike Finlay said: "It shouldn't affect ship-owners, who operate on a cash-only basis. We don't give credit."



Interest rates rise transient

ALAN SENDZUL

THE rise in short-term interest rates over the past two days should be viewed as transient.

As a result of what is best described as buyer apathy the 90-day bankers' acceptance edged up to 13,5% yesterday.

This is the rate at which the Reserve

as favouring the rich, when he sent it to Congress last May. — Sapa-Reuter.

Commuters stranded in bus dispute

Mercury

332 19/12/85



Commuters at taxis after Putco had withdrawn its buses from operating in the Folweni, Isipingo, Amanzimtoti and Umbumbulu districts.

Mercury Reporter

SEVERAL thousand commuters from KwaMakhutha, Umbumbulu, Folweni, Isipingo and Amanzimtoti were left stranded at the Isipingo bus rank yesterday following the withdrawal of 65 Putco buses from the KwaMakhutha depot.

Scores of commuters told the Mercury they had arrived late for work. The shortage of transport arose after the dismissal of 128 Putco drivers on Tuesday after a labour dispute.

Yesterday all Putco buses had been removed from the KwaMakhutha depot in what a company spokesman described as 'purely a precautionary measure'.

The spokesman said the dispute centred around the newly introduced time-tables which had been ignored by the drivers.

In vain

He said in terms of their agreement with the drivers' union, the Transport and General Workers' Union, they still had an opportunity to negotiate with the company.

Commuters said the subsequent withdrawal of buses from service had left them stranded and taxis tried in vain to transport people to work.

Yesterday afternoon there was a scramble for taxis and long queues of passengers formed.

Isipingo taxi operators, who were reinforced by operators from neighbouring townships, reduced their fares to help commuters.

Commuters said they were greatly inconvenienced.

'Most of us buy weekly coupons but we had to pay from our pockets for alternative transport because Putco has withdrawn its buses. What is going to happen to our coupons which we would have used for a whole week?' asked one.

Putco officials could not be reached for comment last night.



Commuters get in
KwaMakhuth

CAPE TIMES 19/12/85

Black taxis 332 'harassed' by police

BLACK taxi-drivers were being intimidated, Dr Margaret Nash, the Ecumenical Educational Officer of the SA Council of Churches, said yesterday.

"These taxis usually park next to the Claremont station, but drivers have been told by traffic officers that they may not use the area anymore and from the new year all pirate taxis would be taken off the road."

Dr Nash said a female employee of hers had told her about the problems involved in getting home.

Her employee said the traffic police were harassing her only means of reliable and relatively cheap transport.

A Traffic Department spokesman said yesterday the department had received complaints from residents about the noise taxis made early in the morning and only pirate taxis were being prosecuted. A large majority of these pirate taxis were not roadworthy and a number of complaints had been received from bona fide taxi owners and other road users.

Dr Nash said that, although the residents might have justifiable complaints about the noise at five in the morning, "there are ways of dealing with the problem without having to remove all the taxis from the road. Rather allow them to use another area."

Registration was granted to only 60 of about 118 taxi operators who applied last month.

CAPE Times 19/12/85

Putco withdraw buses, fire drivers

DURBAN. — Thousands of commuters from four black townships south of Durban were stranded yesterday as Putco withdrew its 65 buses from KwaMakhutha depot following the dismissal of 128 drivers yesterday.

A Putco spokesman said it was not certain when it would be possible for normal services to be resumed.

The spokesman said the dismissal of 128 of the depot's 166 drivers was due to a labour dispute over the introduction of a new timetable. Areas that would be affected included Isipingo, Amanzimtoti, Folweni and Umbumbulu.

Precaution

The spokesman said drivers had twice previously ignored intructions and gone back to the old schedule.

Asked why the company had removed their buses from the KwaMakhutha depot, the spokesman said it was purely a precautionary measure. — Sapa

Thousands flee Bop's sweep on militants

By SEFAKO NYAKA

THOUSANDS of youths have fled Bophuthatswana in the wake of a massive police campaign to "rid the homeland of elements who are bent on destabilising it".

This week several youths in Temba township outside Hammanskraal and GaRankuwa told of mass arrests and alleged assaults at the hands of police.

Trouble in the Bantustan started a few weeks ago when Putco announced bus hikes in the Pretoria area.

Bophuthatswana commuters still use Putco buses in some areas; they called for the government to withdraw Putco and to introduce instead state-subsidised Bophuthatswana Transport Holdings buses.

There were incidents of stone-throwing and several buses were damaged.

Tension escalated a few weeks ago when 500 workers were dismissed by Metal Box in Rosslyn.

A boycott of products — including beer and soft drinks in cans — was called in solidarity with the workers — and a music festival at GaRankuwa was disrupted when youths realised that beer and soft drinks were sold in cans at the festival.

Three people were killed, and it was later claimed they had been run over by motorists who were fleeing from the stone-throwing youths.

As tension continues to rise, youths have reported unrelated incidents of alleged police harassment and a high rate of arrest.

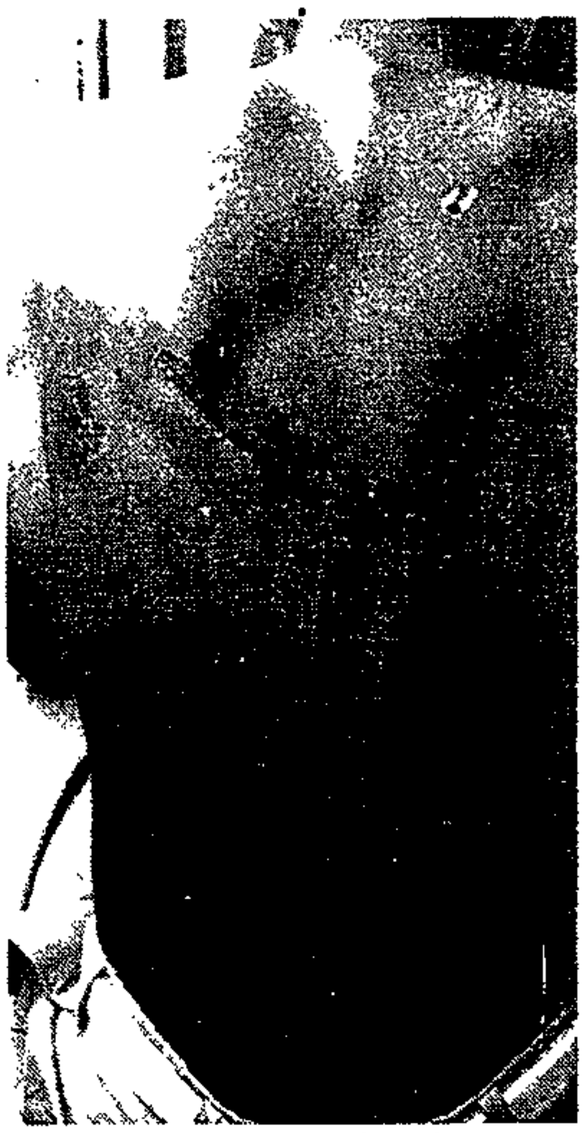
A young activist, Gordon Manamela, whose back was a criss-cross of sjambok weals, was allegedly assaulted when he and a friend were picked up at the friend's home before being taken to the Temba police station two weeks ago.

"On our arrival at the police station, we were assaulted with an assortment of weapons, including rubber truncheons and wooden batons," he said.

His swollen clean-shaven head was covered in festering wounds and bruises.

He said he was rudely shoved into the back of a police van carrying several youths.

"At the police station we found another group of youths, and after the assault we were taken to the Bedwang Police Station, where the assaults continued.



Gordon Manamela shows the weals on his back

"When we complained about the quality of the food at the police station, we were deprived of food for three days," he said.

Two youths, Rama Ntebatse and Innocent Tlolane, were admitted to Jubilee Hospital before being transferred to GaRankuwa Hospital.

Several youths were allegedly refused medical attention while in detention.

According to Thabo Manamela, hospital authorities refused to give him his younger brother's medical report so that he could lay a charge of assault against the police.

They were initially refused bail, but it was later fixed at R200, and some of the youths were released into the care of their parents.

The youths, most of them members of the Temba Youth Organisation (Teyo), are to face charges of public violence.

They have also been accused of furthering the aims of a banned organisation, an indirect reference to the Congress of South African Students (Cosas).

Several youths said they have been repeatedly asked to name the "students from Atteridgeville and other areas who are behind the present unrest".

Their interrogators allegedly forced some of them to admit that the trouble was fanned by outsiders running away from police in South Africa.

Shortly after the outbreak of violence, a meeting was held in Temba and a senior government official "whom we do not know", said youths, told parents outsiders were responsible for the unrest.

He allegedly told the meeting violence is not akin to Tswanas and that they should stand together against the non-Tswana element.

"He even said Bophuthatswana will hit an eye for an eye in its fight against the radicals from outside," said a youth.

A government official in Mafikeng denied the allegations but confirmed several meetings had been held with the residents in an effort to normalise the situation.

He refused to name officials who had addressed such meetings.

And on the Bantustan's television this week, President Lucas Mangope appealed for "loyalty, firmness, determination and purposefulness" from Bophuthatswana citizens to fight the "mind-colonising campaign launched by organisations such as the UDF".

He said no "foreign" students would be admitted next year; teachers would be screened, and no teacher would be allowed to become a member of the United Democratic Front.

He asked teachers who belonged to the UDF to get out of the teaching profession and out of Bophuthatswana. He said he had been approached by several people who asked him to ban the UDF.

Attempts to ascertain the exact number of youths arrested since the outbreak of violence were unsuccessful. A Lieutenant Cekisa in the Public Relations Directorate said the only person entitled to answer press queries was on leave.

and Skosana's group.

Shots were also fired at the family's

Sats thwarts' Cape bus plan

CHRIS CAIRNCROSS

PLANS by Cape Town's City Tramways to launch an inter-city luxury bus service are being thwarted by SA Transport Services (Sats).

According to a spokesman for the company, part of the Tollgate Holdings group, it had been hoped to start up an inter-city service early in 1986.

This would have involved the operation of luxury coaches fitted with television, radios and on-board refreshments.

Proposals included a fare structure considerably below that charged for other modes of transport.

An application was made to the authorities earlier this year for certificates to operate the proposed service.

It is, however, being strenuously opposed by Sats. The result is the National Transport Commission (NTC) has decided to delay a decision on the issue.



● TUTU

Tutu appeals for a just SA society

NOBEL peace prize-winner Bishop Desmond Tutu at Christmas appealed to racially-divided South Africans to work for a just and peaceful country.

His appeal came during an apparent lull in unrest which has cost more than 1 000 lives since February, 1984.

Police headquarters in Pretoria said yesterday there had been no serious incidents of unrest in the past 12 hours.

Tutu, an outspoken opponent of apartheid, told a congregation of about 400 people of all races at St Mary's Cathedral in central Johannesburg that Christ had left them to continue his work on earth.

"He told us to work for justice for only so can we work for peace," Tutu said in his Christmas Day sermon.

"How can we go on like this?

"With a state of emergency, soldiers in the townships, teargas and rubber bullets, people being burned, homes being petrol-bombed, people being intimidated, people being detained without trial," he asked.

Much of the violence had been in the townships, where people seen as government collaborators had been burned and their houses attacked.

Tutu said: "Let us work so that Christmas 1986, unlike Christmas 1985, will be one where all of us, black and white, will be able to say indeed God is with us." — Sapa-Reuter.

30/12/85 BUS DAY

Freight business slows to trickle

332

PREDICTABLY, most shipping regions have seen only a trickle of freight business being negotiated in the last week.

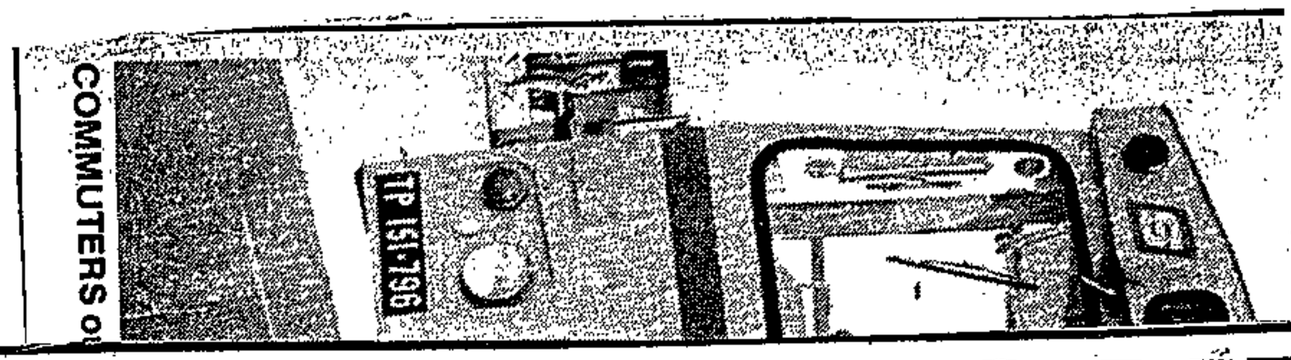
However, Afromar reports that rates eased noticeably, particularly in view of a quietening-down in the oil market.

Pressure appears to have come off the early positions but charterers have also been content to hold off going into forward positions.

It will probably be mid-January before any real trend starts to emerge in rates. Some sources believe it could be as late as February.

Most agree, however, that there will be little change in overall patterns in 1986, as the amount of tonnage available is still expected to be well in excess of demand.

ecember 31, 1985



MOVE OUT, RESIDENTS TELL PUTCO

31/12/85 SOWETAN 332

RESIDENTS of Ga-Rankuwa in Bophuthatswana — dissatisfied with Putco's recent fare increases — decided at a meeting held on Sunday that the bus company should stop operating in the township as from today.

SOWETAN Reporter

The resolution was taken by about 500 commuters at the meeting held at the local community hall in Zone 1.

There was confusion in the townships yesterday morning when some workers ignored the decision and boycotted the buses while others in Zone 16 boarded them. But most of the commuters used taxis to go to their places of employment.

Residents started boycotting Putco buses last month in protest against a 17,5 percent fare increase which came into effect on November 18.

Bophuthatswana Transport Holdings (BTH) then sent in buses to transport commuters between the township and the city.

The managing director of BTH, Mr S T Prinsloo, yesterday issued a statement saying his company has been barred by a Supreme Court order from ferrying passengers to the city following a successful application brought by Putco last week.

A spokesman for BTH yesterday confirmed that the application was not contested because the company had no permit to operate there.

Ultimatum

Putco's liaison officer in Pretoria, Mr Dan Rolt, yesterday confirmed the court action but said he was unaware of the ultimatum as he was not at the meeting on Sunday.

He added that they were the legal operators between Ga-Rankuwa and Pretoria and the "service shall be rendered even if some buses run without people".

Most residents interviewed said they were dissatisfied with Putco's "unreasonable fares".

At Sunday's meeting, which was addressed by Mr Amond Molekoa, Bophuthatswana MP for Odi, residents resolved to allow Putco to operate for the last time yesterday.

They also agreed to use BTH buses from the township to Rosslyn via Erasmus where commuters can board trains or taxis.

Petrol bombs used

PETROL bomb attacks took place in townships around the country and two policemen were injured in Mbekweni township near Paarl when homemade bombs were hurled at their vehicle, police reported.

Police used teargas smoke and birdshot to disperse the attackers and arrested two men.

In the Kayamnandi township near Stellenbosch an administration board employee fired on a crowd who had stoned his vehicle. A woman was injured.

In Soweto near Johannesburg and Soshanguve near Pretoria two houses were petrol bombed and set alight. —Sapa.



...de an empty bus in Ga-Rankuwa yesterday morning. Putco is involved in a running battle with residents since ... in November

Hauliers face increased expenses, a shrinking market and stiffer competition

BUS. DAY 31/12/85

Gloomy prospect for road freight

332

ALAN PEAT

THE outlook for 1986 in the road freight transport industry is gloomy, reflecting the downward trend of the economy generally.

Major hauliers are convinced that, in spite of current attempts to stimulate the economy, market conditions for hauliers will not improve significantly.

Reasonably bust

Says Deon Blignaut, chairman of the transport industry's central body, the Public Carriers Association (PCA): "Certain hauliers active in specific markets like those related to mining exports will probably continue to be reasonably busy. But the majority of hauliers dependent on other industries will have to wait for a general economic upturn."

Mike Norris, MD of Hultrans, and former chairman of PCA, agrees.

"The economy may have bottomed-out but the prospects for growth in 1986 are not very bright. An additional problem is that imports may well reduce further."

Problems in the industry are exacerbated by fuel price increases and the higher cost of imported vehicle parts as a result of the rand's poor exchange rate.

Darling & Hodgson transport's executives summarised their analysis of the cost increases for spares and new vehicles.

Says their report: "The effect of the exchange rate of the rand to the German mark on prices for spare parts which are normally costed out at average costing has not yet been fully felt. The full impact will only be felt in 1986.

"Spare parts' costs have increased by 25% in 1985 and a further increase of 30% is expected for 1986.

"It is expected that new vehicle prices will rise by 30% next year with vehicles in the top range selling in the region of R200 000 each by the end of the year.

"This high cost will encourage fleet owners to extend vehicle lives, which will further depress new market sales."

Norris adds: "The high cost of replacement may result in a general ageing of the road transport fleet, which does not augur well for the industry in the long run."

The D&H report concludes that it will be necessary for fleet owners to have efficient systems to monitor the increases and to pass on increased costs in higher transport rates.

But, says Blignaut, difficulties are being experienced in passing on increases in full to customers.

"And, as there is already considerable surplus capacity, competition will remain strong and rates will remain keen," says Norris.

The national move to eliminate red tape might start benefiting the transport industry in 1986, according to Blignaut.

"More specifically," he says, "the approval and implementation of the major recommendations of the National Transport Policy Study (NTPS) should assist us. Economic deregulation, a simplified but strictly enforced quality control system for operator licensing and a single, national Road Transportation Act would be a great help to our productivity."

This improvement in productivity would allow a means of absorbing the high cost increases.

But, say all the major transporters, the NTPS recommendations are unlikely to be implemented to any great extent during the year.

Permit system

"Consequently, transporters and commerce and industry in general will continue to suffer from the inadequacies of the present commodity permit system and the unfair and disruptive competition from SA Transport Services (Sats)," says Norris.

The industry faces other problems.

Observers say increasing unionisation and the failure of many smaller businesses to participate in employer organisations could result in industrial relations problems.

Wage claims are also considered to be in the offing. And they are likely to be beyond the industry's capacity to meet them, say operators.

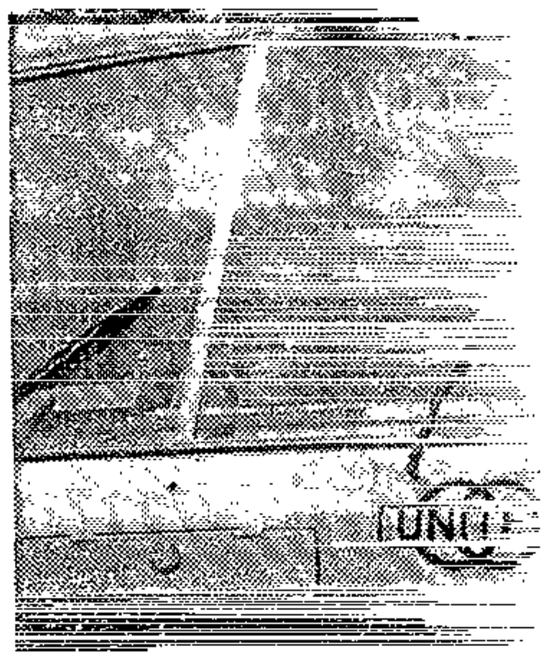
TRANSPORT_ PRIVATE - GENERAL

1984

JANUARY ___ DEC.

Big threat to private taxi owners

BUS Co BUYS MINIS





THREAT: The new mini b

332

Sowetan

5/1/84

By SELLO RABOTHATA

A WEST RAND bus company has introduced mini buses into its service — posing a serious threat to the continued existence of the privately owned taxi.

Putco is also alleged to have recently bought 500 mini buses with the aim of introducing them as a service. But these allegations were dismissed as "hundred percent not true and totally wrong" by Mr Pat Rogers, a spokesman for the bus company.

The mini buses, operating in Randfontein, charge five cents less than taxis, which has now resulted in consumers preferring them. For example a single trip from Mohlakeng township to Randfontein station on the "New Luxury Express Service", as the mini buses are called, is 35 cents while local taxis charge 40 cents a single trip.

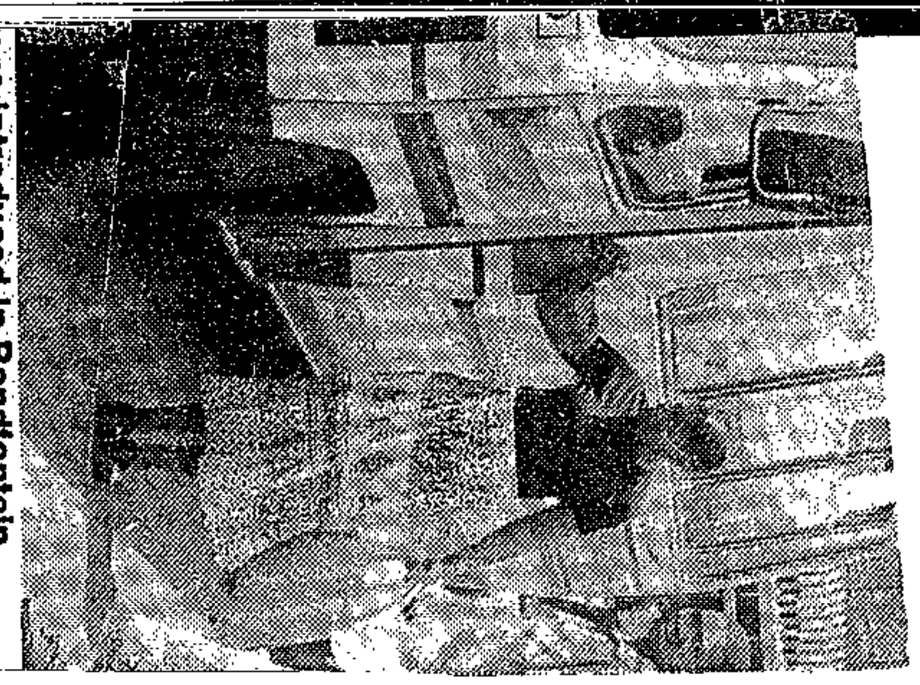
Greyhound Bus Lines yesterday confirmed that sucn a service has been introduced. Mr S Noble, a spokesman for the company, said: "We started with this service on Tuesday this week. So far we have two of these mini buses on the road and they are both 24 seaters, and they operate beyond the existing service to the outskirts of the township."

Mr Noble also said since the service started his company has not heard anything from the local taxi association. He said the mini buses introduced by his company were not intended to be in competition with the taxis. "We are operating this service just like the ordinary bus, with a timetable and fixed routes."

Meanwhile Putco has said it has no such plans "in this regard presently, but the service is constantly under review". Asked directly whether the company would be interested in such a service in future, Mr Pat Rogers, Putco's public relations officer, said: "I would not like to put it as strongly as that, but we will be watching and see how it goes."

In the meantime taxi owners and drivers see the mini buses as a threat to their own businesses and in direct competition with their own kombis. At peak hours, from 5 am to 9 am, and 3.30 pm to 6.30 pm the express service runs every 15 minutes. During the afternoon and late evening they

To Page 3 ☛



...ses introduced in Randfontein.

Greyhound buys mini buses

From Page 1

run every 30 minutes.

The introduction of mini buses as taxis will now add new dimensions to the present furore in Sabta since the recent meeting between the organisation and bus operators that agreed to no registration of kombis as taxis to new applicants.

Already a rebel group of taxi owners have "suspended" Mr Jimmy Sojane, president of Sabta, and some members of the executive.

MEETING

Mr Sojane and his executive are this morning to meet at a hotel in Johannesburg to discuss what steps to take after last week's rebel meeting. Now they also must address themselves to the new mini buses issue.

The general secretary of the South African Black Taxi Association (Sabta), Mr Noel Mlokoti, said he could not comment on the matter as the only person who can comment for the organisation was the president, Mr Jimmy Sojane. Mr Sojane could not be reached for a comment on the matter.

Meanwhile the public relations officer of Sabta, Mr Petrus Nkosi yesterday said he was shocked to learn that he had no right to call a meeting at which three executive members of the organisation were "suspended". he said he organised the meeting so as to stop the killing of some of the executive members who have been labelled "sell-outs".

BUS BOYCOTT IN DAVEYTON

(332) Sowetan 5/1/84

By MZIKAYISE EDOM

THOUSANDS of commuters in Daveyton township near Benoni are boycotting the local bus service, following a more than 50 percent fare increase introduced this week.

Bus fares in the township were increased from 20c to 30c during the week and from 20c to 35c over the weekends, starting on Saturday. The increases were effective from the beginning of this month.

Controversy has now broken out over the increases. The Daveyton Council blames the East Rand Administration Board (Erab), while the board blames the town council.

Mr Joseph Tau, the deputy chairman of the Town Council, said: "We never reached any agreement with the East Rand Administration Board on the fare issue and I was shocked to learn yesterday that they inmplemented the new fares without our knowledge."

But, a spokesman for Erab, said the new fares were introduced this week with the full knowledge of the council, "who agreed with the board to increase the fares by at least 50 percent because the bus service was working at a loss.

COMMUTERS

The bus service is owned by the Daveyton Town Council. As from Tuesday this week, thousands of commuters stopped using the bus service, claiming that the present fare was too high. The bus service only operates within the township and the Daveyton railway station.

Most of the commuters interviewed by The **SOWETAN** said they would rather walk than spend so much money to reach their destination. They further said that they would only use the bus service on condition that the present bus fare is scratched and the old one re-introduced.

INCREASE

Mr Johannes "Bra Joe" Kgang said it was uncalled for the town council to increase the fares while many people were out of jobs. Another resident, Mr Vuyo Nduna, said: "I am totally against the fare hike and I am calling on the council to immediately reconsider their move and to scrap the fares and introduce the old one of 20c per single trip."

Harbour carrier's licence interdict

Mercury

332

5/1/84

Mercury Reporter

A DURBAN transport company would suffer a daily loss of R5 000 if nine of its harbour carrier licences — withdrawn by South African Transport Services — were not renewed for 1984.

This was claimed in papers before Mr Justice Friedman in the Supreme Court, Durban, yesterday, in an interdict brought by Whites Motor Transport against South African Transport Services to show cause, by February 10, why an order should not be granted declaring its refusal to renew carrier licences for January 1 to December 31, 1984, to be invalid.

Harbour

In granting an interim order, which was by consent, Mr Justice Friedman directed SATS to renew the licences for 1984, and for any further period until such time as the application had been determined.

It was also ordered that the transport company, owned by F W Molyneaux and Sons (Pty) (Ltd), be allowed to continue its business.

Mr Hendrik Petrus Kruger, a director of the company, said in an affadavit that the company had been operating as harbour carriers for more than 20 years.

He said that on December 22 last year a usual application for a renewal of the nine licences had been handed to the harbour offices in Durban.

A week later he called at the office for the renewals but was handed a letter stating that the licences had been refused. Reasons were not given, he said.

Mr Kruger said he later telephoned a Mr Coetzer at the revenue office but he said he could do nothing.

Although his company had been obliged to clear and deliver cargo from the harbour, this had not been possible from January 1.

The company would suffer prejudice and also ran the risk of being held responsible for damages and losing clientele because of non-delivery, Mr Kruger said.

The company, which had a yearly turnover of about R1 500 000, had received a letter from SATS in November in connection with the use of unlicenced harbour carriers.

The company had been asked to return its harbour carrier licences because of allegations which had been denied, he said.

DURBAN'S PUTCO STILL IN REVERSE

332

Putco is taking steps to stem the substantial losses incurred by its Durban division. But many of the city's bus operators are sceptical; they doubt that Putco's local service will ever run at a profit.

The main problems appear to be the economic downturn and the lingering effect of last year's bus boycott, which has caused passenger volumes to shrink drastically.

Also, Putco is facing increasing competition from other operators, including a growing fleet of both legal and illegal black taxis and minibus operators.

Public affairs spokesman Pat Rogers estimates that passenger volumes on some Durban routes are down by over 20%.

In response, the company has reduced its fleet by 130 vehicles, rationalised its service to reduce "dead mileage" and embarked on an extensive training programme. The object, says Rogers, is to stem the haemorrhage and "maybe reach a break-even point."

Marshall Cuthbert, general manager of the city's other major bus operator, the council-owned Durban Transport Management Board (DTMB), says his operation has experienced similar problems.

Patronage

He estimates that passenger patronage is down about 12% as a result of the recession, though he claims his black service is "not losing money."

Durban's main problem, says Cuthbert, is that there are just too many bus operators. In contrast to Cape Town, Johannesburg or Pretoria, where there are only one or two major carriers, Durban has 225.

"Of those, there are 110 organisations running one bus, and only 11, including ourselves, Putco and the KwaZulu government, running 10 or more. In this respect, Durban must be unique."

Cuthbert recalls that, in 1980, the Minister of Transport appointed the Van Zyl Commission to look into transport matters in the greater Durban area.

Two years later, it recommended that there should be a major ownership rationalisation among the many private operators.

Predictably, the smaller owners, who value their independence, balked. The commission has now adjourned to collect more evidence and give the matter further consideration. A second report is awaited.

Financial Mail January 6 1984

Taxis hounded out

(332) City Press 8/1/84

THE giant Greyhound Bus Company has introduced 24-seater "midi buses" in Mohlakeng — only months after opposing taxi permits for six local drivers on the grounds that no more taxis were needed in the area.

BY MARTIN NTSOELENGOE

Now the Mohlakeng Taxi Association (MTA) has accused the bus company, the SA Bus Operators' Association and the Transportation Board of trying to put taxi owners out of business

"Greyhound is always the first to object when we apply for licences," said MTA chairperson A Mabe

"They always say there's no need for more taxis, and that we should use sedans instead of kombis — but now they've been granted permission to run bigger kombis than we have"

Greyhound transport manager S Noble confirmed his company had opposed the six drivers' applications last July, but denied they wanted to put drivers out of business.

... bus company runs own fleet

He said they had been asked by the local community council and the Mohlakeng Civic Association to improve services in the township.

But this was described as "misleading" by civic association secretary Benjamin Montshioa, who said the bus company had "hardly done any of the things they promised last year.

"It seems they want to use us against the taxi association," he said.

Mr Mabe also questioned Mr Noble's statement, saying Greyhound seemed to be using the Transportation Board against them.

"He seemed to have a premonition," his grandmother, Ethelina Mampofu, told City Press. "He was unhappy and his aunt Zanele had to keep comforting him all the way to the beach."

Zanele also told little Xolisa he wasn't forced to swim. But he went off anyway after his friends persuaded him — and drowned.

PUTCO WAITS

PUTCO is considering introducing its own mini-buses soon, according to bus company spokesperson Pat Rogers.

He denied that Putco had already bought 500 mini-buses.

:D IT

OT IT

PUTCO

)NTHLY TICKET

equests, Putco is introducing a the first time in its South Western er Soweto, Eldorado Park, Evaton

kets will be available on a trial nly in these areas, but if the de-ther routes these will be consi-

ets will cater for those working equired, and will be subsidised the present weekly tickets for on January 27 and the tickets ebruary 1.

y tickets will provide a conveni-

New game, but same old rules

I SAY



by OBED MUSI

MAYBE YOU have forgotten but in about two weeks' time the new Black Representative Councils (we knew them as sbondas in the old days) will be attending their first meetings and telling everybody that from now on there will be no mlungu in the Township Manager's office who will harass you nor will you be expected to pay rent on the due date.

you'll be able to "buy" the interpreter with a haja and if you can spot the winners at the race course for the Deputy Manager of you-know-what.

That's the way it goes. Meanwhile, I strongly suggest to julle volk daar buite that you get your kids' birth certificates in order at this very moment, keep your marriage certificates in order and got what they call themselves these days) and was told in no uncertain terms that as far as the Big Computer in Pretoria is concerned, he was NEVER born.

What's more they have never even heard of him and to make matters worse he lost his right thumb-print after an accident at the factory where he works.

The clerk asked him

does not belong to you in spite of the fact that it tallies in all material respects with you. So I'm afraid chum you are NOT here, you NEVER were and what are you going to do about that? Besides I'm now about to go and buy Baas Piet's lunch and mine. Be

original application for a baptism certificate, you wrote that I was born on 31 February 1927 . . ."

By this time, according to my pal, the situation was deteriorating Firstly he was only born in 1940, secondly as far as he knows the only baptismal certificate he ever had was one issued by an old mfudisi who has long gone the way of all flesh.

And for all he knows the old man was not that literate. Now I ask you my dear friends, what does a guy in that situation do.

Is he what my old editor Sylvester Stein called a "Man from Non-Europe", is he

january 20 1984

332

Financial Mail

BLACK TAXIS

Unholy alliances

Denys Marvin of AECI and a faction of the executive of the Black Taxi Association have quite a lot in common. Like businessmen anywhere, anytime, they are most concerned to use any means to hand to protect their vested interests. It's a natural and inevitable phenomenon.

The matter is complex, and fortunately it looks as if those black taximen who are seeking to close the doors to new entrants may not represent the feelings of the majority of the minibus operators (see *Business*).

But the principle is familiar. As often as not, government, or some associated bureaucracy, tends to be called in to act as a kind of friendly referee who will blow the whistle in favour of those who want free enterprise — but only for themselves. Protectionist deals can be made in other spheres as well. And so some black minibus operators have apparently hatched an arrangement with the major bus companies, which hitherto have been most concerned to put them out of business.

Someone has to lose — and, in this case, it's the black consumer and the prospective black entrepreneur who might have wanted to take the risks of entering an open market to turn an honest rand.

As it is, government has already moved to hobble what has become SA's most active free enterprise area for blacks, the minibus taxis. On the face of it, the draft Road Transportation Amendment Bill, which is currently up for comment before debate in the coming parliamentary session, seeks nothing less than the wiping out of the black minibus taxi as a trading unit.

The Bill aims to replace these taxis with old-style four-passenger sedans. And the irony here is that a section of the Black Taxi Association, having gained a firm foothold in the market, appears willing to accept some of these restrictions — for anyone who comes after them. The benefit for them is survival. The proposal that existing minibuses be licensed as "small buses" with fixed routes and approved fare and timetable structures may, therefore, be passed in a modified form.

It's an unfortunate development. One of the most popular black routes to middle-class self-respect has been to use a driver's licence and a vehicle as seeds of venture capital.

The Bill, if it were implemented as it stands, could put out of business some 60 000 taxi operators, not to mention garage owners, mechanics, spare-parts dealers, spray-painters and sign-writers.

While that may not happen if the curious accord between the black taximen and the big operators holds, it's enough to make one wonder about Pretoria's sincerity on free enterprise. Particularly since those in the taxi association who are looking for protection do not seem to be representative of feelings in the community.

After all, the very proliferation of the black minibus taxis is ample demonstration that the subsidised (and cheaper) SATS and Putco services are inadequate. Blacks see them as an imposition of the system rather than an option in the transport market. Why, therefore, limit the right to run minibuses to a small minority who, at the moment, happen to have government-approved documentation?

The taxis, whether licensed or not, are fulfilling — quickly, convieniently, safely and comfortably — a vital social and economic need. So well do they do it that black users are prepared to pay a 20%-30% premium (over, say, Putco fares) for it.

So the Bill tampers directly with a successful, thriving area of enterprise. And it could have political repercussions. Blacks did not choose to live in their present isolation, far from their places of work. Nor did they choose to be restricted to trading in the least lucrative sectors of the urban economy.

Expenditure on travelling, in time alone, is at best a sore point. At worst, it's a symbolic daily reminder of low status, a daily spur of resentment. To remove a proven possibility for blacks to obtain a real stake in the economy — in the year of blacks' formal exclusion from the expanded national Parliament — is asking for trouble. The faction in the Black Taxi Association seeking protection will become branded as sellouts, and the potential for further trouble lies there as well.

Government should therefore dump the Bill and encourage, through all available means, an opening up of the transportation market for blacks. That one black group should be seeking an accommodation to ensure its own survival should not impede this process.

PETRUS NKOSI

Taxi!

Anyone who used to spend his summers at D F Malan's Majuba farm is unlikely to be impressed by the presence and pretensions of the powerful.

Petrus Mbango Nkosi might just be drawing unconsciously on that experience in his vigorous, but totally unawed, opposition to government's Draft Bill which seeks to restrict — and almost certainly kill — the booming black kombi-taxi industry.

Nkosi (61), prime-mover for, and founder of the SA Black Taxi Association (Sabta), was Malan's stableboy for three months of the year during the early Forties when Malan, then leader of the Nationalist opposition. holidayed at Majuba during the parliamentary recess.

"All my family, who are Swazis, lived on the Volksrust farm of Dr Malan's friend, Koos de Jager," Nkosi says. "I was 20 in 1943 when De Jager sent me over to the Malans. They used to speak Zulu to me — it's one of my four languages — and were always friendly and warm."

Nkosi is feeling a very different form of heat these days, battling over the taxi issue on two fronts: with the Department of Transport and the powerful subsidised transport lobby, and with fellow top officials in Sabta. Ear ier this month, president Jimmy Sojane publicly suspended him from the association "or any subsidiary or affiliated organisation."

At the heart of the dispute is legislation, thought to be imminent, which will effectively wipe out perhaps the single most lucrative and dynamic area of emergent black free enterprise: the tens of thousands of kombi-taxi operators who ferry an estimated 350 000 blacks to and from shopping and workplaces every day.

Draft legislation, expected to be tabled early in the new parliamentary session, will set out to amend the Road Transportation Act with an almost exact implementation of recommendations concerning black taxis from Piet Welgemoed's Commission of Inquiry into Bus Passenger Transportation.

The draft legislation would restrict taxis to a driver and four passengers and effectively outlaw the existing eight-or-more-passenger kombis as taxis. They would be restricted to fixed routes, but only if re-certificated as "buses."

Nkosi argues that his dismissal by Sabta is illegal. He claims that Sojane, who allegedly failed to call Sabta elections last year, is no longer empowered to speak for the organisation or execute Sabta decisions. The wrangle, which has gone to the Supreme Court for ruling, has weakened the black taxi operators' case in fighting the proposed legislation.

"Yes, what's happened in Sabta is a tragedy, but I know the majority of taxi people are behind me and we shall eventually overthrow the majority of the executive.

"What is important here," he says,"is that we don't lose sight of the main issue: that a massive assault on black enterprise is taking place and that if it is not stopped, the anger in the black communities will be very great indeed."

Nkosi himself holds a solitary taxi licence but his numerous business enterprises include a partnership in a Mobil garage franchise in Katlehong, the Germiston and District Taxi Service Station (Pty) Ltd, which most of Johannesburg's southeast townships taxi-operators use.

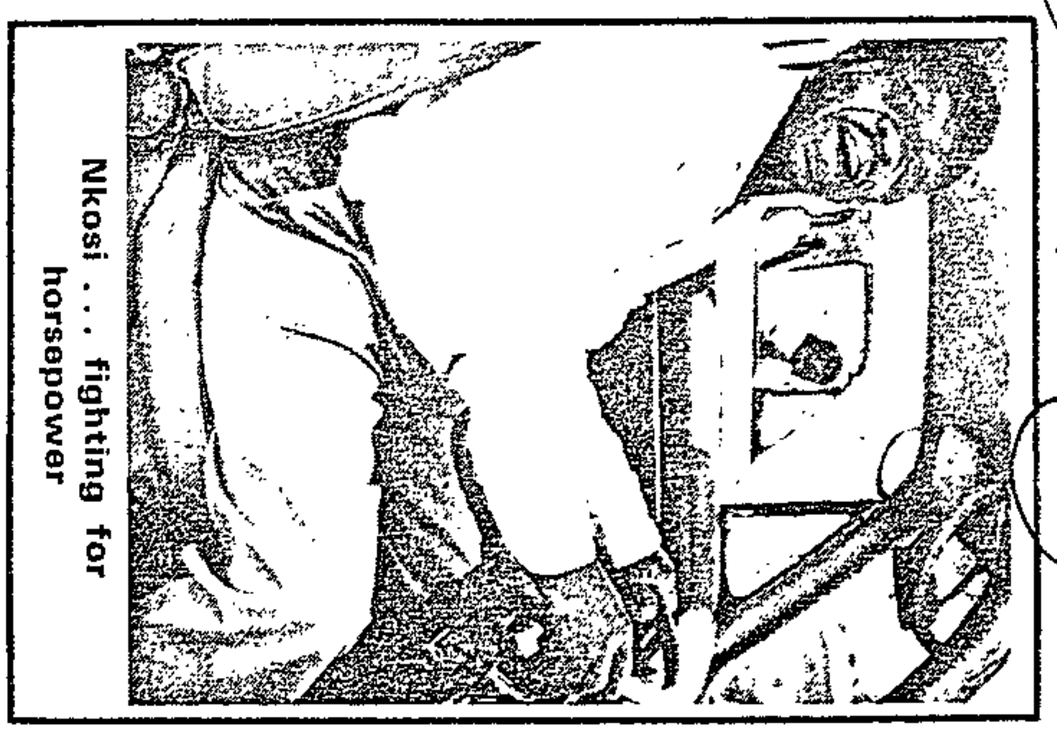
Member for Ward One in Katlehong's Community Council, Nkosi also has a thriving block-brick and hardware concern, Zizabantu Trading Stores which frequently turns over more than R3 000/month.

It's a rare day, he says, when he doesn't sell at least 1 000 bricks.

The Nkosi business interests don't stop there, either. Malan's former stableboy is also chairman of the 400-member Katlehong Builders Association and the Katlehong Coal Merchants Association.

When not tilting at the windmills of bureaucracy and vested interests, this black free-marketeer, together with his wife Nora and six children (three sons, three daughters, three of them teachers) gives his time to the Sweet Alliance Church.

Ironically, it's those very "sweet alliances" which, in the passenger transport world, are causing Nkosi's greatest grief these days.



Nkosi ... fighting for horsepower

Putco fares cost 10c more today

Mail Reporter

THE 12,5% Putco fare increases announced last year will come into effect today.

The increases mean commuters will pay 10c more for casual fares and 10c extra a day on weekly tickets.

Handbills setting out the new tariffs and a sample of the adjustments were issued to passengers last week.

Putco's application for the increases was submitted in March last year, heard by the National Transport Commission in June and approved in August.

The increases were planned for September last year but were postponed when the Government announced a cut in the price of fuel.

When the announcement was made in December, black leaders voiced disquiet. They urged Putco to seek a State subsidy and said 1983 had been a year of hardship.

● Putco raised its fares in the Pretoria area by 12,5% at the end of August.

Alexandra bus boycott leaves many stranded

By Mojalefa Moseki and Michael Tissong

Thousands of people were stranded in Alexandra township this morning as commuters boycotted Putco buses because of 12,5 percent fare increases which came into effect today.

Police patrolled the township terminus in 15th Avenue as people were urged not to go to work in buses. Vehicles left the township empty as workers stood by their resolution, adopted at two meetings last week, not to board buses.

On Thursday, about 500 people called for a boycott of buses because the fare increases had come at a time when they could least afford them. They said that people had the burden of having to pay for children's school fees and clothing this month.

The meeting called for people to walk to work or use taxis.

On Saturday more than 1 500 residents attended another meeting called to form a body to co-ordinate the bus boycott.

Yesterday loudhailers mounted on a panel-van were used to remind residents of the boycott today and messages were sent to church ministers to tell people about the boycott.

A Putco spokesman, Mr Pat Rogers, said that the boycott was not effective. "It is a form of intimidation. The weekly sales of coupon tickets was average."

An Alexandra woman who came to Johannesburg by taxi said that thousands of people were stuck in the township because people were being urged to boycott buses.

'Several held' as 36 000 join Alexandra bus boycott

SEVERAL people were yesterday arrested for alleged intimidation during a boycott of the Putco bus service by an estimated 36 000 commuters from the Johannesburg township of Alexandra, Putco said yesterday.

The company said in a statement that the action, sparked by a 12,5% increase in fares, "indicated successful intimidation rather than a successful boycott" as buses returning to the township had been full.

Returning passengers had disembarked at the Wynberg terminus outside the township and walked the rest of the way, Putco said.

Police could not be reached to confirm Putco's statement that there had been "a couple of arrests for intimidation".

Putco said police had otherwise kept a low profile during the boycott.

Only buses running from Alexandra to Johannesburg were affected by the boycott. These vehicles had carried "a fraction" of their normal load.

"It is estimated that about 36 000 passengers are involved, and many of them are out of pocket through having been able to use their season tickets in one direction only," the statement said.

Putco added that its normal bus services would continue today. — Sapa.

Bus boycotters injured in baton charge by police

Several Alexandra bus commuters were injured in a baton charge by police yesterday on the first day of the bus boycott at the township.

Thousands of people boycotted the buses, using taxis or walking to work to protest the 12,5 percent increase in fares.

Mr Boysie Sebothe (29) was shot and injured and more than seven people, including two Press photographers, were arrested and later released.

But the Alexandra Youth Congress president, Mr Paul Mashatile, said one person was still being detained.

A police spokesman said he could not confirm any detentions or confirm that Mr Sebothe had been shot.

Several buses were damaged when they were stoned in the afternoon and evening.

A Putco spokesman said today that nine buses were damaged, causing an estimated loss of about R1 050.

"A driver received a hand injury and another was attacked by an unidentified group. His injuries were not serious.

"The boycott appears to have eased today with police more visible and the situation quiet," he said.

Return bus loads yesterday afternoon were normal "with passengers disembarking at the Wynberg depot rather than continuing into the township".

Most commuter taxis reduced their fares by 20c to 70c for a single trip to Johannesburg.

Late yesterday more than 40 members of the group co-ordinating the boycott met to discuss their campaign.

332 Star 18/1/84

Thousands ignore bus boycott

The Putco bus boycott in Alexandra township eased off today as thousands of commuters used buses to travel to the city.

A company spokesman said today that the situation in the township was "back to normal" and that passengers were boarding buses.

The boycott started on Monday when a 12,5 percent increase in bus fares was put into effect. Thousands of people boycotted buses and used taxis or walked to work.

Today pupils attending school in Mayfair, which is about 10 km away from the township, used buses.

Pensioners due to be paid today said they intended using buses provided free by the company.

The chairman of the Alexandra Commuters' Committee, Mr Mike Beea, said today that the boycott had not been called off. People were boarding buses in the presence of police patrols in the township which escorted buses.

"We do not want to be seen as intimidators. We let everybody who wants to board buses, board them. If pensioners board buses to get to their pay points we cannot guarantee their safety. But they must know that they also pay the increased fares when they go to any other area on the Reef."

Mr Beea said a meeting would be held on Thursday to assess the boycott.

Township bus boycott continues

By MONTSHIWA MOROKE

ALEXANDRA township, where thousands of commuters are still boycotting Putco buses over 12,5% fare increases introduced this week, was quiet yesterday.

From early yesterday morning, buses were withdrawn from the main terminus inside the township.

Passengers who returned by bus to the township were offloaded at the Wynberg depot and had to walk the remaining distance.

Sapa reports, however, that Putco resumed its service into Alexandra township at about 3pm yesterday.

The statement added that two company employees were hurt during the boycott yesterday, but not seriously.

Police in several vehicles kept watch at the 15th Avenue terminus and others patrolled the township.

Meanwhile, a number of Soweto taxis started operating from Alexandra yesterday to help the local taxi association cope with the huge number of commuters.

The Soweto Civic Association yesterday also came out in support of the boycott. It said the fare increases were unfair especially at this time of the year.

A spokesman said January was a hard month for black families because parents were paying for school fees, books and uniforms.

In a statement yesterday, the Metal and Allied Workers' Union (Mawu) said workers could not afford the fares rise because of massive retrenchments, small annual wage increases, unemployment and "slave wages".

DDR

(332) D. Dispatch 18/1/84

Putco: bus service back to normal

JOHANNESBURG — The Putco bus service between Johannesburg and Alexandra, disrupted by a boycott since Monday, operated normally again yesterday afternoon, the company said.

The boycott in protest against fare increases had virtually halted the service. Demonstrators damaged eight buses with stones, Putco said.

Two company employees were hurt in the demonstations, but not seriously, Putco said in an earlier statement yesterday.

A later Putco statement said the company resumed its service to Alexandra at about 3 pm yesterday.

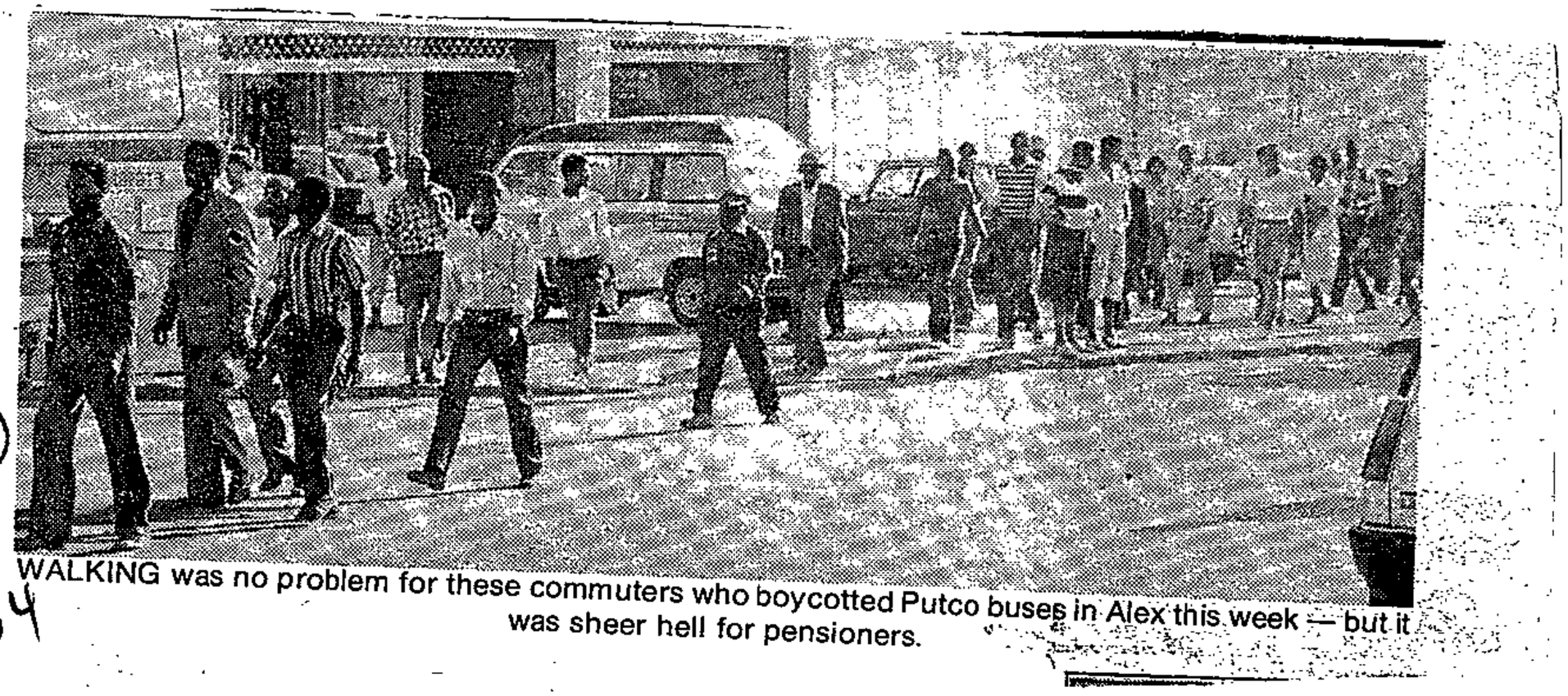
Because of the boycott over a 12,5 per cent fare increase, only 10 per cent of the normal 36 000 city-bound passengers used the buses on Monday. But, Putco said yesterday afternoon, 30 per cent of the city-bound passengers were back aboard the buses yesteday morning.

The return service on Monday carried normal loads, although passengers disembarked before reaching the township, according to Putco.

Putco said that the police had arrested a number of people for intimidation. — SAPA.

PUTCO STRIKE HITS 600 OLD FOLKS

332
Sowetan
19/1/84



WALKING was no problem for these commuters who boycotted Putco buses in Alex this week — but it was sheer hell for pensioners.

ABOUT 600 Alexandra pensioners walked to their Wynberg payout point yesterday after they were left stranded because of the Putco boycott.

The pensioners were advised not to use the Putco buses because they were stoned by a group of youths. Threats of being stoned hung over buses which travelled into the township.

By NTLANTLA DAMOYI

Putco provides a free bus service for pensioners on their pay day.

The chairman of Iithlokomeleng Association for the Aged and Disabled, Mrs Majorie Manganyi, said the organisation has negotiated with the commissioner to extend the payout period until next week to accommodate those who were not paid yesterday.

"We did not want to risk the well-being of our members. We knew that by using buses we would have exposed the pensioners to stoning of the buses in the township," she said.

Some pensioners arrived at the commissioner's office as early as 4 am. They stood in the blazing sun waiting their turn to hand in their reference books to the Iithlokomeleng volunteers who helped in paying out their pensions.

Arrangements had been made for those who are totally disabled to be paid at their homes.

The Alexandra Commuters Association said pensioners like the rest of the community were expected to sacrifice some comforts to make the boycott a success. But pensioners, he said, were going to be given special treatment because of their age.

"We invited Iithlokomeleng to our meeting and they failed to turn up. We would have clarified the situation as the taxi association was prepared to offer some assistance by transporting the pensioners at low fares.

There was little happening yesterday in the third day of the boycott.

Putco buses moved in and out of Alexandra with full loads of passengers. The police maintained a low profile.

Argus 24/1/84 332

FIN

City chambers against bid to curb combi-taxis

COMBI-taxis which take people to and from work in peak periods fulfil a need and forcing them out of business would create public discontent.

This is the view of Mr Brian MacLeod, director of the Cape Town Chamber of Commerce, and Mr C E McCarthy, deputy director of the Cape Chamber of Industries.

Both chambers are opposed to new draft legislation which would define a taxi as a vehicle carrying four passengers and compel owners of combi-taxis to licence them as buses and follow a fixed route.

The chambers are also opposed to legislation which would increase the protection given to SATS against competition, because they say this would pre-empt the report now being prepared by the National Transport Policy Study Group.

USER CHOICE

The current issue of the Chamber of Industries newsletter says the Federated Chamber of Industries has informed the Minister of Transport that it strongly opposes two draft bills on transport that were submitted for comment.

These are the Transport Co-ordination Bill and the Road Transport Amendment Bill.

The FCI has criticised the proposed legislation as a move away from the principles of greater market freedom and user choice.

It said: "The current proposals would increase costs and lead to less flexibility at a time when the competitiveness of the South African economy is a major cause for concern."

EMPTY BUSES

Mr McCarthy said he could see the point of view of bus companies, which had to run empty buses throughout the day on scheduled routes to provide a service, while combi-taxis operated only in the profitable rush-hour periods.

But the combi-taxis were an established part of township life and clearly fulfilled a need.

Forcing them out of business for the benefit of the bus services would create "a conflict situation".

RUSH HOUR

Mr MacLeod said that in spite of competition from combi-taxis buses were still filled to capacity in the rush hour.

The existence of combi-taxis saved the bus company from having to make a bigger investment in vehicles which would not be used in less busy times of the day.

The fact that black people were prepared to pay more to travel in combi-taxis than on buses showed they provided a necessary service.

Many of the passengers who travelled in combi-taxis were carrying heavy parcels or shopping, and, if they travelled by bus, would have to walk some distance after dark through areas where they might be attacked and robbed.

The combi-taxis set them down nearer their homes. They also carried servants from areas like Constantia to the black townships, which would otherwise be an awkward journey by public transport.

Their withdrawal would be a potential flash-point which could lead to public unrest and adverse publicity around the world.

Discussing the move to give greater protection to SATS, Mr MacLeod said a great deal of money had been spent on the National Transport Policy Study Group and it would not make sense to pass legislation which might conflict with its recommendations.

The FCI has suggested that "instead of proceeding with ill-considered and contentious legislation" the Department of Transport should ask the study group to produce an interim report on which a realistic assessment of the future requirements of the transport system could be based.

PASSENGER TRANSPORT (332) FM 20/1/84

Killing the combi

Black minibus operators are enraged over an alleged sellout by their leaders to bus operators. They say the top leadership of the Southern Africa Black Taxi Association (Sabta), in a deal with bus operators, principally Putco, has virtually approved government plans to ultimately wipe out the R1,2 billion black minibus industry.

A document in the *FM's* possession indicates that Sabta and the Southern African Bus Operators Association (Saboa) agree, among other things, that:

- ☐ All present legal minibuses should be allowed to continue operating;
- ☐ All other taxi permits should be allowed only for vehicles which carry no more than four passengers;
- ☐ Existing legal minibus operators should be allowed to replace their vehicles when it becomes necessary, but only with a vehicle which is manufactured to carry a maximum of eight passengers; and
- ☐ No taxi should pick up passengers within 50 m of a demarcated bus stop, except at authorised taxi ranks.

The agreement also contains a clause which suggests that the present legal minibuses may be reclassified as buses.

Good as the news may be for operators like Putco and the 20 000-odd legal combi operators, it will block all efforts to gain legality by the 60 000 unlicensed operators if implemented.

The deal is in line with draft legislation designed to protect subsidised bus operators and its ultimate effect will be to eliminate all but a fragment of the booming black combi-taxi industry.

Not so, says Saboa executive director Gerrie Prinsloo, who, while confirming the negotiations with the Sojane committee, says illegal combi-taxi operators will be able "easily" to become legal minibus operators if they want to.

Accept

"Essentially, all they have to accept is minimum standards of service on designated routes," says Prinsloo.

"It's a total sellout," says Petrus Nkosi, leader of the group opposed to the deal. Nkosi, who claims to have founded the 20 000-member Sabta, was fired earlier this month by Sabta president Jimmy Sojane as the association's chief spokesman. Sojane last week failed in the Supreme Court to obtain an order preventing Nkosi from holding meetings of taximen.

Nkosi and his "interim committee" of "dissatisfied, interested and affected" minibus operators are now seeking to oust Sojane from Sabta and to invalidate the deal he is alleged to have orchestrated with Saboa.

Prinsloo says Nkosi was one of the 80 people with combi-taxi industry involvement who attended a Department of Transport-convened meeting in Johannesburg on November 4 last year. At that meeting, the likely draft legislation was "extensively and openly" discussed, he says.

"Mr Nkosi has known of this all along, says Prinsloo.

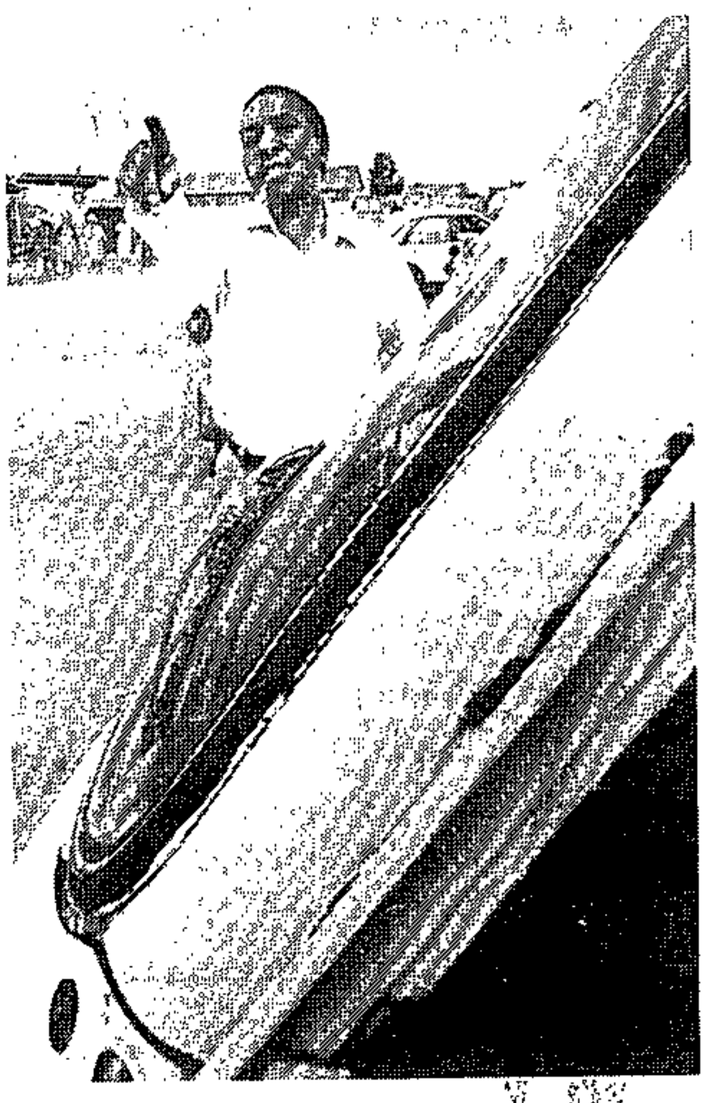
Nkosi alleges that Sojane is holding office in Sabta unconstitutionally because he was required to call Sabta office-bearer elections last year and failed to do so. Adds Nkosi: "He, therefore, has no power or right to speak to anyone on our behalf. Any deal he has made with Saboa is absolutely without the consent of Sabta members and we totally reject it."

But legal sources say that, technically, Sojane remained in office as Sabta president until December 31. And as the claimed deal with Saboa was signed at the third of three reported meetings on December 13, say the sources, the document has some technical authenticity as a Sabta position.

Nkosi and other industry insiders claim, however, that, constitutionally, Sojane should not have signed without reference to the full 18-member Sabta national council.

Prinsloo says he is the first to admit the implementation of the plans " are not without danger."

"But I believe enough blacks, both 'legal' and 'illegal' in the taxi field, will see the merit in removing the present chaos and creating order." Until the *FM* went to press, Sojane refused to speak on the issue. He was scheduled to attend another meeting with Saboa this week.



Nkosi at Natalspruit . . . fears of a sellout

More board buses on fifth day of boycott

(332) Stew 26/1/84

An increased number of people boarded buses in Alexandra township today as the boycott entered its fifth day, but few peak hour buses left the township fully-loaded.

For the first time some passengers embarked before the Wynberg depot on the fringe of Alexandra. The 15th Avenue main terminus remained empty and people scrambled for taxis nearby.

A spokesman for Putco said this morning that revenue figures indicated passenger carrying was "nearly back to normal — about 10 percent down on the usual figure". The company did not have accurate figures on the number of passengers, but the scheduled number of buses was in operation.

Mr Mike Beea, chairman of the Commuters' Committee, today said: "Until Putco considers our complaints about its service and the increased fares the boycott will continue with the full backing of the people."

The committee has distributed 3 000 leaflets calling a public meeting tomorrow to review the position and to assess public support.

Mr Beea emphasised that his was a non-violent organisation.

It was not intimidating anybody into joining the campaign but was committed to upholding the boycott resolution taken at earlier mass meetings.

● An executive member of the Alexandra Youth Congress (Ayco), one of four bodies comprising the Commuters' Committee, appeared in court this week on charges of intimidation; a further two members arrested earlier this week are understood to be due to appear today in the Johannesburg Magistrate's Court.

Mr Jacob Mtshali, general secretary of Ayco, appeared in the Wynberg Magistrate's Court on Wednesday. He was not asked to plead and was granted bail of R100. The case was postponed to February 15.

Tramways 'entrenches its interest'

Staff Reporter

CAPE Tramways company has taken over the Du Plessis Brothers bus company in Genadendal, extending Cape Tramways' stake in the bus business to the South Western Cape.

The four subsidiary companies already owned by Cape Tramways run services which cover the whole of the Western Cape.

In addition Cape Tramways also owns the Port Elizabeth Passenger Transport company in the Port Elizabeth/Uitenhage area and the Southern Cape Passenger Transport company in the George/Oudtshoorn area.

A spokesman for Cape Tramways said yesterday its subsidiary, the Boland Passenger Service, gave Cape Tramways operations in Gordons Bay, Strand, Somerset West, Paarl, Stellenbosch, Wellington, Malmesbury and Riebeeck Kasteel.

The Worcester Passenger Service operated in Worcester and Rawsonville while the Saldanha service operated in the Vredenburg, Hopefield and Langebaan areas.

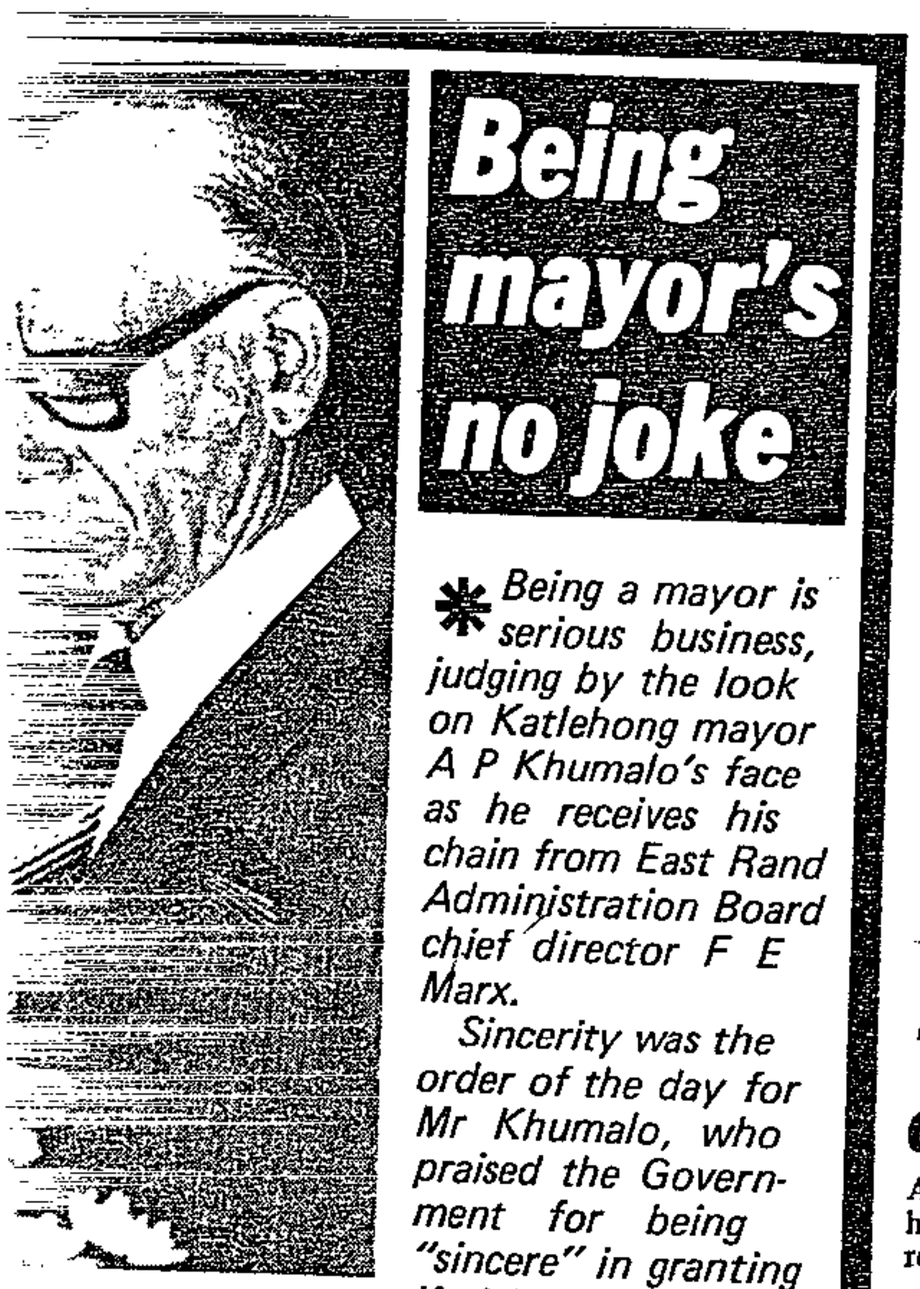
The Du Plessis service would extend from Grabouw to Genadendal and Riviersonderend.

City Tramways, the fifth subsidiary of Cape Tramways, is the major bus service in Cape Town. The other important bus service in the Peninsula is the Mitchells Plain service, which is owned by Associated Bus Holdings.

Tollgate Holdings owns a 50 percent share in Associated Bus Holdings and it wholly owns Cape Tramways.

A statement issued this week by the chairman of Cape Tramways, Mr Johann Barnard, said with the new acquisition, Cape Tramways had "further entrenched its interest in the bus business".

ps SA



Being mayor's no joke

✱ *Being a mayor is serious business, judging by the look on Katlehong mayor A P Khumalo's face as he receives his chain from East Rand Administration Board chief director F E Marx.*

Sincerity was the order of the day for Mr Khumalo, who praised the Government for being "sincere" in granting Katlehong residents "new rights" under the Black Local Authorities Act.



✱ *Smiles were also in short supply when Mr Marx presented the mayoral chain to J D Sekete, mayor of Thokoza.*

His induction ceremony was also attended by Deputy Minister of Development and Land Affairs B H Wilkens and the Chief Commissioner of the Witwatersrand, P A van Heerden.



ALEX MEETS ON BOYCOTT

THE Alex Commuters Committee, the body behind the fizzling Alexandra Putco bus boycott, will hold a mass meeting tomorrow (Saturday) to seek a new mandate from the commuters.

A spokesman for the committee said the meeting was aimed at giving the boycott a renewed back-up. The meeting will be at the local Methodist Church at 2 pm.

The committee spokesman said in their opinion the Alex bus boycott was still on and he claimed they were enjoying tremendous support from the commutters.

"Buses are roaming around empty in the township. Nothing is going to shift us from the boycott," he said.

But the Putco bus company spokesman, Mr Pat Rogers, disagrees that the Alex bus boycott is in full swing.

He added: "A boycott means a spontaneous resistance and what we have had here was intimidation to our passengers. This intimidation now appears to be over and our buses are running normally since Wednesday."

Mr Rogers said passengers dropped by 90 percent when the boycott started on Monday but on Tuesday the situation improved and 30 percent of the passengers came back to the buses.

From Wednesday, he said, the situation was back to normal.

He said the boycott was effective on Monday in buses leaving Alexandra but buses coming from the city were packed.

'Furious' Kwa Thema calls off bus strike

(332) City Press 22/1/84

AN EAST Rand residents' committee this week persuaded hundreds of angry residents to call off a Putco boycott in response to increased fares.

As a result, a nine-man delegation from Springs' Kwa-Thema township, met Putco officials yesterday, writes ZB MOLEFE.

"Residents were threatening to stone buses and assault those who would defy them and board the buses," said delegation member Mr Steve Mbatha.

Traffic cops on rape charge

TWO traffic cops – one black and one white – appeared in the Durban Magistrate's court for allegedly raping a black 39-year-old married woman at gunpoint.

The cops, Mr Steven John Watkin, 22, and Mr Samson Bonginkosi Msibi, 23, were not asked to plead and were remanded in custody by Magistrate J H Slabbert.

She told police she was accosted while walking on the West End Freeway.

They allegedly drove her into a bush in Cato Manor in a pick-up truck.

There, she claimed, she was raped by both men at gunpoint.

Cop 'sold

Bus boycotters arrested

23/11/84 Star 332

Leading figures in the one-week-old Alexandra bus boycott were arrested by police in the early hours of this morning, according to the Commuters' Committee.

Committee secretary Mr Chris Hashe said that chairman Mr Mike Beea was among those arrested by Security Police at about 1 am.

The others were Mr Mac Lekota, vice-chairman of the committee, Ms Naomi River, publicity secretary of the Alexandra Youth Congress (Ayco), Mr Patrick Banda, Ayco organiser, and Mr Obed Mapelo.

Ayco is one of four organisations represented on the Commuters' Committee.

The committee has deplored "the move of the Security Police in interfering with the bus boycott".

It also alleges that the home of a Methodist Minister, the Rev Abel Moleleki, was searched during the early morning arrests and that a typewriter and copying machine were confiscated. The Methodist Church hall in Second Avenue has been the venue for several public meetings on the busfare issue.

As the boycott entered its second week today there were signs that it was gaining support. Few people boarded buses at stages before the Wynberg depot on the outskirts of the township. Buses from Wynberg continued to leave partly empty.

Hundreds of people were stranded this morning at the main 15th Avenue bus terminus, deep in the township, as there were too few taxis to carry bus boycotters to their jobs in the city.

At a mass meeting on Saturday commuters agreed to continue the boycott.

332 Sowetan 23/1/84

Taximen meet Saboa bosses

By NKOPANE MAKOBANE

THE South African Black Taxi Association (Sabta) officials have registered a strong protest to the South African Bus Operators Association (Saboa) on the introduction of midi buses in Mohlakeng.

Mr Jimmy Sojane, president of Sabta, told **The SOWETAN** that he and some of his executive committee members met with Saboa representatives to discuss the issue.

"We told them of our concern about the move by the Greyhound bus company because we feel there is no need for midi buses. We also told them that Sabta maintain that the present existing transport facilities are adequate," Mr Sojane said.

According to him, Mohlakeng is a small township which does not warrant three modes of transport, a bus, Kombi taxis and now the midi buses. He contends that even in a big township like Soweto, there is absolutely no need for them.

Mr Sojane also said they shall continue to show their opposition to the midi buses as the local Road Transportation Board if and when Sabta know of any application that goes for them to operate in any township.

"We are against them because they are a threat to a small private enterpreuner," he said.

Mr Sojane said Saboa seemed to feel midi buses were just one form of transport which could also fit in with the existing one.

Mr Sojane added that the Transvaal Taxi Association is to hold a meeting tomorrow at 10 am in Bekkersdal to discuss the midi buses issue with taxi owners of Kagiso, Mohlakeng and Fochville.

Meanwhile, it was reported at the weekend that the Greyhound bus company was now operating six midi buses in Mohlakeng. The introduction of more of these is seen as likely to increase the prevailing tension between the bus company and local taxi owners.

Minibuses needed, argues industry

Business gets set for battle with Govt over black taxis

332
Star
26/1/84

By Anthony Duigan

Commerce and industry have urged the Government to drop draft legislation which will wipe out a large share of the black taxi industry and runs counter to the National Transport Policy Study.

Their stand emphasises differences with the Government over the Welgemoed Commission which gave new guidelines for bus passenger transport last year.

The differences came to a head over the draft Road Transportation Amemdment Bill which was circulated recently for comment.

The Transport Consultative Committee vice-chairman, Mr Alan Cowell, said the private sector was unanimous in urging the Government to drop the Bill.

The Bill, one of two circulated, would severely limit black taxis by eliminating the minibus.

"The Bill is inopportune and poorly drafted," said Mr Cowell, adding that that also applied to the second draft Bill covering the National Transport Commission.

"The study's interim reports — which cover the entire transport scene and cost millions — are critical of transport legislation and the National Transport Commission," Mr Cowell said.

"We feel the study will come up with proposals which will rationise transport.

"These two Bills could thwart the study so they should not be pursued."

Mr Cowell said commerce and industry felt strongly about the black taxi issue which operated effectively and without subsidy to meet an obvious need.

The new legislation to control and eliminate the most lucrative aspects of the black taxi business were poorly drafted and contrary to the Government's declared policy of "minimal interference" in private enterprise.

"I believe the Department of Transport Affairs is going against Government policy and has not even consulted those departments which will be most affected by the new legislation — Consitutional Affairs, Commerce and Industries and Cooperation and Development," Mr Cowell said.

"Why has the department gone for taxis? Why not for other recommendations of the Welgemoed Report such as bus lanes? Why has it tackled the most sensitive of all the issues raised when it could have gone for the most sensible ones?

"The problems lie not with the taxis but with the ad hoc and contradictory legislation. The study's interim reports are particularly critical of the laws and permits."

cent to 41 percent and the Nooitgedacht Dam is still overflowing. Grootdraai Dam is 97 percent full.

"We need another 25-35 mm of rain in the Grootdraai catchment area before the dam overflows and starts to help supply water to the Vaal River system," said the spokesman.

Midmar Dam outside Maritzburg rose by six percent during the past week and is now 62 percent full. Alberts Falls Dam is 12 percent full, up one percent.

Rain holds the key to maize crop

Pretoria Bureau

South Africa's maize crop would again be in jeopardy if good rain did not fall within the next two week, a spokesman for the National Maize Producer's Organisation (Nampo) said today.

Large areas of the maize-producing areas in the Transvaal and Free State would not produce good crops if the dry, hot weather persisted.

A spokesman for co-operatives in the western maize-producing areas said the worst conditions existed west of a line drawn from Lichtenburg in the Western Transvaal to Ladybrand in the Free State.

"Even if it rained soon, only an average crop would be reaped in these regions," he said.

The Nampo spokesman said South Africa would have to import maize again if conditions did not improve.

the route from his house to the shop. I found him lying dead in the back of the shop," Mr McQueen said.

He said there were signs that Mr Paulo, who was short and slightly-built, had struggled with his attacker.

Mr Paulo is survived by his wife and daughters, Delia (12) and Laudette (10).

No arrests have been made and initial investigations showed that nothing had been taken from the supermarket.

charges against him.

4 hurt in bus bombing

Four people were injured when a Putco bus was firebombed in Alexandra last night as the bus boycott held in protest at fare increases ended its eighth day.

Mr Pat Rogers, public relations officer for Putco, said the four victims had been admitted to hospital. One was said to be in a serious condition. Mr Rogers said the bomb had been thrown at a bus travelling between Sixth and Ninth avenues at 8.45 pm.

The Alexandra Commuters' Committee, which is co-ordinating the boycott, has repeatedly stated its methods are peaceful. It is not known at this stage who was responsible for the bombing.

Some buses carried full loads today for the first time since the boycott started last Monday.

Shock resignation by headmaster of Hilton

Own Correspondent

DURBAN — The headmaster of Hilton College, Mr Richard Todd, resigned yesterday — the day before the start of the new term.

Mr Deryck Franklin, chairman of the school's board of governors, yesterday made public the sudden resignation and said Mr Todd's place would be taken by Mr D V Ducasse, the deputy headmaster.

Speaking from his home at Hilton College, Mr Todd said today he did not feel ready to talk about the matter at this stage.

"I am feeling rather bruised at the moment. But I don't want to stir up a hornets' nest and in the best interests of Hilton I think I must wish my successor every good fortune."

He and Mr Franklin were the architects of Hilton's multi-million rand leadership plan to admit 160 gifted pupils of all races, selected for leadership and academic potential.

It is understood the scheme has been opposed by many old boys and societies in the "Hilton family".

Boxer taken to hospital

One of the top heavyweight boxers in the country, Mike Koranicki, was yesterday admitted to the Sterkfontein Hospital.

Sterkfontein officials today confirmed that Koranicki (31) was still a patient at the hospital but declined to comment further.

The boxer was admitted to the Tara H F Moss Hospital yesterday by his wife but later transferred to Sterkfontein near Krugersdorp after an incident.

The boxer's wife, Mrs Suzette Koranicki, said: "Mike was depressed for two weeks and then became aggressive.

"I couldn't control him when he became aggresive so I had him admitted to hospital where he could receive proper medication."

The couple have a 20-month-old daughter, Teresa, and a son, Werner (7), from Mrs Koranicki's first marriage.



Tourist sold his passport to bank robber, police say

ARGUS 24/1/84 (332)

Bus boycott — firebomb burns four

Argus Correspondent

JOHANNESBURG. — A Putco bus was firebombed in Alexandra township last night and four people were injured as the boycott in protest against fare increases continued for the eighth day.

Mr Pat Rogers, for the company, said the four victims had been admitted to hospital, where one was said to be in a serious condition. He said the bomb had been thrown between 6th and 9th avenues about 8.45pm.

The injured are Mr Isiah Sebotong, who was in a serious condition, Mr Tsandile Masondo, Mr Simon Ndlovu and Mr Petrus Mncube.

Mr Rogers said intimidation was a feature of the boycott, "and this bombing is an example of it". The Alexandra Commuters' Committee, which is co-ordinating the boycott, has repeatedly stated that its methods are peaceful.

Few people

Few people were boarding buses between the 15th Avenue bus terminus in Alexandra township and the Wynberg depot today, though some of the buses bound for Ferndale and Noord Street in the city carried full loads for the first time since the boycott began.

The buses, which had full loads, were boarded outside the township.

Police continued to maintain a heavy presence in the township today. They were stationed along the main roads in Alexandra, the bus terminus and the routes.

More people have been using taxis since Putco increased its fares by 12,5 percent.

In detention

Five leading members of the Alexandra Commuters' Committee are allegedly in police detention. They are Mr Mike Beea, Mrs Naomi River, Mr Mack Lekota, Mr Obed Bapelo and Mr Patrick Banda.

The SAP Directorate for Public Relations said police "cannot confirm the detention of the persons mentioned (in your telex) in terms of security legislation yet".

Taxi law called a threat to jobs

By Anthony Duigan

Tensions are growing between black taximen, threatened with a loss of livelihood by draft legislation soon to come before Parliament, and major bus operators poised to exploit transport opportunities in black areas.

In a related development, organised commerce and industry have urged the Government to drop the draft legislation which will effectively curtail growth in the black taxi industry and put thousands of black taximen out of business.

Relations between the SA Black Taxi Association representing 20 000 people and the SA Bus Operators' Association have been severely strained by the introduction of a midi-bus service into Mohlakeng outside Randfontein.

This bus service was introduced recently by Greyhound Bus Lines after the company had experimented successfully with this mode in other country areas.

There are strong possibilities that this service, which has proved successful, will be expanded.

In an angry reaction to this service, SABTA chairman Mr Jimmy Sojane told The Star: "We don't need or want this service and we'll take our protests to the top.

"There is no reason why this midi-bus service should be pushed into Mohlakeng. We do not need these buses anyway and will register our opposition to the Road Transportation Board against any bus company that tries to put such a service in any area."

SABOA executive director Mr Gerrie Prinsloo disagreed that midibuses were in opposition to the taxis."The fact is these are luxury buses, 24 seaters that run according to timetables and fixed routes and fares," he said.

"This is quite different from taxis which roam, stop anywhere and charge virtually any fare."

Mr Ian Morton, operations manager of United Transport Holdings to which Greyhound belongs, said the luxury buses were introduced because a need for them had been clearly identified.

A spokesman for Greyhound said the response from black commuters had been extremely good and there was a strong possibility that this service would be extended.

Behind these developing tensions lies the controversial Welgemoed Report on bus passenger transport.

Among the recommendations of the report, produced last year, were measures to restrict and finally eliminate the minibus-type taxi which had virtually taken over the urban black run.

Draft legislation containing regulations to implement this recommendation was recently circulated to organised commerce and industry for comment.

Mr Alan Cowell, vice-chairman of the Transport Consultative Committee, said yesterday the committee had recommended the draft legislation should be scrapped.

fare increase challenged

TALKS between Putco and a delegation representing residents from KwaThema in Springs, which started last week to discuss the 12,5 percent bus fare hike introduced by the bus company on the Reef last week, will continue next month.

By MZIKAYISE EDOM

The delegation was made of representatives from a number of organisations in KwaThema which included the Vus'umuzi Democratic Party, the KwaThema branch of Inkatha, the Lesedi Lamalapa, Women's Club, the Lodgers Union of KwaThema and trade unions.

The two parties also discussed the introduction of a 12-trip season ticket instead of the five- and six-day season ticket, presently used by the bus company. Mr Stephen Mbhatha, a spokesman for the delegation, said yesterday: "The meeting was fruitful but no final decision was taken on these two sensitive issues and further talks will continue on February 6."

The spokesperson for Putco confirmed yesterday that talks between the bus company and a delegation from KwaThema had taken place and that further talks will be held this month. The delegation had asked Putco officials to scrap the new fares because "this new increment was not justified because of the short distance Putco buses travelled between the township and town".

Exciting New Love Story

The brooding patient in Ward One A had strange ways about him. He called his screened bed a "zozo" and then fell in love with a nurse. The life and love of Eric and how it affected patients, nurses, doctors and visitors in Ward A is a fascinating story told by Letshaba Thubela and starts in The SOWETAN tomorrow.

Do not miss this new love story, that opens the whole world of hospitals and the loves of those people in them to you in an exciting and often very funny fashion.

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Bus fare hike 'unfair and badly timed'

By Mojalefa Moseki

Commuters in Alexandra township who are boycotting Putco buses because of an increase in fares say the increases were "unfair and badly timed".

The boycott started last Monday when the 12,5 percent increase came into effect on the Reef.

An Alexandra resident, the Rev Hope McPherson (28), of the Rhema Church, said the increases showed Putco did not care about the welfare of Alexandra people, most of whom earned low wages.

A pensioner who did not want to be named said Putco had no reason to increase its fares. Another resident, Mrs Elizabeth Makoro (43), a domestic worker living at the Alexandra women's hostel, said the bus company could have delayed the increases until after June when people would have more money.

Miss Rebecca Sedumedi (33) said she was experiencing difficulties because she did not expect a salary increase before the end of August.

Mr Freddie Komape (36), who works at the Edenvale Hospital, said he had to walk 5 km to and from work daily because of the increased fares.

He believed the boycott was ineffective because some people were still using the buses despite the increased fares. He said it would be preferable for the Commuters' Committee to talk to Putco about the increase.

A factory clerk, Mrs Ester Malatsi (27), considers the bus company's action unfair as it 'hasneglected public facilities in the township.

"Putco's buses are always dirty, especially during the weekends. People drink beer and smoke in the buses without any restriction. There are no toilets at Pan Afrika terminus in Wynberg and those at 15th Avenue terminus are dirty and filled with sand and dust, making it impossible for anyone to use them," she said.

JIMMY SOJANE

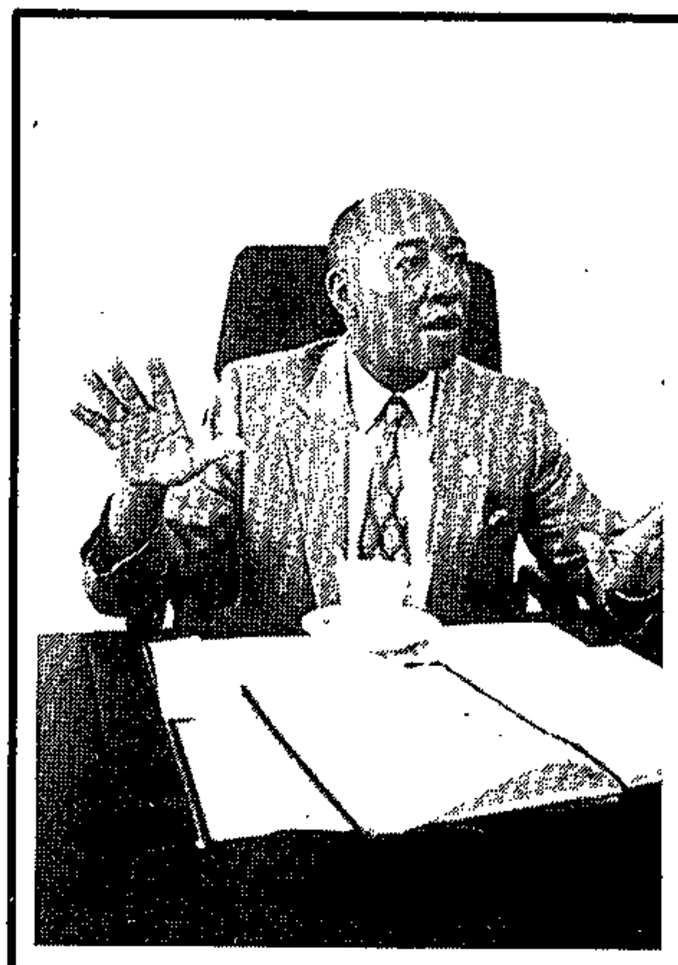
Meters ticking

Jimmy Sojane just doesn't seem destined for the quiet life. Once a controversial figure in the turbulent world of black soccer, he's now catching flak from all directions on the black taxi issue.

As president of the Southern African Black Taxi Association (Sabta), Sojane (58) sees his sector and livelihood squeezed by the Welgemoed commission's recommendations. In trying to find a compromise with the subsidised bus operators, he is accused of "selling out" by fellow entrepreneurs.

Some angry taximen say he's not even entitled to speak for them, whether it is to Saboa (the SA Bus Operators Association) or anyone else. Sojane, say his critics, forfeited his office by failing to call elections during the year ended December 31 (*Business* and *Newsmakers* January 20).

Supreme Court applications are imminent. These will leave a black cause (in this case the right of blacks to develop their own free enterprise in transport) exposed as deeply divided, faction-ridden and riven by personality clashes.



Sojane ... catching taxi flak from both sides

"I am, and always have been, bitterly opposed to Welgemoed, and the record shows it," says Sojane. "In talking to Saboa now, we're still defending the combi-taxi's existence." And he believes fractious Sabta members must come to see it that way.

The proposed legislation will almost certainly destroy the estimated 60 000 non-Sabta "illegals" or unlicensed combi-taxi operators. But Sojane takes up no cudgels on their behalf.

"I do not speak for the illegals," he says with a dismissive and very final wave of his arm. The immaculately dressed Sojane, a clean-desk man if ever there was one, refuses point-blank further discussion on that matter.

"If it weren't for me, there would be no combi-taxis to either argue about or hold commissions of inquiry about," says Sojane. Sounds odd, but again he appears to have a cogent case.

Sojane says he was the prime mover in persuading government to license combis as taxis in 1978. The Road Transportation Act was amended accordingly, but blacks immediately struck a new problem: they couldn't raise the finance and insurance for the then only available combi.

"About R8 000 was then the figure (against about R14 000 for the E20 Datsun today) and this was simply beyond the black man's reach," says Sojane.

Sojane was "approached by a certain Datsun dealer" who saw the huge potential of the black combi-taxi market. Again, finance was the problem.

"I proposed to them and their bankers that black combi-taximen should be enabled to acquire vehicles with no deposit and with instalments of R234/month. I personally would recommend and vouch for 75 applicants from Soweto, 60 from Pretoria and another 50 from East Rand/Katlehong."

Datsun and the finance houses agreed. "But it was on my head, remember. If any one of these guys failed to pay his instalments, I would be held responsible. I stuck my neck out and, believe me, I sweated blood. But not one of these taximen let me down.

"I fought for the creation of the combi-taxi industry. Obviously I am fighting Welgemoed, which would take it all away."

It's not the first time Sojane's strong nerves have been stretched in public.

In March 1970, while secretary of both Orlando Pirates Football Club and its supporters' club, National Professional Soccer League chairman Bethuel Morola suspended him from all JBFA (Johannesburg Bantu Football Association) activities.

Pirates were riding the crest of a wave at the time, and Sojane says his patronage of coloured and Indian players in the side was the key reason for Morolo's move.

This son of the manse (African Methodist Episcopal) from Frankfort later managed Pirates to unprecedented heights, climaxed in 1973 with victory in five out of five championships. Jomo Somo was NPSL Player of the Year and Sojane NPSL Manager of the Year.

A sedan-taxi operator since 1957, he began with a service near Soweto's Orlando district with a "nice-looking '39 Chev." Sojane, who qualified but never practised as a teacher, returned full-time to his taxi business in 1977 with the challenge of legalising combis as his top priority.

He still drives his taxi, his 24th since the original Chev, and though he shares the load with an employee-driver, he believes "it's good for me to get out and see what's happening on the road."

The hazards of the political roads Sojane travels these days drain him as fast as a combi-taxi's fuel tank on a Friday afternoon. "At the moment, with this Welgemoed thing, it's transport, transport, transport," says a weary Sojane. "I just lock myself in my home."

THE BLACK TAXI ROW

Pretoria thinks again

Government is showing signs of backing down on the explosive black transport issue. Key personalities in the Department of Transport (DoT) are giving "serious consideration," the *FM* learns, to withdrawing imminent legislation whose most drastic effect will be to eliminate all but a fraction of SA's R1,2 billion black combi-taxi industry.

Six days a week, often more than twice a day, up to 500 000 blacks use 82 000 taxis, fewer than 20 000 of them licensed, to travel to, from and within black townships.

Organised private sector industry, blacks themselves, political leaders and the media have warned of 1976-scale unrest, perhaps worse, if the black taxi industry is killed off.

"There's a very strong body of feeling in the Department that the Bill (to amend the 1977 Road Transportation Act) just isn't going to be tabled," the *FM* has been told.

Government might also be taking note of the Swart Commission's economic report on Ciskei where, last year, an estimated 100 people died violently in unrest centred on the use of subsidised bus services.

Swart found that: "It is to be questioned whether a policy should be perpetuated which purports to benefit the community through subsidised fares, but only succeeds in eliciting public outrage."

The draft Bill, which DoT circulated for discussion to the private sector late last year with a deadline for comment of January 15, will, as written, restrict taxis to four passengers.

DUCKING THE 1%

The new 7% gst rate comes into force on February 1, but the precise point in time when tax becomes payable varies according to type of sale or service. Taxpayers quick off the mark can avoid paying the extra percentage point on transactions over this period by choosing suitable payment and delivery dates.

The main categories of business involved and the point at which either the 6% or 7% rate must be applied are:

☐ Sales of goods — the date of delivery or of payment in full, whichever occurs first;

☐ Financial leases — the date of delivery of leased property;

☐ Rental agreements — the date of accrual of each payment (that is, date payment is due);

☐ Taxable services — the date of services rendered;

☐ Board and lodging — the date board and lodging is supplied;

☐ Accommodation — the date the accommodation is let and supplied;

☐ Internal use of goods — the date goods are appropriated out of stock; and

☐ Imports — the date of clearance by customs.

Based faithfully on the recommendations of the Welgemoed Commission of Inquiry into Bus Passenger Transportation, the Bill will create what amounts to a new transport category, a "midi-bus" for up to 25 passengers, on fixed routes, with approved tariffs and timetables.

The *FM's* sources believe a way out of the corner into which the powerful bus operators lobby has painted government will be to cite the ongoing National Transport Policy Study (NTPS), which probably has another 18 months to two years to run.

Analysis

Transport Minister Hendrik Schoeman could argue the merits of holding out at least the taxi aspects of the Bill until the NTPS, the most comprehensive analysis of transportation ever undertaken in SA, has run its course.

Allan Cowell, vice-chairman of the Transport Consultative Committee (TCC) thinks the taxi Bill, as well as the draft Transport Co-ordination Bill, have been timed deliberately for this final session of the whites-only parliament. They would "ram through" even more protective measures for SA's subsidised transport operators.

"The extraction from the Welgemoed Report of its most controversial recommendations for immediate legislation makes a nonsense of the principle of collective consultation," says Cowell.

"With June 16th coming up, what a spark for political unrest this will be."

Cowell is not alone in theorising that government will, from the middle of this year, be preoccupied, perhaps for years, by coloured and Indian issues and will have neither the time nor the will, to turn its attention to transport affairs. The transport lobby, the thinking runs, is trying to entrench its position first.

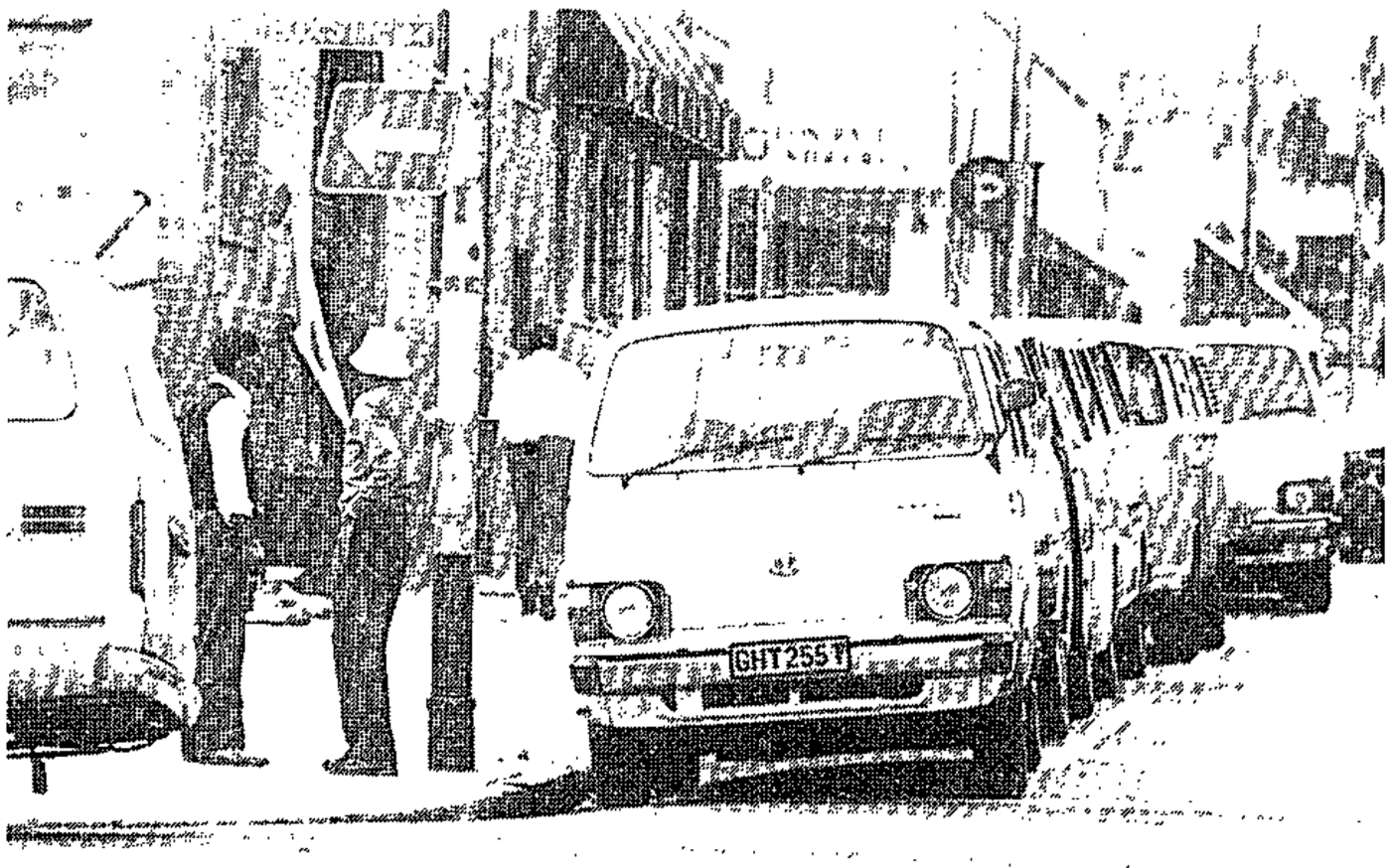
Any hope by the TCC, not to mention the black taxi "illegals" themselves, that the taxi Bill will be dropped is not encouraged by SA Bus Operators Association (Saboa) executive director Gerrie Prinsloo.

"We are confident legislation will be on the statute books by mid-year," he says.

What Prinsloo might be referring to, however, is a radically amended version, worked out between a SA Black Taxi Association (Sabta) delegation and Saboa, which would, among other things, save existing licensed combi-taxis and promote stricter action against the majority "illegals."

Even with that, Sabta remains bitterly opposed to the midi-bus concept. At least one midi-bus introduced by Greyhound in Randfontein's Mohlakeng township has been stoned.

Sabta president Jimmy Sojane tells the *FM* he informed the Saboa negotiating



Combi taxis ... endangered species to be conserved?

team at its latest meeting last week that midi-bus operators "should not be surprised" if their vehicles received similar treatment if introduced in other black districts.

Executive director Bert Wessels of Toyota Marketing, which has enjoyed a major segment of the booming combi-taxi business, describes the proposed legislation as "absolutely ridiculous, ludicrous, really a step backwards."

The black taxi industry, Wessels says, is "a beautiful system that's being tampered with."

WOOD ON GOLD

How prices moved

	1975 R	1984 R	Increase %
American oak	369	1 368	271
Meranti	232	539	132
Phil Mahogany	328	858	162
Gelutong	328	843	157
Beach	400	989	147
Ash	480	1 463	205
Imbuia	400	1 654	314
Walnut	882	1 960	122
Burmese teak	1 080	3 159	193
Stinkwood	509	7 000	1 275
Yellow wood	221	3 150	1 325
Gold	**$161**	**$365**	**127**

INVESTMENT

Winning with wood

With bullion prices on the skids, there have been many better investments than gold over the past couple of years. But few better, it transpires, than hardwood.

A merchant who bought top-quality stinkwood at R509/m³ in 1975, for example, could clear a cool R8 000/m³ if he sold today. And if he chose quality yellow-wood at R221/m³ the same year, he would see even better returns — nearly 2 000% based on the current price of R4 500/m³.

And although those who opted for Burmese teak lost R163/m³, in percentage terms their investments are down only about 5%.

Keith Backos, of SA Lumber, says the revival of the US economy, which has boosted the timber market, and the falling value of the rand/dollar rate are behind the increase.

"Depending on grade, imported hardwoods, particularly those from the US, are up 25%-50% since last year," he says. But it is no time for investors to rush in, he cautions, because "prices must be peaking now."

Some timber merchants query the conclusion that wood has been a better medium-term investment than gold because other factors have to be taken into account. Storage costs, for example, are a problem. For all that, however, no dealers will say how much stock they hold or how much they paid for it. They say they have to keep their figures from competitors.

Also, prices vary according to quantities. Indeed, small buyers pay so much over the odds that one suggests he is also having to pay a search fee.

Thus the accompanying table does not reflect hard and fast prices, but merely indicates the market trend.

FERTILISER

Growing pains

Local fertiliser plants are now working at only about 50% of capacity. This was revealed in figures presented by the Agricultural Input Committee (AIC) at the Agricultural Outlook Conference (Agricon) in Pretoria last week.

According to the AIC, production capacity of the finished product in SA is now more than 5m tons against local consumption of only 2,5m tons.

It also says that fertiliser sales are 25% down on 1981. Due largely to the drought, sales last year fell 19% on the 1982 figure, and declined further as a result of mounting farmer debt which increased by about 67% between 1980 and 1983.

Worst hit were the northern, mainly maize-producing areas where total fertiliser sales in the last two years fell 39%. This means that these areas accounted for only 66% of total fertiliser sales in 1983 against 75% in 1981.

Competition in the shrinking market pushed retail prices far below controlled price levels.

The AIC calls the phasing out of fertiliser import control "one of the most drastic changes in the industry in the past decade." With fluctuating exchange rates and competitive imports influencing internal prices, both the industry and farmers must be prepared for a new ball game, it says.

AIC does not expect higher local ammonia-based fertiliser prices soon because the local product would not be competitive with the landed cost of imports. But urea could be landed at almost R100/t cheaper than the locally produced product.

The market is expected to become more competitive soon when new production capacity of 700 000t/year (including Sasol's new Secunda plant) comes on stream. And a new ammonia import terminal at Richards Bay will add a further depressant for local producers.

The AIC says that, even with good summer rains, the best that can be expected is a 15% growth in nitrogen and phosphate fertilser sales. This will still be 15% lower level than 1981's record sales and 7% below the figure for 1982.

In view of the farmers' bad financial situation AIC expects sales to lift-off only by the second half of the year, when more credit becomes available.

OVERSEAS TRAVEL

Taxman gets tough

In future, professionals will have to think twice before taking leave in foreign parts — and then claiming tax concessions.

The medical profession, for example, has

DEARER PINE

Prices of most sizes of sawn SA pine, from sawmiller to merchant, went up 9% at the beginning of the month, according to the SA Lumber Millers' Association (Salma).

The exceptions are 2,7m to 3,9m lengths of 38 mm by 114 mm structural timber — used for rafters — which rose by 9,5% to R213,10/m³, and 38 mm by 38 mm by 50 mm batons and brandering, which went up 7,02%.

The wood most favoured by the furniture trade — 0,9 m to 2,4 m lengths of 150 mm by 25 mm industrial grade SA pine — is now priced at R114,50/m³ compared with R172,10/m³ for selected grade. The price of 2,7 m lengths of industrial grade pine rose to R156,20/m³ and 3,3 m lengths to R191,20/m³.

The charge for treating wood with copper-chrome-arsenate (CCA) preservative went up by R3 to R31,50/m³.

Salma executive director David Eloff says this is the third successive year that lumber millers have kept their increases below the inflation rate. He says the effect of the current increase on the price of building a new house "should be negligible if the merchants merely pass on the 9% increase."

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PUTCO BOYCOTT

As the Alexandra bus boycott, in protest against Putco fare increases, enters its second week, strategy seems to be changing from peaceful protest to violent intimidation.

Both sides have pulled out the stops, with police detaining the five executive members of the Alexandra Commuters Committee (ACC), while buses have been attacked and, in the most recent incident, fire-bombed.

Putco's spokesman, Pat Rogers, says: "We would not be happy to see a clampdown by the authorities if we thought the boycott was a legitimate popular response. But the situation seems to be one of intimidation."

Rogers says that despite continued observance of the boycott within the township, commuters are tending to walk to the Wynberg terminus to catch buses into work and to return the same way in the evening.

"Those who see the police action as provocative should bear in mind the situation, where we are dealing with acts of violence and not peaceful demonstration," he says.

Unlike other industries where companies are free to change prices almost at will, Putco has to ask permission from government. The company applied for the fare rise of 12,5% on the Reef in March 1983 — having previously been granted an increase in December 1982.

One of the criticisms of the increase is that it came at a difficult time of year. "What the boycotters don't seem to understand is that we have no way of being sure when the new fares will be introduced," says Rogers.

One side-effect of the boycott has been the move by the Alexandra Taxi Association to take advantage of the situation. The association supported the boycotters and offered a 30% cut in fares on the same day as Putco's increase took effect.

"We expect legitimate taxis to increase services and take advantage of the boycott, but what we have always objected to are the pirate operators, who are carrying passengers illegally," says Rogers.

The boycott seems to be in its last and most violent stages. But Putco must know that, given the sensitivity of the black transport issue, this is unlikely to be the last time it will have to face stay-away protests and wrecked buses.



Putco's Rogers . . . more than just a boycott

Bill to scrap taxis may be shelved

By Anthony Duigan

Transport Department officials would not comment today on reports that the department was considering withdrawing draft legislation which would wipe out much of the lucrative black taxi industry.

The legislation, the Road Transportation Amendment Bill, was drawn up on the recommendation of the Welgemoed Commission into bus passenger transport. This report suggested the elimination of all Kombi-type black taxis over a four-year period, a move which would knock the bottom out of a multi-million rand industry.

The black taxi owners and organised commerce and industry have repeatedly warned the Government of the possibility of large-scale unrest if it proceeds with this explosive step.

A report in the latest issue of a financial weekly claims that high-ranking officials in the Department of Transport are reconsidering the draft Bill in the light of the reaction it has drawn and also because black taxi owners and the major bus operators have come to a compromise agreement to allow the present number of Kombi taxi licences to remain in force.

A spokesman for the Department of Transport Affairs said today he was unable to comment on this and the Director-General of Transport Affairs, Mr A Eksteen, was unavailable for comment.

Mr Allan Cowell, vice-chairman of the Transport Consultative Committee (an umbrella body representing organised commerce and industry), said his organisation had been unanimous in urging the Government to drop the legislation.

Sebe attacks SA's new transport bill

BISHO — President Lennox Sebe strongly attacked the proposed South African Road Transportation Amendment Bill aimed at limiting the use of minibuses as taxis.

He was speaking at a presentation of cattle to farmers at his farm, Zanemvula, near here yesterday.

He called the bill "evil" and provocative and a stab in the back for national states.

President Sebe said the bill aimed at watering down the report of the Swart Commission which had recommended a free market policy.

The commission which had been appointed by the Ciskei Government to look into economic development, recommended among other things, the unrestricted development of proviately owned transport services.

"The intention of this bill is evil and aimed at the Swart Commission," he said.

"If that is the case we are prepared to take up the challenge."

He said the bill was provocative and it would fail dismally.

He was "unbendable" in his opposition to the bill and the Ciskei nation was opposed to it.

There had always been an economic battle between blacks and whites.

"Even now when we are called independent states, you still get our partners, the Republic of South Africa, stabbing us with this transport bill."

He said all the discriminatory laws identified by the Swart Commission as retarding economic growth would be repealed. — DDR.

See page 15.

The Government looks determined to press on with changes

Black transport faces chilly future

Significant changes in mass black transportation, a particularly sensitive sector, are likely during this year. ANTHONY DUIGAN reports on one area where the envisaged changes could bring a procession of problems.

Mass transport changes are on the cards — and they are sending chills down the spines of rural bus operators where they could have a deep impact on tens of thousands of black commuters.

Behind them lies the Welgemoed Commission report into bus passenger transport which recommended, among many other things, that the seven bus companies managed by the Corporation for Economic Development (CED) and carrying the lion's share of rural black commuters be sold to private enterprise.

The report, the work of a Government commission chaired by transport economist Dr Piet Welgemoed MP and completed last year, created controversy because it recommended eliminating the black kombi-style taxi to protect the interests of bus operators.

The fears among the rural bus operators centre on what could happen if the CED is forced to sell its 50 percent share of the homeland bus companies.

CED transport officials are reluctant to talk about these fears — the Government has not yet made public its stand on this recommendation — but the situation behind scenes is:

- The CED-managed operation, running 3 500 buses which carried more than 330 million passengers last year, is one of the largest bus passenger concerns in the country. It is jointly owned by the CED (with the exception of the Transkei operation) and the development corporations of the different homelands.
- Homeland authorities are angered by the recommendation to sell off half their mass transport operation and in at least one case are understood to have refused to even see the Welgemoed comissioners.
- The main fears centre around the strong possibility that any company which buys a homeland service will be strictly profit-orientated and will ruthlessly cut back on uneconomic services and black training.
- Reading between the lines of the recommendations, it is clear that only the already large bus operations like Putco or United would be in a position to buy the CED stake.

This would place the greatest share of black bus passenger control — always a controversial sector — in few hands which would also be the recipients of enormous transfers of public money in the form of subsidies each year. These subsidies are at more than R150 million a year, almost a quarter of the bus companies' income.

The report placed too much emphasis on technical and economic considerations and too little thought was given to people directly affected, the Legal Resources Centre director, Mr Arthur Chaskalson, said the latest Indicator, a quarterly report on change and its problems, put out by the Natal University Centre for Applied Social Sciences.

"The Welgemoed model, with public transport entrusted to private monopolies protected against competition, with choice between bus and train eliminated and with no public accountability on the part of the monopolies, may prove to be an unruly horse," he said.

"The Government needs to consider the effect the recommendations are likely to have on the people affected by them, and to consider in particular the effect of phasing out subsidisation of bus passenger transport and the prohibition of combi taxis."

This criticism is in line with that expressed by Transport Consultative Committee vice-chairman, Mr Alan Cowell.

The first draft legislation to emanate from the Government as a result of the report — one bill enlarging the National Transport Commission and expanding its functions, another wiping out the kombi-type taxi in black areas — could already thwart what the policy study was trying to achieve.

JANUARY 29, 1984

Three leading ship chandlers to merge

Finance Editor

A SUBSTANTIAL new ship chandling enterprise will be created this week in a two-part deal which will bring together the three leading companies in the industry.

As the first part of the deal, Freight Services and Imperial Cold Storage will merge their chandling operations, Sealink Marine Supplies and Mercer Bach and Hickson.

As the second part, they will acquire Norden Marine Supplies, the chandling arm of the Diroyal Group.

Freight Services and ICS will each have a 50 percent shareholding in the new company, to be named Mercer Bach, Sealink and Norden Marine Supplies Limited.

The new company will have an annual turnover of R15 million and will hold some 40 percent of the South African chandling market.

It will have branches at Richards Bay, Durban, Port Elizabeth, Cape Town, Saldanha Bay and Walvis Bay.

Jack Wrigley, currently managing director of Sealink, will be its managing director and the other members of its top management team will be Robin Misplon, Ken Neill and Keith Morris.

"Combining these companies at this stage will benefit not only their principals, but the market as a whole," said Doug Andre, the director of Freight Services management responsible for the group's ships agency and ships services operations.

"Our industry has been ailing as a result of the depressed state of international shipping and also because South Africa's high rate of inflation has put us at a severe disadvantage against foreign competitors.

"The substantially increased buying power of the new company will, however, enable it to negotiate better prices and so attract the increased purchase of South African supplies.

"In addition, the combined resources of ICS and Freight Services will enable the new company to offer its clients products, facilities and expertise that compare favourably with the best in the world."

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BUTI ON THE BOYCOTT—Page 4

City Press 29/1/84

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Priest is held with Ayco leaders

AN ALEXANDRA priest is among the latest batch of people picked up by plainclothes police during dawn raids on their homes yesterday.

By LEN KALANE

Rev A B Moleleki is the pastor at the local Methodist Church, the venue of bus boycott meetings which have been taking place over the last three weeks.

His detention under the Criminal Procedures Act was confirmed by a police spokesperson, who added that Vusi Vilakazi, Constance Hlatswayo and Robert Mhlambi, all members of the Alexandra Youth Congress (Ayco), had also been arrested.

A spokesperson for the Alex Commuters' Committee (ACC) said Mr Moleleki had apparently been arrested for allowing the boycott meeting at the church.

A number of Alex boycott leaders have been held since the boycott started three weeks ago.

A statement released by the ACC said: "The arrests will not deter this committee from carrying on with its duties. We condemn the arrest of Rev Moleleki. We have not been placing the security of the State in danger, so there is no need for the police to intervene."

The committee has called a meeting at 2pm tomorrow in the Methodist Church to discuss the boycott.

Doctors despair

THE University of Natal's Medical School has accepted 123 new students — and squashed applications from 950.

The "losers" either have to go abroad to study or abandon their medical careers.

Cut off in his prime

A MAN paid with his life for breaking a Xhosa tradition when he and his friend took two girls to a circumcision hut on the outskirts of Mdantsane.

By BENITO PHILLIPS

The man who died is Mr Dumisani Matambo, 20, who was due to return from the circumcision school near Mount Ruth tomorrow.

Inmates at the school said the trouble started on Tuesday night when they saw two girls coming to the huts. They were chased away but returned later.

When they were found in the hut of the two friends, the four were attacked and beaten up because it is against Xhosa custom to take any woman to a circumcision school.

The four were tied partly naked to a nearby tree and left there Tuesday night. Mr Matambo was found dead the next morning.

Police have confirmed that several abakwetas have been arrested in connection with the incident.

Age rule anger

PARENTS in Durban's Lamontville township are up in arms over a new rule that imposes age restriction on children attending schools in the area.

According to a circular distributed by the education authorities, children over 15 years will not be admitted to primary schools.

Political comment in this issue and newsbills by P Selwyn-Smith, and headlines and sub-editing by D Niddrie, both of 62 Eloff St Ext, JHB

Ngceba held 'for assault'

TRANSKEI'S ex-Commissioner of Police, Martin Ngceba, has been arrested for allegedly assaulting a group of people who "practised witchcraft".

Eleven others — all relatives of Gen Ngceba — were also arrested at Bolotwa, near Idutywa, following the assault of six women and a man on January 7.

Witchdoctor Sidwell Faku was admitted to East London's Frere Hospital with serious injuries and is in a critical condition.

No trial date has been set.

Amnesty h... assist Cha...

INTERNATIONAL human rights organisation Amnesty International is bound by its constitution to help detained former Ciskei human rights violator Charles Sebe receive a prompt and fair trial.

Amnesty told City Press this week that it is aware that while Gen Sebe headed Ciskei security, detention without trial was common and that "there were substantial allegations of torture of detainees".

"Current Amnesty considers Sebe is un... political re... corda... Amnesty ... whether t... prisoners ... fair trials f... advocates

Buti bitter about being 'barred' from bus boycott

'But what about me?'

29/11/84 332 City Press C-Press 29/11/84



SAM BUTI: "They part of Alex."

By LEN KALANE

ALEXANDRA mayor Sam Buti and his followers have been excluded from the township's bus boycott call after being labelled "sell-outs" by the organisers.

Commenting on the boycott for the first time, Mr Buti complained: "We were left out. The organisers didn't see us as being part of Alexandra.

"When we tried to get to the meeting called to discuss the boycott, we were chased out and called sell-outs," said Mr Buti, the man who helped reprieve Alexandra and later developed strong Government ties in his effort to establish a town council.

He also pleaded for unity in Alex over the boycott.

"A boycott should involve the whole community, whether they be in the same political camp or not."

Taking an obvious swipe at the organisers, he said: "We should learn that even if we don't agree in politics, we should put our heads together in things like boycotts."

Mr Buti criticised the arrest of several people involved in the boycott, including Alexandra Commuter's Committee members Mike Beea and Mike Lekota, and Alex youth congress members Naomi River and Obed Bopelo.

"I'm not happy with the police interference when people are trying to register dissatisfaction. This is a matter between the people and the company," Mr Buti said.



Empty buses, commuters on foot . . . but Sam Buti's not allowed to have anything to do with it.

NO MORE D

PUTCO is not going to tails of petrol-bomb attacks Alex boycott.

Putco spokesperson Pat because "those responsible licity."

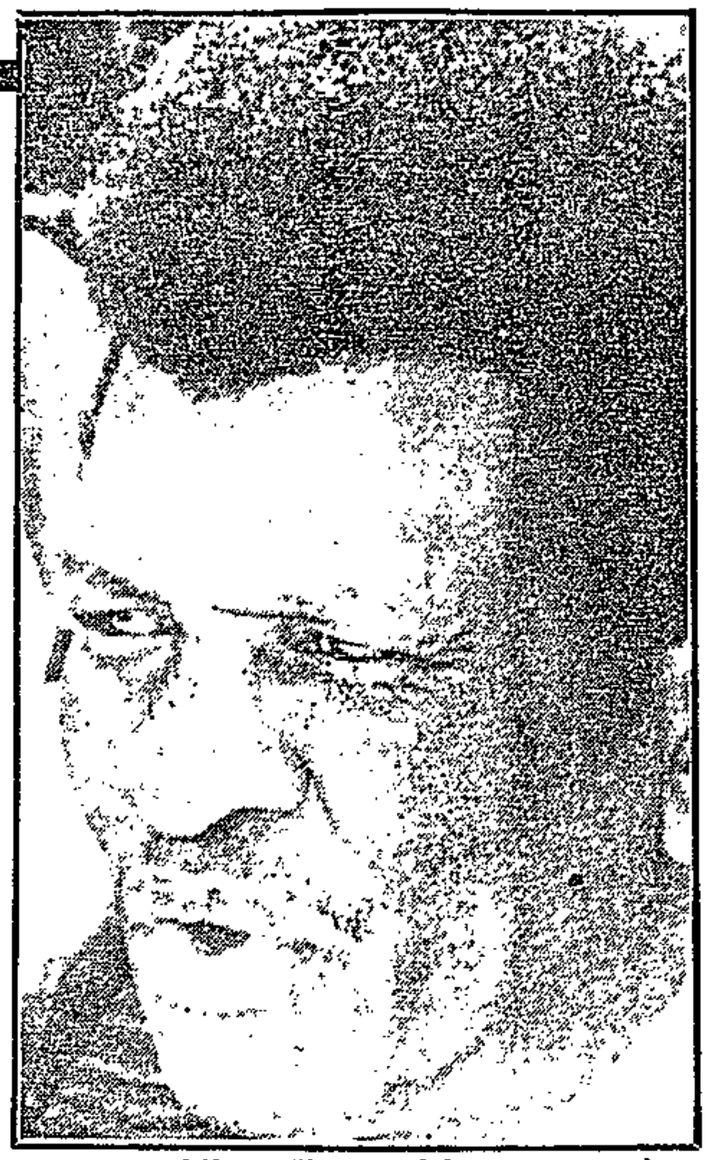
Two buses have been bo cott started.

Rogers said the number buses had dropped 12 pe cott, but claimed this wa dation".

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tm Pres C-Press 29/4/88 REVAN



SAM BUTI: "They said we weren't part of Alex."



...y buses, commuters on foot . . . but Sam Buti's not allowed ... anything to do with it.

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"I'm not happy with the police interference when people are trying to register dissatisfaction. This is a matter between the people and the company," Mr Buti said.

NO MORE DETAILS

PUTCO is not going to release any more details of petrol-bomb attacks on buses during the Alex boycott.

Putco spokesperson Pat Rogers said this was because "those responsible are looking for publicity."

Two buses have been bombed since the boycott started.

Rogers said the number of passengers using buses had dropped 12 percent during the boycott, but claimed this was because of "intimidation".

Alex leaders granted bail

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BAIL of R500 each was this week fixed for four men arrested in connection with the Putco bus boycott in Alexandra township.

By MANDLA NDLAZI

They are Mr Mike Beea, 41, chairman of the Alexandra Commutter's Committee (ACC), his deputy, Mr Mack Lekota, 55, and two executives of the Alexandra Youth Congress, Mr Paul Mashatile, 22, and Mr Nesto Kgope, 21.

They made the bail application when they appeared briefly before Magistrate W Aucamp in the Johannesburg Regional Court, charged under the Intimidation Act.

They were not asked to plead and the case was remanded to February 10.

Cops release three others

Their appearance is a sequel to the Putco bus boycott which started in Alexandra township last Monday, shortly after the announcement of a 12,5 percent fare hike.

Meanwhile, three more people — the Reverend Abel Moleleke, Miss Constance Hlatshwayo and Mr Michael Vilakazi — have been detained by Security Police in connection with the boycott.

Their arrests were confirmed by Major HV Haynes of the public relations division of the SAP, who said the three were being held under Section 50 of the Criminal Procedures Act.

will focus, among other things, on the following:

Review of the year's activities with particular reference tothe anti-community council elections rallies.

Over-view of the recent annual congress with reference to policy decisions adopted.

Consolidation of the branch.

Elections will be held.

✪✪✪✪✪✪✪✪✪✪✪✪✪

Mr Obed Bapela, Mr Patrick Banda and Miss Naomi River have been released after a brief spell in detention, according to an ACC spokesperson.

The United Democratic Front this week expressed concern at the fate of those still in detention.

The front demanded the release of the detainees, saying the police were "increasing tension" in the township.

Food for 600 000

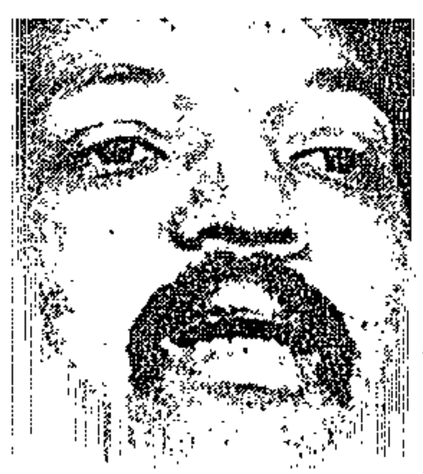
OPERATION Hunger, faced with the huge task of feeding over 600 000 people this year in the drought-ravaged areas of the country, has launched a food bank in its efforts to intensify

Don't invest in SA — Jackson

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C. Press 29/1/84

CP CORRESPONDENT: WASHINGTON

THE UNITED States should strive to develop "a first-class relationship" with the countries of Africa, a Democratic nominee for the Presidency, the Re-



ding that it should re-examine import barriers and meet African leaders in Africa.

"Why has the USA not made a great impact on Africa?" he asked.

"Why is our influence limited?" he asked, in view of the fact that the United States extends direct aid and technical as-

Alex leaders granted bail

FOUR leaders of two Alexandra township organisations were last week each granted R500 bail by a Johannesburg Regional Magistrate after being held for more than two weeks in terms of security legislation.

Mr Paul Mashatile (22), president of the Alexandra Commuters' Committee (ACC) and his deputy, Mr Mack Lekota (55), appeared before Mr W Aucamp.

They were not asked to plead to charges under the Intimidation Act and no evidence was led. The case was postponed until February 10.

The four men were detained by the Security Police about two weeks ago, while the Putco bus boycott in the township continued. Several other residents connected to the two organisations were also held in the pre-dawn raids.

Miss Naomi River, Mr Jacob Mtshali and Mr Obed Bapela, the Ayco executives, who were detained at the same time with the four men, were early last week released by John Vorster Square police without being charged.

Meanwhile the Rev Abel Moleleki, of the Methodist Church in Alexandria and Mr Michael Vilakazi of Ayco, were detained and held in terms of Section 50 of the Criminal Procedures Act.

Mr Vilakazi was briefly held and released by the police after questioning by police last week. Mr Moleleki, whose home was also searched last week, said then that a typewriter and a duplicating machine were removed.

The ANC held meetings organised with Ayco at the Methodist Church, when the fare increases were introduced.

Reef to Durban for R27

By SIMON WILLSON

THE threat of competition for passengers on the Johannesburg-Durban route has met a quick response from SATS.

Since the National Transport Commission backed Greyhound Bus Lines' coach permit SATS has designed a train service for the Reef-to-Durban run.

The new TranSit coaches have air-conditioning, aircraft-style seats and a single fare of only R27.

Sleepers to Durban from the Highveld for black and coloured passengers have also been introduced.

In 1982 SATS had a R690m deficit. The loss for last year is expected to reach about R845m.

Statistics comparing SATS's passenger-carrying performance to that of private-sector operators are no longer published but, when last measured side-by-side in September, SATS's share was less than 40% of national passenger movements.

Private operators accounted for just over 50% with municipal carriers taking the rest.

Greyhound Bus Lines is making its debut as all passenger traffic falls.

The total number of non-airline passengers carried inland rose by 6,6% in 1981, compared with 1980, and by 2,2% in 1982.

The total passenger figure over the January-September period last year slipped by 4,5%.

Lines has bought three of the Mercedes 0303 luxury coaches for [illegible]

Durban-bound . . . by luxury bus

By SIMON WILLSON

THE DELIVERY of South Africa's first Greyhound buses heralds greater competition between the private and public sectors in long-distance passenger transport.

The buses, landed in chassis form in Port Elizabeth, are to be fitted with bodywork before going into service in June.

Greyhound Bus Lines, part of the United Transport Holdings group, first applied to the Johannesburg Road Transportation Board in early 1981 for a permit to run a bus service between the city and Durban.

The board authorised the service the following year, but GBL faced an immediate appeal against its Durban-route permit from SATS, the public sector's long-distance passenger transport operator.

SATS appealed on the ground that adequate, reasonably priced rail services already existed on the Johannesburg-Durban route.

When the appeal was heard by the National Transport Commission last year, GBL's permit was confirmed.

It expires this June, but the GBL general manager, Mr Peter Davies, says renewal of the permit will be routine.

The company has bought three top-of-the-range Mercedes 0303 coaches which, at a cost of R210 00 each, are among the most luxurious in the world.

The chassis were made at Mannheim, West Germany.

They have been sent to the Busaf plant in Port Elizabeth for completion of the bodywork.

Busaf received the coachbuilder's plans in advance last year so that design of the bodyshell could be started before the chassis arrived.

Busaf is equipping the coaches with extra features designed to lure passengers away from trains and aircraft.

These include reclining aircraft-style seats, multi-channel individual sound systems, personal reading lights, fold-away tables, lavatories and galleys.

Fares for the coach service have not been announced yet.

Mr Davies says tariffs will only be set prior to the start of the service.

"Since our original application to start operations was made on the basis of costs prevailing in 1981, our calculations are now three years out of date.

"We will make our tariff announcement as close as possible to the launch date so that fares will be realistic and will hold for a long time.

"Passengers should find the fares extremely competitive."

The Johannesburg-Durban coach journey is expected to take about nine hours, against rail journey times on the same route of 11-13 hours.

GBL has already lodged applications with local transport boards to start coach services between Johannesburg and the other main coastal cities — Cape Town, Port Elizabeth and East London.

Advance bookings for the inaugural run have not yet been accepted, but Mr Davies says great interest has been shown in the service.

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SAM BUTI . . . not our business.

Boycott not our affair says Buti

By NTLANTLA DAMOYI

THE Alexandra bus boycott was organised by political parties and the Town Council should not be expected to be part of it because it was not asked to participate.

This was said by the Reverend Sam Buti, yesterday.

"Some of the members of the Alex Commuters Committee (ACC) call us sell-outs. How can they expect us to participate in the boycott? We don't want to stick our noses in other people's affairs," he said.

Four members of the ACC were granted bail of R500 each on Thursday, after appearing in court under the Criminal Procedures Act. Part of the R2 000 bail sum was raised by the Alexandra community.

The four on bail are: Mr Mike Beea (chairman of ACC), Mr Mac Lekota (vice-chairman), Mr Paul Mashatile (president of Ayco), Mr Nesto Kgope (treasurer of Ayco).

Meanwhile, the United Democratic Front has released a statement supporting the boycott. The statement criticised the "unwarranted detention of our people" and said detention was not the solution to Putco's unjustified bus-fares increase.

The police have no business whatsoever to interfere in a matter essentially between Putco and the commuters. What interest do the Security Police have in Putco? We are in support of the commuters' action and the heroic people of Alexandra. We call on Putco to lower the fares," the statement said.

Pamphlets printed by the Alexandra Commuters Association declared that the boycott was still on. It advised people to use either taxis or private cars.

NEWS EXTRA

Boycott blitz

332

1/2/85

Soweto

LAW enforcement agencies yesterday conducted a blitz which saw Alexandra residents continuing the bus boycott being whisked out of taxis and "defective" vehicles and ordered to board buses.

The police, the Johannesburg Traffic Department and Road Transportation Board officials manned roadblocks on all entrances into Alexandra. Taxis were stopped and those found to be overloaded were taken to the police station and parked there. Some taxi-drivers were given tickets amounting to R480 for various traffic offences.

Mr S Siwisa, a taxi-driver, was given 10 tickets for traffic offences that included lack of fire-extinguisher, absence of bigger rear mirrors and overloading.

The station-commander of the Alexandra police refused to comment on the roadblocks.

The Alexandra Taxi Association, by late yesterday afternoon, had paid R2 600 in fines for members in police custody.

The fines ranged from R500 for the use of a wrong zone-certificate to R100 for overloading. Taxis were taken to the police station still carrying passengers. Commuters' names and addresses were taken down by the police.

Two members of the Alexandra Commuters Committee were taken in for questioning yesterday morning.

They are Mr Thabo Mokhine and Mr Colleen Mabeya.

Meanwhile a Putco spokesman, Mr Pat Rogers, said there had been an easing in the boycott and that the number of commuters not riding buses was down "by little less than 10 percent."

Earlier in the week, Reverend Sam Buti said his town council should not be expected to be part of the boycott because it was run on party politics.

Private carriers are urged to bolster SATS

THE private sector must help South African Transport Services to finance its loss-making services if the State-owned conglomerate is to enter the market on a free-competition basis.

This warning was delivered yesterday in Sandton at a transportation conference organised by the Association of Chambers of Commerce.

Mr Giel Holz, SATS's deputy general manager, said his organisation would have to overcome certain structural problems before it could compete freely.

"Some of these resulted from the past, when greater emphasis was placed on the socio-economic responsibility of SATS. They are problems relating to the rendering of passenger services, investment in uneconomic branch lines, the value principle in the cost structure and the relative infra-



By SIMON WILLSON Industrial Editor

structure cost of rail transport compared to that of road transport."

Mr Holz said he believed the private sector would be willing to help overcome these problems in order to achieve freer competition.

It was not merely a question of persuading the Treasury to make good SATS's losses on uneconomic services. The private sector and the public at large would have to face up to their responsibilities.

If SATS were to compete freely with private enterprise on the open transport market:

- Cost-orientated tariffs would have to be raised and value-based tariffs, such as those for ores, minerals and agricultural products, would have to be increased substantially;
- SATS would have to be released from the financial burden of providing uneconomic, socio-economic services. Legislation was likely to be introduced this year calling on the private sector to participate in the financing of deficits on suburban passenger services;
- Other road carriers should be treated on the same basis as SATS, which bore the full burden of its infrastructure costs whereas road carriers did not; and
- SATS would have to be allowed much greater flexibility in its ability to decide whether or not to accept traffic offered for conveyance. SATS should also be able to use other transport modes if it wanted to.

Metboard.
Cape Times 2/2/84

Tollgate increases interim to 10c

Finance Reporter

TOLLGATE HOLDINGS have increased their interim dividend to 10c from 7,5c in 1983. The interim results are due to be released in March.

If Tollgate stick to their traditional 10c final, this will bring the total for the year back to the 1981 level of 20c, which at the time of its capital repayment of 270c a share in January 1981, the company forecast would be maintained.

However, unsuccessful applications for fare increases in 1981 and increased competition from both legal and illegal taxis in the downturn led to a decrease in income in 1982 and 1983.

Toward the end of last year Tollgate withdrew an application for fare increases when the petrol price was lowered.

In 1982 Tollgate paid a 5c interim and 10c final on earnings a share of 18,6c. In 1983 the interim was raised to 7,5c for a total of 17,5c on earnings of 26c.

The current dividend is payable on February 29 to shareholders on register on February 17.

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Black combi-taxi Bill may be altered

By Anthony Duigan

The controversial "Welgemoed Bill", aimed in part at virtually eliminating the lucrative black combi-taxi business, is likely to be radically altered before it becomes law.

Mr A Eksteen, Director General of Transport Affairs, said while there was no question of the Road Transportation Amendment Bill being withdrawn altogether, it would nonetheless be referred to a select parliamentary committee for various changes to be considered.

This comes in the wake of widespread reaction against the draft Bill from organised commerce and industry which has stated its opposition to the ban on combi-type black taxis, envisaged in the new legislation.

The Bill is based on the recommendations of last year's Welgemoed Commission of Enquiry into Bus Passenger Transportation which pinpointed the combi-type taxi as a major threat to the strategic black bus industry.

"I will not withdraw the Bill but we will have it referred to a parliamentary select committee," said Mr Eksteen who expects the legislation to be handled during the current session of Parliament.

He confirmed that the changes were likely to be made to those sections of the draft Bill dealing with the phasing out of combi-taxis which make up the bulk of the more than 80 000 licensed and unlicensed taxis which move about 500 000 black people each day.

From the publication of the Welgemoed Report organised commerce and industry and black taximen bitterly opposed the phasing out of the combis which has become a billion rand a year industry operating without any subsidy, something which the bus operators cannot do without.

At a recent meeting between the SA Bus Operators Association and the Southern African Black Taxi Association, it was agreed that the busmen would not push for the currently licensed combi-taxis to be phased out.

But then the taximen had to accept that no further licences would be granted for combi-taxis.

Bus incident arrest

3/2/84 332 Sowetan

AN ALEXANDRA youth has been arrested after he allegedly attempted to force passengers out of a Putco bus this week.

The head of the Johannesburg Police Directorate, Colonel Fred Bull, said yesterday that the youth was arrested at the Alexandra bus terminus on Monday. He was apprehended by a number of Putco drivers after he allegedly incited passengers in a bus driven by a Mr I Venter..

He is expected to appear in court soon.

Payroll

In another incident reported yesterday, a 23-year-old woman was robbed of a R4 600 payroll in Johannesburg on Tuesday.

The woman, Ms Hildah Mdola, told police that she was held up by a man armed with a knife.

• Meanwhile six people were reported killed in Soweto yesterday. In one of the cases a man was stabbed to death at a Diepkloof shebeen after he and another man allegedly fought over a woman. A man has been arrested.

Police are also investigating two rape cases in which two women, both aged 23 years, were allegedly raped behind an Orlando West shop on Tuesday.

The women allege that they were plied with drink and then raped repeatedly right through the night. A man has been arrested in connection with this case.

A TV set valued at R1 700 was stolen from a parked motor car in Eldorado Park.

Peace talks at last for taximen

TWO WARRING factions of the South African Black Taxi Association (Sabta) were yesterday (Thursday) locked in peace talks in an attempt to close up the rift that has split taximen right down the middle.

By LEN KALANE

The reconciliation talks come a few days before the Supreme Court case in which the Sabta executive made an application to stop the rebel group led by Petrus Nkosi from acting as the executive of Sabta.

The case sits on February 7 for argument in the Rand Supreme Court.

According to Sabta general secretary Noel Mlokoti, both parties felt they should hold peace talks irrespective of the impending case.

Earlier calls for talks by Mr Mlokothi were spurned by the rebel group.

"It's for the benefit of us all that taxi people should come together again for the the sake of Sabta's image," Mr Mlokoti said.

Buses blitz strands Indian pupils

(332)
Mercury
4/2/84

Mercury Reporter

HUNDREDS of pupils, bused to schools in Stanger from neighbouring areas, were left stranded after a clamp by Natal's provincial traffic inspectorate on defective buses belonging to a Pretoria-based company contracted to the Department of Indian Education.

The provincial traffic control's deputy chief, Mr Eddie Elson, confirmed yesterday that many of the buses had been pulled off the road and tested.

'Apart from defects, the roadworthy certificates of two buses had expired,' he said.

Mr Elson said the clamp followed complaints from parents of pupils.

Many buses had been found with defects and the owners had been warned to rectify them.

'Buses will be tested regularly,' he said.

A Stanger education committee member, Mr Haniff Manjoo, said at least 200 pupils had had to wait at least three hours on Thursday before they had been taken home.

The clamp and the removal of two buses from the road had resulted in the delays, he said.

'There had to be a shuttle service to get the pupils home on time and bring them back to school yesterday,' said Mr Manjoo.

Principals of several schools in Stanger confirmed that pupils had arrived late at school yesterday.

A spokesman for the Department of Indian Education said the department would carry out an investigation.

A spokesman for the bus company said the delays had been caused by water-choked and damaged roads.

NOW ET's COUNCIL BACKS THE TAXIMEN

(332)

City Pres 5/2/84

THE Soweto Council this week backed private taxi owners in their battle for survival against the bus companies.

The council rejected the Welgemoed Commission's recommendation of a clampdown on minibus taxis because of the way they compete with buses, saying:

"The report is detrimental to the citizens of Soweto."

"And besides, black opinion was not sought about possible improvements to the transport system," said deputy mayor Isaac Buthelezi.

The council has sent an urgent letter to Transport Minister Hendrik Schoeman stressing that, in terms of the new Black Local Authorities Act, it is empowered to make recommendations in connection with transport facilities.

By KHULU SIBIYA

Mr Buthelezi pointed out that Soweto taxi owners had used mini-buses effectively since 1979, and helped alleviate transport problems.

He said the council rejected the Welgemoed Commission's arguments that mini-buses compete with buses, tout at bus stops, have fluctuating tariffs and are difficult to control.

"And we'll fight to the bitter end to oppose the commission's recommendations," Mr Buthelezi said.

He added that the council had requested several changes to Soweto's transport network, including:

● All taxi applications to the Johannesburg Road Transportation Board (JRTB) since 1980 should be made available to the council.



ISAAC BUTHELEZI: "Report detrimental."

● Mr Schoeman should instruct the JRTB not to handle licence applications without consulting the council

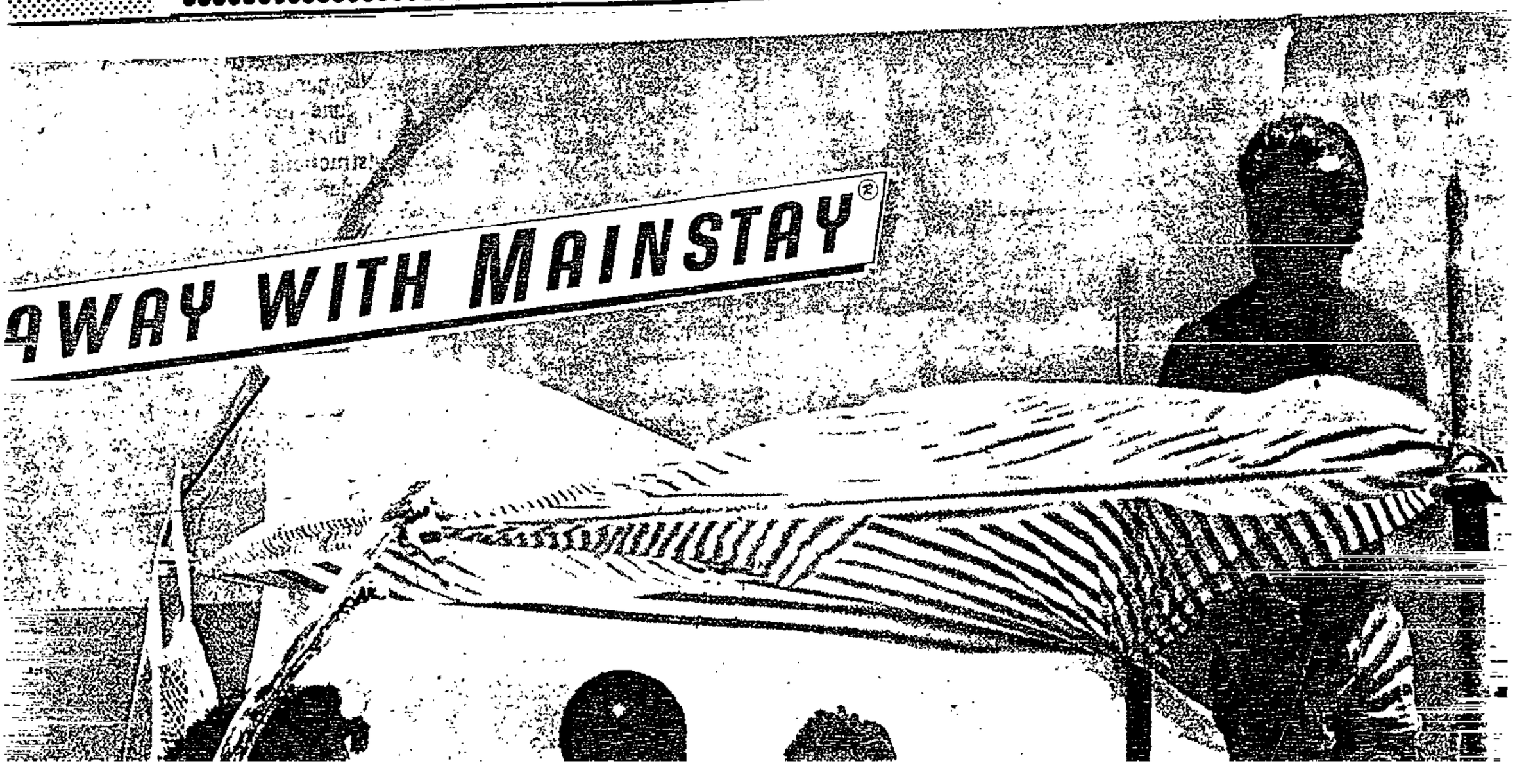
● The traffic department should be moved to Soweto so that Soweto-registered car owners pay licence fees to the council

"We've also asked the Government to give us part of the GST money, because Soweto has more people than Johannesburg," Mr Buthelezi said.

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(332) RSM 7/2/84

New twist to bus boycott

Mail Reporter

THE three-week-old Alexandra bus boycott has taken a new twist — commuters are to petition Putco on the alleged insanitary conditions of the buses as the boycott dwindles.

Buses were 95% full yesterday as police surveillance around the township and at bus ranks continued.

The Azikhwelwa campaign (boycott) is fizzling because of what the Alexandra Commuters Committee (ACC) described as "police harassment and intimidation on commuters and the continued clampdown on taxis".

Alexandra police declined to comment on the allegations.

The ACC said yesterday it would embark on a petition campaign to disprove claims by Putco officials that there was no support for the bus boycott.

Chairman for ACC, Mr Mike Beea, said because of the continued detentions on his executive and the blitz on taxis, people were going back to the buses.

Mr Beea said a campaign meeting would be held on Saturday at a venue still to be decided.

"We feel the 12,5% fare increase is unfair if we still do not have courteous drivers, clean buses and shelters at ranks," he said.

Putco officials declined to comment.

Mr Beea and three of his ACC executive members had been charged in terms of the Intimidation Act and were released on bail last week.

Their trial will resume on February 10 in the Johannesburg Regional court.

Bus company 'lost revenue'

CAPE TIMES 7/2/84 332

Political Correspondent

HOUSE OF ASSEMBLY. — A Mitchells Plain bus company is seeking compensation from the National Transport Commission because of revenue lost since the introduction of a cheaper train service.

The commission's report for 1982-83, tabled in Parliament yesterday, says the Mitchells Plain Bus Service Ltd had been providing a service between Mitchells Plain and Nyanga before the rail link to Mitchells Plain was opened in June 1980.

Commuters thus had a choice between the bus and train service but preferred to use trains "since the fare is considerably cheaper", the report says.

The bus company is now claiming compensation for alleged loss of income.

(332) 7/2/84

Taxi men hold indaba

By MZIKAYISE EDOM

THE National Executive committee of the Southern African Black Taxi Association has announced elections for a new executive committee.

This follows a meeting held by a dissident group in Natal two weeks back in which the present national executive led by Mr Jimmy Sojane, was given an ultimatum to hold elections on or before next Wednesday (February 15).

7/2/84

Mr Sojane's committee was also asked to produce an audited financial statement, dating back to 1981, when the association was formed.

Sabta, which boasts a membership of 20 000 throughout South Africa, was founded in Katlehong, near Germiston as an umbrella body for all taxi associations in the whole country.

Since Mr Sojane's committee was elected in 1981, no other elections of the national executive have taken place.

There have been problems within the association since late last year. This was after Sabta's executive submitted a recommendation with the South African Bus Operators Association (Saboa) that kombis no longer be registered as taxis.

Dissatisfied taxi owners held a meeting in Katlehong on December 28 where Mr Sojane's committee was "suspended."

The dissident group has also sent a memorandum to the Minister of Transport, Mr Hendrik Schoeman, rejecting the agreement signed by Sabta and Saboa.

'PUTCO BOYCOTT STILL ON'

THE Alexandra bus boycott will continue in spite of reports to the contrary, the chairman of the Alexandra Commuters Committee, Mr Mike Beea announced yesterday.

Mr Beea denied weekend reports that the boycott may be called off because it was losing support.

"The people still support the boycott and those who have gone back have done so because of police harassment," he said.

He said a mass meeting will be held at the Methodist Church on Saturday at 2.30 pm to decide on whether the boycott should continue.

"It is the people who will decide and until then it will definitely continue," he said.

PE bus services had to be cut

Post Reporter

A SHORTAGE of bus drivers resulted in buses on the routes to and from Port Elizabeth's black townships today being unable to complete all the scheduled trips.

The general manager of PE Tramways, Mr Graham Shields, said 24 trips had to be cut and this resulted in a build-up of passengers at bus stops.

He said: "Over the Christmas period many bus drivers resigned and we normally don't have any applicants looking for jobs at that time of the year.

"At the moment applicants who came forward in January are undergoing training and I am pleased to say our training school is full."

Mr Shields was unable to say when the situation would revert to normal.

BLACK TAXIS

Back from the brink?

SA's estimated 82 000 combi-taxi operators seem due for a respite — but it might be only temporary. The day of their official extinction might merely be postponed.

Transport sources tell the *FM* they are worried that an "interim" compromise — which would cater selectively for the "legal" (ie licensed) combi-taxi operator minority — might be on the cards. The legals would then survive; the unlicensed majority almost certainly would not.

Department of Transport Affairs (DoT) director general Adriaan Eksteen confirms to the *FM* that the Road Transportation Amendment Bill, planned for tabling this session, will be referred to a parliamentary select committee.

Eksteen says the Draft Bill, circulated to the private sector late last year for comment, has been "changed to a certain ex tent." He won't give details, however. Some transport industry sources who claim to have seen a document tell the *FM* the redrafted Bill omits references to taxis entirely.

Eksteen acknowledges that the decision to all but withdraw the Bill in its present form — whatever that is — followed "tremendous complaints against the principle of the thing."

Donald Masson, chairman of the 17-industry Transport Consultative Committee (TCC), one of whose members, ironically, is Saboa, the bus operators' lobby, fears that when the Bill comes back from the select committee it might look similar to a deal already worked out between Saboa and the legal taximen's body, Sabta.

That deal (*FM* January 20) would preserve the legal taxis only, and restrict others to four-passenger maximums. The only legal option for the 60 000-odd unlicensed taxis would be to vie for fixed-route "small bus" routes. The big operators are already penetrating that field (*Business* February 10.)

"What we have in mind," says Eksteen, "is that we must continue with existing, that is licensed, combi-taxis. The illegals are another story."

The proliferation of the "illegals," say the taximen and the TCC, has resulted largely because of the difficulty in getting licences — rather than a desire to avoid legality. Eksteen says the proliferation — the black combi-taxi industry turns over R1,2 billion/year — is "not necessarily proof of demand."

Masson says the TCC will seek to present its case to the select committee and will urge that at least some sort of dialogue be held with the illegals. "We will urge that the situation of the unlicensed taxi operators at least be addressed," says Masson.



On the streets . . . but maybe only temporarily

Putco bus fare plea fails

332

Sowetan 8/2/84

A DELEGATION representing residents of KwaThema in Springs failed on Monday to convince Putco officials to reduce the recently introduced 12,5 percent bus increase in the township.

The new fare increases were introduced throughout the Reef by the bus company three weeks ago. In Alexandra township, commuters boycotted the buses following the increases and some members of the Alexandra Commuters Committee (ACC) were later arrested by police for allegedly intimidating commuters not to use the buses.

This was the second meeting between the delegation and Putco officials to discuss the fare increases. Monday's meeting was held at the headquarters of the bus company in Wynberg near Alexandra.

The first meeting was held in Springs two weeks ago.

The nine man delegation was made up of members from the Vusumuzi Democratic Party, the KwaThema branch of Inkatha and the Lesedilamalapa Women's Organisation. Putco was represented by Mr Pat Rogers, public relations executive, Mr V Coetzee, the company's financial executive and Mr G R Hall, the Eastern Transvaal executive representative of the company.

Mr Steven Mbatha, speaking on behalf of the delegation told **The SOWETAN** yesterday that they were told by Putco officials that it was not possible at this stage to reduce the fares because they were introduced throughout the Reef and not only in KwaThema.

Boards said to favour Sats hauliers

EAST LONDON — The South African Indian Council spokesman on transport affairs, Mr Ramcharitar Panday, has accused the government of taking a "monopolistic" stance in the awarding of permits to privatre truck owners, and has advised local operators to form an association to combat this alleged discrimination.

Mr Panday, of Durban, was in East London this week to attend a court case in which a Durban truck owner was fined R400 for transporting plastic goods without the necessary permit.

His rights in his R140 000 mechanical horse, being paid for on hire-purchase, were also forfeited to the State.

Mr Panday accused transportation boards countrywide of giving preferential treatment to South African Transport Services trucks in the awarding of permits to transport goods.

Mr Panday pointed out that if a trucker had a permit to transport furniture, and was found carrying plastic drums with his furniture load without an additional permit to do so, he would be fined.

To transport some goods, a R10 permit has to be obtained from road transportation boards. These permits are usually valid for only 24 hours.

"I can understand the need for a permit to transport items like glass, but there is no need to have permits for items like plastic drums."

Mr Panday said the present trucking laws were forcing some hauliers to run "fly-by-night" operations, where they run long-distance loads under cover of darkness, hoping to avoid police checks.

"But this is dangerous and leads to more accidents on our roads. They should not have to do this to satisfy their customers."

Because of the dissatisfaction among local hauliers, Mr Panday said he has advised them to form a hauliers' association with other Eastern Cape truckers.

This organisation, he said, could be affiliated to the South African Private Hauliers' Association.

Mr Panday said he had been trying since last June to have a hearing on the issue with the Minister of Transport, Mr Hendrik Schoeman.

"He won't even give us an interview."

A SATS spokesman in Johannesburg said the allegations made by Mr Panday were "nothing new and are brought up from time to time by various people."

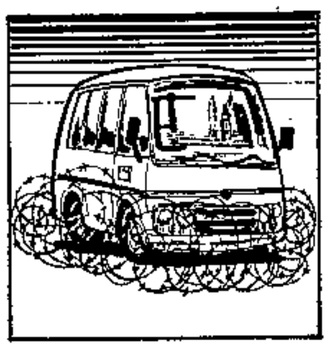
He said SATS was not given preferential treatment in the handing out of permits.

The secretary of the Road Transportation Board in East London, Mr J. A. Engelbrecht, commented on the issue: " If we give out permits left and right then it will be chaotic.

"It's not just a case of buying a vehicle and going for a permit. There are rules to protect existing cartage contractors.

"An applicant must prove that the existing facilities are inadequate, and if they are, the board will grant him a permit.—DDR

A way through the maze



Proposed legislation to curb the black combi-taxi industry could create fierce black resentment. It also threatens the growth of a free-enterprise ethic among precisely that population group where it should be fostered — the urban blacks.

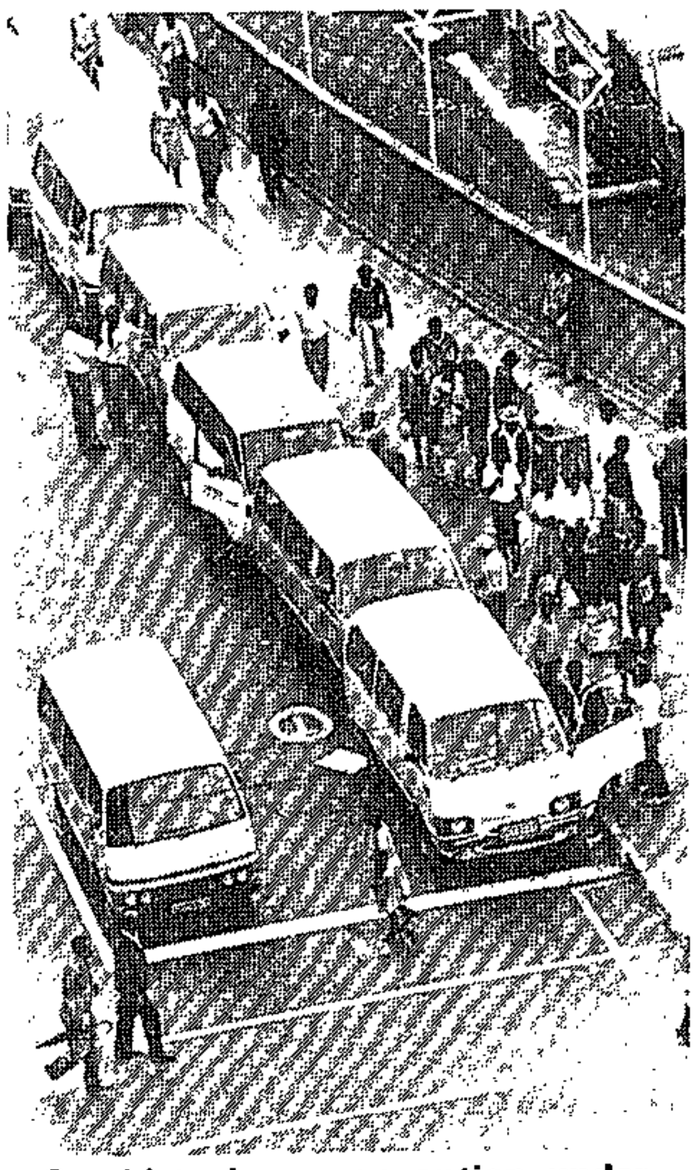
It is widely believed that many of SA's urban blacks are frustrated businessmen. If freed from the restrictions imposed by a plethora of discriminatory laws, the possibilities for black entrepreneurs are manifold: a new area for wealth creation would be opened up.

There is an important social benefit implicit in such a development. "Freeing the informal sector," as Director General of Finance Joep de Loor put it (*Business* December 9), could produce the most powerful argument yet to blacks that they do indeed have "a place in the sun" of the free enterprise system.

The best example SA has yet experienced of blacks' adaptability to this concept is the phenomenon of the combi-taxi — a R1,2 billion/year industry which blacks themselves have created.

Statistics are hard to come by. But based on such factors as vehicle sales to blacks, and traffic counts, it would seem that, at a minimum, 500 000 blacks use 82 000 combi-taxis — fewer than 18 000 licensed — to travel to, from and within black townships each day. Many do two trips a day. These commuters choose the combis because they are preferred to the alternatives — the subsidised train and bus services. Combis are faster, safer, more comfortable, more flexible — but not cheaper. Passengers on combis can pay as much as 20%-30% more than on comparable bus or rail routes.

They run at capacity, frequently during peak hours well over their designated passenger load of between eight and 15 persons. The very fact of their overloading says, clearly, they have not yet met demand fully. Despite a recession, black combi-taxis are a growth industry. It stands to reason that there should be legitimate controls over their operations — they should be roadworthy and pay licence fees of one kind or another for the privilege of using the roads. But attempts to clamp down on them wholesale make little sense.



Combi-taxis ... an option under threat

The 82 000 figure for combi-taxis nationwide may be conservative. As with so many aspects of black life and activity in SA, quantification is difficult and inexact. At least 46 000 combi-taxis are thought to operate in Transvaal; 18 600 in the Cape; 11 300 in Natal; and 6 000 in the Free State. Hundreds, perhaps thousands, more operate licensed or unlicensed from within the homelands.

To some, all this is graphic, visible — even exciting — evidence of blacks' enthusiasm for a stake in the economy. Government and the transport establishment, on the other hand, apparently view the combi-taxi explosion as a recipe for "chaos." Some appropriate solution must be found.

For a start, Pretoria has over-reacted. The draft Road Transportation Amendment Bill seeks nothing less than to wipe out the combi-taxi industry. But whose interests will really be served by destroying the combi-taxi? They can only be those of the providers of the rail and bus services that blacks so manifestly detest and disregard.

The Bill, therefore, is a response not to meet the challenge of the marketplace — but to call in the power and the instruments of the State to put rivals out of existence.

From one point of view, the subsidised black transportation system has a case. No one can accuse the operators of placing the millions of blacks in townships far from their work. Putco did not invent the Group Areas Act; nor did the Railways or the other bus operators. They can therefore argue that while the Group Areas Act stays on the statute book, they deserve exclusive government-sponsored protection.

But that argument has a sting in its tail. By being seen to profit from residential apartheid, their operations are perceived by some blacks — and not just the militants — as helping to enforce a detested system. When the political temperature in the townships rises, the subsidised buses are among the first targets of attack and arson.

This is the year that the Nationalists have got to make the new, highly complex constitutional dispensation for whites, coloureds and Indians actually work. They have staked their future on it. A black backlash, on an ostensibly commercial issue — but readily exploitable in political



Lining up ... but bus services are not favoured

Financial Mail

GOLD MARKETING

Leave it to the mines

Why do gold mine executives appear so timid? More often than not, the suggestion that the industry should be put in a position to take full advantage of the past decade's changes in the world's gold markets is met with half a dozen reasons for maintaining the status quo. And the gold mining industry being what it is, everyone is condemned to moving at the speed of the slowest.

Since the start of the Seventies, the world gold market has changed drastically. The old structures remain, serving particular market requirements. In London, for example, the daily gold price fixes are one of the major features of the physical market. But the advent of futures trading in New York, Chicago and Hong Kong has presented traders with considerably wider opportunities. SA, in the meantime, remains tied by the artificial marketing constraints implemented when we went off the gold standard.

The Reserve Bank has first call on all gold we produce and is essentially responsible for its marketing. This was all very well in the predictable days when gold was pegged at $35, but it is debatable whether it is appropriate now. And it is arguable that the industry would be best served if the mines or the mining houses were to do their own gold marketing.

Such a suggestion meets with an obvious response from certain sectors of the industry. Problems, it is contended, could well be greater than the benefits. This is accompanied by the assertion that, though there is no way of quantifying any advantages of the Reserve Bank's marketing activities, the Bank is nevertheless "doing a good job." Well, maybe.

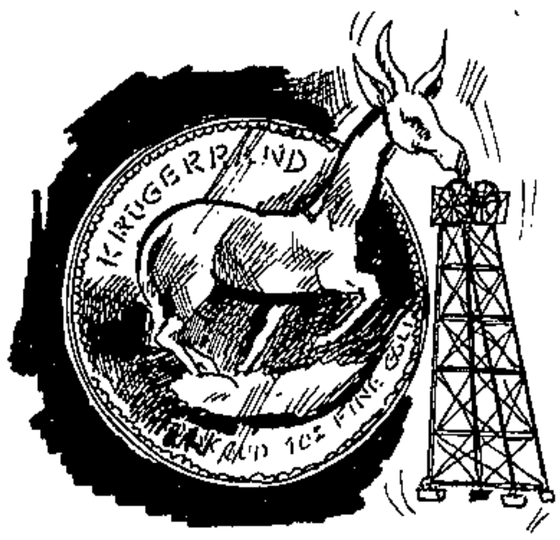
Of course, the Bank has years of experience — largely confined to acting as a conduit for the orderly delivery of 600 t or so of gold each year to world markets. At one stage, we sold the whole lot through the Bank of England until the London gold market was closed briefly during the Wilson government and the Bank switched to an equally cosy relationship with the major banks which make up the Zurich gold pool.

It was hardly a prime example of innovative thinking or, for that matter, evidence of "doing a good job." Rather, it was a response to a crisis which left the country no better off than before. Subsequently, the Bank broadened its sales activities and now delivers physical gold to dealers in all major gold markets.

The only important innovation to have been introduced by SA was the brainchild of the Chamber of Mines — the Krugerrand. No one argues that the Krugerrand should be scrapped — nor did anyone argue strongly against its introduction. And yet, the advantages or disadvantages of the Krugerrand marketing programme, managed by Intergold, the Chamber of Mines' marketing arm, are just as unquantifiable as those of the Reserve Bank's marketing activities.

Krugerrand sales do generate a relatively small obvious additional profit for the gold mines, which is equivalent to the coin's premium over the bullion price less Intergold's running costs. The unquantifiable, though, is the Krugerrand's contribution to the gold price itself.

Intergold's marketing strategy was to draw tiro investors' attention to the benefits and opportunities of holding gold. It can be argued with some justification that this has led to a substantially and persistently higher gold price than would otherwise have been the case. To a great extent, however, this benefit appears to have been ignored by gold industry executives looking at new marketing strategies. If the mining houses were allowed to market their own gold free of the ties to the Reserve Bank, one might expect further marketing innovations as significant as the Krugerrand programme.



This, of course, implies a great deal of faith in the houses' innovative abilities, which may be unjustified in the light of their recent record. When the gold mines were permitted to deal in gold futures markets, only one mine, Western Areas, persisted. By way of contrast, mining house GFSA reckoned that it had no need of futures markets and steamed along selling as usual to the Reserve Bank.

Other producers dabbled their toes in the water but pulled back until they were permitted to trade dollars forward, which, in combination with gold futures contracts, allows the mines to lock into fixed rand-denominated gold prices.

All this merely allows the mines to be relatively passive and minor participants in the futures market. The bulk of South Africa's annual output is delivered by the Reserve Bank to the market regularly and is a factor which can be counted upon not to cause waves. But it is a system which leaves the mines with little scope for initiatives needed if the producers are to benefit fully from the evolving market structures.

Intergold's worldwide operations have helped create more gold marketing opportunities than would have been possible with the Reserve Bank as the sole conduit for SA's gold. The gold market is evolving rapidly. By allowing the mines greater freedom to devise their own marketing strategies, the authorities could well contribute to the creation of new market structures which operate firmly in this country's favour.

terms — could jeopardise that. There are signs that Prime Minister P W Botha and the National Party are getting the message about how dangerous and inflammatory the black taxi Bill could be.

So there is reason to hope that Transport Minister Hendrik Schoeman may not, after all, push through the Road Transportation Act Amendment Bill — or, at least, its proposals on black taxis based on the recommendations of the Welgemoed Commission (*Business* January 27).

The Cabinet is reported to have circulated a discussion paper in the NP caucus explaining how damaging and ill-advised the Bill could prove. In the meantime, though, the combi-operators themselves, both legal and illegal, plus organised private-sector industry and a wide segment of the public, are waiting anxiously to see whether the lobby of the powerful bus operators and SATS will prevail.

An element of this anxiety, resulting directly from the Welgemoed proposals, is shown in the rift between the combi-taxi operators themselves. Functioning, as the vast majority do, without licences is a nervous enough business. Functioning with a licence, as the 17 000 combi-taxi operators of the Southern Africa Black Taxi Association (Sabta) have done, becomes just as distressing if the prospect of official extinction is there as well.

Based almost entirely on the recommendations of Pieter Welgemoed's Commission of Inquiry into Bus Passenger Transportation, government's draft Bill, circulated for comment last November, proposes to:

- ☐ Define taxis as vehicles carrying no more than four passengers;
- ☐ Phase out the licensed combi-taxis over four years;
- ☐ Force all taxis to fit meters; and
- ☐ Create for vehicles carrying from four to 25 passengers a new category of "small bus," to operate on fixed routes with approved tariffs and timetables.

The move has enraged combi-taxi operators and led to disquiet among their supporters in the private sector.

"Dog-eat-dog may not be a very edifying sight to watch," says Allan Cowell, deputy chairman of the 17-organisation Transport Consultative Committee (TCC), which is leading private-sector opposition to the Bill. "But in the world of private enterprise, it is accepted practice." The trouble is that the draft Bill makes black passenger transportation "a political issue we must at all costs avoid," he adds.

Faced with extinction, it is not surprising that Sabta president Jimmy Sojane began in December to seek with the Southern African Bus Operators Association (Saboa) some sort of deal which would save at least a small minority of the black combi-taxis.

No one, of course, is speaking too loudly for the illegal operators — though any "resolution" of the problem which excludes them will run counter to market forces.

Sabta and Saboa reached agreement that the "legals" should be saved. They put this in a memorandum to Department of Transport (DoT) Director General Adriaan Eksteen, in an attempt to get the Bill al-

ONE MAN'S DAY

Each working day for Michael Mogale, a youthful Soweto taxi operator, begins about 4 am when he gets up and prepares to go to work. "Whatever happens," he says, "I must leave home at 5 am to get to the rank in Zone Five, Meadowlands."

When he leaves home, he has to ensure that he has in his vehicle — a combi — the road transport exemption certificate which reflects the number of passengers he may carry, and also the permit allowing him to operate between the townships and the city.

The 30-year-old Soweto bachelor from Mofolo says that operating illegally in the city when one has authority to trade only in the townships can turn out too expensive. The fine is usually R1 000, "so you need to have that permit on you all the time — just in case you're asked for it."

At the rank, Mogale begins to load passengers, but only when his turn comes. "You see, it's first-come-first-served. You've got to wait in the queue for your turn."

Business starts slowly. It's rare to get a full load before six, when the morning peak period begins. Mogale is licensed to carry eight pasengers, even though he owns a 10-seater combi.

During the peak period, which lasts till 9 am, Mogale often makes three trips into the city. The fare is R1 a single trip. From midday on Fridays until 10 am on Mondays, the fare is R1,10 a single trip.

Mogale says the afternoon peak period starts at 4 pm when, once again, three trips can be made between then and about 6.30. After the morning peak period, three taxis usually stand at the Diagonal Street rank in the city, waiting for any casual passenger who might be going to the townships. The rest of the fleet returns to the townships to pick up any people who might be working shifts or those hurrying to do shopping in the city.

"Business is very poor at that time of the day. By midday, we gather at the rank in the city to clean our vehicles, have lunch and rest, waiting for the afternoon peak period. It's at this time we relax, reading newspapers," says Mogale.

Mogale, who used to work as a low-paid filing clerk in the city, now makes about R400 a six-day week: R1 600 a month.

His day seldom ends before 6.30 pm when he leaves with whatever passengers he may have been able to pick up from the rank in the city on the way home.

On a Friday afternoon, the taxi operators have a standing rule to remain in operation until after 8 pm. On that day, explains Mogale, more people, including some who usually commute by train or bus, use taxis when returning home after work.

"Taxis are safer for them, especially when carrying parcels or taking pay packets home, on Friday afternoons. And for those who so desire, we even drive them home," he says.

Mogale operates one taxi because, as he says, it's not easy to expand a taxi business today, mainly because of "opposition in the form of Putco and the Railways at the Johannesburg Road Transport Board where applications are made."

A taxi has to display a road transportation certificate indicating the registration number of the vehicle and that it is licensed to operate as a taxi. In addition, it has to be properly marked, showing who the owner is and his home address.

A taxi operator has to have a certificate of fitness, which is renewable every six months, and a public driving permit indicating whether or not he is fit to carry passengers or work with the public, as well as a public motor vehicle licence allowing him to keep a vehicle at the rank.

The public motor vehicle licence is renewable once a year at a R30 fee, while a taxi operator has to pay, all told, R20 in medical fees and for the fitness driving permit.



Taximan Mogale . . . it's not easy to expand



Saboa's Prinsloo . . . going for a "midi" solution

tered before it reached Parliament.

The Sabta-Saboa accord also approved the restriction of further taxi permits to vehicles carrying no more than four passengers, and said existing combi-taxi operators should be allowed to replace their combis only with eight-passenger vehicles.

Sojane was swiftly branded a "sell-out" by both the illegals and by broad sections of the Sabta membership led by former Sabta chief spokesman Petrus Nkosi, of Katlehong. (Sojane sacked Nkosi early in January.)

The illegals are enraged over the legals entrenching their position at the expense of the majority, while the Nkosi faction feels Sojane has no right to speak for Sabta, because he is alleged to be unconstitutionally in office (*Business* January 20). The issue of who speaks for Sabta — and therefore of the validity of the Sabta-Saboa agreement — went before a Supreme Court judge this week.

Further complicating the entire black taxi issue is the introduction by Greyhound of 24-seater "midi-buses" on black commuter routes. Sojane totally rejects midi-buses; they represent the one major area in which Sabta, or at least Sojane's negotiating team, and Saboa fail to agree. "We have large buses, trains, sedan taxis and combi-taxis," says Sojane. "We don't need another category of vehicle. The market is already overtraded."

But Saboa executive director Gerrie Prinsloo points out that all existing illegal taxi operators have to do is apply for a route, and they can then legally become a "midi-bus operator." Many unlicensed taxi operators have already come forward with such applications, says Prinsloo, and he believes the idea is "essentially acceptable." The scheme, he feels, will "remove chaos and create order."

Having a fixed route, in Saboa's view, eliminates the combi-taxi practice of "touting" for business along bus routes. But this argument infers that all 60 000 unlicensed taxis spend their time exclusively on bus company routes, which is patently improbable. And waiting passengers, after all, are hardly being forced to climb into the cruising combis. A combi will often take a passenger to his front door. A bus or a train moves from terminus to terminus: it is fixed, inflexible and often infrequent.

Nonetheless, combi-taxis are viewed as inherently "disorderly" by sectors of government and SA's bus operators.

"SA can have either an organised mass transportation system, with a role for taxis, or it can have uncontrolled chaos," argues Cape Town's City Tramways GM Nic Cronjé. But is losing market share to a competitor really chaos?

"We are not saying illegality (for combi-taxis) is right," says the TCC's Cowell. "There should be a way the illegals can be made legal. This Bill, in draft form, deals severely with both the legals and the illegals. To limit the passengers of a legal taxi (to four) is not a viable proposition. You cannot economically run a combi as a four-passenger vehicle and make a profit."

Cowell sees the government "painting itself into a very tight corner" over the taxi legislation, and claims that the "Sabta-Saboa scenario" is evidence of dangerous collusion. Certainly, it would appear that it is seen that way in the black community.

The answer would seem to lie in a fluid licensing system which nonetheless takes account of safety requirements and insurance liabilities. The pressures for a further opening-up of the passenger transport system for black entrepreneurs are overwhelming, and restrictive legislation which merely protects vested interests will simply make for more illegality on the roads.

The investment which is represented by the ownership of combi-taxis could then become productive — leading on naturally to capital accumulation by black businessmen, and investment in other areas. As for any squeeze on the profits of the Putcos of this world, the rule of the market is that if you can't survive competition, you have to get out. The black taxi issue — with its potentially disruptive political component — will test to the utmost Pretoria's commitment to both free enterprise and reform.

SOWETO'S VIEW

The newly constituted Soweto Council has stepped into the black taxi fracas. Using its powers in terms of the Black Local Authorities Act, it has drawn up a comprehensive memorandum appealing to Transport Minister Hendrik Schoeman — "in the interests of taxis, the black community and industry" — not to implement the controversial Welgemoed recommendations as contained in the draft Road Transportation Act Amendment Bill.

In the memorandum Schoeman is asked to:

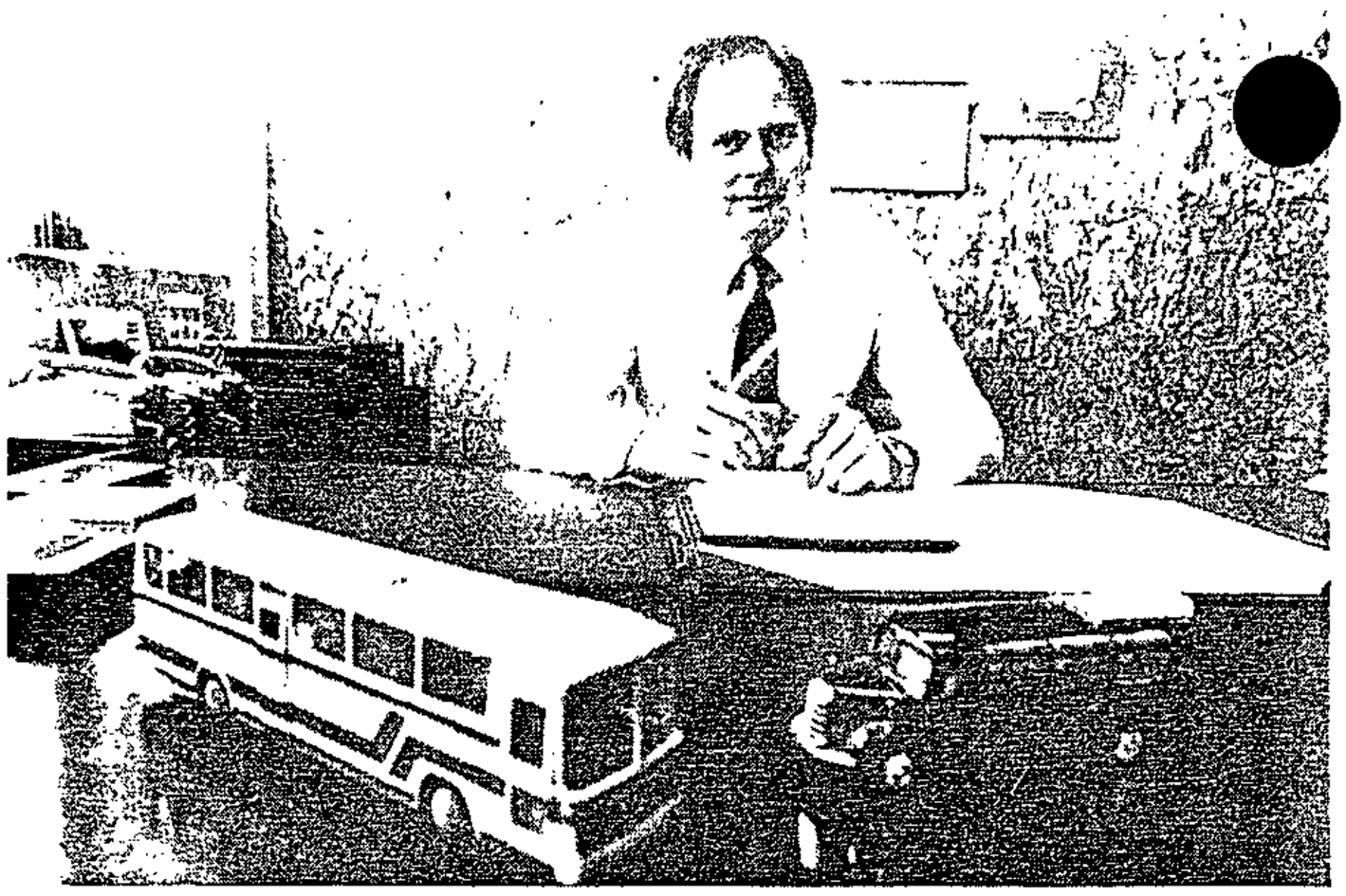
- ☐ Reject all the recommendations made in the Welgemoed Commission report relating to the use of taxis, lift clubs and buses;
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- ☐ Instruct JRTB not to grant or reject any applications for taxi licences without consultation with the council, pending investigation into JRTB's handling of applications.

About 500 000 people use public transport between Greater Soweto and their places of employment daily, argues the council in its memorandum. Nearly half of that number use trains; a third commute by buses; with the rest using taxis.

The council says it is "amazed" by the Commission's proposal to do away with combi-taxis, which are not subsidised, while supporting Putco which receives heavy subsidies from government each year.

"If implemented, the Welgemoed recommendations would make a lie the government's support for free enterprise and small business operations," the memorandum says. Implementation would also cause turmoil and "set the clock back to 1976".

The fault, adds the memorandum, "lies not in the use of combis as taxis but rather with JRTB, which rejects applications from would-be taxi-operators in an attempt to protect Putco."



Saboa's Prinsloo ... going for a "midi" solution

tered before it reached Parliament.

The Sabta-Saboa accord also approved the restriction of further taxi permits to vehicles carrying no more than four passengers, and said existing combi-taxi operators should be allowed to replace their combis only with eight-passenger vehicles.

Sojane was swiftly branded a "sell-out" by both the illegals and by broad sections of the Sabta membership led by former Sabta chief spokesman Petrus Nkosi, of Katlehong. (Sojane sacked Nkosi early in January.)

The illegals are enraged over the legals entrenching their position at the expense of the majority, while the Nkosi faction feels Sojane has no right to speak for Sabta, because he is alleged to be unconstitutionally in office (*Business* January 20). The issue of who speaks for Sabta — and therefore of the validity of the Sabta-Saboa agreement — went before a Supreme Court judge this week.

Further complicating the entire black taxi issue is the introduction by Greyhound of 24-seater "midi-buses" on black commuter routes. Sojane totally rejects midi-buses; they represent the one major area in which Sabta, or at least Sojane's negotiating team, and Saboa fail to agree. "We have large buses, trains, sedan taxis and combi-taxis," says Sojane. "We don't need another category of vehicle. The market is already overtraded."

But Saboa executive director Gerrie Prinsloo points out that all existing illegal taxi operators have to do is apply for a route, and they can then legally become a "midi-bus operator." Many unlicensed taxi operators have already come forward with such applications, says Prinsloo, and he believes the idea is "essentially acceptable." The scheme, he feels, will "remove chaos and create order."

Having a fixed route, in Saboa's view, eliminates the combi-taxi practice of "touting" for business along bus routes. But this argument infers that all 60 000 unlicensed taxis spend their time exclusively on bus company routes, which is patently improbable. And waiting passengers, after all, are hardly being forced to climb into the cruising combis. A combi will often take a passenger to his front door. A bus or a train moves from terminus to terminus: it is fixed, inflexible and often infrequent.

Nonetheless, combi-taxis are viewed as inherently "disorderly" by sectors of government and SA's bus operators.

"SA can have either an organised mass transportation system, with a role for taxis, or it can have uncontrolled chaos," argues Cape Town's City Tramways GM Nic Cronjé. But is losing market share to a competitor really chaos?

"We are not saying illegality (for combi-taxis) is right," says the TCC's Cowell. "There should be a way the illegals can be made legal. This Bill, in draft form, deals severely with both the legals and the illegals. To limit the passengers of a legal taxi (to four) is not a viable proposition. You cannot economically run a combi as a four-passenger vehicle and make a profit."

Cowell sees the government "painting itself into a very tight corner" over the taxi legislation, and claims that the "Sabta-Saboa scenario" is evidence of dangerous collusion. Certainly, it would appear that it is seen that way in the black community.

The answer would seem to lie in a fluid licensing system which nonetheless takes account of safety requirements and insurance liabilities. The pressures for a further opening-up of the passenger transport system for black entrepreneurs are overwhelming, and restrictive legislation which merely protects vested interests will simply make for more illegality on the roads.

The investment which is represented by the ownership of combi-taxis could then become productive — leading on naturally to capital accumulation by black businessmen, and investment in other areas. As for any squeeze on the profits of the Putcos of this world, the rule of the market is that if you can't survive competition, you have to get out. The black taxi issue — with its potentially disruptive political component — will test to the utmost Pretoria's commitment to both free enterprise and reform.

SOWETO'S VIEW

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cabinet level. A memorandum has been circulated to ministers, according to *FM* sources, and bottom-line thinking is that to tamper with a key black issue at this stage would be politically dangerous.

And, if blacks are to be wooed to free enterprise, it could be ideologically dangerous as well.

disaster. A "national reconstruction programme" for agriculture is essential, he says, for the survival of large sections of the country's biggest industry.

TAXI ROW

Taking the gap

While thousands of black combi-taxi owners wait to hear their fate in terms of the Welgemoed Commission recommendations, established bus operators are wasting no time in filling the potential void.

The commission has suggested that tens of thousands of technically illegal combi-taxis should be forced off the roads. Among the alternatives it recommends are midi-buses, carrying up to 25 people on scheduled routes.

Although there are signs of an official rethink on the issue (*Business* January 20), midi-bus operators are gearing up to take the gap.

United Transport operations manager Ian Morton says seven of the group's subsidiary companies have these vehicles on medium to long-distance routes.

Black passenger acceptance, he says, has been "excellent." In the short-haul township transport sector, however, where Greyhound last month began operating two Mercedes Benz 608s in Randfontein, combi-taxi owners are understandably peeved.

"Midi-buses for the townships are a threat to the small private entrepreneur," says Southern Africa Black Taxi Association (Sabta) president Jimmy Sojane.

Sojane, whose Sabta negotiating team has reached a compromise with the Southern African Bus Operators Association (Saboa) which would save licensed combi-taxis from the axe, says black township transport is "already overtraded.'" The introduction of the midibuses, he says, is "unnecesarry."

The Sabta-Saboa accord, which is in response to government's Welgemoed-inspired draft Road Transportation Amendment Bill, would give SA's estimated 60 000 unlicensed combi-taxi operators the option to convert their vehicles from free-roving taxis to fixed-route "small buses" or midi-buses.

The alternative would be to change to metered sedans and continue to operate as "taxis" — but restricted to a maximum of four passengers. This would not be viable at the rates blacks can afford to pay.

Those who do take the midi-bus option, however, would presumably compete with United and others, possibly Putco eventually, for routes.

The word from Cape Town, meanwhile, is that the black taxi issue has reached

LESSONS FROM THE EAST

Motor men in the West finally acknowledge that the Japanese have got what it takes when it comes to developing efficient production techniques. And that realisation has prompted a quiet revolution in assembly plants across the world.

Surreptitiously, so as not to lose too much face, established manufacturers are casting aside their old techniques and retooling Japanese-style. Necessity has forced the change. With Japanese cars now outselling most others worldwide, and the first Japanese manufacturers setting up in the heart of America's motortown, it's a case of "if you can't beat them, join them."

SA assemblers, too, are looking hard at the Japanese techniques to improve efficiency in a highly competitive market. But one, Toyota SA, has a head start. Says Ralph Broadley, executive director manufacturing: "We decided three years ago to use the Japanese approach. We've still got a long way to go, but it's having results."

Essentially, the concept requires that everyone, from line operator upwards, makes a contribution to productivity. It's a total-involvement strategy that gets the best out of people, materials, time and space. An important ingredient is giving the operator himself ultimate accountability for the quality of the product. The advantage is that costly inspections and line repairs are reduced or eliminated. The need to eliminate over-production and keep inventories down to a minimum is also stressed.

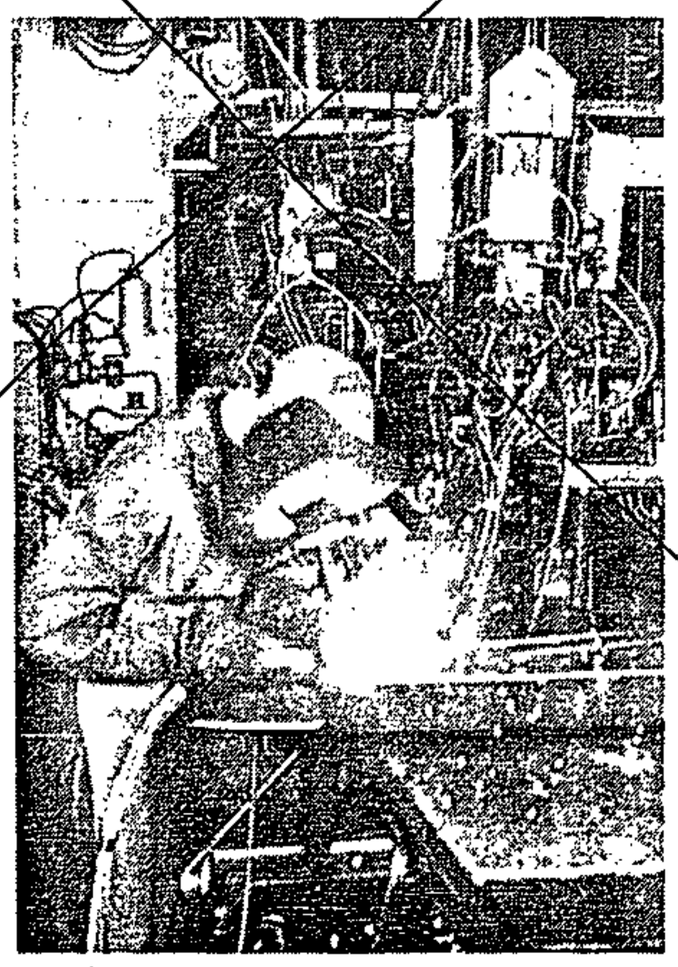
Explains Broadley: "We tend to manage from the top down. The Japanese manage from the bottom up."

The advantages are manifest. No saving is too small or insignificant to introduce. Toyota Japan invites employees to post ideas for improving production in a suggestion box. In 1982, it received 1,4m suggestions, an average of 30 per employee — an indication of employee commitment.

Naturally, the savings tend to percolate down to the shop floor. But, even here, there has been a reappraisal of established thinking. "We look at our manufacturing cost, plus profit, to arrive at a suitable selling price," says Broadley.

"The Japanese work differently. They say the selling price, minus the manufactured price, equals profit. Hence it is imperative to reduce manufacturing costs in order to improve profits."

Toyota SA's products have always been competitively priced, which partly explains why two of its vehicles are currently the top-selling passenger cars in SA. But Broadley contends that it will have to price more along the Japanese lines in future if it wants to retain its competitive edge. In this respect, the change in production techniques is important.



Welding a Toyota ... things keep going right

Getting line operators, who have grown accustomed to working under the old system, to change, he admits, has been a problem. For a start, the average education level of the SA worker is below that of the Japanese. Further, the unique culture and strongly defined work ethic of the orientals are missing. Consequently, the concept has to be adapted to SA conditions and improvements are slower in coming. Japanese terms which illustrate the concept, such as *muda*, *jodoka* and *kanban*, have been introduced to "add a little flavour."

The unions, too, have been given assurances that there will be no retrenchment as a result of productivity improvements. Workers will merely be deployed elsewhere as normal attrition takes its toll.

But many, especially those in middle management who can see the benefits more clearly, have grasped the concept enthusiastically. There have been frequent exchanges between Toyota SA and Toyota Japan. Three of Toyota's top managers, George Whitehead, Walter Ratten and Dave Scott, were in Japan last year on an orientation course. Three others will go this year.

The sales record of Toyota SA has made the company the blue-eyed boy of the international organisation. Support from Japan for the new developments has been overwhelming. Says Broadley: "Sales have improved, we are profitable and we have shown that we are willing to adapt to their system and make changes. That's all they ask of us."

Sunday Tribune 12/2/84 332

US company moves into freight market

Finance Reporter

A TOP United States transport company, Enterprise Shipping Corporation of San Francisco, has moved into the South African air freight market as American partners of Eagle Freight of Johannesburg.

Richard Backwell, managing director of Eagle Freight, a Protea Holding subsidiary with branches in Durban and Cape Town and agencies throughout the country said: "We believe that by linking with Enterprise Shipping, which is in the top 15 air freight concerns in the US, we will offer our clients a better service, especially as our emphasis is on speed, cost effectiveness and communication."

Enterprise has branches in San Francisco, Los Angeles, Chicago, New York, Boston, Denver, Salt Lake City, Houston, Seattle, Miami and Kansas City.

Michael Squadrille, vice-president of corporate development said: "A feature of our deal with Eagle Freight is the direct consolidation service we offer from the West Coast, Mid-West and East Coast of the US to South Africa, which is more cost effective, a lot safer because of reduced physical handling and generally a lot quicker, usually by as much as 24 hours."

Enterprise Shipping, which began as a sea freight company in 1964, launched into air freight in 1970. Today about two-thirds of its R25 million gross billings is air freight.

The corporation is also negotiating with Eagle Shipping, a Durban subsidiary of Protea Holdings, for a similar partnership deal to handle sea freight.

Soweto Council moves to save ta

By Anthony Duigan

The Soweto Council has joined those organisations urging the Government to halt moves to eliminate the kombi-taxi from black areas.

A report by the council on certain recommendations of the Welgemoed Report into bus passenger transport has been sent to the Minister of Transport Affairs, Mr Hendrik Schoeman, who has been urged to consult blacks before introducing legislation intimately affecting them, Soweto's Deputy Mayor, Mr Isaac Buthelezi, has said.

Draft legislation, due to come before Parliament soon, provides for the elimination of the estimated 82 000 kombi-taxis for blacks.

But this Bill is likely to be radically changed by a parliamentary select committee before it is finally altered.

Almost 500 000 Sowetans used public transport to get to and from work each day. An indication of the importance of this form of transport to blacks was the fact that about 80 000 used taxis each day, the Soweto Council report estimated.

The unsubsidised kombi-taxis appeared to be the most effective and efficient form of public transport available when compared with the heavily subsidised bus industry.

"It is estimated that SA Transport Services shows a shortfall of R35 million a year on the Soweto run, or three times the price of the tickets," the council said.

"For Putco, the Government subsidy is more than R5 million a year. Yet Welgemoed proposes to do away with the kombi-taxis which are not subsidised."

In general taxis rendered a better service than any other form of public transport — and provided it without Government expense and in a free-market situation, the council added.

The council's report also hit at the Johannesburg Road Transportation Board, which was accused of being the cause of most problems involving taxis. Only one out of three Soweto taxis were legal, proving existing facilities were inadequate, yet the board continued to attach undue weight to the objections of bus companies against taxis.

"Through its actions the transportation board has increased the disrespect for the law," the council said.

"Recommendations by Welgemoed, if accepted, make a lie of the Government's support for free enterprise. It also puts the clock back, as far as transport is concerned, to 1976."

The Soweto Council has thus urged the Government to reject all the recommendations of the Welgemoed Report affecting taxis, buses and lift clubs and to consult blacks before introducing new transport legislation.

The Soweto Council has also urged the Minister of Transport to make available all the records of the Johannesburg Road Transportation Board regarding applications for public transport licences in Soweto.

The Minister was also asked to instruct the board not to grant or reject any applications without consultation with the Soweto Council.

xis

Alex bus boycott ends at weekend

The Putco bus boycott in Alexandra township was called off at the weekend.

The boycott organisers, the Alexandra Commuters' Committee, said they were ending the boycott because commuters were finding it difficult to get to work.

The boycott began on January 16 when Putco increased fares by 12,5 percent on all Reef routes.

Taxis and private cars were being ticketed heavily by transport authorities, and the ACC saw that as an attempt to break the boycott.

"We cannot let people suffer and be inconvenienced in this way," ACC chairman Mr Mike Beea said.

He said a petition was launched last Wednesday calling on Putco to improve its service.

"If Putco ignores this petition we will consult our attorneys about the possibility of getting another transport company to serve the people of Alexandra," Mr Beea said.

So far more than 1 000 signatures had been collected and the ACC was aiming to get 40 000.

Grievances include high fares, bumpy roads, dust, untidy buses, rude and careless drivers and lack of toilet facilities at the Wynberg bus rank.

Putco executive public relations officer Mr Pat Rogers said today he welcomed the news that the boycott had been called off.

But, he said, some of the grievances listed by the ACC were outside the scope of Putco's operations in the township.

Putco would meet any residents' committee on transport matters.

Argus 17/2/10x

Tollgate expanding into private repair market



The President of the Cape Chamber of Industries, Mr Chris Newton, seated in front of the giant R200 000 spray-painting booth commissioned in Epping this week while Mr John Boughey, managing director of Multimech, explains its purpose. The booth, which combines an industrial oven, is large enough to hold a bus or lorry and has been imported from Italy. The cost includes complicated concrete foundations

TOLLGATE is making use of the City Tramways repair and maintenance facilities in Epping to provide a service for other firms and organisations.

It started a subsidiary, Multimech, 18 months ago to carry out engine and body-work repairs for other firms and organisations.

Mr John Boughey, managing director of Multimech, said this week:"We are able to handle virtually all aspects of automotive engineering and body repairing."

He was speaking at a ceremony to commission a new R200 000 spray painting booth and industrial oven large enough to hold a bus or lorry, which has been imported from Italy.

Guests included representatives of the Defence Force and the Cape Town City Council, which are among Multimech's customers.

The 15 metre-long booth, with doors 5 metres high, was formally switched on by the President of the Cape Chamber of Industries, Mr Chris Newton.

He said that, in the face of constantly increasing costs, the reconditioning of commercial vehicles and other capital equipment was an important growth industry, especially in the Western Cape.

Mr Newton stressed the need for more industry and investment in the Western Cape and praised the work already being done by Wesgro to attract it.

But he warned of the danger of leaving this task entirely to Wesgro. It was essential that the whole commiunity should be involved.

Mr Boughey said in his opening speech that Multimech had gained valuable experience as Atlantis Diesel Engine warranty engine rebuilders for the Cape "which will help us to keep in the forefront of ADE engine reconditioning once these engines require it.

"Being authorised workshops for Bosch and Lucas both as regards auto-electrical and fuel injection equipment has further advanced our capability.

"We are actively looking for authorised workshop status from other manufacturers."

He said the spray booth/oven would enable spray painting to be carried out in all weathers and would avoid the loss of working time in winter while waiting for the temperature to rise sufficiently in the mornings.

The R200 000 spent on it included the cost of complicated concrete foundations.

Let us bury Sathekge in dignity - PAGE 6



BUS SERVICE: Mr Sam Rabotapi, chairman of Evaton Town Council, Mr Gerson Mousi, Mr John Tshabalala, Mr Andries Pitlele, Mr F M Brick, manager.

(332) Sowetan 17/2/84

Sabta move to bar midi buses

THE battle between Mr Jimmy Sojane's South African Black Taxi Association (Sabta) and the South African Bus Operators' Association (Saboa) yesterday intensified with a decision by Sabta to get town councils elected under the Black Local Authorities Act to bar midi buses owned by bus companies from operating in townships.

Mr Sojane announced this decision after two other bus companies, the Nigel Bus Company and the Vaal Transport Corporation (VTC), had announced the introduction of midi buses in their townships.

Two midi buses now operate in Sebokeng township, and these charge 37 cents less than

Mr Sojane, speaking at a Press conference after a meeting of the executive council which has members from all provinces in the country, said:

"We as Sabta made it categorically clear to Saboa at our meeting on January 19 that under no circumstances would we accept the introduction of midi buses.

"We explained to them that we do not need the 24-seater buses, which were actually made available to taxi operators at first but which we rejected because the conditions set down would have meant the death knell of many taxi operators."

Mr Sojane said Sabta rejected the midi buses in that they would have had to run them along the present bus system.

DA GIA

By AGGREY KLAASTE

IT IS something like poetic justice for Moroka Swallows to meet Orlando Pirates for the Sales House Champs Champs quarter-finals at Ellis Park tomorrow.

The two teams have been traditional rivals for more than 20 years and quite a lot of adrenalin has flown over soccer fields because of their kind of play.

It can be said without a doubt that they introduced a kind of sparkle and colourful extravaganza into soccer. The beautiful thing, and often the tragedy, is that this tradition — no entertainment and no goal-hunting — still holds heady sway today.

Both teams have players with magic feet and wizadry in ball control; the kind of play that has often brought both friend and foe to their feet with delight. Also the kind of play, unfortunately, that does not get goals.

The bit on poetic justice reflects on the kind domestic problems that have hit the two teams the past.

It is common cause that Bucs have suffered rather badly in the last couple of months, from kind of internal problem that simply refuses to go away. This has inevitably reflected on their performance on the field. Their problems have in fact led some people to believe that the malaise would affect the whole league.

There is no doubt that when a mighty team like Pirates has the strains of internal wrangling pulling it almost apart, the whole soccer scene suffers.

After struggling rather valiantly to hoist their proud Mighty Birds flag aloft, Moroka Swallows almost got their act together last year. In fact they came very close to snatching quite a number of trophies.

Then their Achilles heel caught at the BP final when the most electrifying dribbling ever seen on the Ellis Park turf caused the loss of this valuable final

TRANSPORTATION

Finding the right way

The fight between SATS and the private sector for bigger shares of the important transportation market has underlined the fact that SA's transport policies are hopelessly out of date — and harmful to the national economy.

The combatants are easy to define; their problems less easy to resolve. On the one hand there is the SA Transport Services (SATS), the huge parastatal transportation conglomerate which ran a R598m deficit in the 1981-82 financial year and is determined to make good its losses. On the other, the rapidly- growing private transportation sector is trying to grab a bigger share of the market. In doing so it is increasingly frustrated by tangled regulations that seem to favour SATS.

Whether or not the two sides are able to overcome their differences and respect each other's "right of way" would seem to depend on a radical change in current national transportation policies. The simple fact is that these are distorting SA's economic potential and increasingly hampering development.

The nub of the problem, as underlined at Assocom's transport symposium earlier this month, is that SATS is obliged by law to provide uneconomic social services. Yet it has, at the same time, to at least attempt to operate along sound business principles. The upshot is a complicated system of cross-subsidisation and State compensation that, ironically, prevents the parastatal from competing effectively with the private sector.

In the 1981-82 financial year, SATS spent more than R1 billion in internal cross-subsidisation — more than the government spent on all national subsidies. In addition, SATS received R287m in "compensation" from the State to help meet its operating deficits.

To make matters worse, SATS's share of the transportation market has dropped from nearly 70% in 1957 to 33% today. As a result, the parastatal repeatedly tries to block all applications for transport permits by the private sector in the hope of regaining some of its lost business.

Road hauliers applying for a permit that costs only a few rands find that fending off SATS's attacks costs them thousands in legal fees and lost time — not to mention the insecurity involved.

Virtually the entire fleet of intercity express hauliers, which specialises in carrying small, valuable packages on overnight runs, is operating on an injunction from the Supreme Court because they have been unable to obtain new permits.

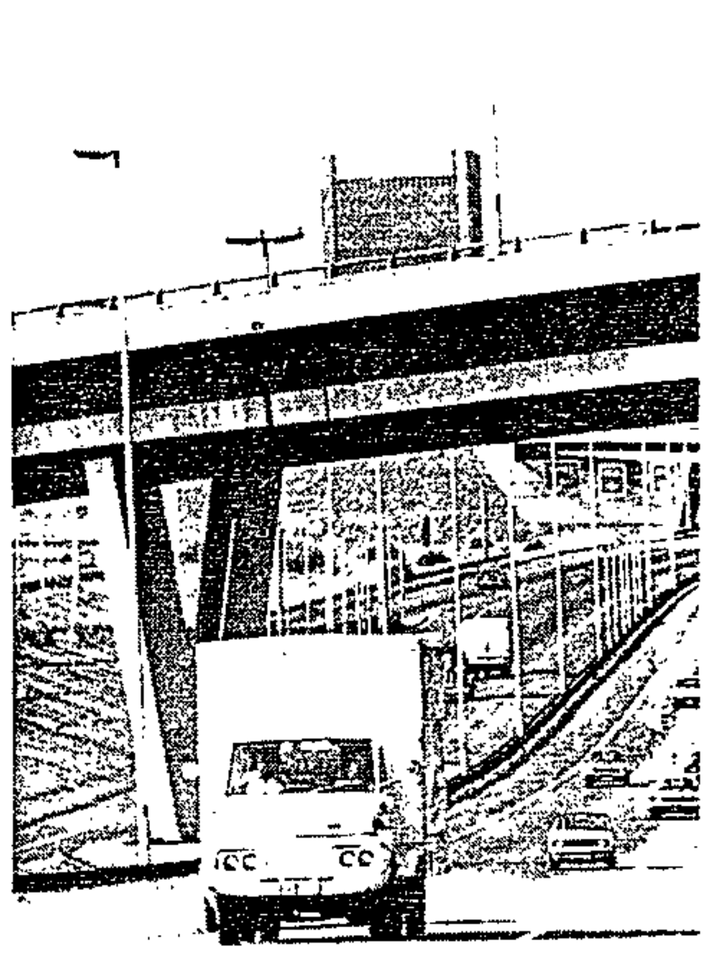
Faced with frustrating delays, many private road hauliers have decided to operate on the margin of the law. An exercise undertaken by the Department of Transport last year discovered that nearly four out of five trucks searched between Durban and the PWV area had incorrect permits.

The distortion of the national transportation system is making itself felt in other ways as well. Manufactured goods carried by SATS pay unfairly high tariffs because the money is needed to subsidise uneconomic routes and low-rated goods. Goods carried over longer distances are subsidised by short-haul freight, and products for export are carried for less than the same products for local distribution.

SATS's own figures are very revealing. In 1981-82, about half of all the goods it carried did not cover costs — and the gap between revenue and cost varied from 65% to 300%.

The biggest money-loser was agricultural freight. Over 80% of all farm goods carried did not cover costs. SATS also lost money on 53% of all the goods it carried for the mining industry. On the other hand,

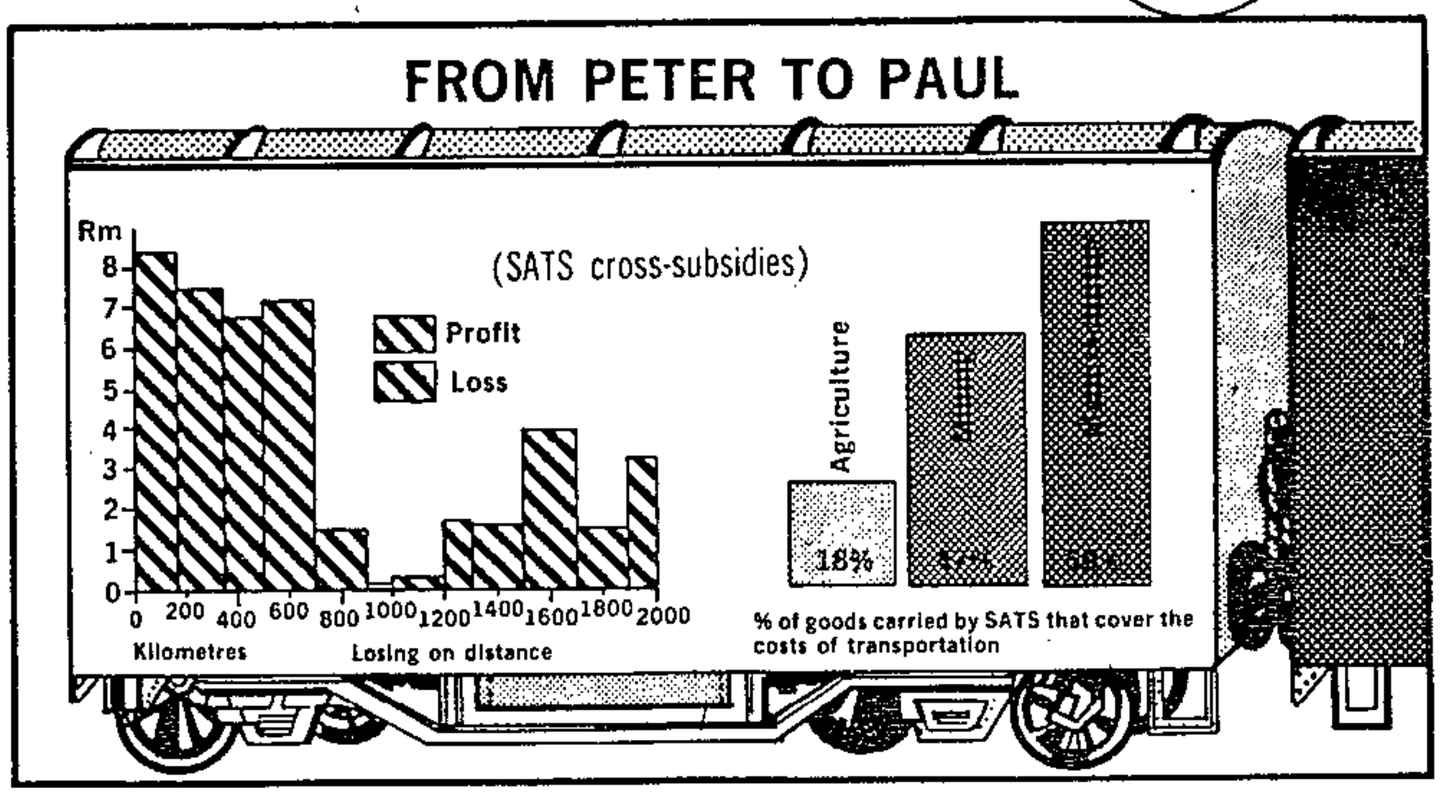






Freighting by rail vs road (inset) . . . national policies are frustrating development

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21% of all manufactured goods carried by SATS paid tariffs higher than 120% of cost.

SATS's passenger services are also hopelessly uneconomic. SAA has been running a deficit for many years and suburban rail passengers are subsidised to the tune of 75%.

According to Standard Bank group economist, Andre Hamersma, SATS's cross-subsidies affect prices all the way down the line. "It is not only railway tariffs that are distorted... pipeline and wharfage charges, too, bear no relation to the cost of producing these services," he told the Assocom symposium. Even airline fares and tariffs are directly affected.

He adds that unrealistically high *ad valorem* wharfages have virtually strangled coastal shipping. And, because of SATS's large overall market share in transportation, artificially inflated railway tariffs are often used as indicator or lead prices by the private sector.

The current system is also hampering SA's export drive because SATS favours raw material exporters over manufacturers. "Manufacturing is the only industry that has the potential to create a large enough number of new jobs to accommodate a rapidly increasing population," Hamersma points out.

"When one considers that the State's export promotion scheme has been withdrawn, and the SATS scheme has only a minimal impact on manufactured products, it is clear that nothing is being done to overcome the inflated tariffs for exporters."



Standard Bank's Hamersma . . . exports being hit

SATS's management is acutely aware of all of the problems the current policies create. But it insists that coming to grips with them will require concessions from the private sector as well.

Says deputy GM Giel Holz: "SATS is now willing, able and ready to enter the market on the basis of competition." But, he adds, "certain structural" problems will have to be resolved first. Cost-orientated tariffs will have to become the norm and the parastatal will have to be released from its obligation to provide uneconomic social services. That, of course, will require considerable political courage from government.

Another aspect of the issue is that greater competition will mean that the private sector — particularly the road hauliers — will have to bear at least some of the costs of the road infrastructure in the same way that SATS bears the cost of the rail system. And SATS will have to be given more flexibility in accepting traffic and be allowed to use whatever means it chooses to carry it. Again, this means some hard decisions by government.

So the ball is squarely in Pretoria's court. It is up to government to take the initiative and free SATS from its uneconomic legal obligations. A few tentative steps have in fact been taken in this direction.

Pretoria has, for example, launched an exhaustive National Transportation Policy Study (NTPS), which is looking at the problems — along with many others — created by antiquated national transport policies. But the NTPS will not be completed before the middle of 1985, and by the time new legislation is drafted and passed into law many more months will have been lost. Moreover, some private sector interests believe that Pretoria may not feel bound by the findings of the NTPS.

But surely the study, in its present form, has compiled sufficient data to allow the State, in consultation with SATS and the private sector, to take action in some areas? The distortions which a service like SATS can provide *only and because* it is heavily subsidised and protected are becoming insupportable. They are already unrealistic. Tackling even some of the problems now will go a long way towards restoring confidence in SA's transportation network and prevent further harm to the economy.

NATURAL RESOURCES

Growth and the numbers game

The Seventies produced quite a number of frightening scenarios about the imminence of world resource depletion. Many of those projections have become so much waste paper. A South African economist looks at the lessons.

Well, we haven't reached Doomsday yet. In 1972, *The Limits to Growth* was published. Therein, it was alarmingly argued that the prospect of resource exhaustion in certain key industries would substantially reduce the high growth rates of the Fifties and Sixties. Estimates were made of the reserves of certain minerals, and it was "proved" that there were very limited supplies of various strategic commodities — among them, oil.

Not surprisingly, many believed that resource depletion had proceeded too quickly. And that perception really seemed to hit home with the trebling of oil prices shortly after 1972. The market mechanism had failed to produce the consistently desirable outcome, and future generations would

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the training of blacks to take over every aspect of transport right up to the top positions," said a senior executive of BTH.

A visit to BTH north of Pretoria — 10 bus companies transporting 112 million passengers in 825 buses each year — reveals a complex and sophisticated management structure of which the bus on the road is only the visible tip.

"We put a very strong emphasis on mapping out career paths for the blacks in the bus companies, and on serving black commuters over as large an area as possible," said Mr Johan Stegman, a BTH official. Both these priority concerns are an expensive part of the bus companies' operation and the busmen fear the emphasis on them will suffer in the event of a private enterprise take-over of the homeland bus operation.

Of the more than 3 000 people employed by BTH, fewer than 30 are seconded whites. Blacks were steadily moving into middle and senior management positions through the career development programme, said Mr Stegman.

"We test about 300 people a month to decide whether they are suitable or not to become bus drivers or to fill other positions within our companies," said Mr Johan de Wet, until recently, in charge of the selection centre at Pitso Transport a BTH company near Mabopane.

As a result of the research done in the field of selection, it was now possible to identify the sort of person who was most prone to get involved in bus accidents and to turn him away or steer him to a more suitable position in bus transport administration, he added.

This selection policy had resulted in a remarkably good safety record, said Mr Slater Rawlins, general manager of Pitso Transport. In his company, for instance, there was one accident for every 160 000 km travelled (it is one accident for every 120 000 km for the whole of BTH) — "and that includes mere scratches, not just major accidents".

It was BTH's policy to train every one of its employees to the highest possible level in his or her occupation by means of training officers attached to each depot, said Mr Stegman.

Taking this emphasis a step further, a highly sophisticated advanced training centre — Ikatisong in Mmabatho — has been opened to create new opportunities for employees in all sections, Mr Stegman said. There were about 700 employees attending courses there at present.

The stress on training and good management has resulted in the life of buses being extended from three years (in 1973) to six or seven years now — a significant achievement in the light of the poor roads most of the buses have to travel, he added.

"After six or seven years we strip the bus down to its chassis, put a new body on, and send it back on the road as good as new," Mr Stegman said. The centres for this activity are the spotless reconditioning works, Babelegi Automotive Engineering, where gearboxes, differentials and whole engines are sent for rebuilding, and Ntshafatsong Body Shop, where the old buses are stripped to their chassis and rebuilt.



Mr Frank Whitrall, workshop manager at Babelegi Automotive Engineering watches mechanic Mr Aaron Mokgokolo working on a diesel fuel pump.

The buses on the du
are lifelines in the h



The technical instructor at Pitso Transport near Mabopane, Mr Joseph Kotsokoane (right), explains some of the finer points of maintenance to (from left) Mr Lesolane Montoedi, Mr Isaac Kamokeadi and Mr Solomon Malatsi.

Take away the buses and there would be no homeland development.

That is the credo of the men who keep these machines running on time along the rutted byways that pass for roads in a thousand rural areas — and it doesn't seem far off the mark.

"How do you think the thousands of people living in the back-of-beyond would ever get to work or to shops without our buses?" asked an executive of Bophuthatswana Transport Holdings (BTH), the biggest of the seven bus companies serving the homelands.

No kudos for answering that. In the last financial year these bus companies (managed and partly owned by the Corporation for Economic Development) carried close on 335 million passengers over more than 170 million kilometres, much of it between far-flung rural villages and "white" towns.

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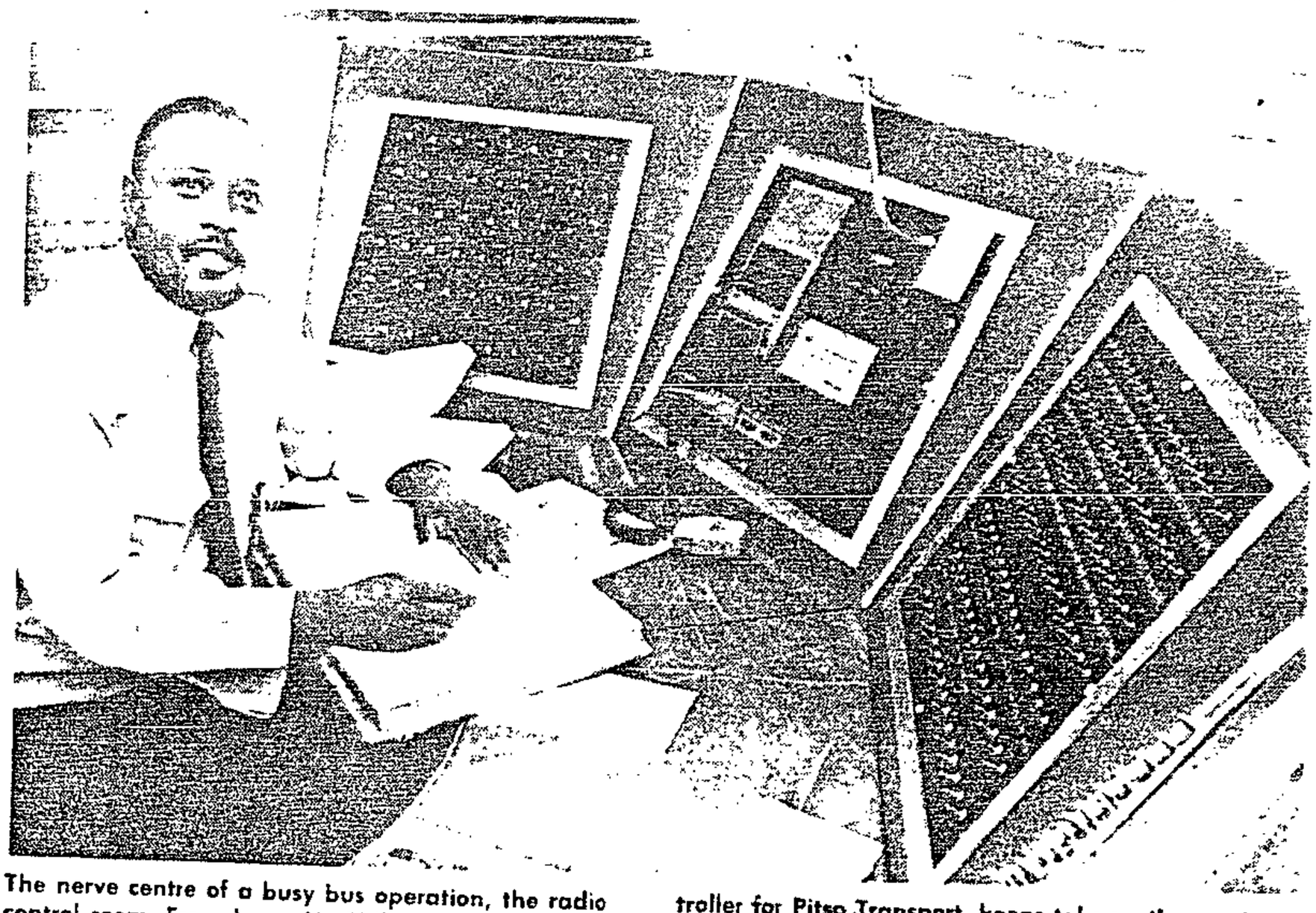
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The nerve centre of a busy bus operation, the radio control room. From here, Mr Phillip Tshukudu, controller for Pitso Transport, keeps tabs on the comings and goings of all buses belonging to his company.

Now third company joins midi buses row

WHILE the South African Black Taxi Association (Sabta) is fighting hard to have midi-buses barred from entering black townships, a third bus company has introduced this kind of bus in the East Rand.

The Nigel Town Council has introduced three midi-buses operating between Duduza and town. This move by the town council has got the local taxi association and Sabta hot under the collar.

Within the past two months, two bus companies on the West Rand and in the Vaal Triangle, have introduced midi-buses.

Last week, Sabta resolved at a meeting held in Johannesburg to appeal to black town councils to bar midi-buses from entering their townships.

Sabta also decided to approach the various Transportation Boards and object to the application of bus companies to operate midi-buses. Early last month, Sabta held a meeting with the South African Bus Operators Association (Saboa), where they told them (Saboa) that there was no need for the midi-buses.

So far the Soweto Town Council has decided to urge the Government to reject all recommendations of the Welgemoed Commission and to consult blacks before introducing new transport legislation.

The midi-buses were introduced a few weeks after Sabta and Saboa had signed an agreement in December that kombis should no longer be registered as taxis.

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Sowetan 20/2/84

RDM 24/2/84 (332)

Hold a poll, court orders drivers

Mail Reporter

THE black taxis wrangle took a new twist yesterday. A Rand Supreme Court judge, Mr Justice J H Conradie, ordered that the president of the Southern Africa Black Taxi Association (Sabta), Mr Jimmy Sojane, and his executive must disband and hold a general election before Friday.

Yesterday's court ruling was a sequel to the failure of Sabta's executive to hold elections in January.

Lawyers representing an interim committee headed by Sabta's public relations officer, Mr Petrus Nkosi, had served Sabta executives with papers on January 23.

The papers advised Sabta to hold elections within 21 days, failing which the executive would be taken to court.

The interim committee alleges the present Sabta executive does not have a say on matters affecting the taxi business in South Africa, as its term of office expired at the end of 1983.

The interim committee was formed last month by a group of dissatisfied taxi-men, who rejected the decision of Sabta and the South African Bus Operators Association (Saboa) that kombis no longer be registered as taxis.

Mr Eddie Stafford, appearing for the interim committee, said the order may solve the taxi war.

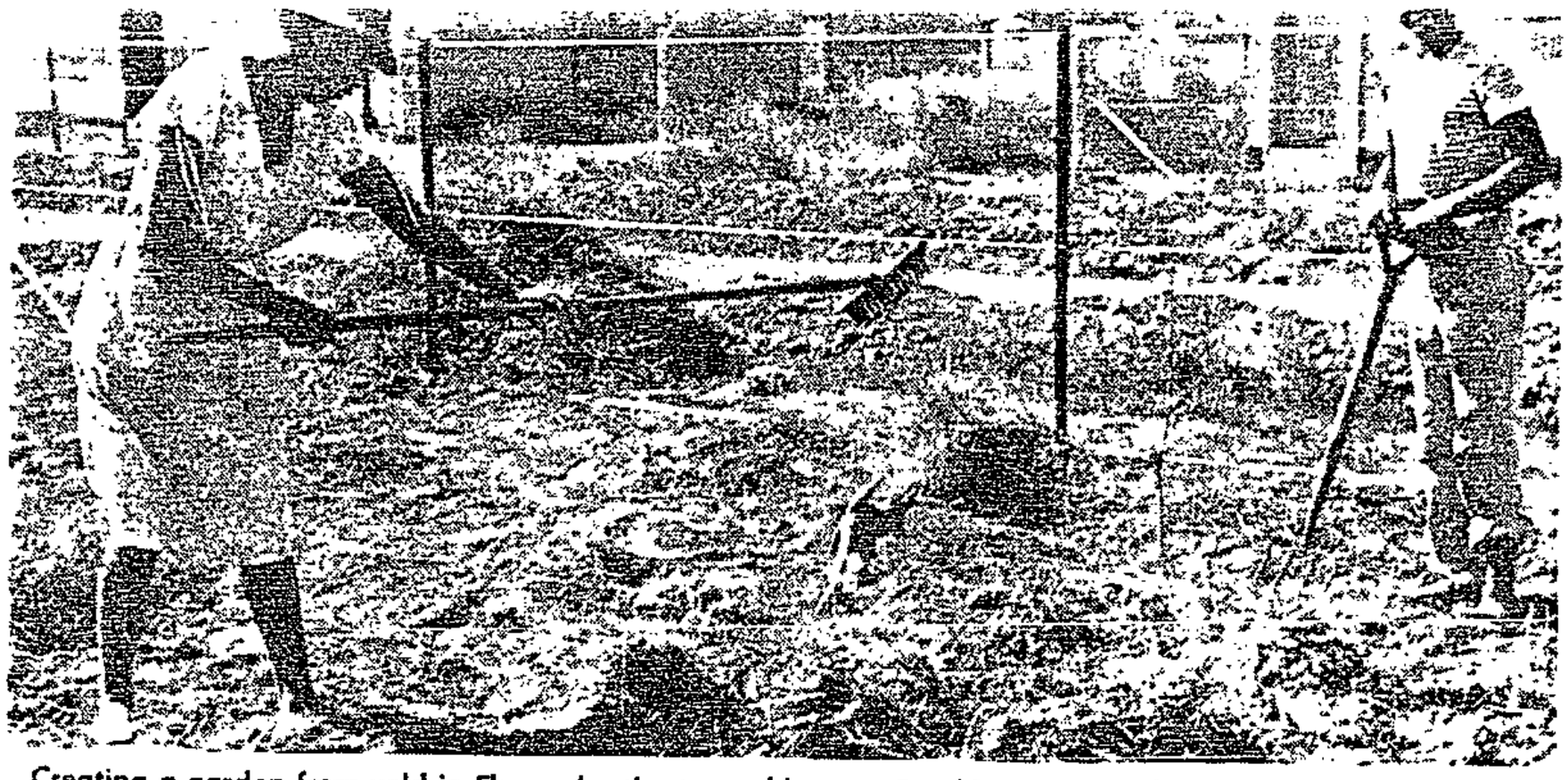
Sabta, meanwhile, has called on black town councils around the country to ban 24-seater midi-buses from operating in their townships.

Sabta also decided it should approach the Transportation Board to object to the application of bus companies to operate midi-buses.

Two bus companies, the Nigel Bus Company and the Vaal Transport Corporation, introduced midi-buses and now charge 37c less a trip than taxis.

The Soweto Council promised to urge the Government to reject the recommendations of the Welgemoed Commission and said it would fight the introduction of the midi-buses in the township.

The Welgemoed Commission recommends the elimination of kombis as taxis and says they should be replaced by cars which carry only four passengers.



Creating a garden from veld in Ekangala, the township near Bronkhorstspruit. The area was once Eastern Transvaal farmland.

Ex-PWV families become migrants

By Jo-Anne Collinge

A pattern of migrant labour is developing among hundreds of families who were forced out of PWV townships by housing pressure and now live at Ekangala, near Bronkhorstspruit.

Women interviewed recently in the Eastern Transvaal "deconcentration point" said their husbands had kept lodgings in townships such as Tembisa and kwaThema because it was too costly and time-consuming to travel daily.

A spokesman for Putco, a major transport operator in the area, confirmed that fares were high due to the distance and the small passenger load carried. "Since Ekangala is part of the Government's resettlement policy we are taking steps to approach the Government for a subsidy on the route."

A one-way ticket between Ekangala and Springs — a distance of 104 km — costs R3. The journey to Kaalfontein, near Kempton Park, takes between one and two hours. The cost one-way is R2,50 and the distance 80 km. Weekly tickets would not become available until a State subsidy was approved, the Putco spokesman said.

Many women at Ekangala said their husbands would have to catch a second bus or train, adding to time and money spent.

The Putco spokesman said there was a marked increase in the number of passengers carried at weekends, when Putco ran extra buses.

Women said they had taken houses at Ekangala because they had waited in vain for housing on the Reef and saw no likelihood of getting it. Shared accommodation on the East Rand had become unbearable in many cases.

A few families were said to have been living in shacks before moving.

The chief director of the East Rand Administration Board, which administers Ekangala, Mr Marx, said 380 of the 620 houses available had been occupied.

About 80 percent of the houses have been set aside to accommodate people regarded as Ndebele. This section of the township will eventually be administered by kwaNdebele, the next homeland due for independent status.

"The homes have been allocated in accordance with the framework outlined by the Department of Co-operation and Development. Most will go to Ndbeles who cannot be accommodated in the PWV, or who come from kwaNdebele and work in the Ekangala industrial area," said Mr Marx.

"The other houses (which will continue to be administered by Erab) will go to personnel needed in the area."

Despite fears that Ekangala residents might lose their urban residence qualifications — especially once kwaNdebele takes over administration in part of the township — all women interviewed said they had retained their urban rights.



Taking a stroll in Ekangala, the township in the veld near Bronkhorstspruit, are Mrs Gloria Motsuene and her young grandchild. Mrs Motsuene, desperate for a house, came to Ekangala from kwaThema.

Conference Lines chief hits at SATS

22/2/84
E. Post

JOHANNESBURG — The Conference Lines were "up against a brick wall" with SA Transport Services (SATS), which appeared to lack a proper understanding of shipping.

This was said by Mr Neil Forster, chairman of the Europe, South and South East Africa Conference Lines, who is on a brief visit to South Africa.

He said the conference had made repeated representations to Government representatives and SATS to lower inland container rates to the conference.

"Only this week we got a letter from SATS flatly turning down a request we made for a rate on a volume basis," he said.

While SATS, in discussions with conference members, readily agreed to support and assist the conference, it had not in fact done so in any way. For example it still continued to charge the full container load rate for empty containers.

"Last year they tried to impose a 130% increase in their container rates and we had to fight to bring it down to 30%," said Mr Forster.

"We supply 90% of the containers to South Africa. We sustain the inland container service but we are not getting any help from SATS."

SATS and the South African Government agreed that a reliable service to Europe must be provided but they were unwilling to pay for it.

SATS appeared to lack an understanding of the role of containerisation in overseas trade and of shipping generally. It could not simply be treated as transport as imports and exports and foreign exchange were involved.

"We have made a $1 500-million (R1 800-million) commitment to the trade in conjunction with an agreement with the South African Government, yet we can be cut to ribbons by shippers who have contributed nothing," Mr Forster said.

There was no easing in the pressure on the current crippling freight rates and at present conference members were getting about 1% return on capital.

"In real terms we are getting 50% to 60% of what we got five years ago."

Imports from Europe to South Africa last year were about the same as in 1982 at just under 3 million tons but this was 20% below the 1981 figure.

"Three new car models from Europe have helped as well as aid and project cargoes for countries north of South Africa."

Exports last year amounted to about 2 million tons. — Sapa

More retrenchments likely as bus boycott continues

Argus Bureau

EAST LONDON. — The nine-month Mdantsane bus boycott could mean more retrenchments if commuters do not respond to an ultimatum to start using the buses by the end of the month.

The Ciskei Transport Corporation's managing director, Mr Hans Kaiser, has announced that 240 employees will be retrenched and 117 buses withdrawn from service if the boycott does not end this month.

FARE INCREASES

More than 340 employees have already been laid off and 74 buses sold in an attempt to cut losses — already estimated at R4,5-million.

The boycott began in July last year in protest against fare increases averaging 10 percent and several concessions to passengers have failed to break it.

Buses which carried thousands of workers from Mdantsane to East London daily, are carrying only 25 percent of their capacity.

Workers make use of the train service, walking scores of kilometres a day to stations.

Mr Mzwandile Mampunya, chairman of the committee representing commuters, says the boycott will continue until the corporation meets all commuters' demands.

They want fares reduced to what they were before the boycott and all links between the corporation and the Ciskei government severed.

The corporation is owned jointly by Trustcor and the Ciskei Peoples' Development Bank.

The possible retrenchment of 240 employees at the end of April was "not our concern", said Mr Mampunya.

SHOWN INTEREST

Concessions include an offer by the corporation to sell the company to private enterprise. A Mdantsane businessman, Mr Hubert Jekwa, has apparently shown interest in buying the company but a sale has not been concluded.

Another complaint was about the logo Zezama Ciskei Amahle (for beautiful Ciskeians) on the buses. These were recently replaced with CTC Bus Company logos on buses on the Mdantsane-East London route.

Other concessions include a partial fare reduction last year.

Angry taxi drivers to meet Durban officials

Mercury 24/2/84
332

Mercury Reporter

IRATE Durban taxi operators will meet Durban City Council officials on Monday to thrash out grievances, including the annual R10 special licence which operators have to obtain to drive in the city.

Mr Ramcharitar Panday, a spokesman for the Natal Taxi Owners' Association, said the charge of R10 for the licence was outrageous.

'Durban is the only local authority with such a requirement, and which earns the city at least R30 000 every year from about 3 000 taxi drivers,' he said, adding that questions about Durban and its streets have to be answered before a licence is issued.

The licence is renewable yearly and can be cancelled or suspended by the Chief Constable at any time.

Mr Panday said taxi operators under all local authorities had to pay a yearly trading licence fee. Durban charged R35 for a trading licence and a further R132 for a rank stand.

'I don't see the need for a further licence because taxi drivers already possess public service licences.

'However, if it is necessary then bus drivers and others who have public service licences should also obtain such a licence,' Mr Panday said.

Mr K Maharaj, a taxi driver, said taxi operators from surrounding local authorities were allowed to operate in Durban without such a licence.

'If there is a need for such a licence then there should be uniformity in all municipalities,' he said.

Mr Panday said the question of pirate taxis and harassment from traffic police would also be discussed.

'Operators also have to contend with pirate taxis, which it appears, the police have failed to get off the roads,' said Mr Panday.

New bus fare structure to be introduced

Mercury 25/2/84 332

Municipal Reporter

DURBAN'S two major bus operators would introduce a new fare structure on April 1, it was announced yesterday.

The Durban Transport Management Board and Putco have rationalised their fares so black commuters travelling similar distances on any route will be charged the same fare.

Commuters using the two services are currently charged different fares depending on the route followed. Putco will now change over to the stage system which has been used for many years by the DTMB.

'This is a major breakthrough. Most fares will decrease, some will increase and some will remain constant,' said Mr Marshall Cuthbert, general manager of the DTMB.

On a recommendation of the National Transport Commission, the Department of Transport spent a year working out a system rationalising all fares charged by the two companies in the Durban area.

Mr Pat Rogers, public relations executive for Putco, said a 12,5 percent increase already approved by the Department of Transport for Putco passengers had been absorbed in the new fares.

But increases in fares would be less than they would have been had rationalisation not been introduced, he said.

Earlier this week the move was explained to community leaders who seemed satisfied it was in the best interests of commuters, Mr Cuthbert said.

'While any change is usually suspect, we are hoping commuters will not resist the implementation of the new structures,' Mr Rogers said.

Mr Vic Coetzee, financial executive of Putco, said the majority of commuters in Durban paid cash for single journeys. Most of these fares would be decreased, he said.

Taxi row takes new turn as judge rescinds order

Mail Reporter

THE black taxi wrangle took a dramatic turn in the Rand Supreme Court yesterday when a judge ruled that an order was wrongfully served on the president of one of the groups.

The order given on Monday that the Transvaal Taxi Association (TTA), a subsidiary of the Southern Africa Black Taxis' Association (SABTA), hold elections before yesterday and pay the costs of the action, should not serve as an interim order, Mr Justice C F Conradie ruled yesterday.

He ruled that the order was wrongfully served on Mr Jimmy Sojane, who is the president of the SABTA and not of the TTA.

Mr Sojane is, however, one of the executive members of the TTA.

Mr Justice Conradie said the TTA must apply to court to rescind the order granted on Monday, or to appeal against it.

The application on Monday by the TTA interim committee that the TTA should hold elections before yesterday was postponed to March 18, pending the outcome of the opposing application.

332
12/84
Rand 25/2

Safmarine raises first half profits to R18m

Cape Times 28/2/84 (332) (345)

By JOHN MULCAHY

JOHANNESBURG. — Yesterday's announcement of the South African Marine Corporation's results for the six months to December 31 brings closer the planned sale by the Industrial Development Corporation of its effective 50 percent stake in the national shipping line.

In earlier statements on the subject the IDC pointed to the release of the interim figures as the likely timing for the announcement of details of the sale.

In the event, and it is more than likely a question of good management rather than good luck, the interim figures show a considerable improvement over the first half of the previous year, and will certainly serve to enhance the price the IDC is able to command for its large stake in Safmarine.

Investing

Safmarine's attributable profit rose to R18m for the six months to December from R15,6m in the corresponding 1982 period, and if the extraordinary profit last year is stripped out the profit is almost 50 percent ahead of the six months to December 1982.

Safmarine's executive chairman, Mr Marmion Marsh, yesterday attributed the substantially improved profits to an increase in volumes and tighter operating procedures, "coupled with a curtailment of marginal business and a policy of investing more profitably in related industries".

Mr Marsh stopped short of predicting equally positive results for the second six months, warning that because of the present uncertainties in South Africa's economy it was not possible to judge whether volumes would be maintained in the second six months.

"The South African economy, and indeed international trade, is still deeply recessed and it is imprudent to venture a forecast in these circumstances."

Contributions

Safmarine's turnover fell to R229,4m for the six months from R250,2m for the six months to December 1982, and divisional profit contributions were:

- Operations — R43,3m (R31,2m).
- Sale of ships and equipment — R1,6m (R10,8m).
- Exchange profits — R3,9m (nil).
- Share of associates' taxed profit — R6,8m (R4,3m).

Safmarine now equity accounts its share of profits of all companies in which it has a holding of more than 20 percent of issued capital.

For the six months to December this policy resulted in a contribution of R1,1m to group profit.

Interest

Operating profit totalled R56,6m (R46,3m), depreciation absorbed R19,7m (R17,3m) and interest R11,3m (R10,8m), while tax dipped to R5m from R5,6m, leaving taxed profit of R19,6m (R12,6m).

Borrowings at the end of December amounted to R225,2m, compared with R198,9m at the end of 1982.

Minorities absorbed R1,6m in the half year (R500 000) and there was an extraordinary profit of R3,5m in the six months to December 1982 that was not repeated in the latest period, thus taking attributable profit to R18m from R15,6m.

Safmarine's directors say the group's profits are now accruing more evenly over the year.

STUDENTS FARES UP 30%

Sweten 1/3/84 332

PUTCO has increased bus fares for scholars in the Pretoria areas by more than 30 percent.

In a notice attached to yesterday's minutes of the Atteridgeville/Saulsville Town Council monthly meeting, the



MAYOR MASHAO: Immediate inquiry to fare increase.

By ALINAH DUBE

company pointed out that it was forced to limit the extent of its subsidy towards students fares due to the economic downturn, a sharp drop in passengers and inflation.

The notice states that Putco did not implement increases on scholars fares during August last year because there was hope that either the company could continue subsidising these fares as in the past or authorities could possibly be persuaded to hold them at the present low level.

The increases on the cash fares and weekly tickets were implemented on Monday this week. The monthly tickets will only apply from today.

The chairman of the council, Mr Z Z Mashao, told the meeting a committee responsible for such matters would attend to the matter immediately to see what steps can be taken.

The increases mean that:

Between Eersterus and Gezina there has been an increase from 20 cents to 30 cents daily and from R2 to R2,50 on weekly tickets.

Between Atteridgeville and Saulsville students will pay a cash fare of 20 cents instead of the previous 15 cents and another 30 cents on the R1 weekly tickets.

Payment to bus company queried

Political correspondent

HOUSE OF ASSEMBLY: Opposition parties have questioned the payment of $557 294 to a Mr. Colin Egelin (PFP) said he could not see why the company had been awarded a contract to run a passenger transport service when it had lost money for the past 10 years.

Mr. George Barthlett (NRP) said that there was an ex gratia payment of $200 000 people had lost their jobs when rail links were closed.

The Minister of Transport, Mr Hendrik Schoeman, said that the company's assessed loss for 1980 was $1,1-million and not $1,3-million.

Mr Schoeman said that the company had been paid $31 buses claimed by City Holdings, which is owned by Associated Bus Industries.

According to the agreement, the company was to be paid $50-per-bus per day



Putco to 'adopt' four black schools

332 Star 8/3/84

By Zenaide Vendeiro

The money Putco receives from selling advertising space on its buses is being used to improve the quality of life in the areas in which it operates.

Mr Pat Rogers, public relations manager for the company, said the Putco Foundation had decided to adopt four schools — one each in Soweto, the East Rand, Pretoria and Durban — according to The Star's TEACH/READ Adopt-A-School scheme.

The company has chosen the Montshepesa-Bosego school in Klipspruit, Soweto, as its first adopted school and will announce the other three at a later date.

The "adoption" of schools is only one of many projects with which Putco is involved.

- It has given R14 600 to the READ Foundation to establish libraries in four black schools. The first library is at the Mncube Secondary School in Mofolo North, Soweto.
- It has funded three Star schools in Johannesburg, the East Rand and Durban to the tune of R60 000 a year. "These are complementary classes held on Saturday mornings for matriculant students," said Mr Rogers.
- The Putco Foundation has awarded bursaries of R2 750 each to two students at Medunsa, the medical university near Ga-Rankuwa.
- The company is liaising with the Sandton Jaycees on a borehole drilling scheme for drought-stricken areas in kwaNdebele.
- It has contributed R5 000 to the Cripples' Care Association to help buy a minibus to transport crippled people to and from work and educational centres and has challenged companies to match the amount.

RDM 9/3/84 (332)

Container challenge to Safmarine

Industrial Editor

BULKCHARTERS, the Durban-based operator, has started the States Africa Line to compete in the conference-dominated Southern Africa/US trade.

The first north-bound loader arrives in South African waters early next month. The first south-bound loader is due at the end of April.

The creation of the combined liner/container-bulk service is seen as a bold move — particularly in view of the depressed state of world shipping.

The line's chief executive, Mr Norman Stobart, concedes that cargo is moving sluggishly, but says the service was conceived with long-term objectives.

The accent will be on mobility and flexibility to maximise efficiency.

Mr Stobart says there is enough business available for both established conference members and newcomers such as States Africa.

Its entry into the market is not intended to upset the established lines.

"Our aim is not to become the biggest — there is room for a second national carrier.

"We do not believe rates alone will get us the business. However, our rates will be realistically geared to our cost levels.

"In this area we should be competitive because we are more flexible than the other operators."

The line's vessels will sail once a month north-bound to the Gulf of Mexico and east coast US ports and once a month south-bound to South Africa.

The nucleus of the line's fleet will be a trio of new-generation container-bulk ships, known as "con-bulkers" — the Anastasia, the Maroudio and the Peonia.

These vessels, ranging in size from 26 000 to 35 000 tons, will take full advantage of the traditional Southern African and US trading patterns by shipping bulk base-loads north-bound and containerised base-loads south-bound, capitalising on the versatility of the "con-bunker" design.

Mr Stobart believes this versatility will greatly contribute to the new line's cost-effectiveness and efficiency.

The line is a joint venture between Bulkcharters and its American partner, Dundas Bulk.

Imbalance in cargo flows between Southern Africa and the US has also been taken into account. To accommodate the high tonnage of bulk cargoes moving north, Dundas Bulk will spot-fix between two and three bulk ships a month on the northern route.

Dlg 332 Star 14/3/84

Empty buses as passengers opt for other transport

Pretoria Bureau

Private and municipal bus services around the country are taking a knock as passengers increasingly opt for other forms of transport, a Central Statistical Services study has shown.

Empty buses are travelling thousands of unproductive kilometres as passenger numbers continue to dwindle, in some cases by nearly eight percent over the past year.

The study found private undertakings providing transport to black, coloured and Indian commuters had lost 7,8 percent of the more than 266 million passengers they carried between October and December 1982, carrying only 245,4 million people during the final three months of last year.

More than five percent of white passengers who usually make use of private bus services opted for other forms of transport.

Companies providing a service to this community carried 6,7 million people in the last quarter of 1983 as opposed to over seven million during the same period in 1982.

Municipal bus services on average carried nearly six percent fewer passengers in the last three months of 1983 than they did in the corresponding period the previous year.

Municipalities provided bus transport to 59,5 million people between October and December 1983 as opposed to 63 million people during the same months in 1982.

Private companies transporting whites logged up 103 000 kms with empty buses in December last year as opposed to the 70 000 fruitless kilometres travelled in December 1982.

Empty buses provided by private companies for black, coloured and Indian use clocked up a mammoth three million kilometres last December, a dramatic increase on the 2,5 million wasted kilometres driven in December of the previous year.

Conference lines increase haulage costs

RDM **Industrial Editor** 20/3/84

INLAND haulage tariffs levied by members of the Conference system of shipping lines are to go up by between 5% and 10% from April 1.

The tariffs, set by the 23 member lines of the Europe and South-East African Conference (SAECS) of shippers, are going up to meet the extra costs caused by higher railways tariffs.

Rates charged by South African Transport Services for the inland movement of containers were among those increased in the last railways budget, and the SAECS rises are to compensate for the Sats increases.

SAECS chairman Mr Neil Sempill said yesterday that conference members were concerned about the apparent trends which the railways budget outlined for the South African inland container cost structure.

"While there is sympathy for the Sats objective of moving away from cross-subsidisation, the recently-announced increase in export and empty container rates is likely to have a detrimental effect on the door-to-door concept of container movement," Mr Sempill said.

SAECS members complain that the container export rate has been subjected to a 20% increase, but the alternative breakbulk export rate has seen a smaller increase.

This differential, they claim, discourages the whole process of containerisation.

It is felt that the new charges will have a particularly severe effect on exports from South Africa's neighbours, and could even lead to the diversion of cargo from South African ports and a loss of business to Sats.

The Conference lines currently face an annual empty-container positioning bill of R16m. The announced increase of 25% in this charge will, the members say, have a serious impact on the lines' cost structures.

In the lines' view, the present Sats inland container cost structure does not fully reflect the benefits of containerisation.

Whereas Sats will position, free of charge, a railway truck for breakbulk cargo, the charge for positioning an empty container for the same purpose is being continually increased.

Among the higher charges to be levied by the Conference lines are:

- Import rate for a TEU (twenty-foot equivalent unit, or standard container), Durban to Johannesburg, to rise from R580 to R617,20 on April 1.
- Export rate for a TEU, Johannesburg to Durban, to rise from R420 to R502,20.
- Merchant haulage (where customer, and not SAECS, handles his own container) charge for a TEU, R25 (standard handling charge remains at R15; no TEU will have both charges levied simultaneously).
- SAECS fee for container turn-in (movement of emptied import container on the Reef), to rise from R40 to R70.

Black bus fares set for three stage rise

Political Reporter

ILANGA Transport bus fares for single trips in the Inanda/Ndwedwe area will rise by an average of 20 percent on April 1 and commuters can expect another two increases in the next 18 months.

This will bring fares into line with Putco tickets in that area.

Mr E Marshall, managing director, said about 350 000 people would be affected by the increase which was to comply with a directive from the Department of Transport that all operators in the Inanda area must charge the same fares.

Commuters using trip tickets, now valid for 14 days instead of five days, faced minimal increases

It was too early to say what the next two increases would be. .

The bus company had met representatives of all the chiefs in the area to explain the situation.

While they had obviously not welcomed the increases they appeared to have understood the need to raise fares.

The last increase had been in August 1982 and operating costs had increased considerably since then. Fares on most other bus services had been raised at least once since 1982.

The board of Kwazulu Transport, which controls Ilanga Transport, issued a statement yesterday that it accepted that parity in fares was in the long—term interest of passengers.

But it would be unreasonable to implement parity at once.

Private road hauliers do bonanza business

RDM 22/1/84

332

By SIMON WILLSON

PRIVATE-sector road hauliers are carrying more freight than ever before.

In the second half of last year — the latest period for which detailed figures are available — freight tonnage carried rose at an unprecedented rate.

Figures issued by Central Statistical Services show that the average monthly tonnage carried by private-sector hauliers rose by 20% in the July/November period last year, compared to the first six months of the year.

Last November, the latest fully-recorded month, private trucks carried 26,6-million tons of freight — 16% more than in June last year and 44% more than at the beginning of 1983.

The second-half spurt reversed a falling trend in freight transport.

The aggregate freight tonnage carried in the first six months of the year was 1,9% lower than in the first six months of 1982.

The average monthly tonnage for January/June 1983 was 20,5-million tons, against the 21-million-ton average for January/June 1982.

Average monthly tonnage for the second half of 1983, however, was 24,7-million tons, against the 20,9-million-ton average for the second half of 1982.

The soaring tonnages hold some interesting implications for Sats in its competition with private-sector road hauliers for inland freight movements.

At the beginning of this year, Central Statistical Services removed the Sats freight carriage figures from its monthly national freight haulage figures, preventing direct comparison of the performances of the State-owned and privately owned transport services.

The last figures to be issued in which Sats and private-sector market shares could be established were those of August last year.

Privately owned freight hauliers then accounted for 64,3% of all national freight carried by road and rail, against the 35,7% carried by Sats.

The private sector's market share in August comprised 24,2-million tons of freight, against the 13,1-million tons carried by the railways and the 350 000 tons carried by Sats road transport.

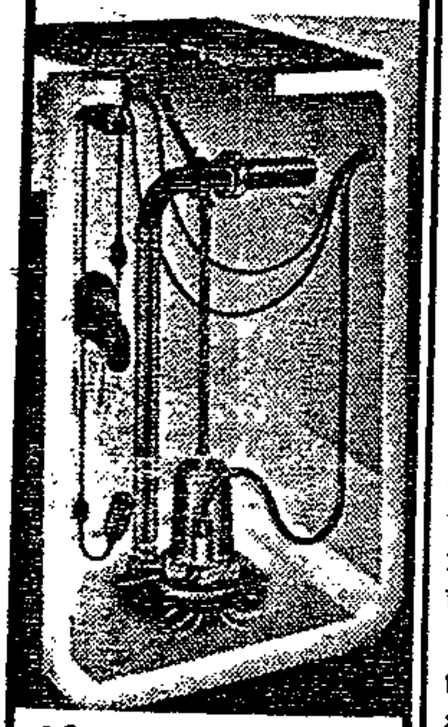
Since the private sector's monthly tonnage rose by 10,2% between August and November, it will have gained a bigger market share at the expense of Sats unless the total national freight market also rose by about 10% over the same period — something considered unlikely in the transport industry.

The stiff tariff increases in the recent Railways Budget will not help Sats in its battle to arrest the flow of freight traffic away from the public sector to private hauliers.

The impact of the higher tariffs on Sats freight movements have, of course, still to be featured in the official statistics.

The higher rates are applicable from April 1, after which private-sector hauliers may expect their rising tonnage to benefit further.

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TAXI FARES ARE UP AGAIN

TAXI fares are going up on all routes within and between Soweto and Johannesburg on April 1.

This was decided at a heated meeting at the Orlando YMCA yesterday morning. Many associations were represented at this meeting.

The meeting was a special one of the Johannesburg region of the Soweto Taxi Owners' Association. The meeting also confirmed the increase of fares between West Street and Dube announced and implemented recently.

After the announcement of this increase there was a controversy, as the regional executive said the increases had been announced unconstitutionally without the regional body first being consulted.

The meeting however yesterday rectified the move and the increases of 10 cents on weekdays and 25 cents on weekends remain.

All other units of the region yesterday announced that they would increase their fares. The new fares will come into effect on Monday, April 2, and will cover all routes within Soweto, to and from town.

As distances vary, it cannot be estimated what the increases will be, but commuters can brace themselves for at least a 10 percent hike. Some associations may even increase fares by more than 10 percent.



PAT MBATHA: Confirmed increases.

Peace

Chairman of the region, Mr Pat Mbatha, yesterday confirmed the increases but would not give further details. He said the PRO of the organisation would give relevant details.

He did mention, however, that another item discussed was the normalising of relations in the organisation. He said there was now peace in the organisation and all members would work at retaining this peace.

This is the latest in a spate of price increases, which include train fares

PC committee rejects kombi-taxi curbs

Cape Times 22/3/84
332

Political Staff

MOVES to clamp down on black kombi-taxis have been rejected by the economic affairs committee of the President's Council.

In its report on the free market system in South Africa, released yesterday, the committee expressed "reservations" about the proposed clampdown.

The committee said kombi taxis were "an important source of informal sector activity providing an essential service to the communities concerned".

Earlier this year, the Swart Commission, appointed by the Ciskei Government, made a similar recommendation, arguing that taxis had been an important point of access to the free market system in the Third World.

Restrictions on taxis and kombis were proposed by the Welgemoed Commission into Bus Passenger Transport.

They resulted in widespread protests, not only from taxi owners and people who used kombis for transport, but also from industry which felt such a measure would be an intrusion into the free market and would restrict black entrepreneurs.

Bus companies, on the other hand, feel the kombi taxis, particularly unlincensed vehicles, provided unfair competition.

The President's Council economic affairs committee urged a more flexible approach in applying standards in order to accommodate the informal sector.

"The committee believes that legal requirements should be relatively easy to satisfy."

In this regard, it wished to express its reservations about "the possible implications" of the Welgemoed Commission proposals.

Earlier this session, the Minister of Transport, Mr Hendrik Schoeman said there were 4 000 authorized kombi owners whereas the unauthorized kombis totalled 8 400.

He reiterated the government's intention to introduce legislation in this regard, but said it would be referred to a select committee "so that consensus could be achieved on this whole matter".

Mr Schoeman said he favoured kombi taxis taking people to their employment instead of them having to walk up to six kilometres to stations to catch trains.

But, he stressed, he would not allow disruption on the roads which city councils had said were becoming congested through the increasing use of the taxis.

Buses in safety row abandoned

N Murray 23/3/84

332

Mercury Reporter

SEVERAL buses belonging to School Bus Services have been abandoned on the streets and on other municipal property.

The firm lost its State-funded contract to transport hundreds of pupils to and from schools in Stanger last month.

Mr Bill Byrne, Town Clerk of Stanger, said the matter was being investigated, and that action would be taken soon.

The buses are part of a fleet of about 30 vehicles owned by a Johannesburg businessman. Many were taken off the road after provincial traffic police found them unroadworthy.

There was also an outcry against the company by parents, who claimed the service was inefficient and that buses were unroadworthy and dangerous.

Because of that and the police action, the Department of Indian Affairs withdrew the firm's contract.

Fresh tenders were invited, and new contracts awarded to three other bus companies.

After the cancellation of the contract, two senior employees of School Bus Services appeared in the Stanger Magistrate's Court in connection with the unroadworthy buses. No charges were put to the men, and they were asked to appear again on May 15.

Mr Haniff Manjoo, a Stanger civic leader, said many of the abandoned vehicles were causing traffic congestion during peak periods.

The buses were left on sidewalks and pavements in various parts of the town.

Mr David Masher, owner of the bus company, was not available for comment yesterday.

RDM 24/3/84

Freight Services expands

THE Freight Services group has acquired a majority interest in an American airfreight company as part of a programme to increasing its effective control over the management of cargo at both ends of the main trading routes.

Freight Services says the company, Vet-Aire Inc, is an IATA-licensed forwarder with a network of offices in the USA.

Its existing management will continue to run the company and have a minority shareholding. It will change its name to Freightair International Forwarding Corporation and will form an important link in the group's international Freightair network.

Mr Neville Organ, chief executive of Freight Services, says: "We have long had agency representation in the US, but in view of the increasing importance of the American airfreight market and of our international expansion, we have for some time felt the need to have our own operation there.

"Vet-Aire is a well-established company with sound management and advanced systems.

The 60% interest we have taken in it will provide us with an already entrenched position in the market.

"The investment this represents will, we believe, be justified by the higher level of service we shall be able to provide and the greater volumes we expect in consequence."

The Freight Services group already has subsidiaries in the UK, Europe and Australia, as well as in most southern African countries, and is represented worldwide by franchises and agents.—Sapa.

Container rates inland to be increased

N. Mercury 26/3/84 332

Shipping Reporter

THE Europe South/South East Africa Conference of shipping lines will increase its container rates to inland exporters.

This follows high increases on inland haulage announced in the recent South African Transport Services budget.

'If SATS is really serious about encouraging containerisation this move is a pity,' said conference chairman Neil Sempill.

The SATS container export rate has been increased by 20 percent, while the alternative breakbulk export rate increase is significantly less — about half, in most cases.

And the charges for moving empty containers into position have been increased by 25 percent, while railway truck positioning for breakbulk cargo has been free.

'In the lines' view the present SATS inland container cost structure does not fully reflect the benefits of containerisation,' said Mr Sempill, citing anomalies.

'The recently-announced increases appear likely to have a detrimental effect on the door-to-door concept of container movement, in spite of the favourable treatment of import rates.'

All the same, handling rates at harbours themselves favoured containers over breakbulk.

N. Mercury 26/8/84

Talks on truckers' troubles

(332)

Mercury Reporter

A DELEGATION of the South African Private Hauliers' Association has met the Director-General of Transport Affairs, Mr A B Eksteen, to discuss problems facing truckers.

Mr Ramcharitar Panday, South African Indian Council spokesman on transport, who headed the deputation to Pretoria, said Mr Eksteen had been assured that private hauliers were not working in competition with South African Transport Services.

Mr Eksteen had promised to investigate complaints and to have further talks, Mr Panday said.

Among the key issues raised were allegations of harassment of truckers by Department of Transport inspectors and impounding of vehicles which did not have permits to transport goods across provincial boundaries.

Mr Panday said the association had received numerous complaints from members of harassment by Department of Transport road inspectors. Some trucks operated by private contractors had been impounded in the Free State.

'The question of monopoly and free enterprise was also discussed. We told the Government that people from the private sector should be allowed to carry on their businesses without interference from State departments.

'We also asked Mr Eksteen to launch an investigation into the sale of transport permits to individual operators. Many people are buying permits willy-nilly in a desperate bid to protect themselves.

'It is immaterial to the buyers whether the permit will qualify them to transport a certain type of goods from one point to another. Their primary concern is to have a permit in their possession in the event of being stopped by Department of Transport Road inspectors in spot checks.'

Mr Eksteen had told the deputation that buyers should first check the validity of permits with the local Road Transportation Board before negotiating to take over the permits, Mr Panday said.

CAPE TIMES 6/4/84

New Factor in cheap travel

Own Correspondent

JOHANNESBURG. — The peace accord between South Africa and Mozambique has enabled discounter Mr Tony Factor to establish travel links with Maputo.

Mr Factor said yesterday an air service from Maputo to Israel would come into effect in late June.

Tickets will cost R599 return and will be valid from one week to a year. First class travellers will pay an extra R150.

Mr Factor said this would be the first regular charter service from Southern Africa. Passengers would be able to either take a luxury bus from Johannesburg to Maputo or South African Airways or the Mozambican airline.

People travelling from Durban could go by boat, at a cost of R99.

Mr Factor said under his plan, Israel would become the "gateway to Europe" for South Africans.

From there, participants in the plan will be able to fly to various European destinations, including London, Paris and Amsterdam for R190 each return and Copenhagen for R247 return.

Mr Factor added travellers would also be able to fly from Israel to America for R599 return.

"Without the new peace accord, none of this would be possible", Mr Factor said.

He said under the new plan people would be able to go by boat from Durban to the island of Catemba, then to Mozambique and back to Durban.

Raise fares, bus firm told as Putco boycott bites

By Anthony Duigan

In a move to break a 15-month boycott of Putco buses in the Inanda area outside Durban, the Department of Transport made a kwaZulu bus company operating in the same area an offer it could not refuse: increase its fares or lose its subsidy and go out of business.

This week the Ilanga Bus Company increased its fares by up to 20 percent (for single cash tickets) following the intervention of the department, which wants to see fares in the Durban area "rationalised".

This extraordinary move by the Government to try to force tens of thousands of passengers back on the more expensive Putco buses between Inanda and Durban has created bitterness in some transport circles.

The boycott of Putco's buses began on December 13 1982 when fares went up by between 25 and 36 percent. Thousands of workers refused to travel on Putco buses and a tense situation developed when crowds of commuters began hijacking buses which belonged to Ilanga Transport and operated along nearby routes.

Sources close to the kwaZulu Government claimed at the time that the department tried then to get Ilanga Transport to raise its fares to the same level as those of Putco in order to break the boycott. Ilanga was said to have refused.

Mr A B Eksteen, Director General of Transport Affairs, denied that he or his officials had made any such suggestions.

But now the department has issued an ultimatum to Ilanga that will mean increases in the bus company's fares of about 50 percent overall — and as high as 75 percent in some cases — in the next 18 months.

Mr Eddie Marshall, managing director of kwaZulu Transport, would not comment on the subsidy "ultimatum", and was unwilling to view the role of the department as "forcing" a fare increase on Ilanga Transport.

"We agreed that we would put up our fares on the Inanda route in stages over the next 18 months to the same level as that of Putco," he said. "To obviate the problems that there have been on these routes in the Durban area, it is better to have parity of fares.

"Our fares have traditionally been lower than those of other operators, and Putco has agreed not to increase its fares on routes that run parallel to ours during the next 18 months, while we raise our fares gradually to the same level as theirs."

The department confirmed that it had requested Ilanga to raise its fares "in order to achieve rationalisation of the three major transport operators for blacks (Putco, Ilanga and Durban Municipal Transport)".

"Bearing in mind that Putco and DTMB (Durban Municipal Transport) have applied for fare increases in the entire Durban area, rationalisation, zoning and the introduction of parity in fares were designed to prevent further boycotts."

After the boycott, the Ilanga buses last year carried an estimated 40 percent more passengers than the previous year. A company spokesman said it was causing unbelieveable strains on both men and machines and he did not know how long it could continue that way. Initially Ilanga applied to the local Transportation Board for permits to run 10 extra buses on the Inanda routes to give some relief.

This was refused for some months before the board finally gave in.

Putco, which gets an annual subsidy of about R100 million from the Government and is the largest black bus passenger operator in the country, has been hit hard in Natal as a result of the boycott.

In answer to questions from The Star, the department admitted that Ilanga faced losing its subsidy — without which it cannot operate, according to its officials — if it did not comply with instructions to raise fares.

Bus fares climbing — again

332

City Press 8/4/84

By DERRICK LUTHAYI

NEXT Wednesday is a gloomy day for commuters — they will have to dig deeper into their pockets when the giant Greyhound Bus Lines increases its fares on the West Rand.

According to the company's traffic manager S Noble, local community councils and town councils in the West Rand are aware of the 8,3 percent increase, and it has been approved by the Local Road Transportation Board.

Mr Noble said the fares will increas on some routes by five cents, butt on others there will be no increase.

Commuters travelling between Mohlakeng and Randfontein, Delmas, Aures, Leratong Hospital, Greenhills, Chamdor factories and Bekkersdal will pay five cents more.

Commuters travelling between Kagiso, Krugersdorp, Sterkfontein, Delporton and Leratong Hospital will also pay five cents more.

He urged commuters to use weekly and monthly tickets, which are cheaper. On some routes, commuters can save up to R1,30 a week.

"We had planned to implement the increase from January this year," said Mr Noble. "But, during our discussions with local councils, we were asked to postpone the increase for as long as possible.

"We managed to to because of the reduction in fuel prices."

RDM 16/4/84

Students boycott buses

Mail Reporter

SESHEGO — A meeting organised by the Seshego branch of the Azania Students Movement yesterday resolved to boycott the Lebowa Transport buses from today until the bus company wiped out the fare increases which came into effect last week.

The local branch of the Azania Peoples Organisation and two trade unions, the Black General Workers Union and the Black Electronic and Electrical Workers Union, were represented at the meeting attended by about 100 people at Phodisadishaba Lutheran Church, Seshego.

Speaker after speaker condemned the increase from 15c to 25c between Seshego and Moletji.

In February this year the bus company increased fares between the areas from 10c to 15c.

The meeting resolved that unless the bus company rescinded its decision, students would walk to school.

Moletji is about 10 kilometres from Seshego Township.

City bus dispute

ARGUS 10/4/84

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Thousands delayed as drivers ban overtime

Staff Reporters

THOUSANDS of commuters using Peninsula buses faced severe rush-hour disruption on their homeward journeys today because drivers have refused to work overtime.

The dispute left many passengers stranded this morning and it is feared that specially hired buses for the Easter weekend could be affected.

The drivers, employed by City Tramways and Associated Bus Holdings, decided at a meeting yesterday not to work overtime until their demands were met.

Up to 250 000 commuters use the buses daily. Many routes are affected by the action, including the heavy-volume Mitchell's Plain and Atlantis services.



City Tramways bus drivers outside their depot in Woodstock today.

A City Tramways spokesman would not say whether special arrangements would be made to cope with homeward-bound passengers today. But he did not foresee a problem for the weekend and promised that "contingency plans" would be made if necessary.

Mr D C Benade, secretary of the Tramway and Omnibus Workers' Union, representing most of the drivers, said today the drivers worked under "sub-human conditions".

Drivers want 15%

He said the drivers wanted a 15 percent wage increase and a 40-hour week, and the union wanted broken shifts abandoned.

City Tramways has offered a six percent increase and a further two percent for drivers of new buses with increased standing room.

Another member of the union's executive committee said today: "We will refuse to work overtime until our demands are met."

City Tramways said in a statement today: "The company must express its dissatisfaction with the current behaviour of the union seeing that the existing agreement between the parties expires only on May 6.

"Commuters in the Peninsula can rest assured that the company will do anything in its power to ensure that services operate as closely to normal as is possible under the circumstances."

Union demanding changes

The company has asked the union to postpone the expiry date of the agreement for three months but the union is demanding changes to the agreement and has refused to accept the request.

Drivers interviewed today said they worked under tremendous pressure for very little reward or job security.

They said they were sympathetic to the needs of commuters but experience had shown they would not have their grievances redressed without putting pressure on the management of the company.

Overtime work was voluntary but members of the union who worked overtime during the dispute were liable to be expelled, they said.

One driver said he regularly rose at 3.10 am and by the time he returned home in the evening he was too tired to speak to his wife.

Another evening of long bus queues

Staff Reporter

CAPE Town's 250 000 bus commuters faced another evening of long queues today as City Tramways and the bus drivers' union appeared deadlocked on an overtime dispute that has disrupted services since yesterday morning.

Representatives of the two sides discussed the drivers' refusal to work overtime at an Industrial Council meeting today, but there was no sign that the work-to-rule would ease.

After a lengthy meeting of the council and officials of City Tramways and the Tramway and Omnibus Workers' Union today, union secretary Mr D C Benade said: "Little progress has been made."

CONFIDENTIAL

He would not disclose details of discussions as the matters raised were confidential.

He said: "The problem has not been solved."

The Industrial Council meeting had been called to discuss the drivers' grievances generally. While yesterday's decision by drivers to refuse to work overtime was not on the agenda, it was raised at the meeting.

A spokesman for City Tramways was not available for comment.

Union officials estimated that today's work-to-rule had affected Tramways services by about 50 percent.

JOSTLED

Earlier today thousands of daily commuters jostled and jumped queues but reached their destinations late for the second day running.

Disruptions this morning did not appear as bad as yesterday's, when many people had to queue up to 90 minutes longer than usual. Many others opted to walk home when faced with queues at the terminus.

An executive member of the busmen's union has said drivers would refuse to work overtime "until our demands are met".

Bus dispute goes on in spite of plea

ARGUS 18/4/84

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Staff Reporter

THE Cape Town Chamber of Commerce has appealed to City Tramways and the Tramway and Omnibus Workers' Union to settle their dispute on overtime and restore full services.

However, at an emergency meeting today, the busmen decided to continue the overtime ban.

The dispute over a long-standing demand for more wages and other grievances has disrupted bus services in the Peninsula since Monday. Thousands of workers have been up to an hour late for work, many of them more than once.

"It is incumbent on the two parties to settle their dispute as quickly as possible," the director of the chamber, Mr Brian MacLeod, said today.

"I know it is sometimes very difficult to do so, but the parties must endeavour to settle the dispute."

Emergency

The union's executive committee decided at an emergency meeting today to continue the ban on drivers working overtime. This was in accordance with a unanimous decision taken at a general meeting of the union at the weekend.

"Our chaps are in an ugly frame of mind because of the ridiculous offer made by the company," said Mr D C Benade, secretary of the Tramway and Omnibus Workers' Union.

Contingency measures by City Tramways to beat the ban on overtime could not cope with queues in some Peninsula areas today and thousands of commuters were again late for work.

Delays

Services were running close to normal on many routes, but passengers in some Cape Flats areas particularly Hanover Park and Nyanga, were delayed by as much as an hour. Queues were up to three times as long as usual.

In some areas the scheduled service was replaced by a controlled system of diverting buses to routes where the demand was greatest.

A bus company official at Hanover Park said today that the disruption was "definitely worse than Monday. "Today we don't even have spare buses".

1 000 sign petition on bus fare rise

By Revelation Ntoula

The Alexandra Commuters' Committee has reached its target of 1 000 signatures protesting against Putco's 12,5 percent bus fare increase which became effective in January.

The petition, which also makes certain demands on Putco, will be forwarded to the bus company tomorrow.

The committee's chairman, the Rev Mike Beea, said his committee, together with other organisations such as Cosas, would meet tonight to review the bus commuters' plight and to work out a strategy before presenting the petition to Putco.

Demands and grievances in the petition include the withdrawal of the 12,5 percent January increase, a request that Putco consult the Alexandra Commuters' Committee before increasing fares, and a plea that the company build a pedestrian crossing at the Wynberg checkpoint.

Tonight's meeting and the signing of the petition are a sequel to a bus boycott by the township's commuters after the introduction of the new fares. The Alexandra Commuters' Committee pointed out that at the time of the increase the prices of basic commodities such as mealie meal and milk had also just been increased.

Putco, on the other hand, maintained that the increased price of fuel and other running costs had made it imperative for the company to introduce the new fares.

The conflict led to an eight-week boycott of the bus service, resulting in constant clashes between the police and commuters. A man was shot and seriously injured during the initial stages of the boycott and six people were arrested for intimidation. Their case is still pending.

Dispute to hit Easter bus trips

Argus 19/4/84

332

Staff Reporter

SOME special hire and Easter weekend bus trips will be affected by the dispute between City Tramways and the Tramway and Omnibus Workers' Union over overtime.

Disruptions to daily services, caused by drivers refusing to work overtime, continued into the fourth day today.

Mr Bob Krause, liaison officer for the company, could not say how many special trips , booked well in advance by many organisations and individuals, would be affected.

The general manager of Tramways, Mr Nic Cronje, said in a statement today: "The present situation has an effect not only on normal scheduled services, but it can also affect special hire trips where overtime is involved.

"The company is doing everything in its power to ensure an absolute minimum of disruption and inconvenience to its customers. The situation is being continuously monitored and clients are being kept informed to the best of our ability."

The dispute, which began on Monday, has significantly affected the company's normal service. During the past four days, thousands of city commuters have faced delays of up to 90 minutes.

Shorter

However, queues were noticeably shorter today. Mr Krause said the company had rescheduled buses and changed shifts to routes of greatest demand.

The company has refused to comment on the statement yesterday by the secretary of the drivers' union, Mr D C Benade, that the situation was "potentially explosive" and that drivers were in "an ugly frame of mind". City Tramways responded only by saying that the matter had been referred to the Industrial Council.

The dispute has been referred to the Minister of Manpower for arbitration in terms of the Labour Relations Act.

CAPE TIMES 20/4/84

Bus drivers dispute leads to long delays

Staff Reporter

CITY Tramways' bus schedules have been extensively re-organized to accommodate a refusal by the company's drivers to work overtime, resulting in up to 20-minute breaks between buses at peak hours and hourly breaks at off-peak times.

This was "the average overall effect" of the three-day-old dispute, Tramways spokesman, Mr Bob Krause, said yesterday.

The re-shuffle is an attempt by the company to counter threats by bus drivers to abandon their buses at the end of their shifts.

Shifts

A spokesman for the Tramway and Omnibus Workers Union, Mr D C Benade, said the union decided on the overtime ban because of the drivers' dissatisfaction with a wage offer by management and the spreading of shifts, in some cases over almost 15 hours.

The dispute has been referred to the Minister of Manpower for arbitration.

Mr Benade said he did not believe the employers' association was entitled to take the dispute to the minister for a decision after just one industrial council meeting ended in deadlock.

"They can't do that unilaterally at this stage," he said. "Either we must agree to it, or three meetings must end in deadlock first."

As far as he knew, no other special meetings with the employers' association were planned, he said.

Taking a dispute to the Industrial Court normally ruled out the possibility of a legal strike, he said, but in the case of the Tramway and Omnibus Workers' Union, it had never been a possibility.

'Essential service'

"We are an essential service, so we may not strike anyway," he said. "But there have been bus driver strikes in Durban and Johannesburg, and no action was taken against them."

Meanwhile, the overtime ban and partial work-to-rule would continue, he said.

Mr Benade said some drivers were "scabbing" by working overtime. It was decided at the general meeting that scabs would be expelled from the union.

Mr Krause declined to comment beyond outlining the effect of the dispute, saying that the arbitration was "confidential".

New bid to resolve bus dispute

AR693 24/4/84 PSEC 1/332

Staff Reporter

CITY Tramways and the Tramway and Omnibus Workers' Union agreed today to try again to resolve their dispute, which is disrupting bus services.

They will hold a second meeting with the Industrial Council on Thursday.

Mr D Benade, secretary of the union, said the decision to meet the council was taken during a three-hour meeting with City Tramways today at which drivers' grievances were discussed.

The Industrial Council last week tried unsuccessfully to resolve the dispute and the matter was referred to the Minister of Manpower for arbitration in terms of the Labour Relations Act.

Neither parties would give details of today's meeting.

However, Mr Benade said: "I am a supreme optimist."

Commuters returning to work after the Easter weekend today faced long bus queues again as the overtime dispute between City Tramways and its drivers entered its second week.

Argus 25/4/84

Buses late: Big traffic jams in city

Staff Reporter

TRAFFIC jams clogged entrances to the city in the rush hour today as thousands of commuters who normally travel by bus took their cars to work to avoid delays caused by the bus drivers' dispute.

The increased traffic put further pressure on the city's limited parking facilities and there were long queues outside parking garages.

Yesterday afternoon traffic was reduced to a slower-than-normal crawl to the southern suburbs and Cape Flats; many motorists who chose to travel by car got home later than they would have had they waited for buses.

The dispute between City Tramways and driver members of the Tramway and Omnibus Workers' Union — the drivers are refusing to work voluntary overtime — has disrupted Peninsula bus services for eight days.

But the parties have agreed to call in an industrial council tomorrow.

The traffic manager, Mr Harry Attwood, said today: "We have noticed a definite increase in the number of vehicles on the road during the past few days. I imagine that it is due to more people using their own transport as a result of the bus dispute."

"Not serious"

But he described the situation as "not serious", with the traffic peak lasting "only about 15 minutes longer".

The Argus received many calls from motorists complaining about extra-long queues outside parking garages and a longer than usual bumper-to-bumper journey into the city centre.

Many believed that congestion was the result of commuters — unable to take the fatigue and frustration of long bus queues — making their own transport arrangements and forming lift clubs to get to work on time.

Regret

A Tramways and Omnibus Workers' Union spokesman has expressed regret that commuters have been inconvenienced.

After its unsuccessful attempt to resolve the dispute last week, the industrial council referred the matter to the Minister of Manpower for arbitration in terms of the Labour Relations Act.

Neither parties would comment on tomorrow's meeting.

UDF in support of bus drivers

Staff Reporter

THE United Democratic Front has come out in support of City Tramways bus drivers, whose refusal since last Monday to work overtime continues to disrupt bus timetables throughout the Peninsula.

Mr Jonathan de Vries, UDF publicity secretary for the Western Cape region, said a UDF pamphlet distributed at the Easter weekend, mainly to bus drivers, read:

"While the bosses may be dissatisfied with the bus drivers, they can rest assured that the people of Cape Town have long been dissatisfied with City Tramways."

Although the action of the bus drivers was causing many people extra hardship, "our people also recognize the justice of their demands", the pamphlet read.

It added that every worker in South Africa should have the rights for which the bus drivers were struggling — the right to a living wage and to decent working conditions.

"Increases must come from the profits of Tramways, not through increased bus fares. We believe there is more than enough money in the pockets of the bosses and shareholders to pay for these increases," it said.

Mr D C Benade, secretary of the Tramways and Ominbus Workers' Union, said he had also received a letter of support from the Trade Union Council of South Africa (Tucsa), to which his union is affiliated.

The chairman of the drivers' union, Mr Moegamat Soeker, said services in the black areas had been hardest hit by the partial work-to-rule.

"At Nyanga this morning there was chaos," he said yesterday, "and the pirate taxis must be making a fortune".

The Maitland and Klipfontein depots were worst hit, and commuters served from these depots waited 45 minutes or more on average yesterday morning, he said.

Yesterday, City commuters reported waits of an hour last week for buses which usually ran every 15 minutes.

"Why can't City Tramways give these guys what they are demanding?" asked one commuter. "It is disgusting that one company can hold the entire city to ransom."

Mr Bob Krause, City Tramways PRO, reported "no change in the situation". He declined to confirm whether City Tramways was hiring more drivers so that the previous level of service could be reached without requiring them to do overtime.

He added that City Tramways was not prepared to negotiate in the public media.

It was impossible to quantify the disruption of the service in any way, Mr Krause said, as it would be too complex and expensive an operation.

"Under normal circumstances, we run 10 000 trips a day over 350 routes," he said.

t his home to try to solve the Gerickes' marital roblems.

'Threatened to kill her'

"Denise told her side of the story, saying that her sband continually hit her children and threat- ed to kill her and her children. When asked to ve his side of the story, Deon got up and said to nise they should leave.

Denise refused, saying she was scared of him. ricke then said he would never divorce Denise d would rather wipe out the lot of us."

he case continues today.

r Jusice Vivier sat with two assessors, Mr H J Luttig Mr F J M Botha. Mr G D van Schalkwyk, SC, assisted Mr H Botha and instructed by Mr J F van Niekerk, of erbauers, appeared for Mr Gericke. Mr T J Prins ap- ed for the State.



"Diplomatic immunity is one thing. Diplomatic impunity is another!"

one South African, one Minister, Mr P W Botha.

Bus commuters wait in rain

DRIVING rain, which set in just before the end of the working day yesterday, added to the discomfort of hundreds of City bus commuters.

Bus commuters have had to endure long delays since the service was disrupted by a partial work-to-rule by disgruntled bus drivers who are refusing to work overtime.

During the afternoon rush-hour yesterday, commuters waited in long, tightly-packed queues in the available bus shelters.

A meteorological office spokesman at D F Malan Airport said that only the first part of a cold front had reached the City and yesterday's temperature was "still relatively mild".

Di's brother bares all

LONDON. — Viscount Althorp, younger brother of Princess Diana, admits he has erotic dreams about women and is not averse to a "little bodice-ripping" himself.

"I often fantasize about a girl I'm interested in," the 19-year-old viscount confessed on a television show, Men Only, to be screened in July.

"And then, when we're actually together, I fantasize about being away from her and in a Roman orgy or something. That's the trouble."

He told presenter Paula Yates when the show was videotaped that he was often the victim of pushy mothers who wanted to marry him off to their daughters — but he had become very wary.

It was usually the girls who did the seducing.

"You're grabbed by some raging nymphomaniac who is some three to four years older than you," he said.

But he admitted: "Sometimes you know that if you're going to get anything you are going to have to pounce. And if it's a bodice that gets in the way ..."

A spokesman for Yorkshire TV said later that Viscount Althorp, making his chat-show debut, was "very honest in his answers for a young man of 19". — Sapa-AP



BUSINESS BRIEF

Gold (close)	$382,75
FT index (close)	887,60
RDM 100	1070,50
Dow Jones	1163,53

-car smash wet N1

Staff Reporter

RLY a dozen rists escaped seri- injury in an 11-car -up on the Cape -bound lane of the ar the Muizenberg off early last night.

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Court Roll 12
Crossword 14
Editorials 14
Focus 10-12
Horoscope 12
Motors 8
Parliament 4
Racing 8
Radio 12
Sport 25-26
TV 2
Weather 12
What's on? 12
Women's 12
World Report ... 5

The Facts correction service,
☎ 24-2233 (Mon to Fri)
Cape Times, Box 11,
Cape Town.
(Registered at the GPO
as a newspaper.)

...als in Assembly

...adock ...eld

Old folks may travel free of charge

ALL pensioners at Vosloorus in Boksburg may in future travel free of charge in Putco buses in the township.

This request for the pensioners to travel free of charge on the bus, is still receiving the attention of senior officials of the giant bus company, following "successful negotiations" between Putco and the Vosloorus Town Council.

The monthly meeting of the Council held this week was also told that Putco had promised to phase out all old buses in the township at the end of the year and introduce new ones early next year.

It aimed to improve the transport system in Vosloorus. The pensioners' "free ride" may be introduced before the end of July, according to the council.

In an interview after the meeting, Mr Fanyana Mahlangu, the mayor of Vosloorus, said he was grateful that Putco had at last decided to allow pensioners to travel free of charge in their buses in the township.

...ESS ...ken low!

Sea Harvest Frozen Batter Dipt Cape Whiting
1.29
400 g

Sea Harvest Batter Dipt Cape Whiting
...t portions in crispy batter

Crosse & Blackwell Mayonnaise
750 g 1.89

Twinsaver 1 Ply Toilet Rolls
1 Roll of 500 Sheets 23c

Gold Cross Condensed Milk
397 g 83c

Gold Dish Vegetable Curry
Choice Grade 415 g .. 39c

Sea Harvest Frozen Oven Crisp Cape Whiting
1.39
400 g

Sea Harvest OVEN CRISP CAPE WHITING
...t Portions in Crunchy Crumbs 400g

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Sea Harvest Frozen Crispy Cutlets
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Sea Harvest Smoked Haddock Selected Fillets
Genuine Oak Smoked

Sea Harvest Frozen Haddock Fillets
1.59
600 g

Ouma Buttermilk Rusks
500 g 1.12

...ke Fillets
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...59
...kg
1Kg New! each fillet carefully sealed in separate pouch

Beacon Slab Chocolates
All Varieties 100 g 45c

Rothmans Pall Mall 30's Filter
Carton of 300 ..... 9.50

Grape Dew Grape Juice
5L 4.75

I & J Frozen Young & Tender Cauliflower 1 kg 2.39

VIOLET KUNY
Violet Kuny Night Cream

Minister contacted over bus dispute

Staff Reporter

A DEPARTMENT of Manpower official confirmed yesterday that a letter to the minister had been received in connection with the City Tramways bus drivers' refusal to work overtime, which started on Monday, April 16.

The letter was from the secretary of the Industrial Council for the Road Passenger Transport Industry, Mr D G Pickard, who referred the matter to the Department of Manpower.

The minister has the power to refer the matter to an industrial court or leave it to the arbitration of a separate tribunal.

However, yesterday the chairman of the Tramway and Omnibus Workers' Union, Mr Moegamat Soeker, said: "We are still busy on an Industrial Council level." Talks would continue today, he said.

Not a 'dispute'

Another letter would be sent to the minister to counter the one already sent, which asked the Department of Manpower to intervene in the matter, he said.

None of the parties involved had declared the issue a "dispute" yet, and his men would continue to "work to rule," he said.

"The whole thing is being dealt with at an Industrial Council level, which has referred it to the Minister of Manpower," said a City Tramways spokesman, Mr Bob Krause.

Commuters reported waits of more than 30 minutes yesterday.

"We are doing our best," Mr Krause said.

Bus dispute talks fail again

AGUS 27/4/84 Staff Reporter 332

CITY Tramways and the Tramway and Omnibus Workers' Union, which represents the company's drivers, have again failed to resolve their overtime dispute.

Yesterday the parties met the industry's industrial council for a second time without reaching accord. Mr D C Benade, secretary of the union, said: "We've really got problems now."

He would meet his executive soon to reassess the situation, and "we will probably have to call an urgent general meeting and do what has to be done".

It is understood that City Tramways asked for an official dispute to be declared, in order to take the matter to an industrial court. But drivers' representatives had "little faith" in the court.

Thousands of commuters waited for up to an hour in queues today as the dispute entered its 12th day.



Unions back bus drivers' 'work-to-rule'

Staff Reporter

FIVE major unions in the Western Cape have given their full support to the "work-to-rule" action taken by Cape Town's bus drivers.

In a joint statement from the National Automotive and Allied Workers Union (NAAWU), the National Union of Textile Workers, the General Worker's Union, the Cape Town Municipal Workers Association and the Food and Canning Workers Union, City Tramway's is accused adopting a "consistently unco-operative attitude towards its drivers and entire communities depending on it for transport".

"The bus drivers of City Tramways, like many workers in South Africa, are struggling for higher wages and improved working conditions," the unions say.

"The drivers have for many years been subject to unsociable hours of work, long waits between shifts and no overtime pay for working weekends."

The unions claim that the drivers' action is a direct result of the "inadequate response of the bosses".

"Even though many of our workers have suffered increasing inconvenience as a result of the work-to-rule, we support that the greed and uncompromising attitude shown by the company should not go unchallenged.

The unions also accuse City Tramways of charging "ridiculously high fares at a time of vast unemployment and widespread suffering as a result of the ever-increasing cost of basic necessities".

Commuters boycott 'forced' train service

(332) Star 30/4/84

Pretoria Bureau

Hundreds of black commuters were watched by Riot Police as a mass boycott of buses and trains got under way in townships near Pretoria today.

There was chaos and confusion this morning at Mabopane and Soshanguve townships north of Pretoria as hundreds of workers began their boycott after a Government decision to phase out Putco buses operating between Pretoria and Mabopane as from today.

The move follows the opening of a new railway service to the area which has so far proved unpopular among commuters.

RIOT POLICE PRESENT

Riot police were present throughout the townships as the commuters lined the main roads this morning to board taxis and private cars to take them to work.

The commuters, who were only given four days' notice about the withdrawal of the bus service, held a series of meetings at the weekend.

At the meetings, it was resolved to boycott the train service "which is being forced on us by the Government".

The commuters accused the Government of using "barbaric tactics" to force them to use the train service.

At the old Soshanguve bus transfer station next to the local police station, more than a thousand commuters waited for taxis.

Some of the commuters told The Star that they had been waiting for taxis for about two hours "but we will not ride on the trains even if it means being late for work".

Putco spokesman Mr Pat Rogers said it was not in Putco's interest to allow the Railways to service commuters in the areas.

However, the decision has been taken and we have tried to communicate this to passengers to avoid confusion," he said.

'AWARE OF MISGIVINGS'

A spokesman for the Railways said he was aware that some passengers were refusing to use the service and that there were certain misgivings" about the Government's decision to phase out Putco busses.

"There has, however, been an increase in passenger volumes and we do not expect any problems.

"We held talks with the black Commuter Liaison Committee before the decision was taken, and we also kept commuters informed by distributing pamphlets and through television," said the spokesman.

COMMUTERS WILL BE STRANDED

Sowetan 30/4/84

332

THOUSANDS of people will be left stranded as the phasing out of buses between Mabopane and Pretoria comes into operation for the first time today.

By ALINAH DUBE

The president of the Pretoria Chamber of Commerce, Mr Dave Shaw, has warned that the move could have serious implications. He was addressing a Press conference at a Pretoria hotel at the weekend.

The phasing out of buses means that residents of Mabopane and Soshanguve will be left with no choice but to use trains to get to the city. Those working north of Magaliesberg, south-western and south-eastern suburbs will not be affected.

Mr Shaw said it had always been the view of the present sector that commuters not be forced to use a particular mode of transport but be given the right of choice.

He said there could be friction and that workers' productivity could be affected by the length of time by having to change from a station bus into a train. Very short notice was given to commuters to prepare for this change and there was no consultation with government authorities and representatives of commuters' associations in the affected areas

Unrest

He also said there could be labour unrest affecting people's jobs. Mr Shaw pointed out that the Government had to look for ways in which friction could be avoided and not implement decisions which were evident cause of labour disputes.

"Rough elements are going to take advantage of the situation and people who used to fear travelling by trains, will be forced to be victims of muggers," he said.

The chamber's repeated attempts to get the Government to review the whole black transport situation, he said, went unanswered.

"What we are asking is that commuters be given the right to use the transport of their choice. If it means that they will have to pay more, let them be given that choice," Mr Shaw said

Thousands of commuters late for work as bus drivers' dispute goes on

Staff Reporter

CITY / NATIONAL

Tday April 30 1984

THOUSANDS of commuters were late for work again today — some by as much as an hour — as the bus drivers' overtime dispute continued.

At a weekend meeting many drivers threatened to stop work, but were persuaded to stick to the overtime ban and work to rule.

Commuters said delays were particularly bad on routes into Cape Town from Milnerton, Mowbray, and Manenberg and between the city and Sea Point.



Mr Harry Attwood

Peak traffic

Traffic manager Mr Harry Attwood reported heavier-than-usual morning peak traffic in Claremont and Rondebosch along Campground Road, and Vanguard Drive in the Bonteheuwel/Langa area.

Although many more people than usual appeared to be driving to work, there were no major traffic disruptions.

Some bus drivers said buses had been diverted from Mowbray and Manenberg to cope with the disrupted Sea Point service.

Routes affected

But City Tramways public relations officer Mr Bob Krause said it was not possible to isolate particular areas where buses had been diverted.

"Every one of our 10 000 daily trips on 350 routes has been affected to some extent. We are doing our best to reschedule buses where the demand is highest."

Bus drivers resolved at a weekend meeting of the Tramway and Omnibus Workers' Union to continue their overtime ban until City Tramways management agreed to their demand for a 15 percent pay increase.

Arbitration

City Tramways has referred the dispute to the Minister of Manpower for arbitration in terms of the Labour Relations Act.

Mr D C Benade, secretary of the Tramway and Omnibus Drivers' Union, said the drivers had called on the union to dismiss "scabs" — drivers who were defying the strike, but he had told them to "ostracise" rather than "toss them out."

Mr Benade said the main difference between the drivers and City Tramways was the union demand for a 15 percent increase to compensate drivers for having to upgrade their driving licences from heavy-duty to extra-heavy-duty.

The increase, he said, would merely bring the drivers into line with the wage board's minimum determination for drivers with extra-heavy-duty licences.

City Tramways has offered drivers a six percent increase and another two percent for drivers of new buses with increased standing-room.

Mr Krause refused to comment, remarking only that City Tramways did not conduct its negotiations through the media.

The work-to-rule campaign being carried out in conjunction with the overtime ban involves sticking rigidly to all traffic regulations.

● **Federation supports bus drivers' action — Page 5.**

Bus drivers to continue wage action

Staff Reporter

AT A meeting held between bus drivers and the Tramway and Omnibus Workers' Union at Gatesville, Rylands, yesterday drivers resolved to continue their "work-to-rule" action and refuse to work overtime till City Tramways agreed to their demand of a 15 percent pay increase.

The resolution said the situation would return to normal only if the company was prepared to negotiate and meet the demands of the 15 percent increase and to make it retroactive to May 6, the expiry date of the agreement.

Drivers have been refusing to work overtime for two weeks now in protest against wage negotiations and shifts spread over "too many" hours.

The work-to-rule has considerably disrupted bus schedules. Commuters have regularly had to wait an extra half-an-hour or more for buses, and some routes are no longer served by the same number of buses.

Meanwhile, negotiations between the drivers' union and City Tramways have reached a deadlock. The dispute has been referred to the Minister of Manpower for arbitration.

The secretary of the drivers' union, Mr D C Benade, said the union "did not agree with the way the dispute was taken to the minister".

He said drivers had a "bad experience" with the Industrial Court two years ago, when the court determined they should have only a 5 percent increase.

All quiet after train boycott

All was quiet at the Mabopane and Soshanguve railway stations in Pretoria this morning after the bus and train boycott by local commuters yesterday.

About 500 commuters' representatives took their grievances to the Soshanguve-Mabopane Commissioner.

The representatives then advised people to temporarily use trains to the city.

The bus service will be decided on at a meeting between the Commissioner and officials of the South African Transport Services on May 10.

A commuters' delegation said the Commissioner had asked commuters to list their grievances against the cancellation of the Putco service to Pretoria.

The Commissioner said he would forward these to the SATS.

The only Putco buses which were operating from the two residential areas were those going as far as the eastern parts of Pretoria and Mamelodi.

Small police units patrolled the affected townships but kept a low profile.

The bus and train boycott yesterday was sparked off by the cancellation of bus services between the two townships and Pretoria.

The new railway service linking Pretoria to Mabopane and Soshanguve was meant to replace the buses.

Commuters refused to board trains to Pretoria and demanded that the Putco buses be reinstated.

Boycotting commuters appointed an ad-hoc committee to liaise with Putco officials and SATS authorities, with a view to re-introducing the bus service which they claimed was irreplaceable.

The bus service, they said, was important because it served people in the remote parts of the townships — something the SATS could not do.

The boycott yesterday resulted in a reinforcement of police activity in the affected townships.

The boycott reached a dangerous point when thousands of commuters waited in long queues for taxis while hundreds of others hitched their way to the city.

Some people had to wait for two hours before they could board taxis to the city. Trains to the city were empty.

Pretoria trains boycott

THOUSANDS of people boycotted the Mabopane-Pretoria trains as buses stopped operating between the two areas for the first time yesterday.

By ALINAH DUBE

The phasing out of buses in Mabopane and Soshanguve was yesterday criticised by angry commuters who attacked the authorities as "insensitive towards the welfare of the black community." About 16 000 people who used buses for travelling to different parts of Pretoria are affected by the decision to withdraw buses.

Scores of motorists

To Page 6

Mabopane trains boycott



It was survival of the fittest as stranded commuters battled to get transport along Mabopane streets yesterday.

Big trudge

From Page 1

were arrested during the morning rush for allegedly transporting some of the commuters who were stranded with no transport to get to work. A police spokesman in Pretoria North said they were arrested for overloading.

Confusion reigned at the Mabopane and Soshanguve stations yesterday morning. The **SOWETAN** found some of the people who claimed they had been at the station from about 5 am.

Police in camouflaged uniform were all over the township and some were seen in private cars. Major Victor Haynes of the South African Police Directorate for Public Relations, said they were there to enforce the law. "There is no other reason than that police had to see to it that the law was not broken," he said.

Hundreds of people lined the Soshanguve main road for transport to the station. They forced their way into any car approaching the four-way stop and the fortunate managed to get to work.

Mr Wiseman Mdlankomo told **The SOWETAN** that he had had to stay away from work because of lack of transport. He said the new transport system was a total failure and that most people will lose their jobs as a result.

"It is senseless for the Government to expect us to walk 8km from the Belle Ombre station to reach our destinations. The Government should not have taken such a step without taking into consideration how it would affect us," Mr Mdlakomo said.

Some of the commuters told **The SOWETAN** that they had problems getting weekly tickets at the Soshanguve station. Numbers are used for different destinations and these caused confusion as people are not familiar with the system.

AMENT ARGUS 2/5/84 332

Petrol price system outdated, says Sive

Parliamentary Staff

THE SYSTEM used for calculating the price of petrol was completely wrong and outdated, Major Reuben Sive (PFP Bezuidenhout) told the Assembly.

He said the formula used by the Government failed to take into account the ravages of inflation.

Speaking in the budget debate on the transport vote, Major Sive said Press reports had indicated that the Minister of Transport, Mr Hendrik Schoeman, intended to ask for an increase in the price of fuel to ensure a bigger levy for his department. Such an increase would only add to inflation.

Major Sive said it was obvious that the basis on which revenue was accumulated by the national road fund was outdated and could not be applied to present-day conditions.

DIRECTLY RESPONSIBLE

Figures showed that the percentage of the total cost of petrol allocated to the National Transport Commission had declined from 10,06 percent in 1976 to 4,29 percent in 1984.

This indicated that the percentage allocation of the collection from the petrol pump had been directly responsible for the financial crisis faced by the National Transport Commission.

Even with the recent addition of 0,7 cents a litre for the National Transport Commission the percentage was still "absurdly low" — 5,57 percent.

The price of petrol had been reduced by 1,5c a litre in February last year. Just before the referendum, on August 22 last year, petrol prices were reduced by 3,8c a litre, making a total reduction of 5,3c a litre.

"Where was the Minister of Transport when it was decided that the funding of Sasol 2 and Sasol 3 was no longer required?" Major Sive asked.

"Surely the minister should have said the production of petrol was to allow vehicles to proceed along roads..."

NEW TRANSPORT PROBLEMS

Major Sive then suggested the financial problems now facing the National Transport Commission could be solved by examining the whole structure of the petrol price.

Referring to transport problems, Major Sive said the white electorate had for the past 36 years elected a government which had the political policy of apartheid.

The Government, therefore, had to carry out this policy which involved a rigid ethnic separation in terms of the Group Areas Act. This had resulted in a complete change in the spatial structure of South African cities, resulting in new transport problems.

The State had to pay for the consequences of that policy. Contrary to some Government arguments, not only commerce and industry but every taxpayer had to pay for electing a government with that policy, Major Sive said.

HRGUS 2/5/84 (332)

'New NTC should include black and coloured members'

BLACK and coloured people should be appointed to an extended National Transport Commission, says Dr Piet Welgemoed (NP elected by members).

During debate on the transport vote he asked the Minister, Mr Hendrik Schoeman, to expand the NTC when it was due to be reconstituted and to include persons representing interest groups and other population groups.

This was necessary because transport matters now reached far further than white interests only.

Dr Welgemoed also called for the speedy development of an integrated and co-ordinated transport policy, asking how long it would take to complete the study into a co-ordinated system and to implement it.

The problem in the meantime was a dichotomy of thinking which demanded that nothing be done until such a system was introduced, or that serious bottlenecks and problems be tackled in the interim.

Some of the problems that had to be faced included the lack of funds, the abuse of road transport permits, the subsidising of passenger services which would cost R1 000-million this year and the politicisation of transport for black people. — Sapa.

Call for changes in transport permits

SOUTH Africa's array of permit systems and controls in road transportation need to be "meaningfully deregularised", says Mr John Malcomess (PFP Port Elizabeth Central).

Introducing the debate on the transport vote in the Appropriation Bill, Mr Malcomess said although after the Van Breda Commission there had been hope for some deregulation, the opposite had happened in regard to one-ton bakkies and black minibus taxis.

While the Minister of Transport, Mr Hendrik Schoeman, had said permits would be granted to operators to use one-ton bakkies, these vehicles were still working on Supreme Court interdicts. Furthermore, South African Transport Services was opposing all permit applications and was using technicalities "for purposes of delay."

Mr Malcomess added that the department should also make it easier for bakkie and black minibus taxi operators to obtain permits.

FULFIL A REAL NEED

"These taxis, both legal and illegal, fulfil a real need for commuters and for expansion of private enterprise among black city-dwellers. It should be encouraged and not destroyed," he said.

Mr Malcomess asked Mr Schoeman for "meaningful but not total deregulation" of road transportation.

Referring to air transport, Mr Malcomess asked the Minister whether he had not delayed "beyond reasonable time" his reaction to the Margo Commission report on civil aviation, a White Paper on which was tabled last week.

He said it had taken the Government 2½ years to react to the commission, although the minister had promised a response almost a year ago.

Mr Malcomess said he hoped there would be debate on the recommendations of the White Paper, which although "a great disappointment," made far-reaching proposals about the composition, functions and independence of the Civil Aviation Advisory Council.— Sapa.

Buses: 'No official dispute'

Sunday Times 25/8/84

Staff Reporter

THE Tramway and Omnibus Workers' Union yesterday denied that an official dispute had been declared between the union and City Tramways, following the bus drivers' refusal to work overtime which is running into its third week.

The union was responding to a full-page City Tramways advertisement placed yesterday in all major dailies, explaining that the disruption in bus services in the City was due to a "dispute" existing between the company and the drivers' union.

Drivers refused to work overtime after their demands for a 15 percent pay increase was turned down.

"We maintain that no official dispute exists," said Mr D C Benade, Tramway and Omnibus Workers' Union secretary. "I can prove that beyond any doubt."

The Industrial Council could only declare a "dispute" when a resolution was moved, seconded and approved by a majority vote, said Mr Benade. This, he said, had not taken place and therefore a dispute could not be declared.

A spokesman for City Tramways said that the matter was referred to the Industrial Council, who had referred it to the Minister of Manpower for arbitration.

● Meanwhile, Mr Johnson Mpukumpa, chairman of the Nyanga Men's Hostels and Workers' Association, has appealed to employers not to take a "hard line" against workers affected by the disruption in bus services.

"People are struggling to get to work," he said.

At the same time, he declared the association's support for the bus drivers in their fight for better pay, and called on City Tramways management to meet the drivers' demands.

Bus company claims sabotage

QUEENSTOWN — Recent difficulties experienced by the Blue Line Bus Company here have been attributed to sabotage by the managing director, Mr Otto Hornischer.

Mr Hornischer was replying to allegations of inefficiency in the service which has resulted in domestic and other workers frequently arriving late for work.

The Daily Dispatch correspondent in Queenstown has been approached by a number of irate employers who complained of workers arriving late for work because of the poor bus service.

eZibeleni residents also complained of buses not being evenly distributed and either not arriving on schedule or else, following too closely on each other.

The Town Clerk of eZibeleni, Mr G.M. Baliso, confirmed his council had received complaints from residents about the irregularity of the bus service.

He said representations had been made to the management of the bus company.

Our correspondent monitored the flow of buses during peak hours this week and found that on average there was a bus every eight minutes. ployees of the company.

Speaking in Queenstown this week, the Cape Town based Mr Hornischer said his company had been victims of sabotage since it had taken over the service last November.

He alleged that during the past five weeks many buses had been tampered with and parts had been removed during the night and other extensive damage caused.

He said that the book value of about 20 buses had dropped by half over the past four months.

Mr Hornischer believed there were certain people in eZibeleni who were behind the attacks, and in whose interests it was for the bus service not to run satisfactorily.

He said nine charges for theft had been laid against former employees of the company. — DDC.

13 injured in Paris bombings

PARIS — Three separate explosions shook a Paris suburb yesterday injuring at least 13 people, two of them seriously.

The first two wrecked a cafe and a nearby Armenian monument in Alfortville, south-east of the capital. Shortly afterwards there was a third explosion outside a sports centre. — SAPA-RNS.

GIG Trips

es, Friday, May 4, 1984 ★

Drivers' union slates bosses

By EBRAHIM MOOSA

CITY TRAMWAYS had adopted a "provocative and dangerous attitude" by making pay negotiations subject to bus drivers working overtime again, the Tramway and Omnibus Workers' Union secretary, Mr Dirk Benade, said yesterday.

This follows the calling-off of the overtime ban in support of higher wages by the drivers' union on Wednesday.

"I am sorry that I called off the ban yesterday (Wednesday), because quite a lot of my members are not happy that I did so," said Mr Benade.

The ban on overtime was called off in the hope that the company would negotiate their pay demands and sign a new agreement with the union, since the current one expires on Sunday.

Lifting the ban on overtime did not mean ordering the men to do overtime, said Mr Benade. Working overtime was "completely voluntary". The company was now demanding that drivers work overtime before any negotiations took place.

"This is blatant intimidation which could be easily construed as unfair labour practice," he said.

Drivers refused to work overtime from April 16 after their demand for a 15 percent wage increase was turned down by City Tramways management. The matter has now been referred to the Industrial Court for arbitration which will start its hearing on May 17.

Yesterday, drivers worked overtime at a few depots only and the commuter service is not yet running normally on all routes. Many drivers felt that the ban on overtime should remain until their demands were met.

A spokesman for City Tramways, Mr Bob Krause, yesterday said the company was monitoring the situation and taking buses from scheduled services for use in problem areas. It would take some time for services to return to normal.

Drivers will be informed of the latest position in their dispute with City Tramways at a general meeting on Sunday at 3pm, in the Garment Workers' Hall, Industria House, Victoria Road, Woodstock.

CITY / NATIONAL

Attempts to end bus row fail again

Staff Reporter

AN attempt by City Tramways and the Tramways and Omnibus Workers' Union to settle an overtime dispute failed in confusion today — and it now appears the dispute may be settled only by an industrial court meeting later this month.

After union secretary Mr D C Benade had called on Wednesday for drivers to end their overtime ban, City Tramways agreed to resume negotiations with the union over drivers' grievances.

But today Mr Benade claimed that City Tramways' general manager, Mr N Cronje, had called off today's meeting because drivers were ignoring Mr Benade's call.

City Tramways "categorically" denied it had cancelled the meeting.

It said in a statement today that no union officials turned up for the meeting, and "it now appears that the matter will only be settled by an industrial council which will take up the matter later this month".

Mr Benade accused City Tramways of turning the dispute into a "highly dangerous and provocative situation" by making the working of overtime a condition for negotiation.

"We will not allow this to happen," he said.

The dispute is now in its third week. It has become increasingly clouded in confusion and the union has called an urgent general meeting for Sunday to discuss the situation.

Meanwhile, services were disrupted again today as many drivers ignored Mr Benade's call for an end to the overtime ban.

Speed limits: Govt decides

Cape Times 5/5/84 332

Political Staff

THE government has decided in principle to raise maximum speed limits on freeways.

There is also likely to be a 0,1c a litre increase in profit margins for petrol stations and the government is going into the possibility of reducing lead levels in petrol.

This was announced yesterday by the Minister of Mineral and Energy Affairs, Mr Danie Steyn, who suggested that the maximum limits would be increased to 120km/h.

As a safety factor, the limit on single-carriage roads would not be increased by as much.

Replying to the debate on his department's budget vote, he said there were still administrative and legal problems to be sorted out.

Mr Steyn said the current speed limits were introduced originally as a petrol-saving measure, but this was no longer necessary.

The government had, therefore, decided in principle that the limits could be increased, but the provincial administrations had legal problems connected with fines and admissions of guilt to sort out before the new limits could be implemented.

● Assocom welcomed the likely relaxation of speed limits on freeways, the chief executive of Assocom, Mr Raymond Parsons, said in a statement yesterday.

AA welcomes 120 km/h speed limit on freeways

Weekend Argus Reporters

THE Automobile Association has welcomed the Government's decision in principle to raise the speed limit on some freeways to 120km/h.

Mr Barney Mostert, area manager for the AA in the Western Cape, said today this decision was in line with the AA's thinking.

"We certainly do welcome it," he said. "A survey carried out in our motoring magazine a while back was very clear on this. The majority of people in South Africa want it."

Not in city

"They are going to increase the limit to 120 km/h only on roads which are designed for that kind of speed. We do not propose increased speeds on roads where it is not safe to do so."

Mr Harry Attwood, Cape Town's traffic department manager, said the proposed increases fell outside the jurisdiction of the municipality. Speeds would not be increased on freeways through the city.

He believed the increased limits were not a "bad idea".

Negotiations

Dr Danie Steyn, Minister of Mineral and Energy Affairs, said yesterday in the Assembly during the debate on his portfolio that the new limit on freeways would "most probably" be 120km/h, but in the interests of safety it would be lower on single-lane national roads.

The new limits would be introduced once negotiations between the provincial authorities and the Department of Justice about admission-of-guilt fines for speeding offences had been completed.

Mr Steyn said the Government had decided in principle that speed limits no longer needed to be used as a fuel-saving measure and this cleared the way for a revision of the present restrictions.

He also announced an increase of 0,1c a litre on the profit margins of petrol stations. This would be effective retrospectively from April 19, the Minister said.

The Government was also investigating alternatives to the R5 levy on after-hours sales of petrol.

Mr Steyn said he would like to have the levy scrapped, but a study had shown that petrol prices would have to be increased by 0,5c a litre to compensate filling station owners for outlays on extra staff and security.

The minister also said that steps will also be taken soon to reduce the lead levels in fuel sold in South Africa.

As a first step it was envisaged that the availability of high-octane petrol would be reduced.

City bus drivers firm on overtime

By EBRAHIM MOOSA

THE pay dispute between City Tramways and the drivers' union, the Tramway and Omnibus Workers' Union, which has hit bus services in the City, has still not been resolved.

City Tramways general manager, Mr N S Cronje, accused union officials of failing to attend a scheduled meeting at 10am yesterday which, he said, "would have dealt inter alia with the current dispute situation and other matters pertaining to it".

It now appeared as if the matter would be settled by the Industrial Court, which sits on May 17, said Mr Cronje.

However, union secretary, Mr Dirk Benade, denied yesterday that a meeting had been called.

Conceding only that a "tentative" meeting had been scheduled for yesterday, he said that it had in fact been called off by Mr Cronje himself on Wednesday, because Mr Cronje had insisted that the men continue working overtime as a pre-condition for any talks.

A City Tramways spokesman, Mr Bob Krause, said: "We categorically deny that this was the case."

Yesterday, drivers at most depots still refused to work overtime, although Mr Benade unilaterally called off the "work-to-rule" decision on Wednesday.

● A general meeting will be held at 3pm tomorrow, in the Garment Workers' Hall, Industria House, Victoria Road, Woodstock, to inform drivers of the latest position in their dispute.

Taxi blitz hots up train boycott

A SURPRISE blitz was launched this week on Pretoria taxis following the dramatic Mabopane train boycott.

Roadblocks, not seen for a long time, greeted taxi drivers from Mabopane on the main Soutpan and Rosslyn roads leading to the city, as news of the train boycott became widespread this week.

As transport confusion reigned in the Mabopane outlets, 24 taxi drivers were arrested for overloading, but all were subsequently granted bail of R25 each. They still have to appear in court.

Commuters voiced dissatisfaction over the the new rail link from Mabopane to the city, which had resulted in the complete phasing out of Putco buses. To register their disapproval commuters reportedly ignored the newly-introduced train service and opted for taxis and hitch-hiking to work.

This was however short-lived at the roadblocks as taxis couldn't cope and drivers were arrested for overloading. Left with no choice commuters were forced to use the unpopular rail link and travel in congested trains.

The Mabopane and Soshanguve commuters are said to prefer the direct bus route to Pretoria and Marabastad — now phased out since the introduction of the rail link on Monday.

The new rail link is a bus-train-bus mode of travel, which has increased travelling time. Commuters said they also feared falling prey to muggings in the congested trains as "tsotsi's ruled the trains".

Chairman of the Pretoria United Association Mr Paradise Mahlangu confirmed that 24 taxi drivers were arrested.

Top level talks are expected to take place on the re-introduction of the bus service.

The Mabopane-Belle Ombre rail link was built at a cost of R134-million. The rail link was expected to carry more than 70 000 commuters daily into Pretoria.

A railway spokesman said they were getting good response from commuters and train tickets for the new line were selling like hot cakes.

"We don't know what this talk about boycott is all about," added the spokesman.

ARGUS 7/5/84 ~~[illegible]~~ 84

332 ~~[illegible]~~

City bus drivers to continue ban on overtime

Staff Reporter

PENINSULA commuters were delayed again today following a decision by City Tramways drivers to continue their overtime ban indefinitely.

The decision was supported by all but five of 400 drivers who attended a Tramway and Omnibus Workers' Union meeting at Salt River yesterday.

A motion for a one-day strike was defeated, but many drivers criticised chairman Mr M Soeker for refusing to read out the strike motions before the vote when he was requested to do so, claiming that he was "biased".

Mr Soeker and the union secretary, Mr D C Benade, were also criticised by several speakers for making decisions without consulting drivers.

When Mr Benade was asked to explain why he had taken it on himself to call off the overtime ban last week when he heard an industrial court would arbitrate in the dispute on May 17, he said: "I make no apologies for my decision."

He said "the court is just the place to put things right . . . because the law is on our side".

Mr Soeker was criticised for writing to the industrial court without a mandate from the drivers.

He explained that the letter had been written in his capacity as acting chairman of the industrial court and not as chairman of the union.

The Minister of Manpower, Mr P T du Plessis, said in a letter read out at the meeting that the dispute was "receiving his urgent attention".

Some Peninsula limits to go up by 10km/h for one-year trial period

City speed-up

ARGUS 8/5/84 332

By MICHAEL MORRIS, Municipal Reporter

SPEED limits on certain Peninsula roads are being increased immediately by 10km/h for a trial period of a year.

The City Council's utilities and works committee has endorsed traffic manager Mr Harry Attwood's recommendation that the speed limit be increased from 70km/h to 80km/h for a year on:

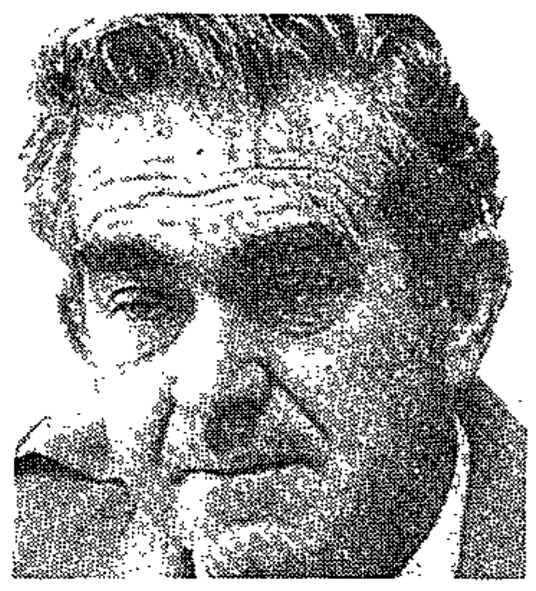
- Table Bay Boulevard between Oswald Pirow Street and the Koeberg flyover.
- Prince George Drive between Military Road in Steenberg and Windermere Road in Muizenberg.
- Settlers' Way between De Waal Drive and the Provincial Administration speed-limit sign.

Mr Attwood said Table Bay Boulevard and Settlers' Way were extensions of provincial roads with an 80 km/h speed limit. Prince George Drive was a straight dual carriageway where an increase in the speed limit was warranted.

Signs already in place

He said Prince George Drive was divided by a centre median which provided adequate protection for pedestrians crossing the road and safety for vehicles waiting to turn right at the entrance to Marina da Gama.

The signs showing the increase are already in place.



Mr Harry Attwood

- The Cape Town Traffic Department will extend its surveillance of city roads soon when it buys video equipment at a cost of R5 000. A report says it will be a useful tool aimed at offences, such as reckless or dangerous driving and following too closely.

The equipment will also be used for traffic surveys, studies and training.

- The utilities and works committee has asked Mr Attwood to report on two motions from city councillor Mr Ivan Kendal, calling for more surveillance of pedestrian bridges to the Grand Parade and the Golden Acre, and the Strand Street Concourse and pavements in the central city and the business districts of Sea Point and Claremont to ensure free movement of pedestrians.

The speed limit increases have still to be formally ratified by the executive committee.

Foreigners edge out SA shippers

RDM 8/5/84 (332)

By GEORGE YOUNG

SOUTH AFRICA has secured about 40% of liner trade with Europe but bulk imports and exports continue to be a foreign-flag prerogative.

Only about 10% of the heavy cargoes from Richards Bay and Saldanha Bay go in SA ships and the influence of overseas operators on brokers is calculated to ensure continuance of the preference.

Since the sharp downturn in the movement of oil cargoes, oilmen have seen the virtue of tooling up for greater participation in coal and ore movement.

Big shipments of coal have been leaving Richards Bay for the Far East and Europe in bulk carriers chartered by oil companies.

Rather surprising is the ability of overseas interests to secure business rights in the SA territory between Richards Bay and Mauritius. Neither Unicorn, which operates a regular service to Mauritius from Durban, nor Safmarine has secured any coal-carrying business to the island.

Shell Coal International has chartered the 26 000-ton British bulker, Cape Arnhem, to load a shipment at Richards Bay for Port Louis next week. Some say an alert SA enterprise should have obtained the business since it is an indigenous cargo. However, a shipping man suggests Shell Coal International has formidable leverage.

Of course, there is a problem for indigenous ships which secure bulk cargoes for distant ports. What do they bring back? One-way cargoes in time of low freight rates are unproductive.

Equally surprising is the absence of SA shippers to bring in the 5,5-million tons of maize this year.

Just about every national flag appears to be represented in the fleet of bulkers arriving at SA ports.

Louis Dreyfus of Paris, as well as buying the grain on the Government's behalf, is also chartering the ships.

Whereas 35 000 tons was the most economic size of a bulk carrier a few years ago, recent developments have led to demands for 150 000-tonners. Safmarine's trio of new bulkers at 35 000 tons are too small.

This is borne out by the Dreyfus charter of the Greek-owned Stavroula to bring 56 000 tons of grain from the US north of Cape Hatteras.

Whereas the rate on the 25 000-ton parcels is $17,75 a ton, the Government is to get the bigger consignment over a longer distance for $12,50 a ton.

Experience in bulk trade in recent years not been encouraging for SA. Two freighters designed for the rough cargoes are plying the New York-Cape route with containers and general cargo.

This is scarcely a remunerative trade because of the scarcity of return shipments.

It is possible the question of SA participation in foreign trade will soon go into the melting-pot as the Asian introduction of rate-cutting competitors must create problems for Western shippers with their higher portage bills.

Australian shipping, afflicted by labour problems, has been hit by the ability of ships from nearby countries to carry the nation's goods more cheaply.

There is a point beyond which patriotism will not go and even the most loyal shipper attaches importance to the economics of his business.

Residents want buses back

Sowetan 9/5/84 332

SOSHANGUVE residents are to seek a Supreme Court interdict to reverse the Government's decision to withdraw a direct bus service to Pretoria.

The resolution was taken at a meeting called by the Inter-denominational African Ministers Association of Southern Africa (Idamasa) and the Soshanguve Residents Association (Soria) at the local Lutheran Church at the weekend.

More than 300 people attended. Speakers said the phasing out of buses on April 30 had created many problems for residents and that:

- Trains were always overcrowded and commuters travelled uncomfortably as a result;
- There was no transport to town during the day and residents were forced to travel by expensive taxis as buses to the station were scarce after 9am in the morning;
- Scholars have to pay large sums of money as they no longer had subsidised tickets similar to those they used on buses, and
- Elderly people were victims of muggings on trains.

A committee was given seven days to collect money to pay for legal action against the authorities. More than R100 was collected at the meeting to mark the beginning of the campaign.

A report-back meeting is to be held on May 20 at the St Charles Lwangwa Catholic Church, Soshanguve, at 2pm.

It was also agreed that trade unions and other organisations be approached for financial help. The chairman of Soria, Rev H Hlalethwa, appealed to organisations or individuals to contact him at number 1162G or to phone (01214)-2223. It was also resolved that each resident pay a minimum of R2 to cover the costs.

Argus 11/5/86 332

City Tramways applies for 12 percent fare increase

Staff Reporter

CITY Tramways has applied to the Local Transportation Board for a fare increase of about 12 percent.

The last increase was in May 1983.

A spokesman for City Tramways said the proposed increase was "necessary" because of "general operating costs".

It also provided for "an increase in staff salaries and wages, and increases in the costs of maintenance and repairs," said the spokesman.

The spokesman said the company would request the Department of Transport to review the recoverable discount paid on ten-ride clipcards.

A cash fare from Claremont station to Nyanga, Guguletu and Heideveld will go up from 55 cents to 62 cents, if the application is successful.

CAPE TIMES 12/5/84

Tramways seeks 12pc fare rise

332

By NOEL BRUYNS

CITY TRAMWAYS Limited has applied to the Local Road Transportation Board for a bus-fare increase of nearly 12 percent.

The application was published in the Government Gazette yesterday.

According to a statement released yesterday, the proposed increase of 11,81 percent on average "is necessary because of the general increase in operating costs".

THE following are examples of fare increases sought by City Tramways:

Bellville Station to Kuilsriver	**45c to 50c**
Cape Town to Camps Bay	**55c to 62c**
Cape Town to Facreton	**55c to 62c**
Claremont to Manenberg	**58c to 65c**
Claremont to Cross Roads	**58c to 65c**
Fish Hoek Station to Noordhoek	**47c to 52c**
Mowbray to Sea Point	**58c to 65c**
Mowbray to Bridgetown	**50c to 56c**
Wynberg Station to Hout Bay	**85c to 95c**

Scholars 13 years of age and over: 10 ride clip-cards — R3,50 to R4

Scholars 12 years of age and under: 10 ride clip-cards — R2 to R2,40

Overtime

The increase would also provide for a rise in staff salaries and wages. (City Tramways bus drivers have been refusing since mid-April to work overtime in support of a demand for higher wages).

"Apart from an increase in bus fares in May 1983 which was related to an increase in wages and salaries, the company has absorbed all other increases in operating costs since September 1982 — including a further 12 percent increase in wages and salaries in November last year," the statement said.

Spokesmen for civic bodies and those representing people from the lower-income groups who would be hardest hit criticized the move.

"City Tramways, which runs a monopoly in bus transport in the Cape Peninsula, always finds excuses to push up bus fares — yet refuses its drivers a justifiable 15 percent wage increase," Miss Lynette Maart, secretary of the Cape Areas Housing Action Committee, said.

"We know that City Tramways makes huge profits and thus reject the proposed increases in the strongest terms."

Miss Maart referred to a report last October which said Tollgate Holdings, the holding company for City Tramways, had increased its after-tax profits to R4,6-million from 1982's R3,3-million.

Appeal

The chairman of the Cape Western Region of the Black Sash, Mrs Mary Burton, appealed to City Tramways to "seek other ways of obtaining the necessary finance for increasing employees' wages", and appealed to "employers to take into account the high transport costs workers have to pay".

● A spokesman for the National Transport Commission in Pretoria said yesterday a period of 21 days was allowed for objections to be lodged after the application was published in the Government Gazette before the NTC would consider the application. Up till now no date had been set.

● The United Democratic Front last night warned that City Tramways was "playing with fire" in pressing for another fare increase.

Recipe for conflict

In a statement the UDF said: "The situation in the Western Cape — where the public bus service is monopolized by a board of management whose sole interest is profit and not efficient transport — is and has been a recipe for conflict."

The UDF said a "basic requisite" for the solution of Cape Town's transport problems was greater State responsibility for transport "so that this service becomes one for people and not for profit".

BUSINESS BRIEF

Gold (close) ..	$372,50
RDM 100	1 078,50
Dow Jones	1 157,14

nd Argus May 12 1984

Unions oppose call for bus fare increases

Weekend Argus
Labour Reporter

THE proposed bus fare increase has been met by strong trade union opposition and observers, including an industrial relations consultant, says it will result in increased wage pressures on the private sector.

Commenting on the application by City Tramways to the Local Road Transportation Board for an average 12 percent increase, Mr Steve Woods, industrial relations consultant, said the fares would have to be paid by those who "can least afford them".

"While managment will be hard-put to meet the wage demands of the workers which might arise from the fare increase and the hike in general sales tax, these demands will also be justified," Mr Woods said.

Meanwhile trade unions have indicated they will oppose the City Tramways application.

A spokesman for the Food and Canning Workers' Union, which has about 10 000 members in the Western Cape, said the union was likely to oppose the increase as "strongly as possible".

"This once again highlights the need for public control over a public facility."

A General Workers' Union spokesman said that by applying for the increase City Tramways had shown "the same contempt for commuters as they are currently showing towards their bus-drivers".

Pay increases

The Tramways and Omnibus Workers' Union has expressed fears that the application would be used by City Tramways to put an "upward limit" on wage increases which will be awarded to the bus drivers by the Industrial Court which sits next week.

"Unless the company knows already what the court will award us, I would say the application is a little premature," said Mr D C Benade, general secretary of the union.

Mr C E McCarthy, deputy-director of the Cape Chamber of Industries, said he had no doubt City Tramways would be able to justify its application.

"But obviously wage demands will be made on industry and commerce," he added.

Bus-fare increase opposed

Staff Reporter

MUNICIPALITIES and ratepayers' associations had an obligation to oppose the City Tramways' application for a bus-fare increase, City Councillor Mr Sam Gross said yesterday.

City Tramways Ltd announced last Friday that it had applied to the Local Road Transportation Board for a bus-fare increase of nearly 12 percent.

"The application should be tested by the various ratepayers' associations. The municipalities in the affected areas also have an obligation to let their opposition be heard as protectors of their ratepayers and citizens," Mr Gross said.

"The municipalities have a statutory status entitling them to be heard in matters of transportation, particularly where fares are concerned."

Mr Gross said he had been "very surprised" that no municipality or ratepayers' association had opposed the previous application made by City Tramways Ltd last year.

"The holding company, Tollgate Holdings — of which City Tramways Ltd is the main subsidiary, recently published its financial report which showed a healthy profit for the preceding financial year. The details of the company's operational costs in relation to its profits are not publicly furnished. So the commuter has to grin and pay," Mr Gross said.

This would continue until transportation services were opened to competition.

● A spokesman for the Legal Resources Centre said it acted in cases where the public's interest was at stake. It did not charge fees as it acted for people who under normal circumstances were not able to afford legal services.

"If we are approached to act by way of raising objections to the City Tramways application, we'd certainly give the matter consideration."

New bus service for Guguletu students

Education Reporter

A NEW bus service from Malunga Park, a students' residence in Guguletu, to UCT upper campus will be introduced for black students from next week.

This follows recent "squatting" on the campus by black students in protest over the lack of accommodation and transport for black students.

According to UCT's in-house Monday Paper, two buses will leave Malunga Park at 7.30am and 8.45am on weekdays. There will be two stops along route NY 1 in Guguletu at bus stops 6 347 and 6 348.

The return services will leave the university at 5pm and 10pm.

"This will be a monitored service and students using it will be obliged to produce their registration cards. It will continue until June 29 when the service will be reviewed," a spokesman for the university said.

Living in fear behind bars
— *Page 7*



Tramways wants fares put up again

C Herald 19/5/84

(332)

MILLIONS of General Sales Tax increase victims in virtually all economic groupings will be left so much poorer despite the scrapping of GST on basic foodstuffs.

Parliament heard last week that the GST hike will:

● Push up the price of petrol, probably by two cents a litre;

● Lead to a beat-the-GST shopping spree by consumers trying to beat the July 1 deadline. Most people will try to get credit before the higher GST is introduced, and

● The increase will add to the inflation rate.

Mr Horwood's gloomy announcement was made just six weeks after the main Budget when he said: "It may come as a relief to the House to know that I do not intend to impose any further increase in the seven percent General Sales Tax as this tax was increased only recently."

CITY Tramways bus company has announced that it intends applying for a 11,8% increase in bus fares.

The applications comes at a time when bus drivers are demanding a 16 percent increase in wages.

Tramways, in a press statement, said it would have to increase fares because of increases in operating costs, increase in wages, maintenance, repair, uniform and spares costs. The company also noted that it had withdrawn an application for a tariff increase in 1983.

Strong opposition to the proposed increases has come from a number of organisations.

● The Cape Action League said:"As long as there is a private monopoly in public transport any increase in bus fares will be viewed as unjustified because th purpose of a monopoly is to make a maximum profit. The reason given by Tramways is irrelevant. We in the Cape Action League feel that public transport must be controlled by the people. It should be run as a non-profit concern geared to the needs of the commuters — not shareholders of a monopoly.

● The United Democratic Front (Western Cape) said: "Tramways is playing with fire. The situation in the Western Cape at the moment, where public bus service is run by a board of management, whose sole interest is profit, is a recipe for conflict.

The workers of Cape Town, already hit by a general increase in the cost of living and low wages, will inevitably regard the application for an increase in bus fares as a slap in the face.

● Trevor Oosterwyk, chairman of the Cape Youth Congress said that: "City Tramways' application for increasing their fares comes as no surprise in the light of recent justifiable wage demands by bus drivers. The Tramways is once again making demands on already hard-pressed commuters.

"CAYCO feels that the City Tramway workers must get an increase but that the company should pay it out of their profits.

● The United Women's Organisation condemned the latest application for an increase in bus fares: "City Tramways makes millions of rands profit from the poor every year. We are disgusted that they can think of profiting more."

IT ES

T workers in the ·pe, reeling over the jump — from seven ·nt — in Sales Tax ible increase in bus · dealt another blow ·hen bosses of major ·uses said: "Don't ex- increases too:"

By Tyrone Seale

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loyers Minis- ·-d for ·= basic ·d that ·tainly for the

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canned food — there will be a shift in demand.

"General sales tax is a terribly emotive thing. I think the bosses will have to wait and see what the impact of the increase will be. Many industries will be giving wage increases at the end of the year and I'll imagine that these wage increases will be adjusted to the increases in GST and bus and train fares.

"I think the increases in bus and train fares will have a greater im-

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Author! Author!

PAT HUTCHINS, a well known international author, will visit the Athlone Library at 3 pm on Wednesday, May 23. She will have talks with children at the library and a big display of her works will be on show.

it COSTS LESS at

Cape Times 19/5/84

Commuter chaos as trains held up

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Staff Reporter

TRAIN services throughout the Peninsula ground to a halt during the peak morning rush yesterday, forcing thousands of commuters to use private vehicles and clogging incoming freeways until 9am.

Power failures at Wittebome, False Bay and Retreat bought trains to a standstill at 6.15am and 15 buses were called in to relay passengers between Southfield and Heathfield for over two hours.

However, the buses could "hardly make an impact" on the thousands of frustrated commuters, many of whom returned home to fetch cars while others took to hitch-hiking to work.

According to Mr Leon Els, Western Cape liaison officer for South African Transport Services, two full-time emergency teams plus extra staff drawn from "all over" were called in.

By 8.25am the trains were again running but with five to 10 minute delays caused by a "bottle-neck effect" at Cape Town station.

By 9.30am trains were again running to schedule — and about the same time, road traffic returned to normal.

The Assistant Traffic Manager for Cape Town, Mr Peter Dodd, said traffic had been heaviest on De Waal Drive with cars bumper to bumper as far back as Rhodes Drive. The stream of cars was about 1,5km longer than usual.

More rain expected

● More rain can be expected this afternoon as a weak low pressure system moves in, but by tomorrow skies should begin clearing.

According to a spokesman for the weather bureau at D F Malan Airport, winds would be moderate to fresh north-westerly today, switching to south-westerly tomorrow. Temperatures would remain the same and "might even go up".

Chamber, council, cops and Captour

Jack-up for city's taxis

w/6 MGUS 19/5/84 332

By MICHAEL MORRIS
Weekend Argus Reporter

IDENTIFYING taxis more clearly, compiling a code of conduct for drivers and speeding up the taxi permit system are among proposals to improve Cape Town's taxi service, after criticism over the holiday season.

These and other proposals have been discussed at a meeting between the Chamber of Commerce, city councillors Mr Richard Friedlander, who is chairman of the utilities and works committee, and Mr Gordon Oliver, traffic officials, including traffic manager Mr Harry Attwood, and Captour.

The chamber was represented by its director, Mr Brian MacLeod, chairman of its transport committee, Mr Storm Reilly and a member of the committee, Mr Roger Crook, a traffic engineer.

The meeting was arranged to discuss proposals put forward by the chamber and the traffic department and follows strong criticism of Cape Town's taxi service during the last tourist season.

Meet again

Mr MacLeod, said: "We had an extremely positive and fruitful meeting. We agreed in principle to go back to our committees with a number of proposals and then to meet again in a month's time — and have further meetings later — to discuss progress."

Proposals agreed on at the meeting include:

● Identifying taxis more clearly with a distinctive roof light and a number on the sides of the taxi;

● Fitting meters with an automatic light indicator to show when the taxi is engaged;

Reduce delay

● Reducing the delay — sometimes as much as seven weeks — in granting taxi permits;

● Assigning to the council — instead of the police — the task of taking driver's fingerprints, in order to reduce delays;

● Applying stricter measures to ensure that taxis are kept cleaner;

● Consulting taxi operators over siting of taxi ranks;

● Providing one or two taxi parking bays at supermarket and shopping centre parking areas;

● Compiling a code of conduct for taxis — to be undertaken by the chamber, and;

● That the council should follow up cases where the Provincial Administration has granted permits to operators after they have been turned down by the council.

Step forward

Mr Friedlander said: "The meeting was very pleasant and positive and I hope we will have more."

Managing director of Captour, Mr John Robert, said: "This is a step forward. There was consensus at the meeting that the taxi industry is a vital part of the tourist industry and that it must be brought in line with the standards of other tourist infrastructure."


City taxi service 'worst in the world'
Staff Reporter
22 NOV 1983
CAPE TOWN has the worst taxi service in the world, according to surveys of tourist opini

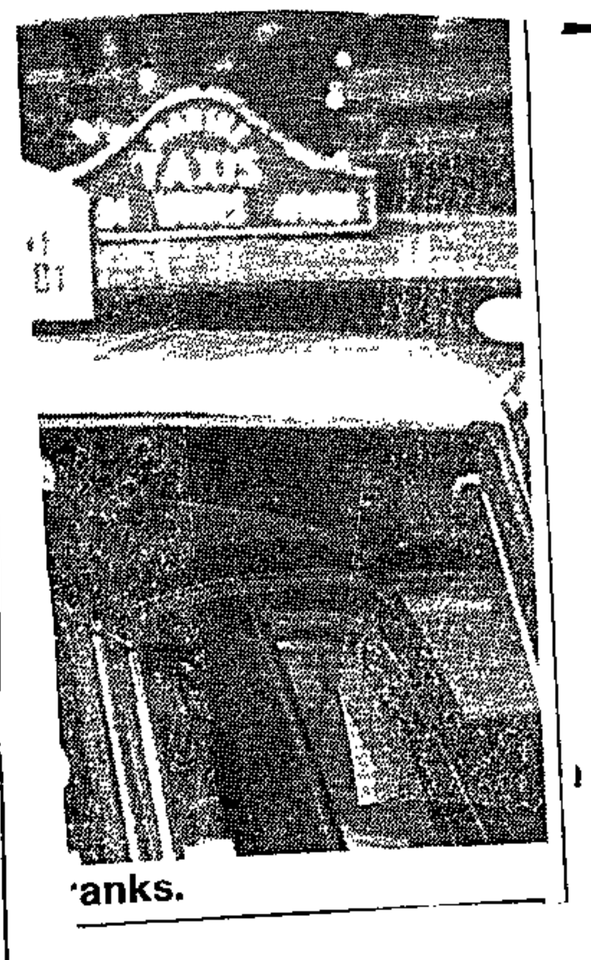
FLASHBACK: How Mr John Robert, managing director of Captour, described Cape Town's taxi service in November last year.





All in a row. City taxis line up in their

Set wheels in motion



ranks.

CAPE TIMES 21/5/84

New City taxi code proposed

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By EBRAHIM MOOSA

CAPE TOWN's taxi services were "inadequate" and needed improvement, according to the Cape Town Chamber of Commerce's 1983/84 annual report.

Discussions with the City Council's Utilities and Works Committee on Thursday had given rise to assurances that each taxi would from now on be required to have a large identification number on it, said Mr Brian Macleod, director of the Chamber. This was to assist passengers to identify taxis if they were short-changed or when a taxi refused to stop when it was hailed, he said.

The chamber further proposed that:

● It be made obligatory that all taxis carry an illuminated "taxi" sign on the roof and also have an internal light which will light — to be visible from outside — to indicate whether the meter was in operation.

● Fares be increased for one-way journeys to a specific point, such as D F Malan Airport and the cableway station.

● Permits to operate taxis be streamlined to eliminate pirate taxis.

● Taxi-drivers wear proper uniforms and keep their vehicles clean.

● Taxi-drivers receive better employment conditions, such as pension schemes and benefits.

● Taxi-rank's be situated at locations where they were required, especially in the central business district.

The Chamber felt it was better placed than any other body to investigate taxi services in Cape Town, the report said.

Licensed taxi drivers call for crackdown

W/E ARGUS 2/6/84 332

By ADA STUIJT
Weekend Argus Reporter

LICENSED taxi operators have called for a crackdown on late-night pirate taxis, which they claim are crippling legitimate trade and adding to the city's crime rate.

Many of Cape Town's licensed taxi drivers are becoming increasingly frightened by the appearance over the past three years of what they call "heavily armed underworld figures who are taking over the legitimate taxi business in the city".

They agreed to speak to Weekend Argus only if they remained anonymous, as they feared reprisals from the pirate taxis.

'Heavily armed underworld pirates' muscling in on trade

The pirate taxis allegedly take visiting seamen from Table Bay docks to brothels in central Cape Town, Woodstock, Observatory and Sea Point, where the visitors are often robbed and assaulted, several taxi operators said.

Harbour trade

An estimated 100 pirate taxis have taken over the lucrative harbour trade and "pimp" for places of entertainment in return for very high fares — ranging from R10 for a ride to the inner city to R40 for Sea Point.

By comparison, licensed taxi operators charge R4,50 for a ride between the harbour and Cape Town station, and R9 to R10 from the harbour to Sea Point — strictly according to the amounts shown on their sealed meters.

The "legitimate" taxi operators say larger penalties would combat the problem.

Unlicensed taxi drivers caught by police are usually fined between R100 to R200 in magistrates' courts.

Within hours

And the cars with which they committed their offences are usually not impounded — which means the men are back on the streets within hours to ply their trade.

Licensed taxi operators have to operate under a myriad of complicated laws which they say makes their jobs very difficult at times, such as:

● Taxi drivers with a transportation licence from Cape Town municipality are entitled to a taxi rank in town. They may take passengers to the harbour, but are not entitled to pick up passengers from any rank on railway property — unless they also have a licence from the SA Transport Services.

● Cruising around the city looking for fares is not allowed. Taxis must wait at the taxi ranks for passengers to come to them.

● Licensed taxi drivers are required to park in the taxi ranks only — and then walk to the ships, even at night, to pick up their fares.

Mr Harry Attwood, chief traffic manager of Cape Town, says the city employs five full-time inspectors and their supervisor who dealt exclusively with taxi licensing.

"Catching pirate taxis is a difficult problem — a great many operate across the entire Peninsula around the clock, and not only in the docks," he says.

Captain Gerhard van Rooyen, police liaison officer, says: "Pirate taxis are a problem in all major cities in South Africa and the police are aware of them. There are constant crack-downs by the relevant units in this regard.

"Any additional information which could help solve the problem is welcome from the public. All such information will be investigated."

Harassed b rats, noose black work is awarded

Weekend Argus Fo

NEW YORK. — A black w cially harassed at work been awarded R1,8-milli civil rights commission.

Mr Ben Citchen, 55, use in his lunchbox and a noo work place. His car was lised and racial slurs wer walls and floor where he stone steel products fact Michigan.

He filed a harassment s ployers in 1971 and was ago.

A suit for wrongful dis

This week the Michigan mission ruled that the f pany, Firestone Tire And should pay him R1,8-milli for harassment.

"There is not enough m to give me my health b said.

"When you take away mind, there shouldn't be the world to buy that fro

Mr Citchen, a welder, after being "framed" foll rassment.

He had a nervous brea hair and developed ulcers

Boardroom lion

CAPE Times
2/6/82

Tramways dispute: Decision in 3 weeks

Staff Reporter

THE Industrial Court will announce its decision in the industrial dispute between City Tramways and the Tramway and Omnibus Workers' Union within three weeks.

Union secretary Mr Dirk Benade said that the following demands were put to the court:

- That wages be increased by 14 percent.
- That a 40-hour working week replace the present 44-hour week.
- That there be a general improvement in working conditions.
- That an extra 10 percent be paid to night shift drivers.
- That the qualifying period for an extra week's annual holiday be reduced from 20 years of service to 15 years.

Drivers refused to work overtime from April 16 for about three weeks, in support of their demand for higher wages which was turned down by City Tramways.

Bus service stopped 5/6/84
300 jobs in jeopardy Star

By Gavan O'Connor
Pretoria Bureau

About 300 jobs with the Putco bus company are in jeopardy after services between Mabopane, Soshanguve, Bophuthatswana and Pretoria were stopped.

A report in Putco News says that the company has lost about 15 000 of its 26 000 passengers from those areas.

The fleet serving the area has been reduced from 280 to 160 buses.

The report said that before the Mabopane-Belle Ombre rail scheme opened in August last year, the company had operated 400 buses on routes in the area and carried about 42 000 passengers.

Putco News said an effort was being made to avoid retrenchments.

Putco is claiming over scrapped bus service

Stan 7/6/84 332

Putco has submitted a claim to the Department of Transport for lost revenue because of the recent withdrawal of the Soshanguve/Mabopane to Pretoria bus service.

This was confirmed yesterday by Mr Pat Rogers, the Putco PRO, who said the company had lost substantial revenue over the withdrawal.

He would not disclose the amount Putco is claiming because it is subject to negotiation.

"I am, however, hopeful that a satisfactory settlement will be made," he said.

Mr Rogers added that Putco had no choice in the matter of the withdrawal of the bus service.

The decision was taken by the Inter-Departmental Committee co-ordinating road and rail services and was ratified by the Minister of Transport.

Putco was represented on the committee.

Putco revealed in its newsletter, Putco News, that it had lost about 15 000 of its 26 000 daily passengers from Mabopane and Soshanguve because of the withdrawal. This meant a reduction in the fleet serving the area from 280 to 160 buses.

Before the opening of the R134 million Mabopabe-Belle Ombre rail scheme last August, Putco operated 400 buses on these routes, carrying 42 000 passengers a day.

No bus to get Larry to work

By Olga Horowitz

Apartheid is working in reverse for a 29-year-old white man called Larry, a cerebral palsy sufferer.

He has had a job in Wynberg for nearly three years — but now there is no "white" public transport to take him to work.

He cannot drive a car. He used to catch a Pretoria bus and walk from the terminus to his place of work — but this bus no longer runs.

"I asked Putco whether they would allow him to board a black bus but they said this was impossible," said his mother.

"I or his father would willingly take him to work, but he has an independent spirit and insists that he does not want to impose on his family.

"He would gladly accept — and pay for — a lift from anybody who regularly travels to work in Wynberg.

"He lives on the corner of Athol Road and Louis Botha Avenue and would wait at a stipulated time at any spot convenient to the driver."

Coming home presented no problem, Larry's mother said.

His firm's courtesy bus gave him a lift to Corlett Drive, not far from his home.

But in the mornings this bus was full and unable to take another passenger.

Larry was the reason for the start of "Talisman" in Parktown.

This is a residence for not entirely fit people who can be encouraged to work in sheltered or open employment if they have somewhere safe to live.

Anybody who can give him a lift to Wynberg in the mornings is asked to telephone his mother at 442-9322.

Port Elizabeth scheme impresses Sandton councillors

Integrate the buses — and save money

By Jackie Unwin

Sandton representatives are so impressed by the integrated bus service they studied in Port Elizabeth that they may urge greater integration in Sandton to increase efficiency and cost-saving.

"Sandton's Pots bus service for whites can, and does, carry people of other racial groups. They pay the same fare," said councillor Mr Peter Bennett, who went on the tour.

"But if we could integrate what is now purely the black service we would achieve a sufficient number of people to cut costs."

Sandton is faced with finding a subsidy of between R500 000 and R600 000 for the Pots bus service this year, added Mr Bennett.

"This means a contribution by the council of about R500 to R700 a bus passenger a year."

He said there were 1 800 daily passenger trips, presuming a passenger is somebody who travels both ways.

"About 67 percent are school children and university students — an under-privileged group in the sense of transport."

"Sandton's total bus service is being studied in depth. We anticipate that when all business rights are taken up the working population who travel to Sandton every day will be trebled. We will have about 12 000 looking for bus transport in the peak hours."

FULL BUSES

Mr Bennett was enthusiastic about the smooth running of the Port Elizabeth operation.

"Integration on the buses is working well there," he said. "They have found that the population groups move in different directions during the day and when the buses are full it is predominantly one group or the other.

Councillor Mr Bill Hedding, who also went on the Jomet sponsored trip, commented that there was not a great deal of integration of passengers, but there was integration of buses.

"They do not have a completely parallel organisation with separate buses as we do in Sandton," he explained.

Both were also impressed by the system Port Elizabeth used to handle passengers at the bus terminals during the rush hour. "We saw two main bus facilities in the town centre — one handled between 8 000 and 10 000 people and the other between 10 000 and 12 000," said Mr Bennett.

One of the terminals was situated underneath a shopping centre.

"The fume level did not appear to be very high and the noise was not unbearable. We felt these problems could possibly be reduced even further.

"We gained lots of ideas such as the importance of the season ticket or clip card they use rather than cash fares.

"What we saw gave us confidence we would be able to cope with the peak hour crowds we can expect in the central business district in Sandton providing we can find a suitable facility in the central area."

They were also very interested in the "skoolink" operation in Port Elizabeth, an innovative circular route.

"We saw children being picked up from two schools and this operation took less than twenty minutes. The buses filled up very quickly. The children were then taken to a park where there was a link up with other buses to their respective suburbs. This exchange took no more than ten minutes from the time the first bus arrived until the last one left.

IMPRESSIVE

"There was a supervisor to make sure no child got left behind. Any child who did miss his or her bus was taken home. It was very impressive and worked like clockwork."

Mr Bennett said this school operation was particularly applicable in Port Elizabeth where the children are not necessarily zoned to go to a specific school.

The school buses are used during the day for other services.

Port Elizabeth is also in the process of computerising its bus operations and developing a computerised robot signalling system throughout the town.

"With this system you are able to tell where each bus is and pinpoint any breakdowns."

The Port Elizabeth bus operation is run by private enterprise and makes a profit. The bus terminals and shelters are provided by the municipality and the company and the council work in close accord.

Mr Bennett said some of the ideas that had been picked up may be incorporated in the recommendations of the transport committee.

Sowetan 13/6/84

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July 4 blues for Vaal Triangle commuters

ABOUT 137 000 Vaal commuters face a six cents hike in their bus fares when the Vaal Transport Corporation's (VTC) expected increases come into effect on July 4.

VTC's transport manager Mr David Chalmers said yesterday the bus company has made an application to the Transportation Board to increase fares.

He said the bus company would however, implement the increases on a selective basis, which means only the longer distances would be affected by the average six cents hike. Shorter distances would be increased by only two cents.

Mr Chalmers said routes such as Three Rivers, River, Sebokeng and Evaton will definitely be increased by six cents.

Sasolburg

"The hike will not apply to the areas between Sasol and the Sasolburg township.

"From Vereeniging to Sharpeville there will be no fare increase, but from Evaton and Sebokeng to Vanderbijlpark, fares will increase by two cents," Mr Chalmers said.

He said this was the lowest fare increase since 1979 when a maximum of three cents were introduced.

VTC serves a record 15-million people a year, said Mr Chalmers.

14 bodies object to bus rise

News 14/6/84 332

Staff Reporter

FOURTEEN organisations have lodged objections with the National Transport Commission against the application by City Tramways for a 12-percent increase in bus fares.

A spokesman for the commission in Pretoria would not disclose the names of the organisations, except to say that they were the "usual types".

In the past, civic organisations, trade unions and civil-rights organisations have objected against similar applications.

The NTC still has to set a date for a hearing.

After objections are heard the NTC usually takes about three weeks to announce its decision.

City Tramways said that increases were necessary because of the general increase in operating costs, and would provide for a rise in staff salaries.

Meanwhile, the company and the Tramway and Omnibus Workers' Union are still awaiting the outcome of an industrial court on wages, overtime and general grievances.

UTI to reduce stake in SA bus interests

Star 332 67 332 18/6/84

The Star Bureau

LONDON — At the request of the South African Government, United Transport International, the transport arm of the diversified industrial services group BET, is to reduce its stake in its South African bus interests from 75 to 60 percent.

UTI's operations in SA are owned through joint ventures with Sanlam.

Sanlam will increase its stake in the restructured passenger transport holding company, United Passenger Transport Investments, from 25 to 40 percent in return for the payment of an about R14 million special dividend to UTI. It will also step up its interest in the freight-holding company from 25 to 40 percent in the next two years.

BET said its policy was to work with local government or commercial partners in passenger transport in developing countries. It has bus operations all over Southern Africa.

Africa contributed about 45 percent to BET freight and passenger transport turnover of about R700 million in 1983 and the bulk of its R33 million worth of pre-tax profits, according to one analyst's estimate.

Now it's luxury buses to coast

Star 19/6/84

By Shirley Woodgate

A luxury coach service between Johannesburg and Durban went into operation yesterday — breaking a long monopoly by South African Transport Services on road passenger transport.

Now, from Mondays to Thursdays, commuters in Durban and Johannesburg can board 49-seater coaches at 6.45 am for the nine-hour trip between the centres.

The R250 000 buses are run by Greyhound Buslines. Three years of negotiation preceded the launch of the privately run service.

Coaches will operate to and from Durban every weekday, and overnight on Fridays and Sundays.

Initially, buses will take on passengers at eight towns on the way with a half-hour stop at Harrismith.

INTER-TOWN NETWORK

The return fare between Durban and Johannesburg is R63. The air trip costs R244 (first class) and R188 (economy). By rail the overnight trip in a sleeping coach costs R121 (first class) and R91 (second). A 13-hour sit-up train trip costs R54 return.

Examples of bus fares to intermediate stops are R43,20 return from Johannesburg to Estcourt; R28,80 to Harrismith; R5,40 to Heidelberg.

The route to Durban is eventually intended to become part of a large network of inter-town and intercity routes linking hundreds of centres all over South Africa and Maputo.

The new service is designed to compare with the best in coach travel in the world, and negotiations to obtain stops at a well-known chain of hotels are well under way.

CAPE TIMES 26/6/84

Fire destroys 10 buses in E Cape

GRAHAMSTOWN. — Fire destroyed 10 buses owned by the Grahamstown Bus Company early yesterday morning, forcing a family living near the depot to take refuge with neighbours as flames threatened to engulf their home.

Only three buses were saved from the blaze that caused damage estimated at R400 000.

A police spokesman said a docket, involving malicious injury to property, had been opened but said there were no clues as to how the fire had started. "It was definitely not explosives," he said.

The local fire brigade was alerted by a Rhodes University student, Mr Deepak Rama, who was returning home early in the morning after working the night shift at his uncle's cafe.

By the time Mr Rama had alerted the fire brigade, the buses were burning fiercely.

A nearby resident said: "There were lots of explosions as tyres burst in the heat."

Mr M J Wright, owner of the company, said the remaining three buses would continue to operate and appealed to local employers to be patient as the service would obviously have to operate at reduced capacity.

Mr Wright said the blaze was "the second arson attempt in the space of a few months".

Mr Wright bought the bus company from the Grahamstown municipality about three years ago. — Sapa

26/6/84 ~~327~~ 332 ~~269~~ D. Dispatch

Fire destroys buses

PORT ELIZABETH — Fire destroyed 10 buses at Grahamstown's privately-owned bus depot early yesterday morning, causing thousands of rands damage and leaving hundreds of people without transport.

Police are investigating a charge of malicious damage to property.

A "heartbroken" Mr Malvin Wright, who bought the service from the Grahamstown municipality three years ago, said it would cost between R350 000 and R450 000 to replace the vehicles, some of which had not been insured.

He said 10 buses in his 14-bus fleet had been destroyed, and another had been "superficially damaged" in the fire.

Residents in the vicinity of the bus depot, which borders on Grahamstown's black township, said they had been woken by "big bangs" at about 3 am. Municipal fire staff were at the scene in less than 10 minutes.

"At that stage tyres were still bursting, causing the explosions which people heard," fire chief Mr Les Hickman said. "Flames rose about four metres high but the smoke was the most significant visible effect."

Mr Hickman said his chief worry had been a nearby petrol depot, which had fortunately not ignited.

Mr Wright said he had received threatening phone calls on a number of occasions and more than a month ago two buses had been set alight. However, his son had extinguished the flames.

Yesterday, three buses covered the routes usually served by eight buses, Mr Wright said. He estimated about 5 000 commuters used the service on a daily basis, and said "several thousand people must have walked".

Mr Wright, who heads a staff of 15, said he hoped to have four buses operating from today, and was negotiating to purchase more.

"The municipality has said that they are prepared to take over the bus service, but I've put three years into this place, and I don't want to throw it up. I still have debts to pay off."

Mr A. D. Lofting, Grahamstown's town clerk, denied that the municipality had made a formal offer. However he said: "various individual councillors have expressed the view that if Mr Wright wishes, we might take over the service again."— DDC.

Vaal bus outcry

Sowetan 27/6/84 (532)

VAAL commuters this week requested Putco to extend its bus service as there is a vast shortage of transport in the area.

The Putco PRO, Mr Pat Rogers, said residents in Sebokeng Zones 11, 12, 13 and 14 have complained that they have to use a bus to ferry them to Evaton — where they board Johannesburg bound transport.

Mr Rogers said residents in Bophelong, Boipatong and Sharpeville have not made any requests for a similar service to be extended to them.

He said some of the requests made were because people had been moved from Evaton and allocated houses in Sebokeng.

One passenger, Mr Gilbert Motaung, said Putco had to look at this matter very carefully.

Mrs Grace Sedibeng said: "We have to wake up at ungodly hours and wait for the buses to ferry us to Putco bus stops in Evaton. With bus fares being what they are today, we are losing a small fortune."

Mr Rogers said his company would investigate the matter and then apply to the Transportation Board to extend the operation of buses.

S. Tribune 1/7/84 (332)

TRUCKERS IN A TANGLE

Private commercial transport industry will find it difficult to escape from the now knotted red tape

THE private commercial transport industry is being steered into a fog of government red tape with the Department of Transport tying the knots.

By DAVID PINCUS

There will be room for only those with the right attitudes, expertise and sufficient capital to run their businesses and maintain their vehicles properly, according to Adriaan Eksteen, director-general of the Department of Transport.

Although he denied it, it will be difficult, maybe impossible, for a young entrepreneur to get into the transport business with himself and a second hand truck as his only assets.

Mr Eksteen, who is also chairman of the National Transport Commission and who obviously favours the dictatorial approach, told the conference of the National Association of Private Transport Operators (Napto), the emphasis would be on professionalism, training and five all-embracing registers.

He regards the certificate for the transportation course run at RAU, which produced 924 certificate-holders and 308 advanced qualifiers between 1980 and 1983, as just the start.

He said: "Training can be most effectively conducted within the framework of a road transport management system — the integrated collection, co-ordination, storing and presentation of data from all transactions involving commercial vehicles which take place between operators, vehicles and drivers on the one hand, and the regulatory authorities on the other."

Eksteen's management systems objectives are rigid. Their main function appears to be to ease the authorities' task by making it mandatory for the private sector to create a constant stream of accurate information into the computers.

They do not contain much that would be regarded as being essential for private sector management functions.

They are, among others, to afford control standards for management, drivers and safety; to provide working information to local road transportation boards; to monitor transport efficiency with respect to commodities and permits; to improve statistical reporting to the Department of Transport; to improve strategic decision-making for all parties; to aid law-enforcement; to improve departmental efficiency with regard to data input; and to improve inter-departmental efficiency among the provinces and the central road traffic bureau at the department.

Satisfied that all would agree with him that "those are sound aims", Mr Eksteen said it would be necessaary to establish "certain registers".

The first would be for operators. Compulsory possession of an "O" or operators licence would be introduced for all operators of commercial vehicles, both private and public.

A "companion register" of "E" (for exempt) licence-holders would be created to cater for bodies such as municipalities, boards and farmers, who would be exempt from O licences but who were still liable for registration in order to afford a complete data base to be established.

He said before an undertaking would be granted an O licence, it would have to prove it employed a competent person — a holder of a Certificate of Competence (CPC), that it had adequate parking facilities, had made adequate arrangements for the maintenance of its vehicles, and had sufficient finance not to prejudice the operation.

The second register would list CPC holders and "all details of such holders will be registered and cross-referenced to the O licence for which the CPC is responsible".

Mr Eksteen explained: "The CPC (which will apparently be difficult to obtain) will belong to the individual to whom it was awarded and will be revoked only in cases of criminal action."

The third register will be the road transportation permit register "which will list all permits issued, refused, suspended and lapsed, with cross-reference to operator and vehicle files".

The fourth register "will list all commercial vehicles owned and/or operated by undertakings in the O or E licence registers".

"Applications for all alterations and additions to the registered fleet will be processed by the local boards," said Mr Eksteen.

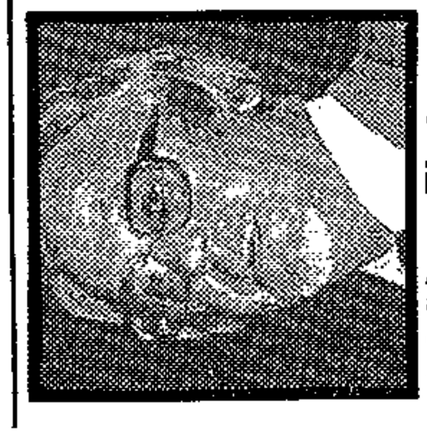
It is not clear, however, whether local boards will be empowered to decide on the sizes of operators' fleets, and when they can enlarge them or reduce them.

The fifth register, Eksteen said, was a complimentary register of professional drivers.

"At this stage it is envisaged that a professional drivers permit will be introduced for all professional drivers of commercial vehicles, in place of the existing public service permit," he said.

"Personal details of all professional drivers employed by E and O licence holders will be registered. Drivers will be required to carry their permit and official logbook at all times when in charge of a vehicle."

Mr Eksteen concluded: "Despite the hidden thoughts and aspirations of some of you, and especially those of some of your PCA (Private Carriers Association) colleagues, there is a role for transport modes other than road transport."



☐ **Adriaan Eksteen**

Business Day/TRANSPORT

Rdm 5/7/84 (332)

Govt policy seen as 'distorted, inflationary'

By DAVID FURLONGER

GOVERNMENT's transport policies are inflationary, harmful to exports and discourage industrial decentralisation, says the National Transport Policy Study.

The final report on stage three of the study, which examines financial aspects of transport, was released in Johannesburg yesterday.

It says the country's transport policies go against national economic policy.

"The conclusion is inescapably that transport policy as presently implemented is contrary to the widely-stated principles of national economic policy, which emphasises the beneficial role of competition and is, therefore, not in the best interest of the country."

The major finding of the study, compiled on behalf of the National Transport Commission, relates to the Government's extensive intervention in the transport market and its consequences.

It says this intervention takes two forms. The first is direct intervention in the operations of South African Transport Services (Sats) to achieve social economic goals such as regional development, subsidising passengers and promoting exports. An extensive system of cross-subsidisation is needed to finance it.

The second is the regulation of transport through a system of permits, licences and authorities, which impinges mainly on the private sector. The Government considers this regulation necessary to protect its investment in Sats.

"Combined, the two forms of intervention lead to considerable distortions and inequities in the total transport market," the report says.

The main victims of this distortion are manufactured products, exports and high-value goods carried over long distances. The cost of the service may be more than doubled by the "inflated" tariff structure, while raw materials and agricultural products are generally carried at or below cost.

Such distortions favour the location of industries close to main centres, which is contrary to the Government's regional development policy. Heavily subsidised passenger transport also discourages movement away from the large metropolitan areas.

The report adds: "The high cost of conveyance of manufactured products from inland centres to harbours also hampers the promotion of export of manufactured goods."

It complains of the harm being done to coastal shipping through high *ad valorem* wharfage charges, saying this has resulted "in the underdevelopment of this efficient and potentially transport code".

The report says the extensive transport regulatory system is imposing heavy costs on the economy.

Simply administering the system is a costly exercise, but more important is the inefficient use of labour and management time.

"It also results in reduced competition ... which leads to the inefficient allocation of resources and is highly inflationary."

The report lists four conditions it says must be met if there is to be freer competition in areas where Sats operates.

Sats must be "relieved of its burden" of internal cross-subsidisation; differences in the level of cost recovery between road and rail must be eliminated; Sats must be given time to adapt its price structure closer to actual costs without disrupting the economy; Sats must be allowed greater freedom of movement to follow market trends and accommodate market requirements.

The report adds: "It is also important to ensure that where decisions have to be made on an administrative basis (ie. in the financing of capital-intensive projects), these decisions be made ... with economic efficiency as the goal."

While unhappy with Government intervention in transport generally, the report is particularly critical of the air transport sector, where it says market potential remains under-developed because of the in-built bias towards South African Airways.

Some operators complain that licensing controls increase total costs by up to 20%.

The report says private air carriers are unwilling to undertake capital investment and expand operations because they feel there is no guarantee they will be allowed to retain existing or open new routes.

In such a capital-intensive market, private carriers are therefore condemned to operate old, even outdated, aircraft. It is not worth their while to invest in new technology.

"In the end, the users and the operators, as well as the national interest, suffer the consequences," says the study.

'The conclusion is inescapably that transport policy as presently implemented is contrary to the widely-stated principles of national economic policy, which emphasises the beneficial role of competition, and is therefore not in the best interest of the country.'

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Regional transport co-ordination a must

By DAVID FURLONGER
Industrial Editor

The likely direction of South Africa's transport policies became known yesterday with the release of the second and third stages of a Government-commissioned study. The study, which looks at ways of rationalising the country's transport policy, was prepared by the National Transport Policy Study.

SOUTH AFRICA and the independent homelands must work out consistent transport policies and regulations if the region is to be developed to its full potential.

That is the main conclusion of the second stage of the report by the National Transport Policy Study (NTPS), prepared on behalf of the National Transport Commission (NTC).

Final reports on the second and third stages were released yesterday at a seminar in Johannesburg.

The second stage, on legal and organisational aspects of transport, reaches four major conclusions.

It says the future of Southern Africa depends on the successful political and economic development of what it calls the SATBVC states — South Africa, Transkei, Bophuthatswana, Venda and Ciskei.

Political and socio-economic development is impossible without co-operation on matters of common concern, including the movement of goods and people.

"Thus, the development of an international framework for achieving consistency in transport policy, uniformity in transport legislation and co-ordination in transport administration among the SATBVC states must be identified as a national level priority."

The second conclusion is that there must be further investigation into the NTC's constitution, object, functions and legal and organisational position in relation to other major administrative organisations under the Ministry of Transport Affairs.

Third, says the study, there is a dearth of meaningful statistics on the transport industry and market, as well as a lack of understanding of the principles and practices of regulatory and administrative law.

The study says it is impossible to promote further competition if the industry and regulations are not properly understood, and says the situation must be remedied before there can be any changes to the present legal and organisational framework.

The final conclusion is that there must be further investigation of a national merchant shipping policy.

It says there is no "coherent and deliberate" policy and states: "A continued lack of sophistication in such matters will be very costly in terms of trade, balance of payments and other national and international affairs."

The study examines the transport sector in the light of declared national goals and strategies, and points out that there may be a vast gulf between theory and practice.

It is wary of the eight national goals set out in the 1983 Constitution Act.

Seven relate to socio-political and socio-economic issues, including Christian values, freedom, law and order, human dignity and self-determination.

Only one — to further private initiative and effective competition — relates to practical economic issues.

"As might be expected," says the study, "certain dated methods of achieving the former are now frustrating attempts at achieving the latter."

The study says that while Southern African development is guided by the Co-ordinated Regional Development Strategy, which includes the Industrial Development and Development Bank Plans, incentives and regulations differ from region to region.

Plans of action and strategies described as national must become "supra-national", because they affect the political and economic development of all Southern African states.

"The participation of all the states in a process of consultation and censensus-building is a necessity."

In examining the question of competition in domestic road, rail, air and sea services, the document says Government intervention to regulate competition is aimed at enhancing economic efficiency and achieving socio-political and socio-economic objectives.

South African Transport Services, although a commercial enterprise of the State, is actually an instrument of policy.

Because of its obligation to perform many uneconomic services, it requires "massive" cross-subsidisation.

Legislation such as the 1949 Air Services Act and 1977 Road Transportation Act are therefore necessary to safeguard legitimate economic interests.

It says the current regulatory system, including its economic preconditions, must be re-evaluated, regulatory options considered and decisions made and implemented.

Swoop on pirate taxis

Crime Reporter

UITENHAGE police have swooped on pirate taxis in the townships.

Twenty people have been arrested.

Major Annelize Melville, acting police liaison officer for the Eastern Cape, said 10 drivers of pirate taxis and 10 "conductors" were arrested in a campaign against pirate taxis.

In a recent article in the Evening Post some community leaders suggested that pirate taxis were one of the main causes of townships accidents.

Black taxis will know fate soon

(332) Stew 6/7/84

By Revelation Ntoula

The fate of mini-buses now being used as taxis in black areas, will be decided by the Minister of Transport in two weeks, the Soweto management committee's chairman said.

Mr E Manyosi, who headed a delegation which met Mr Hendrik Schoeman in Cape Town this week, said the delegation had been given a warm reception and the Minister was sympathetic to the call not to phase out mini-buses.

"He seemed unhappy with some aspects of the Welgemoed Commission recommendations and said he would give his answer in two weeks," Mr Manyosi said.

The commission recommended that mini-buses be phased out and that they be replaced with sedans only allowed a maximum load of four passengers.

That recommendation has been rejected by black taxi-owners and taxi associations through out the country as it would cripple the taxi business and possibly bring it to a halt because of the high running costs.

The taximen were further angered because executive members of the umbrella body of the taxi operators, the South African Black Taxi Association (Sabta), allegedly signed an agreement with the Government endorsing the commission's recommendation.

Most taximen dissociated themselves from that agreement.

Black taxi drivers enraged by permit for white taxi man

Post Correspondent

JOHANNESBURG — Black taxi drivers in the East Rand township of Katlelong have been angered by a decision by the Transvaal Transportation Board to grant a white man permission to operate taxis there.

Mr S S L de Wit, of Germiston, has been allowed to operate taxis carrying black passengers between the Natalspruit Hospital in Katlehong and Germiston.

The permits have been endorsed in the names of Mr S S L de Wit and Mr J Hlatshwayo.

But when Mr Hlatshwayo was confronted by taxi men and the Germiston and District Taxi Association this week, he admitted that he was only a paid driver and not a partner of Mr De Wit.

Local taxi men are now complaining of unfair competition from Mr De Wit. They are allowed to carry only four passengers in their sedans, but Mr De Wit's station wagons, each with a carrying capacity of five, transport seven passengers.

They also say several people in Katlehong and the Germiston area have had their permit applications refused, with no reasons given.

Last night all taxi men and members of the Germiston and District Taxi Association threatened to march to the chambers of Mr A P Khumalo, the Mayor and a member of the Transportation Board, to demand the removal of Mr De Wit's taxis from the township.

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Fare application delayed at request of Labour

Staff Reporter

CITY Tramways' application for an 11,8 percent increase in Peninsula busfares has been delayed for two months at the request of the Labour Party.

The postponement to September 19 has been criticised by the United Democratic Front as an attempt to avoid unpopular increases before the August elections.

The hearing by the National Transport Commission was to have been held next Wednesday.

Mr R G Meyer, deputy director-general of transport, said in Pretoria today the postponement had followed representations from the Labour Party.

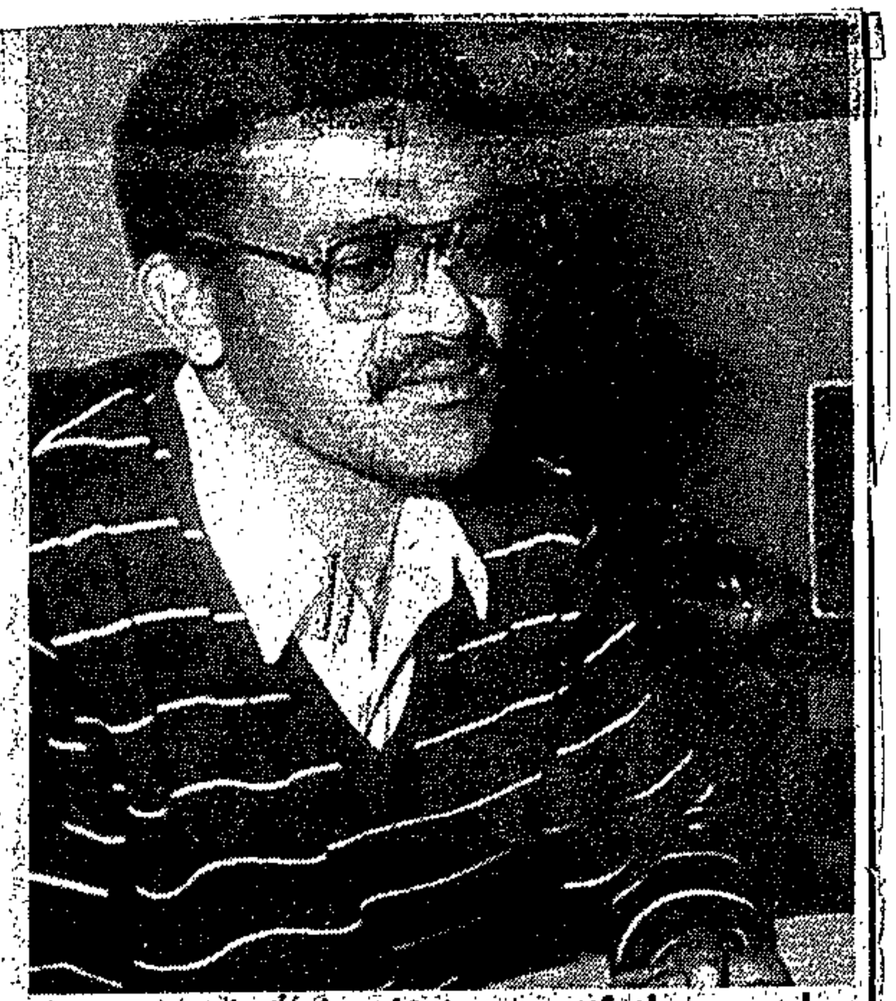
As State subsidies were involved, the commission would hear the application rather than the local Road Transportation Board.

Mr Carter Ebrahim, a Labour Party spokesman, said the party had applied for a postponement and for a formula to be found for fares to be pegged at their present levels.

He said City Tramways had made a strong case for a fare increase as it had to contend with higher costs, including wage increases. It was also involved in heavy capital outlays as it was building a new depot near Mitchell's Plain.

"But Tramways want to hit people with fare increases when prices are rocketing," he said.

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Mr David Tuck, chairman of the newly elected shop stewards' committee, in his house in Bergsig, outside Springbok.



Pictures: WILLIE DE KLERK, The Argus.

WORKERS at the Jowells transport depot in Springbok hose down one of the company's trucks.

Namaqualand's giant 'does everything round here'

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By PIPPA GREEN
Labour Reporter

ANY Namaqualander will invariably give the same reply when asked about the region's giant transport company. "Jowells? Oh yes, they do everything around here."

And in an area where the nearest railway line is nearly 200km away — south of Springbok at Bitterfontein — Jowells Transport has been the kingpin in the region's economy for the past four decades, second only to the mines.

The story goes that Joe Jowell, then co-owner of a garage in Springbok, converted an old Buick into a truck in 1930 when the South African Railways stopped their service between Bitterfontein and Springbok.

"They didn't give notice or anything. They just stopped," said Mr Theunis Uys, who has been with the firm for 44 years and is now public relations officer.

Copper mines

"Of course, in 1937 when an American company took over the copper mines here (the O'Okiep Copper Company) and they re-opened, the railways came back all of a sudden and started running coal and copper to and from Bitterfontein.

"But Jowell's still did everything else."

Now the mines in the area — De Beers diamond mines, the O'Okiep Copper Company and the Goldfields mine at Aggeneys — provide Jowells with 75 percent of its revenue.

These days Jowell's carries most things: Explosives, coal, minerals, refrigerated goods, petrol, diesel, and passengers in aircraft and buses.

Taken over

The last remaining independent transport firm in Namaqualand, which ran between Garies and Bitterfontein, was taken over by Jowells two years ago.

In 1955, the company went public under the name of Jowells Transport and Motor Company, now the Transport and Engineering Corporation (Trencor) with 50 subsidiaries.

"We believe we are the railways of Namaqualand," Mr Uys said.

"We try to protect our transport services as much as possible from other people who want to come in and take over the best parts.

Understanding

"We have no written agreement with the railways — only an understanding that if someone applies to the Road Transportation Board for a permit to transport something to Springbok from one of the major centres, we will support each other in objections to the board."

Jowell's has scored a first in the Namaqualand business community by signing a recogniton agreement with one of the independent black trade unions, the Cape Town-based General Workers' Union.

David Tuck, employed at Jowell's as a clerk, is chairman of the shop-stewards' committee.

"The workers are very glad. In general Jowell's pay the best of all firms here. But the work is exhausting — long hours. Sometimes drivers work for 14 hours a day," he said.

"They don't get paid overtime, but on a kilometre system. It's very complicated. If you are on a certain run, you have to work 2 000 kilometres for the firm. You get paid 3,9 cents a kilometre for the extra kilometres you travel.

"There are drivers who can earn R98 a week just on overtime.

"Workers began to join the union last year. At first the supervisors told us that the union was a very weak thing. If you want to belong to a union you had to pay a lot of money — many stories. We got together and said that if they said the union was so weak, it had to be good for us.

Getting better

"Things are now getting better. The problem with people in Namaqualand is that they do not really have an idea about what a union is. Look, this is the first time there has been such a thing in Namaqualand.

"The labourers at Jowells have a hard time. The 'lorry boys' get only R1 for every 400 extra kilometres they travel with the driver.

"That is the first thing the union must make right."

The company says it is not "bothered" by the union.

Mr Uys said: "We do not discriminate as far as salaries go. The wages are better than most people pay here. If it's the workers' choice to belong to a union, then it's their choice. We have nothing to hide."

Buses on line

22/7/84

By Kerry Clarke

THE Putco bus company is spending R10-million on computerising its operation — even buses on the road will be linked to the computer systems through electronic ticketing machines.

Data processing executive Paddy Murfin says it is planned to install 21 computers with a capacity of a million instructions a second in the various operating divisions. In addition, each site within the company will be connected to the computer network through about 30 dumb terminals.

Administration, engineering, purchasing, inventory control and bus performance monitoring will be controlled through the computer system.

Mr Murfin says the company plans to recoup the costs of the system in 2½ years.

Daily check

Major savings will come from improved control of the company's R20-million inventory. Additional savings will flow from identifying profitable and unprofitable bus routes through monitoring the electronic ticketing machines in 250 buses.

These machines can be taken off the buses at the end of a shift and plugged into the computer, enabling the company to keep a daily check of revenue. Putco will have these devices installed on all 3 500 of its buses within the next two years.

The company plans to employ 30 computer development staff, although Mr Murfin expects problems in finding properly qualified people.

"This is the worry of every company today — there aren't enough good data-processing people to go around."

Putco is ensuring that each department gets what it needs from the computer by setting up six user groups, representing employees from the accounting and finance, personnel, procurement, operations, engineering and administration departments.

Each user group will define what it needs from the computer and its requests will be forwarded to a priorities and expenditure authorisation committee which will assign priorities to the request and approve or veto expenditure for each.

Room 25/7/84 332

Putco is to raise fares by 12%

By RICH MKHONDO

PUTCO intends introducing an average 12,5% fare hike for its bus services in the Johannesburg, Pretoria, Durban and Bophuthatswana areas by not later than November 1 this year, it was announced yesterday.

A Putco spokesman said if the new increases were approved by the National Transportation Board, it would apply through the Department of Transport for an increased subsidy. The subsidy would then determine the new Putco fares.

The spokesman said the application was one of a number that would be submitted to local boards in Pretoria, Johannesburg, Bophuthatswana and Durban.

He said the new ticket prices were not known at this stage, as the application had first to be approved by the National Transport Committee.

"It is not possible to say how much of any increase granted is payable by the passenger until a decision is made by the department (of Transport Affairs)."

He said the increase was necessary to meet increased operating costs.

Meanwhile, the Alexandra Youth Congress (AYCO) vice president, Mr Obed Bapela, said they had received a letter informing them that fares may go up by November 1 if they are approved by the Transportation Board in Pretoria.

AYCO was instrumental in the Alexandra bus boycott earlier this year. The boycott ended after residents alleged that they were being harrassed by the police for refusing to use buses.

Mr Bapela said his organisation will circulate a petition to judge the opinion of people of Alexandra regarding the new increase.

Mr Bapela said Putco could not increase their fares until "they have courteous drivers, clean buses, shelters and ranks and clean toilet facilities".

"Putco must improve their appalling conditions, otherwise we will be forced to call another bus boycott which will include other townships affected by the fare increase."

Putco fares likely to increase in November

Putco has applied to the local Road Transportation Boards in Johannesburg, Pretoria, Durban and Bophuthatswana to increase its busfares by 12,5 percent by not later than November 1.

Putco spokesman Mr Pat Rogers said today that the last increase, of 12,5 percent, was introduced by Putco for the Pretoria area in August last year and for the Reef in January this year.

He said the increase included both the amount paid by the commuter and the subsidy which may be paid by the Government.

"It is not possible to say how much of any increase granted is payable by the passenger until a decision is made by the Department of Transport regarding subsidy.

RISING PRICES

"Consumer price increases are never welcome and we are aware that in the current economic climate they are not easily afforded by the least affluent section of our community.

"However Putco has been hit by rising prices in the same way as everybody else and it has no option but to pass on these increases," Mr Rogers said.

The proposed increase was today met with anger and criticism from community leaders and commuters.

Most of the commuters interviewed said the increase was uncalled for and Putco had not had the decency to consult the commuters through their leaders.

In Pretoria, the Deputy Mayor of Mamelodi, Mr Z B Ndlazi, said his council had received the circular about the proposed increase yesterday afternoon. He said the increase was uncalled for.

"At our monthly council meeting tomorrow I am going to move that we object to the increases. Putco promised to inform us each time it intended increasing fares but this was not done."

CHAIRMAN

The Rev Hans Hlalethwa — who is the joint chairman of the Soshanguve branch of the Interdenominational African Ministers' Association and the Soshanguve Residents' Association — said the increase was a blow to commuters.

Fire to buses: many now have to walk to work

Post Correspondent

GRAHAMSTOWN — Hundreds of domestic workers in Grahamstown are being forced to walk to their places of employment every morning because of a critical shortage of public transportation.

The shortage arose after most of the Grahamstown bus service fleet was destroyed during a fire at the township depot.

Arson is suspected.

The owner of the company, Mr M J Wright, said that he was operating with six buses, two of which he managed to save from the blaze.

"I hope to be running fairly satisfactorily by the end of this week or by the middle of next week.

"We have just started an express service to the hospital, which leaves from Joza Township at 6am and it gets hospital staff to work on time. This has also relieved my other buses," he said.

A domestic worker, Mrs Evelyn Ndlebe, said that she was still experiencing problems in the morning and had to wait for long periods, often resulting in her being late for work.

"I have to get up very early every morning and even so I still have to take a taxi sometimes.

"The taxi charges 50c into town, but the bus costs only 22c, so we are suffering," she said.

Mr Wright would not comment on possible reasons for an arson attack on his buses.

"This is not the first time. We had an arson case before, but we managed to extinguish the fire before much damage could be done," he said.

The police are still investigating the fire.

Sowetan 8/8/84 (332)

'No' to Putco

A NUMBER of community leaders on the East Rand, have rejected the proposed formation of a transport consultative committee by Putco, stating that it will be one sided and in favour of the bus company.

Mr Pat Rogers, the chief public relations for the company, announced last week that Putco was planning to form the committee with town councils on the East Rand in the near future.

He was addressing mayors and councillors belonging to the East Rand Urban Councils Association (ERUCA), at a meeting held in Vosloorus township near Boksburg.

In an interview with The **SOWETAN** yesterday, Mr Rogers said the committee will act as the forum for both parties to discuss matters of mutual interest.

"He said: "We hope, with the formation of the new committee, we will be able to attend to the grievances of commuters and at the same time to improve the communications and relations between them and Putco.

"However, this committee will not have powers to reduce nor revoke fare increases should Putco make any. The company is controlled by the escalating costs of tyres, diesel and parts and as a result we have no alternative but to increase our fares."

Mr Paul Mokoena, the chairman of the Ratanda Civic Representative Association said as long as Putco would not allow members of the committee to debate on the matter of bus fare increases, the committee will serve no purpose. He also said by denying them this right, clearly shows that Putco will still be dictating terms to the commuters.

Another community leader, Mr Buti Sebetlele, the former PRO of the Daveyton Residents Committee said "this committee is just a waste of time because I suspect that if Putco feels it is working agaist their (Putco) interests, they can desolve it anytime. The commuters should be allowed to form their own committees and negotiate with Putco on any grievance they have like the increment of buses."

Mr Rogers said a similar committee was formed in Durban six months ago.

(332) Star 10/8/84

Engineers criticise commission on taxis

By Zenaide Vendeiro, Transport Reporter

A group of civil engineers has criticised a recommendation by the Welgemoed Commission of Inquiry into bus passenger transport that shared taxis, used mainly by urban blacks, be phased out.

Mr R A Crook, Mr J R Jones and Mr E R Jones of a Cape Town firm of consulting civil engineers, believe the shared taxi is rendering a valuable service to a particular segment of the urban transport market.

They feel it should be incorporated in the urban public transport scene in an efficient and fair way.

Shared taxis are popular, they say, because they are convenient, fast, comfortable, safe, flexible and provide baggage space.

In a paper delivered to the Annual Transportation Convention in Pretoria yesterday Mr Crook said the commission had overstated the taxis' scale of operation and their detrimental effect on bus use and operating costs.

A survey done in March this year to measure the share of Johannesburg-Soweto commuters of the different forms of transport had shown:

- Trains carried 84 000 or 77 percent of commuters.
- Buses carried 19 000 or about 18 percent.
- Legal taxis carried only 4 300 or four percent of commuters while illegal taxis carried 1 500 or 1,5 percent of commuters.

"This shows that even in the largest taxi market in the country, the legal shared taxi operation is small compared with conventional public transport," said Mr Crook.

Fare differences, different levels of service, separate terminuses and queues suggested that the shared taxi, the bus and the train operated in separate markets.

Common complaints of taxis touting at bus stops and adjusting tariffs at will were more characteristic of the illegal taxi operator, a distinction the commission had failed to make.

The growth in the number of pirate taxis, which appeared to be "the largest single operational and regulative problem associated with shared taxis", was attributable to over-regulation, he said.

The demand for shared taxis had far outstripped their supply, the excess demand being met by the pirate taxi.

RENNIES/SAFMARINE

Full steam ahead

The merger talks between Rennies and Safmarine are likely to create a massive new commercial force. It could dominate the SA shipping, forwarding and freighting, travel and tourism industries, and lead to a restructuring of interests in other sectors such as insurance broking.

News of the deal — which is likely to be a complex tie-up — has been expected for months (*Fox* January 27) and does not surprise market analysts. It is a logical conclusion to some of last year's huge reshuffles of corporate SA. The deal had not been concluded as the *FM* went to press — but what does seem certain is that the effects will be far-reaching.

The strategy on which Old Mutual embarked when it bought its controlling 74,1% stake in Rennies from the then-Hong-Kong-based Jardine Matheson — for what seemed an excessive price of 1 825c a share — is still unfolding. This merger could presage still further big deals. Among the immediate implications are that:

- ☐ The merged group could dominate SA shipping by a wide margin. It would hold a direct or indirect interest in as much as 90%-95% of the local freight forwarding and clearing industry;
- ☐ It would be SA's largest force in hotels and tourism, controlling Holiday Inns and holding more than 50% of Sun International; and
- ☐ It could rationalise these interests with Rennies' extensive interests in travel, such as Thomas Cook SA and American Express.

Based on present market capitalisations — the criteria likely to be used in a merger negotiation — the deal could be worth well over R640m. Both groups have similar market caps: Safmarine's amounts to R314m, while that of Rennies is about R337,5m. Based on net worth, however, Safmarine is the larger group. It had a net worth at the last balance sheet date of end-June 1983 of R303m, compared with Rennies' net worth at end-December 1983 of R121m.

Even before Old Mutual acquired its stake in Rennies, the insurance giant's other interests in related fields were considerable. Most important, Mutual is the largest SA-based private-sector shareholder in Safmarine, which is SA's national shipping line. Safmarine, in turn, has joint control, with Anglo American, in Freight Services, which is Rennies' major competitor in freight forwarding.

There should be no objections in principle from those with a stake in the major participants to a marriage between Rennies and Safmarine. The potential for growth in key industries like shipping, travel and tourism is likely to be magnified. And the deal would be a logical outcome to last year's restructuring of corporate SA.





Rennies' Fiddian-Green (top), Safmarine's Marsh ... new force

The way was cleared for the restructuring of Mutual's stake in Rennies and Safmarine by government's decision to sell its 50% interest in Safmarine, held through the IDC. After the reconstruction of Safmarine's equity, in which the IDC offered its 40% interest in Safmarine for 600c a share to existing shareholders, Mutual emerged as the largest single shareholder with about 25% of the equity.

Safmarine is also a major shareholder in Sun International (SI), with an effective 15,7%. With about 37,5% held directly by Rennies, the Rennies/Safmarine camp would wield a combined shareholding of more than 50% of SI. The other major shareholders in SI, Southern Sun (25%) and the Kerzner group (15,7%), collectively hold about 40%.

One of the chief architects of the Rennies/Safmarine merger is Marmion Marsh, who is chairman of Safmarine and deputy chairman of Mutual. Marsh, who is known to have been working on the marriage for some time, is tipped to emerge as the top personality at the head of the combined group.

He is a low-key executive, but is reputed to be a brilliant financial manager with exceptional acumen in international trade. Since he joined Safmarine some 23 years ago, Marsh (55) has pulled off some lucrative coups for the company through his ability to anticipate trends in world shipping and international currency movements.

No 2 man and, quite possibly, the group chief executive in the merged operation will probably be Charles Fiddian-Green, the present executive chairman of 136-year-old Rennies. Fiddian-Green (50), an Oxford MA, has steadily built up a reputation as one of SA's more astute chief executives since he became MD of Rennies in 1969. He is a tough, shrewd negotiator with formidable staying powers. However, through his Jardine Matheson links, he has developed a powerful overseas connection and he may well be

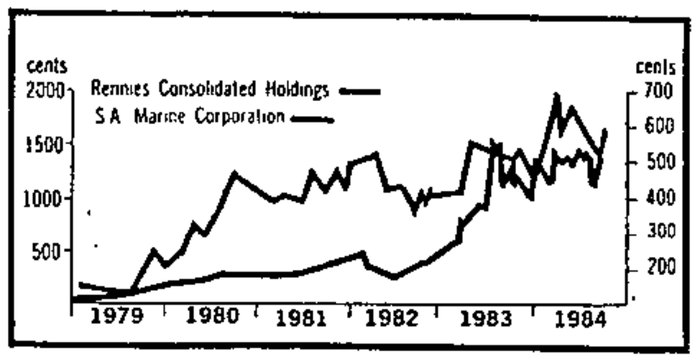
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CEILINGS REMAIN

Investors wasted little time in voicing their opinion about last week's joint announcement affecting Safmarine and Rennies. On August 3, the first trading day following the statement, Safmarine's price gained 80c to 600c, while Rennies advanced 260c to close at 1 500c. All this occurred against the backdrop of an 18-point fall in the RDM 100 index to 875.

But despite the promising prospects for both companies, if the deal is completed, the shares may experience difficulty advancing from current levels in the short term. The chart shows that the share prices of Safmarine and Rennies are bumping up against reasonable resistance areas.

Rennies' price has been struggling at the 1 600c level for the past year. Safmarine recently advanced above 700c, but quickly retreated to about 500c in sympathy with the overall market. Consequently, unless both companies have a surprise up their sleeve which could cause a sudden rush for the shares, the price of Safmarine and Rennies should hover near current levels for the time being. *Stephen Richter*





Vice-chairman Steyn ... activities mesh well

tempted by a foreign challenge.

Also likely to be prominent in a new management team is Rennies heir-apparent Buddy Hawton (46), who was recently appointed to the new position of chief operating officer at Rennies. This places him third in line after vice-chairman Ted Steyn.

Safmarine's management is highly centralised, without such clearcut lines of succession. But present corporate GM David Hutchison, responsible for the group's container shipping, is strongly tipped as the next chief executive.

Most of Safmarine's profits are derived from its shipping interests, which include general cargo, bulk trading, refrigerated cargo vessels, tugs and anti-pollution vessels. Among its unlisted investments are a 50% stake in Freight Services, a 33% stake in Trek Airways and a 40% interest in Unicorn Shipping.

Last year, the board decided to increase its involvement in international tourism and formed a new division called Safleisure for the purpose. Apart from links already formed with Sun International, current plans include a re-entry into the luxury passenger ship market, a strengthening of interests in air travel and investments in high-class hotel chains.

Rennies is a more diversified conglomerate, but its biggest contributors to profits are hotels, shipping and related activities. Apart from the interest in SI, Rennies owns all the Holiday Inns inside SA. Its trading activities include light industry, wholesaling and retailing. In the trading division, the group markets liquor — mainly Douglas Green wines — which is another activity that could usefully fit into an expanded group in hotels, travel and tourism.

Some intriguing developments could also be unleashed in the insurance broking market. Since the break-up between Standard Bank and Willis Faber earlier this year, Safmarine holds 50% of Willis Faber, the remainder being held by Willis Faber UK. Rennies has a 12% interest in the merged broking operation of Jardine Glanvill and Robert Enthoven, with an option to increase this to 20% by 1985.

This raises the possibility of an eventual marriage of Willis Faber and Robert Enthoven. It would give Mutual an interest in a major broking company which would compete strongly with the two leading broking firms, Price-Forbes and Bowring Barclays — and could ultimately lead to further shake-ups in that industry.

Perhaps the biggest questions surround the freight forwarding and clearing business. The Competition Board apparently has no qualms over the merger proposal and has already decided that "no circumstances exist which do not justify the merger in the public interest." This could imply that Freight Services' and Rennies' respective interests will be left to be run as separate arms-length operations. Even so, there would certainly be a tremendous polarisation of power in the industry.

Depending on the terms of the merger, Mutual could easily end up with less than 50% of the combined group, although it would remain the largest shareholder. That need not bother Mutual's policyholders, nor should shareholders in either Safmarine or Rennies have any objections *in principle* to the proposal.

The insurance company's relatively low interest should help ensure there will be minimum interference while professional managers are left to get on with the job. Concentration of muscle has the potential to increase profitability and growth in these key industries, and should therefore be welcomed. *Andrew McNulty*



Rennies' Hawton ... rising to prominence

SATS has to bear brunt of undersubsidised roads

By Zenaide Vendeiro
Transport Reporter

Too little money is invested in the South African road network and the result is congestion, higher wear and tear of the roads and a growing accident rate.

This was one of the findings of the National Transport Policy Study's investigation into the economic aspects of transport. The report was presented by Professor P J Nieuwenhuizen, of RAU's economics department, at a seminar held in Pretoria recently.

Professor Nieuwenhuizen said that in real terms, the provision of funds by the Government to provincial administrations for road construction had decreased by R104,3-million from 1976/77 to 1982/83.

He called for increased expenditure to "accommodate the many urgent needs emanating partially from the inadequate spending pattern of the past and partially from the new political dispensation".

Investment by the South African Transport Services (SATS) in the railways system, on the other hand, was found not only to be significantly higher than that of other sectors but it was also more stable from year to year.

While road users were not fully charged for the use of roads, SATS had to recover the cost of its infrastructure.

This unfair pricing eroded SATS's position as a national carrier.

Professor Nieuwenhuizen said this trend was expected to continue. By the year 2000, SATS's share of passenger transport will have dropped to 29 percent and freight transport to 37 percent.

It was essential, he said, that this imbalance be removed.

The under-recovery of road costs from road users not only had a detrimental effect on SATS but it was not in the national interest.

"The subsidisation of the road user adds to congestion and accident and maintenance costs. This state of affairs will worsen over the next decade or two when the number of vehicles on South African roads will more than double to approximately 9 million."

Besides the virtually free use of roads, road hauliers had other advantages over rail transport, he said. SATS overcharged on high-value traffic to subsidise losses made by the passenger services.

"Such overcharging cannot but result in the diversion of traffic to other modes, especially the road haulers."

But it was not viable, said Professor Nieuwenhuizen, to eliminate the need for subsidy by raising fares for passenger services to an economic level.

This was because of the "socio-economic policy of the country, the low general level of black and coloured incomes, the relatively long distances involved in daily commuting to and from places of work and the fact that large numbers of people will simply switch to alternative modes."

Road transport was also more flexible than rail.

The revision of the high tariffs might have to be co-ordinated with a policy to price road transport more fully, the report said.

RDM 16/8/84 ~~333~~ ~~145~~ ~~146~~ 333

Pay minimum wage, Govt tells stevedore firm

By STEVEN FRIEDMAN
Labour Correspondent

A DURBAN stevedoring company Keeley Forwarding, which caused a major row by refusing to pay workers the legal minimum wage, has failed in an attempt to win a Government exemption allowing it to pay less than the minimum.

A Department of Manpower spokesman confirmed yesterday that the Minister of Manpower, Mr Piet du Plessis, had turned down the company's request for an exemption from a legally binding wage order covering the docks.

A spokesman for the General Workers Union (GWU), which represents most of Keeley's 200 workers, hailed the decision, saying it "vindicates the union's stance".

Comment could not be obtained from the company yesterday.

Keeley's attempt to avoid paying the legal minimum sparked work stoppages by its workers and threats of action by dockers in one foreign country.

The wage order lays down a minimum of R18,65 a day, but Keeley has been paying workers R10,50.

When it was challenged on this by the GWU, it said it had applied for an exemption from the order and had been told by the Department of Manpower that it did not have to pay the minimum while its application was under consideration.

But the department denied this and the Director-General of Manpower, Dr Piet van der Merwe, confirmed in writing that Keeley had to pay the minimum while its application was processed.

Despite this, Keeley continued to refuse to pay the minimum, according to the union.

The GWU's spokesman noted yesterday that the minimum in the order was the same as the wage rate negotiated between the union and the national stevedores' employer association.

By refusing to pay it, Keeley was seeking to evade a negotiated agreement between the GWU and employers, he said. He charged that other small companies which had recently entered the industry were trying to do the same.

RDM 16/8/84 333

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RDM 17/8/82 (333)

Minimum for stevedores

Labour Correspondent

DURBAN stevedoring company Keeley Forwarding yesterday agreed to pay the legal minimum wage — and to pay backpay for the 11-week period it did not do this — a spokesman for the General Workers' Union revealed yesterday.

The company made this undertaking at a meeting with the union yesterday, after its application to the Minister of Manpower to be exempted from a wage order laying down a minimum of R18,65 a day, was denied.

The company has been paying many of its workers R10,20 a day.

KEELEY MUST PAY

(333) Fm 17/8/82

The Department of Manpower has turned down a request from the Durban stevedoring firm, Keeley Forwarding, for an exemption from the current minimum wage determination for the stevedoring industry (*FM* August 3).

Keeley claimed an exemption on the basis that it could not afford the new rates which effectively increase wages from around R10,50 a day to R18,65.

The General Workers Union (GWU), which represents most Keeley workers, filed an objection to the application and threatened to take industrial action if the exemption was granted.

Union branch secretary Mike Morris says the company has indicated that it will now pay the new rates — reluctantly.

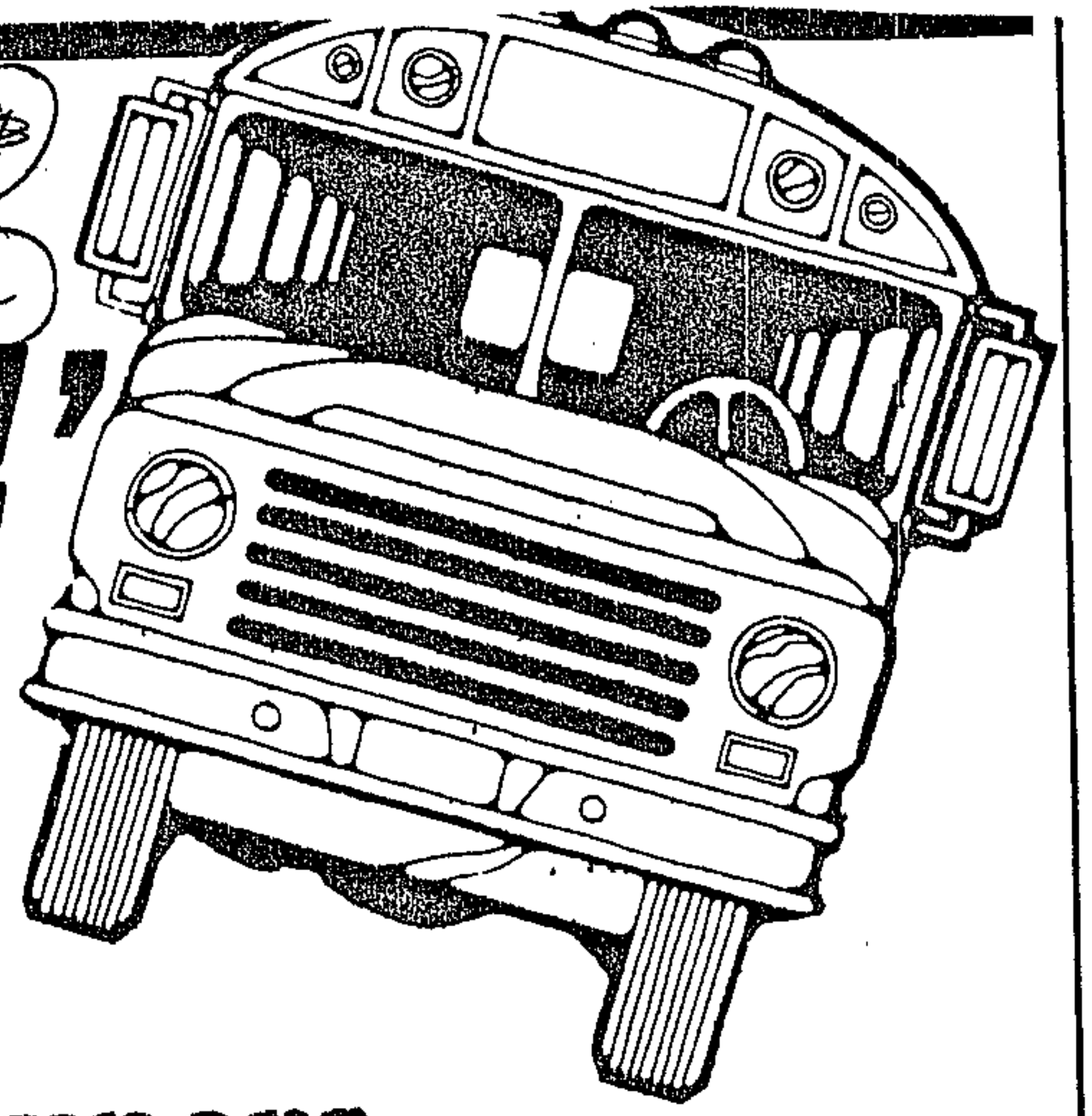
Says Morris, whose union has a history of confrontation with Keeley: "The GWU has warned companies who attempt to stand outside of Industrial Council agreements that they should take heed."

"We are very serious about collective industrial bargaining and intend to make sure that these agreements are abided by."

OFF THE BUSES

'We reject new municipal buses!'

19/8/84 C. Press



MORE than 600 Sobantu residents in Maritzburg have pledged to boycott the planned municipal mini-buses which are expected to compete with privately owned kombis on the township's routes.

The kombi trade started flourishing earlier this year when residents started boycotting buses because of fare increases.

Residents support local cab owners

CP CORRESPONDENT

Although the bus boycott eventually ended, the residents continued to support the cab owners.

The decision to boycott the mini-buses was taken at a lengthy meeting at Sobantu Community Hall recently.

Speakers emphasised the need to support the cab owners, whose "livelihood is threatened by the introduction of mini-buses in Sobantu".

The kombi operators, were fathers and sons who supported their children and parents through transporting people said a speaker.

"Why should they be put out of their jobs at such a critical time when inflation and unemployment is high," the meeting was asked.

"How can the municipality attempt to snatch bread away from struggling people who are trying to make an honest living?"

The residents said they would not stone the municipality's mini-buses.

"We won't cause any damage to property because this will be self-defeating," said the residents, adding that they would continue to use the "existing" bus service as usual.

Local transport consultant Qobolo Hlope told City Press this week that the PMB Taxi Association was still waiting to get a hearing by the local Road Transportation Board to register objections against the proposed new service.

However, council transport department director George Hichens said there wouldn't be a hearing. "We will not be introducing mini-buses to compete with cab owners, but merely to replace two old buses," he said.

These mini-buses will operate during peak hours — between 8am and 4.30pm — "to provide a better service to shoppers," according to Mr Hitchens.

In appreciation of the community's stand of solidarity, kombi owners have pledged to introduce a code of conduct to satisfy their customers.

RDM 20/8/84 □□□ (333)

THE failure of a Durban stevedoring firm, Keeley Forwarding, to win Government exemption allowing it to pay below the legal wage minimum has key implications for bargaining at the docks.

Keeley was paying workers R10,20 a day, well below the R18,65 minimum in a binding wage order. Last week its request for an exemption was turned down and it will have to pay more than R50 000 in back pay.

This has obviously delighted the General Workers' Union, which represents most Keeley workers and opposed the company's request for an exemption. But the main reason for its joy has become obscured.

The GWU is the only unregistered union to have a formal national bargaining arrangement with employers — it negotiates pay with the national stevedoring employer association at four major harbours.

This arrangement is under threat because some small companies which are not party to this agreement have entered the industry.

The union is concerned that they will undercut its wage agreement with the employer association. As a result, the minimum in the wage order is the rate negotiated by the union and the association.

In the absence of an industrial council agreement, the wage order is a unique way of ensuring that all employers pay the negotiated rate.

The GWU has now warned that it will act against any other employer who pays below the minimum.

Empty buses pinpoint rising unemployment

S. Times 26/8/84

By Amrit Manga

UNEMPLOYMENT in Bophuthatswana is increasing as workers are laid off by cash-strapped industry and business.

An indication of the severity of the recession is given by an expected 10% drop in commuter traffic to neighbouring industrial areas in South Africa.

Beau Sutherland, chairman of the Bophuthatswana National Development (BNDC), says the 10% decline will mean 900 000 fewer workers travelling from Mabopane and Ga-Rankuwa to Rosslyn, near Pretoria, every month.



Fewer passengers on their way to work

Carpet

"Although exact figures on unemployment in the homeland are not available, the expected decline in commuter traffic is a fair indication of the number of retrenched workers.

"South Africa will repatriate thousands of retrenched workers to Bophuthatswana and simply sweep the problem under the carpet. Bophuthatswana will bear the brunt of unemployment."

To make matters worse, expenditure by the BNDC and the private sector for 1984-85 will fall short of the projected R200-million. This will add to the huge pool of work-seekers returning from neighbouring industrial areas.

"The projected increase of R5-million on the R195-million spent in the 1983-84 financial year was optimistic under current economic conditions," says Mr Sutherland.

Investment by the BNDC in industrial development in the current year is not expected to increase by more than R8-million on the 1983-84 figure, according to the corporation's annual report. However, it is expected to take up the biggest share of total investment.

The private sector is expected to commit R80-million to industrial projects.

Last year the private sector contributed R60-million to the total of R90-million in industrial development.

Mr Sutherland says: "Industry will remain one of Bophuthatswana's major creators of employment and training.

"Expected improvement in the economic climate in the second half of 1984 will have to be reviewed and so will investment in industrial development which was expected to amount to R120-million this year."

Resorts

The only significant increase in investment by the BNDC this year will be in hotels and resorts. Almost R20-million has been budgeted for them, an increase of R17,6-million on the previous year's figure.

But the increase will only offset the expected reduction in private-sector investment in hotels and resorts of R33-million on the 1983-84 figure of R58-million. Total investment in hotels and resorts in the current year is expected to be no more than R45-million — down more than R15-million on the previous year.

In the year to March 1984, the BNDC investigated 300 applications for financial assistance and approved R3-million, creating 1 500 jobs.

Confidence

The managing director of the BNDC, Wynand van Graan, says the public showed confidence in the development efforts of the corporation, the share issue being oversubscribed by 27%.

"The possibility of a further share issue is under consideration," says Mr van Graan.

Operating income of the BNDC increased by 50% from R17,4-million in 1982-83 to R26,1-million for the year to March 1984. There was a 26,4% increase in operating expenses.

Sowetan 29/8/84 332

Outcry over bad transport

RESIDENTS in the newly established Ekangala township near Bronkhorstpruit have complained of inadequate transport facilities in the area.

By MZIKAYISE EDOM

The majority of the residents living in the township work in Springs, Pretoria and Kempton Park. The township was established nine months ago because of a housing shortage on the East Rand and falls under the jurisdiction of the East Rand Development Board (Eradebo). The only bus service in Ekangala is provided by the giant Putco bus company.

Hike

Residents claim that a limited number of buses are provided in the area only during peak hours. The residents further claim the bus service does not operate during the day and residents have to hike as there is no alternative transport to ferry them to nearby townships.

They also claimed that they paid exorbitant bus fares to go to Springs, Kempton Park and Pretoria.

Bus fare for a single trip from Ekangala to Springs is R2,50 and to Kempton Park R3.

As a result the Ekangala Action Committee has successfully negotiated with the South African Transport Services for a new bus service to start operating in the township at lower bus fares. The Sats will start operating a new bus service as from the beginning of October.

Mr Nkosana Maseko, secretary of Ekangala Action Committee, told **The SOWETAN** yesterday that residents in the township spend not less than R100 a month on transport to get to work. He said "with the introduction of the new bus service by the railway people we will pay half of what they used to pay every month to Putco."

Mr Pat Rogers, a spokesman for Putco said: "We do not get any subsidy from the Government and as a result residents are forced to pay higher bus fares. We have applied for a subsidy from the Department of Transport and up until now we have received no reply from them. We hope that the Department will respond to our request in the near future.

Confirmed

Mr Mike Adendorff, liaison officer of the South African Transport Services, confirmed yesterday that they will be introducing a new bus service in Ekangala as from the beginning of October. This bus service is subsidised by the Government.

He said the bus services will operate between Ekangala, Springs and Kempton Park and at a later stage it will go further up to Pretoria.

Safmarine and Rennies merge

RDM 1/9/84

R1,2bn giant is created

332

By ELIZABETH ROUSE

THE merger of Safmarine and Rennnies will create a giant R1,2bn conglomerate, which will rank in the top 15 industrial companies in South Africa.

The creation of Safmarine & Rennies Holdings (Safren) was announced in Johannesburg yesterday by Mr Marmion Marsh, chairman of Safmarine and Mr Charles Fiddian-Green, chairman of Rennies.

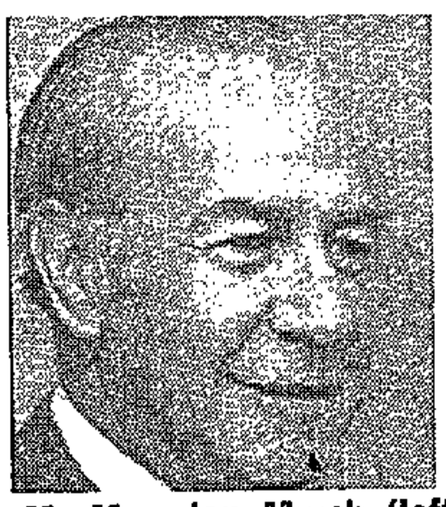
Mr Marsh will be the chairman and chief executive of Safren and Mr Fiddian-Green will be deputy chairman and deputy chief executive.

Market capitalisation of the giant will be over R600m, based on the present market prices of the two companies, with an annual turnover of over R900m and taxed profits of about R72m/R73m.

Mr Marsh hailed the merger as a "very good fit" and "probably the best merging of interests which have taken place in South Africa."

Safren would not only be a force in South Africa but would also look at expansion internationally. Shareholders would benefit from the outset.

Rationalisation benefits should be material and should assist in countering present adverse tendencies in the economy.





Mr Marmion Marsh (left) will be chairman and chief executive of Safren and Mr Charles Fiddian-Green the deputy chairman and deputy chief executive.

Mr Marsh said that over the past decade the Safmarfine fleet had undergone a complete modernisation programme, particularly in containerisation.

The merger offered exciting potential for diversification, especially into the tourist, travel and leisure industries.

In tourism exciting new developments should follow. The larger volume and increased facilities on the travel side should provide the resources for a more purposeful campaign to sell South Africa's tourist attractions.

Partnership with the Kerzner group through Kersaf and Sun Rennie would continue undisturbed and even closer co-operation would result to benefit Safren's fast growing interests, particularly in Sun International.

The Holiday Inn chain would be expanded and a strong entry made into the budget hotel field.

Mr Fiddian-Green said the group could look forward to an accelerated rate of expansion, not only in South Africa, but internationally. International expansion will be his responsibility.

Mr Marsh stressed that Safren would be an independent group. Old Mutual, which currently owns 70% of Rennies and about 30% of Safmarine, would not have a controlling interest and would not seek to control Safren.

A joint statement said Safren would have the financial and marketing strength to accelerate the development of South Africa's shipping and tourism industry.

Investment in related and worthwhile enterprises would be facilitated and the aim would be to strengthen and broaden the earnings base in the interest of greater stability and sound dividend growth.

Other operations include liquor (Douglas Green wines), soft drinks (Sparletta Suncrush), transport and security and wholesaling.

Slotting the insurance broking and air travel businesses into the total structure has not yet been decided.

Also announced yesterday was the proposed merger of the shipping services companies.

Amic will retain its stake in the shipping services division.

Amic and Safren will have an equal holding in Redbury Holdings, which will have a stake of 50,1% in Rennies Freight Services.

But Safren will have control as it will have a 44% holding in Rennies Freight Services.

Permit changes may kill minibus taxis

(332) E.Post 3/9/84

By SHIRLEY PRESSLY

REGISTERED taxi operators who run minibus taxis in Port Elizabeth face the threat of being phased out by the Local Road Transportation Board (LRTB).

On October 4 the Road Transportation Board will hear representations as to why it should not change the existing permits of taxi operators by removing a clause which allows "operations to be undertaken on a contractual basis between the hirer and the operator".

The Road Transportation Board has given notice to every taxi owner registered with them of their intention to amend their existing permits.

If the change goes through and the clause is removed from the permits it will effectively put legal minibus taxi operators out of business and leave the field wide open to the pirate taxi operators.

Minibus taxi operators would then be forced to charge metered taxi rates and would not be allowed to pick up several people in one spot and enter into a verbal contract to take them to a point decided on by the passengers at a fee agreed to by the passengers.

Usually the driver gives a global fee for the trip, for example R10, which is then divided among the 10 passengers at R1 each.

Mr Donald Cairncross, regional chairman of the South African Black Taxi Association, who also serves on the national council of the association, said the proposed change to the permits would make the viability of the registered taxi operators' business extremely difficult.

By taking away rights from the legalised operators it would leave the field wide open for the pirate operators who did not contribute any revenue to State coffers and were without control.

Mr Cairncross said there should be some sort of control of public transport from the point of view of safety of the passengers.

Illegal operators often employed drivers without licences who were under age.

Mr Cairncross said the general attitude which came across very strongly from the Welgemoed Commission was that it frowned on minibus taxis.

Legislation was framed and circulated to parliamentarians, but it was universally condemned and the Government decided not to table it.

It was decided to refer the issue back to a more broadly based commission, which is hearing evidence at the moment.

It was expected that the present commission would have its findings ready before mid-1985.

But it seemed as if the Local Road Transportation Board, which had wide powers vested in it through the existing laws, wanted to act in great haste before the new Parliament went into session.

Mr Cairncross said he assumed that the LRTB feared that any restrictions on the operations of registered taxi owners would not meet with much support from the Indian and coloured Parliaments.

Lenasia body wants a State bus subsidy

13/9/84 Star

332

By Yussuf Nazeer

A State-subsidised municipal bus service between Johannesburg and Lenasia has been called for by the Lenasia Public Commuters' Committee (LPCC).

The LPCC has sent letters and petitions to the Local Road Transportation Board and to the Ministry of Transport Affairs complaining of Lenasia's "inadequate and inefficient" commuter transport service.

A petition called for:

- A State-subsidised bus service routed through all extensions of Lenasia and Lenasia South to various points in Johannesburg.
- An adequate internal transport service for the township.
- A direct railway commuter service between Lenasia and the city.

The LPCC has complained several times about the board turning down applications by various companies to instal subsidiary bus services in Lenasia.

However, the Ministry said in a letter to the LPCC there was nothing preventing anybody applying to the board to introduce a bus service in competition with an existing one.

All applications would be considered on merit and in accordance with the provisions of the Road Transportation Act.

A random survey among commuters by the Federation of Ratepayers' Associations showed the present transport service was hopelessly inadequate.

The association called for "the immediate implementation of an efficient internal and external public transport service for Lenasia's ratepayers".

Argus 18/9/84

Nine hurt as commuters stone buses

Argus Bureau

EAST LONDON. — Nine people were slightly injured and three buses extensively damaged in a stone-throwing incident today.

The buses were stoned by commuters alighting from a train at Arnoldton station, said police liaison officer Lieutenant Dot van der Vyver.

A spokesman for the Ciskei Transport Corporation, Mr Wessel van Wyk, said "a lot of windows" were broken. The full extent of the damage had not yet been estimated.

Nine people, including two drivers, were slightly injured, he said.

Bus fares: Objections to be heard tomorrow

Argus 19/9/84 p 332

NATIONAL

Staff Reporter

REPRESENTATIVES of community organisations, trade unions and the United Democratic Front packed the small boardroom of the local Road Transportation Board offices today to hear an application by City Tramways Ltd for a fares increase.

City Tramways has asked the National Transportation Commission for an average increase of 11,8 percent.

The UDF, the Food and Canning Workers Union, the General Workers Union, the Cape Town Municipal Workers Association, the Federation of Cape Civic Association, the Cape Town City Council and the Atlantis Management Committee were among organisations objecting to the proposed increase.

At the start of today's hearing counsel representing most of the objectors, Mr David Mias, asked for a postponement of the hearing on the grounds that the objectors were not properly prepared and had been unable to obtain a full financial statement from City Tramways.

Sensitive issue

Counsel for City Tramways, Mr S Selikowitz, SC, objected to a postponement on the grounds that City Tramways had submitted its application for an increase in May.

Mr Selikowitz said no financial statement would be available even if the matter was postponed for a month. However, the company had audited certificates of revenue and expenditure available from the period July 1 1983 to February 26 1984.

Mr Mias appealed to the chairman of the commission, Mr H C van Zyl, to postpone the hearing as the matter of transport was a sensitive social and political issue.

He said he intended to call three expert witnesses, only one of whom was available today.

Mr Selikowitz said the company did not intend to cross-examine the witnesses and suggested that memoranda be submitted to the commission in writing.

Mr van Zyl agreed to postpone hearing the objectors' case until tomorrow. City Tramways were permitted to present evidence in support of their application today.

332 C-Times 19/9/84

Bus-fare increase hearing

Staff Reporter

THE National Transportation Board will today hear representations from City Tramways Limited for a 12 percent bus-fare increase.

Several community and labour organizations are to attend the hearing.

In May this year, an application by City Tramways said the average 11,81 percent increase was "necessary because of the general increase in operating costs".

Memoranda objecting to the increase will be presented to the board by the United Democratic Front, the Cape Housing Action Committee, the United Women's Organization, the Western Cape Civic Association, the Food and Canning Workers' Union, the General Workers' Union and the Municipal Workers' Association.

City Councillor Mr John Muir said yesterday that people were already under strain because of inflation and the increase would affect those who lived on the Cape Flats and in surrounding areas who had to commute daily. Transport was a significant item on the budget of people, he said.

The hearing begins at 9am.

Application for busfare increase

Staff Reporter

CITY Tramways applied yesterday for a 12 percent busfare increase.

The increase was needed to offset increases in salaries, wages, operating and maintenance costs, Mr S Selikowitz, SC, who appeared for City Tramways, told the National Transport Commission in support of the company's application.

About 50 people representing several civic and labour organizations attended the hearing, chaired by Mr H C van Zyl of the NTC. Several memoranda objecting to the increase were also handed to the commission.

In papers before the commision, Mr Selikowitz said the actual revenue earned by City Tramways deduced from an "adjusted base period" between July 1983 and February 1984 was R30,5m, while actual expenditure for the same period was R28,1m.

The anticipated increases in costs were expected to amount to R3,4m which would leave City Tramways with a pre-tax surplus of R186 718 which "represented an unreasonable return of less than one percent on the capital employed", he said.

If the application for the higher fares was granted, the increase in revenue would amount to R5,1 million. "We are running at a type of break-even point and the company unashamedly would like to make a fair profit," Mr Selikowitz said.

City Tramways experienced significant increases in the following categories: Rent, 89 percent; telephones, 14,8 percent; damages, 15 percent, and 55 and 32 percent on the dollar and sterling exchange rates respectively for fuel and parts purchases, he added. This year's profits were expected to be lower than the R1,4m made in 1983.

The last time a cost-related increase was made was in 1982. The 18 percent increase in 1983 was to absorb salary and wage increases.

Representations on behalf of the objectors will be heard today at 9am at the Nedbank Building, Foreshore.

● Reports that City Tramways was using blue and white painted buses from Ciskei were denied at the hearing. Mr Selikowitz said the buses were purchased from the Corporation for Economic Development in Pretoria. To repaint the buses was "an expense not justifiable in this climate".

Mr Selikowitz was instructed by Asherson and Asherson. Mr David Mias, of Omar, Vasson, Sonn and Abercrombie, appeared on behalf of the objectors.

Cape Flats people want pirate taxis made legal

Staff Reporter

NINETY PERCENT of residents in five Cape Flats communities favoured complete deregulation of pirate taxis, according to Professor Pieter le Roux, professor of development studies at the University of the Western Cape.

Professor le Roux gave evidence today on behalf of objecting to the City Tramways' application to the National Transport Commission for an average 11,8-percent increase in fares.

"Most people surveyed were in favour of legalising pirate taxis. They believe they are being forced by a company that owned by a company profits out of them," he said.

TAXIS CHEAPER

In answer to a question by the chairman of the commission, Mr H C van Zyl, Professor le Roux said that in some instances pirate taxis were cheaper than bus fares.

Many people were prepared to walk up to 6 kilometres a day to a railway station in order to avoid bus fares, even if they were near a bus route, he said.

It was increasingly the poorer section of the community who relied on bus services, and if the proposed fares increase was approved it would push at least two percent of the community below the breadline.

"On a political level there are a number of reasons why people object to the increased fares. Fifty percent of people classified coloured and almost all those classified far away from town in terms of Group Areas legislation," he said.

TAKEOVER PLEA

Earlier, Mrs Eulalie Stott, a member of the Cape Town City Council who addressed the commission in her private capacity, appealed to the Government to take over City Tramways and turn it into a public utility company.

In reply to a question from Mr van Zyl she said the local authority could not take over the City Tramways because it had a limited source of revenue.

"I am suggesting that the Government take over the company," she said.

● The Cape Town City Council was incorrectly named as an objector in yesterday's hearing as an objector. Mr van Zyl corrected the error today.

Bus firm's accounts: Probe call

Staff Reporter

OBJECTORS to the proposed 12 percent increase in City busfares yesterday called for an in-depth investigation into the accounts of the applicant, City Tramways, which one witness calculated had made a profit of almost 50 percent every year for the past five years.

Mr William Hofmeyer from the economic history department at UCT, told the National Transport Commission court which is considering the application that based on the value of their original capital investment, City Tramways shareholders had been reaping a profit of an estimated 49,3 percent since 1979.

'Conservative'

Mr Hofmeyer said his "conservative" estimate was based on the limited amount of information at his disposal, and called on the bus company to release more details about its financial situation.

Mr Peter Mias, legal representative of the objectors, called for an investigation into the financial affairs of Tollgate Holdings and its subsidiaries, including City Tramways.

"Without such an enquiry the court cannot possibly come to a just decision in this matter," he said.

He criticized the applicants for leaving their counsel, Mr S Selikowitz SC, to defend their entire position, and accused the representatives from City Tramways of not wanting to "submit themselves to cross-examination".

Various other objectors from a number of community organizations including the Cape Areas Housing Action League (Cahac), the United Women's Organization (UWO) and the United Democratic Front (UDF) presented memoranda to the court.

They detailed the hardships under which township commuters already laboured and pleaded on behalf of their organizations not to increase this burden.

The UDF, Cahac and the UWO drew the court's attention to the political implications of public transport and the role played by the Group Areas Act in resettling people far from their places of work.

In his reply, Mr Selikowitz said it was "irresponsible for professional men to come here and make insensitive statements on the basis of insufficient evidence".

'Answers'

He said Mr Hofmeyer's method of calculating profit based on the historic valuation of investment did not arrive at the same answers as that based on replacement depreciation recommended by the Welgemoed Commission.

The chairman of the hearing, Mr H C Van Zyl of the National Transport Commission, said the commission would try to arrive at a decision on the matter as soon as possible.

● It was incorrectly reported yesterday that busfares were increased by 18 percent in 1983.

Tramways in fact applied for and was granted an 11 percent increase to cover the 18 percent increase in salaries and wages that year.

Man gets 2 years for stone-throwing

By LINDA ENSOR

STONES thrown at a Putco bus during the Alexandra bus boycotts in January resulted in a 27-year-old man being sentenced to two years' imprisonment in the Johannesburg Regional Court yesterday.

Khanda Michael Vilakazi, 27, of Alexandra, pleaded not guilty to throwing the stones which broke three bus windows, saying he was walking along a road in Alexandra when the incident took place at about 8.15pm on January 18.

The driver of the bus, Mr Joseph Mtshali, told the court he was driving along Selborne Avenue to the bus terminus when stones were thrown at the bus.

He reported the matter to the police who instructed him to drive in front of them to the bus depot.

On the return journey, Mr Mtshali said, stones were thrown by three men standing at the corner of Ninth and Selborne avenues.

Warrant Officer B A Mthembu, who was following the bus in a car, said he saw Vilakazi throwing stones with the other men who scattered in different directions when they saw the police.

Vilakazi fell as he was running away and was arrested, W/O Mthembu said.

Vilakazi said he saw two men throwing stones and ran away when a private car stopped next to him. It was dark, he said, and he did not know what the intentions of the men in the car were.

The magistrate, Mr C C Butler, said buses operated for the convenience of the public, and other stone-throwers had to be deterred.

Workers 'locked out after going on strike'

Labour Reporter

ABOUT 300 employees of a transport company in Umbilo yesterday claimed they had been locked out by the management because they had gone on strike on Tuesday.

Attempts by the Mercury to contact Mr T R Mezher, managing director of Storm and Co, on Tuesday and again yesterday proved fruitless. His secretary said he was not available to speak to the Press. She also said the company had no comment on the strike.

The strike followed claims by workers that the management was refusing to meet the union to discuss their grievances.

A spokesman for the South African Allied Workers' Union said the workers had asked the company for recognition of the union but the management had apparently refused.

He said the strikers — about 300 drivers and labourers — had been locked out of the premises yesterday. The police were on the premises but no incidents were reported.

The workers decided not to return to work until the company agreed to meet the union to discuss their grievances.

Meanwhile, Mr Richard Gumede, president of the South African Allied Workers' Union, said that the union lawyers were being briefed to fight the dismissal of 40 black workers from the Salt Rock Hotel. He said they had been fired after striking in support of their demand for more pay.

Mr Weir Smith, manager of the hotel, could not be reached for comment last night, but a spokesman for his office said they were 'sick and tired' of Mr Gumede and the union.

Putco pulls out of Tembisa as unrest rages on

Mail Reporters

AMID continuing violence, Putco yesterday pulled its buses out of Tembisa on the East Rand — and sporadic unrest was again reported in Soweto, Maritzburg and Port Elizabeth.

Putco withdrew its services and operated only to the outskirts of Tembisa after four of its vehicles were damaged by stone-throwing mobs, reports Sapa.

"The situation there is very bad," a Putco spokesman said.

Police headquarters confirmed that sporadic stone-throwing took place in Tembisa throughout the day.

A local Development Board vehicle was also set on fire but officials extinguished the flames in time to prevent serious damage.

In other incidents, a bread delivery van was stopped and looted and a truck had its tyres slashed.

Lieutenant B F van der Walt of the SA Police Directorate of Public Relations in Pretoria said police took no action in Tembisa.

Lieut Van der Walt said a petrol bomb was thrown at a private house in Mpumalanga township, Hammarsdale, in the early hours of the morning.

The bomb exploded after landing on a parked vehicle.

The owner, whose identity the police spokesman could not reveal, rushed outside and extinguished the fire.

No damage was done to the house and no one was injured, Lieut Van der Walt said.

No arrests have been made.

Other incidents reported by police yesterday were:

- In New Brighton, police used teargas and the sneeze machine to disperse pupils who gathered at various places in Port Elizabeth townships.
- In White City Jabavu, Soweto, a Sparletta delivery van was stoned and looted by a group of about 200 youths.

A second soft drink delivery van driver was slightly injured by 200 stone-throwing people in White City, Soweto, and his vehicle was looted. The crowd fled when police arrived.

- In Sebokeng, a crowd of about 120 people stoned a bus, smashing windows, but police again took no action.
- In Vosloosrus, another bus was damaged in a stoning incident.
- Fourteen youths were arrested in Wattville, near Benoni, early yesterday after a stone-throwing incident in the area on Wednesday night.
- In Westend Sobantu, near Maritzburg, two petrol bombs were hurled into a private home early yesterday, burning curtains and damaging a wall.

THOMAS LEKGOTHOANE reports that the office of the principal of Mohlakaneng High School in Seshego was burnt down by unknown youths on Wednesday night.

The burning came after pupils at three Seshego schools boycotted classes on Wednesday.

Councillors reject new Putco fare increases

By RAYMOND MASHAO

THE Vosloorus Town Council has rejected Putco's 12,5% proposed fare increase to be implemented in the Reef areas later this year.

In August the Soweto Council also opposed the increase and turned down a suggestion that councillors serve on the Transport Consultative Committee.

A delegation led by the mayor of Vosloorus, Mr F L Mahlangu, his deputy, Mr C Mokoena, and a councillor, Mr E Jukuda, held talks with officials of the Local Transportation Board in Pretoria on Tuesday.

"We have submitted our objections to the board and we are only waiting for the outcome. We are against the increment as we feel it would be the second time in a year that Putco increases fares in the area," said Mr Mokoena.

He said in November last year violence nearly broke out because of Putco fare hikes.

The council claims Putco was giving poor service in the township and that bus drivers were not adhering to the normal procedure regarding the use of weekly coupons.

The rising cost of living was also making it difficult for commuters to cope with the increases.

Mr Mokoena said the matter was brought to the council's attention by residents.

He said it would have been unwise had the council turned a deaf ear to residents' grievances because "they elected us so we must serve them accordingly".

Putco recently wrote to a number of councils explaining their intention to increase fares, pending the outcome of an application to the Local Transportation Board.

Meanwhile, Putco is introducing weekly season tickets for commuters using the Ekangala-Kaalfontein-Springs buses on Monday at one-third of 10 single fares, reports Sapa.

In a statement yesterday Putco said five-day season tickets between Ekangala and Kaalfontein will cost R8,60 and Springs R8,20. Six-day tickets currently cost R10,30 and R9,80 respectively.

The services were introduced at the end of April and five buses are operating daily. The single journey fares are R3 for the Springs route and R2,50 for Kaalfontein.

Putco fares cut

PUTCO is to cut its fares for Ekangala passengers to less than a third of current prices with the issue of weekly season tickets from today.

Mr Pat Rogers, Putco's public relations executive, said that the company had applied to the Department of Transport for a subsidy with no results as yet. The company had now decided to go ahead on its own of necessity.

Putco's move follows a recent application by the South African Transport Services (SATS) to operate a bus service in the area.

The application was initially approved by the Johannesburg Road Transportation Board but the decision was suspended following an appeal to the National Transport Commission by Putco.

Putco has been operating services between Ekangala township, near Bronkhorstspruit, and Kaalfontein and Ekangala and Springs (via Benoni) since the end of April this year.

In the absence of a subsidy, passengers have been paying the full economic fare tariff — R3 to or from Springs and R2,50 to or from Kaalfontein.

The new five-day season tickets (providing for return trips from Monday to Friday) will sell at R8,60 and R8,20 respectively. Six day tickets will be R10,30 and R9,80.

"Putco anticipates that with the drastic reduction in travel costs, the service will attract more passengers which in time would allow for improved trip frequency," Mr Rogers said.

Illegal taxis 'pinch' Tollgate

(332) Star 3/10/84

Dr M D Marais, chairman of **Tollgate Holdings**, which controls Cape Tramways, says in the group's annual report it is regrettable that the Government has failed to grasp the nettle of illegal taxi operations which are undermining the financial viability of the bus industry.

He says the "very unfavourable tendencies" in the South African economy had inevitably affected the Tollgate group.

But it had performed creditably despite the unfavourable economic climate.

Because passengers were able to substitute other forms of transport for bus transport, there were limitations on the extent to which cost increases could be passed on to the user, especially during a time of depression and growing unemployment.

Dr Marais says the group's bus fleet, and certain land and buildings, were revalued during the year.

As a result of this and retained earnings, the net asset value per share had increased from 236c to 368c

The increase in the provision for depreciation arising from the revaluation of the bus fleet made it unnecessary at present to maintain a high dividend cover to provide for the normal replacement of buses.

Increases in rates of taxation had had a major effect on the group's profitability.

The rise in the rate of company income tax from 46,2 per cent to 50 percent had cost the group R448 000 this year, and successive increases in general sales tax had reduced after-tax profits by R340 000.

Fishing group is steady

Fishing group Kaap-Kunene Be-

Business briefs

leggings had a net attributable income of R3,5 million in the six months to June, compared with R3 million in the same period last year.

Earnings a share were 25,2c (21,9c). Pre-tax income for the period totalled R6,5 million (R5,2 million).

The directors say in the interim report that the Walvis Bay operation had a poor anchovy season.

The quantity of fish landed totalled about 32 000 tons less than in 1983.

"As a result and also due to the substantially lower oil yield, the fishmeal and oil division at Walvis Bay will not make any contribution to group income in 1984."

They add, however, that in view of the firms's favourable liquidity position they expect to be able to maintain the dividend for the year at 25c.

No Unidev divs in offing

As a result of its property-owning subsidiaries being transferred to Stanprop in May 1983, Unidev's figures are not comparable with the results for the year ended December 1982.

The company's financial year-end was changed from December 31 1983 to June 1984, following a similar change by Unidev's holding company, Unisec group.

Income after tax for the 18 months was R4,8 million. A special dividend of 10c was paid in August last year and the board says it is unlikely there will be further dividends during the next two years.

Iss & Inv edges up

Despite the adverse economic conditions, **Issues & Investments** increased turnover by almost 10 percent to R75,5 million.

Pre-tax profit rose by about 20 percent to R2,6 million but as the result of increased tax, net profit after tax and earnings a share rose by only 11 percent to R1,3 million and 474,1c respectively.

The chairman, Mr N M Cullinan, says in his annual report to June 30 that prospects for growth in dividend income from its share of investments are slender in the foreseeable future.

Accordingly, it will reduce substantially the industrial share component of the overall portfolio.

He says that to date shares worth about R3 million have been sold.

While this will result in a reduced dividend income in the current year, Mr Cullinan believes it will be more than offset by an overall reduction in the cost of group borrowings.

Bell tolls for passengers

By ROBERT GREIG

A CUT in government spending means that passengers will pay more for bus services, says Tollgate Holdings.

In the group's annual report, released yesterday, the chairman, Mr M D Marais, says that because of the clampdown in government spending, "it will be difficult to obtain increased levels of subsidies for passengers and that passengers themselves will have to bear the burden of increased fares".

But Mr Marais believes that this will "to some extent" be offset by extending services into new residential areas.

Earnings

Tollgate's earnings rose to R4,8m from R4,6m in a year characterized by substantially improved first half earnings — the result of fare increases in Cape Town and Port Elizabeth — and rising costs in the second half.

Though expecting no immediate relief from tight conditions and, in fact, a decline in demand for existing services, Tollgate expects "a maintained level of profits in the coming year".

Operating profit, which showed an increase of 14,1 percent was offset by increased depreciation and tax.

Revaluation of assets led to an increase in the net asset value per share — to 368c from 236c.

The bus fleet was revaluated on July 1, three years after the last, and this resulted in an additional depreciation charge of R831 000.

"Certain land and buildings were also revalued and a total surplus on revaluation of R21 617 000 has been credited to non-distributable reserves, of which R17 185 000 is in the respect of buses and R4 432 000 is in respect of land and buildings."

However, the chairman, Mr M D Marais, says that tax and the depressed economy — "the bottom has not been reached", he says — have harmed the Tollgate group.

"In theory, the demand for our services is relatively inelastic; in practice, it is remarkably elastic, especially as a result of the principle of substitution — namely the propensity of passengers to substitute other forms of transport for bus transport."

This, Mr Marais says, limits the extent to which cost increases can be passed on, especially in depressed economic conditions.

Tax increase

The 3,8 percent company tax increase cost the group an additional R448 000 and GST increases also reduced after-tax profits — by R340 00.

Tollgate's total tax bill, including licenses for buses, was R10,4m.

Mr Marais sees no quick relief or easy future for the company.

"The clamp-down in government spending means that it will be difficult to obtain increased levels of subsidization for passengers and that passengers will themselves have to bear the burden of increased fares.

"This will make it more difficult to cover cost increases with additional revenue, particularly as the economic situation is likely to lead to more unemployment and reduced demand for existing bus services.

"However, this trend will, it is hoped, be offset to some extent by the extension of services into new residential areas."

Capex

Funding of capital expenditure on new buses and higher interest rates will be an added burden, Mr Marais says.

● Tollgate's road passenger transport division increased its contribution to group profits by 3,3 percent to 69,5 percent.

Tourism's contribution dropped from 13,5 percent to 8,9 percent.

Tollgate comments that "exceptional increases in charges for accommodation and meals in the last four years, coupled with regular increases in international air fares, have resulted in South African tours being among the most expensive being offered in Europe and North America."

But Mr Marais believes that the position is improving.

Property's contribution rose to 12 percent from 8,8 percent and the contribution of services declined to 9,6 percent from 11,5 percent.

:15

SHAPERO
, dear aunt of
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and children
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missed.

SHAPERO
passed away on
day 3rd October.
missed by Jackie
Jimmy Russell.

SHAPERO
deepest sympathy
old friend. You
always be remem-
Taube and Joe
and family.

SHAPERO
Our very dear
passed away sud-
Deeply mourned.
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passed away 1st
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mourned by his
wife Eileen.

STACK
our dear father
and missed by his
son Stanley, Lor-
and grandchildren
Sandy, Grant

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SWARTZ
Dearest husband
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Martie, Mara,
and grandchil-
Gary, Karen,
Gillian, Natali,
Danny.

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Scott. Darling
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Bill, Lee, Jen &

WEBB
Marjorie, passed
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the family.
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WEBB
Passed away
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Suzanne and

Notices

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Funeral Notices

SWARTZ
The Funeral Arrangements have been altered. The Cremation Service for Abraham Jacobus Swartz of Linden will be held in the Dutch Reformed Church (NED Hervormde Kerk) 7th avenue, Melleville tomorrow Saturday at 11.00 a.m. Cremation private. AVBOB, 51 De Korte street, Braamfontein. Tel: 724-2166/7 or 724-2196/7/8.

THERON
Funeral service for Schalk, Willem Theron of Odendaalsrus will be held in the Dutch Reformed church, (N G Kerk) Odendaalsrus East. Tomorrow Saturday at 10.30 am. Proceedings to the Odendaalsrus cemetery. Avbob 24 Oranje street, Odendaalsrus, (0171) 41176.

WEBB
The cremation service for Lyndia Marjorie late of Sandhurst, Sandton will be held at The Doves and Wilmot Funeral Home Chapel, Hans Strydom Drive, Strydom Park, Randburg this Friday afternoon at 4 p.m. prior to the cremation which will be private. Arrangements by Doves and Wilmot Funeral Home. Telephone 793-3575/6.

In Memoriam

AYTON
Dorothy. With loving memories of our dearest mother who passed away five years ago today. Always in our thoughts, Glenda and Sheila.

DONNELLY
Michael, died 5th Oct. 1983. Dad, you're in my thoughts everyday. Your everloving daughter Jean.

GREEF
Daniel Francois. Dear husband, father, father-in-law, oupa and great-oupa, passed away 3 years today. Fondly and ever remembered by his wife and all his family.

JOHNSON
Andrew. Precious memories of a wonderful husband lovingly remembered. Serrie.

KINSINGTON
Denver. Kenneth in loving memory of a wonderful husband, father and grandfather who passed away 5/10/83. Ray, Lyn, Geoff, John, David and Megan.

MATUS
Solly, in loving memory of our dear husband, father and grandfather, who passed away Yom Kippur 6 years ago. Lovingly remembered by Roseline, Lynda and Neville, Hilton and Susan, Gillian and Neville and grandchildren.

MEADOWS
In fond memory of Brian, a valued colleague, from his friends and associates at Brandt Holdings and at Redler (U.K.), a donation to The Cancer Association, in lieu of flowers.

PARSONS
Walter. You left us so suddenly on 05/10/76 without saying goodbye. No longer here, our lives to share, but in our hearts so ever near. Missed by Yvonne, Lorraine, Veronica, Lynette and family.

PARSONS
Walter. Passed away 05/10/76, eight long years have passed and my heart still aches with sadness and secret tears still flow. What it meant to lose you no one will ever know. Your loving wife Minnie.

ROSSOUW
Adelaida, Maria. In loving memory of our late mother. Passed away on 5th October 1983. Sadly missed by all.

ZWAY

Stan 5/10/84

Lenasia protests on bus service

Representatives of Lenasia bus commuters claim they have been trying for 17 years to end an "unhealthy monopolistic service" used by about 50 000 people.

The Lenasia Public Commuters' Committee told representatives of the Department of Transport and the Local Road Transportation Board in Pretoria yesterday that Lenasia's public transport would never improve with the present "monopolistic" bus service.

The commuter committee's chairman, Mr B V P Daya, told the two transportation authorities that the service could be improved with "healthy" competition.

The committee outlined a list of grievances. These included bus breakdowns, dirty and damaged buses, and lateness.

They also said the present bus service did not run on Sundays and holidays, nor after 7.30 pm.

Mr Daya appealed for the introduction of a competitive State-aided transportation service.

The complaints are to be investigated by authorities.

All set for swinging si



Roll up! Roll up! The circus is in town. In Pretoria town, that is, and there were thrills and spills aplenty when it opened at the Showgrounds. To start the ball rolling a clown had a pat for the friendly chimpanzees who were

rather disappointed that " hadn't brought them som eat. These circus chimps are and they don't work for only bananas. So, if you w chimp's champ, get p

Sanca warns on chemical abuse

By Jennifer Tennant

Chemical substance abuse, including alcoholism, is the largest threat to community health, says the Johannesburg director of the South African National Council on Alcoholism and Drug Dependence (Sanca), Dr Sylvain de Miranda.

He told the 49th St John Ambulance annual conference in Johannesburg yesterday: "We are

PFP wants to discuss hose ban with Obie

Political Reporter

The Progressive Federal Party is hoping to reach consensus with the Johannesburg management committee on the use of hosepipes, before introducing a motion calling for the ban to be lifted, Mr Sam Moss, leader of the PFP in the city council, said today.

"We believe a carrot-and-stick package should be formulated which would allow the use of hosepipes while still creating a sense of urgency," he said.

"What we will attempt to sell to the management committee is a system whereby people are rewarded for using less water than the quota and have to pay for using more," Mr Moss said

Choir's tou of US was 'triumphan

The Durban Men's Choir l Smuts Airport last night umphant" three-week tour ed States which included pe with the Mormon Taber and in the official resid South African Ambassador ton, Mr Brand Fourie.

The choir's conductor, Pauw, said the choir had houses and received stand wherever it appeared.

"Receiving an invitation Mormon Tabernacle Choir to it was the highlight of the Dr Pauw.

Sowetan 5/10/84 332

Putco is flayed

PUTCO bus company has come under severe criticism from the black community following a statement by an official that in future the company might not bother to repair buses damaged in township unrest.

A morning newspaper this week quoted the company's public relations executive, Mr Pat Rogers issuing a strong warning to the public regarding the future repairs on buses.

"We are not going to let our staff work overtime on damaged buses. People must know that damaging buses is a great inconvenience to them as they are the ones who use the service," he said.

In a joint statement, the Azanian People's Organisation and the Azanian Student Movement, said Putco's statement was not surprising because their buses are most of the time minus a window or two.

The two organisations accused Putco of inefficiency and said it was always the case with people who hold the monopoly of a service. They said the company must decide if they want to provide a service or pull out.

Mr Isaac Mogase, chairman of the Diepkloof Civic Association, said Mr Roger's statement was bossy and arrogant.

T'kei bus conflict in court

6/10/84 D. Dispatch

JOHANNESBURG — A conflict over the control of the Transkei-Witwatersrand bus route was taken to the Rand Supreme Court yesterday by the South African Transport Services.

SATS alleged that Greyhound Bus Lines have been operating a permanent bus service from the Witwatersrand to Transkei by constantly renewing temporary 14-day permits.

This service was apparently in competition with the existing service provided by SATS.

The senior law advisor of SATS, Mr Willem du Plessis, said in an affidavit that Greyhound did not possess a permit to operate a public bus service but had nevertheless been doing so since May this year by simply renewing the 14-day permits issued by the LTB.

Mr Du Plessis alleged that SATS' objections to Greyhound's original application for temporary permits in May were overruled by the LTB.

On June 27 SATS successfully appealed to the National Transport Commission (NTC) against the granting of temporary permits to Greyhound.

However, on June 28 the NTC, in considering a separate appeal by Greyhound, decided to approve the temporary permits for four Greyhound buses.

Since then the temporary permits for the four vehicles had been re-

A further appeal by SATS to the NTC on August 29 against the issuing of the permits was rejected.

13/10/82

R1,5m minibus service plan for PE

332

E. Post

By SHIRLEY PRESSLY

AN attempt is being made by a Salsoneville taxi service operator to set up a R1,5 million bus company to rival PE Tramways.

Mr Hashim Baboo has filed an application with the Local Road Transportation Board to run a service in the northern areas of Port Elizabeth with a fleet of 80 minibuses.

Mr Baboo said the application was filed by Northern Areas Mini Bus Service Co Ltd, which would issue shares to the public and seek listing on the Johannesburg Stock Exchange.

Mr Baboo, who has lived all his life in Port Elizabeth, where he operates a taxi service, said there was a similar minibus feeder system in Lenasia, Johannesburg.

He would be a director of the proposed new bus company, which would operate between Booysen Park in the north to Kempston Road in the south.

Mr Baboo said he expected strong opposition from PE Tramways and was fully expecting the application to be blocked.

"We will fight it every inch of the way if it is blocked," he said.

Mr Baboo said he had filed an application to run 20 minibuses seating 15 people each and 60 vehicles seating 25 each.

An application would be made to the Northern Areas Management Committee for allocation of a site at Windvogel.

The service would operate on a fixed timetable and tariffs would be slighly lower than the present tariffs charged by PE Tramways although the new service would not be subsidised like PE Tramways.

"We will also have a clip-card system, which will not be subsidised," Mr Baboo said.

He said that once the new service was in operation, companies could apply to be exempted from the R3 transport levy because commuters chould choose between the new bus service and PE Tramways.

"The Government talks about free enterprise. Let us see how genuine they are in their talk about free enterprise," he said.

Mr Baboo said one advantage to commuters would be that they could travel direct to where they wanted to go.

There would be no feeder system. Passengers picked up in Booysen Park would be taken directly to Kempston Road, for example, and would not have to change at Windvogel.

In Kempston Road they would have to board a PE Tramways bus if they wanted to travel to Summerstrand, for example.

Mr Baboo said about 20 000 passengers a day passed through the feeder system at Windvogel.

An advertisement to be placed in the Government Gazette by the Local Road Transportation Board will give 21 days for objections to the application for the minibus serice.

(552) Star

Putco has lost 21-m passengers

24/10/84

The Putco bus company carried 21 million fewer passengers in the year ending June 1984 than in the previous year, according to its annual report.

The chairman's statement said the situation was aggravated by:

- Operating problems in Durban.
- The increase in illegal taxis and minibuses plying the routes of bus operators.
- The inauguration of the rail service between Mabopane and Pretoria.

The phasing out of the parallel bus service resulted in a severe loss in revenue and Putco awaited the outcome of a claim of compensation lodged with the National Transport Commission.

Business Day

RDM 26/10/84 (332)

Conference heads for cargo-rate showdown

By DAVID FURLONGER
Industrial Editor

CONFERENCE shipping lines operating between SA and the Far East appear to be heading for a showdown on cargo rates.

Member lines are due to meet soon to decide on rates for 1985.

However, the largest Conference member, Safari Service, has pre-empted those talks by officially announcing its own intended increases for next year.

Safari Service is a co-operative of six shipping lines — K Line, Mitsui Osk Lines and NYK, all of Japan, Maersk, of Denmark, Nedlloyd, of the Netherlands, and SA's Safmarine.

Safari is the main component of two Conference services — the SA to Far East Conference and the Japan, Hong Kong and SA Conference.

Its only partner in both services is Gold Star, a Hong Kong-registered shipping line with strong Israeli links.

Gold Star officials said this week that they planned to meet Safari representatives "in the next few weeks" to hammer out rates for next year.

However, Safari has already announced its intended rates. A statement issued last month said eastbound cargo rates from January would go up by 17,5%, or $150 a container.

A spokesman for one of the Safari lines said yesterday that the rates were announced to give customers plenty of warning of what increases to expect. He denied that the announcement was designed to put pressure on Gold Star or that Safari had acted out of turn.

Nevertheless, some shipping sources suggest that Safari — virtually a conference within a conference — hopes Gold Star will take the increases as read.

The Safari spokesman said: "Safari has almost all the shares in the Conference. If the Safari member lines decide, Gold Star has no choice but to agree."

Shipping sources suggest, however, that Gold Star will not be browbeaten. They point out that it already offers lower rates than its conference partners.

The Safari spokesman admitted rates were a sensitive matter. He said: "Gold Star presently offer lower rates than Safari. We will put pressure on them at the meeting to catch up with us but they will probably resist."

Safari has occasionally invited Gold Star to join the Safari co-operative but Gold Star prefers to go it alone. Both sides expect further approaches to be made.

"We need Gold Star in the conference but they don't want to join Safari," the Safari spokesman said. "If they did, Safari would become the conference. We would like them to join."

Gold Star is unlikely to change its mind.

The line's outgoing managing director, Mr Abraham Malamud, who is in SA this week with his successor, Mr Gad Kempinski, said: "Although Safari is the bigger operator, we want to keep our own identity."

Despite any differences on cargo rates, Gold Star insists it remains committed to the conference.

The line's resident representative in SA, Captain W Witelson, said: "We have a commitment to this route.

"Independent operators outside the conference may cease trading because of difficulties for six months or so. Or they may come in because they have spare ships or want to cream off the business in the good times. But customers really want to get good service and to stick with a regular operator."

He estimated the conference captured about 55% to 60% of trade to Taiwan and Hong Kong, and 80% to 85% to Japan. The rest went to independents.

"There are some very strong independents. There used to be a load of pirates among them but that's not so true today.

"Some lines have been complaining too loud and long about the independents, but not us. The independents will always be there. Their presence on some routes helps to keep rates down."

Putco fares will go up by 12 percent

By Revelation Ntoula

Putco fares in the Transvaal will be raised by an average of 12,5 percent as from December 3.

The new fares have been approved by the National Transport Commission which heard evidence on September 26.

At its monthly meeting in September the Soweto City Council rejected proposed new fares, saying fares were already too high and that the council had not been consulted on the matter.

It also rejected Putco's offer to serve on the company's special committee dealing with West Rand fares. Councillors felt that Putco wanted to use them as rubber stamps to endorse unpopular decisions.

Putco's public relations officer Mr Pat Rogers denied that the council had not been consulted.

He said all interested parties, including the council, had been notified of the decision.

TO RAISE

The council had had the opportunity to raise objections at a Transportation Board hearing but had not attended the meeting.

Mr Rogers also dismissed as "nonsense" the council's allegation that Putco fares were already too high.

R1-m damage to buses

Transport Reporter

Damage caused to Putco buses during recent unrest in townships on the Witwatersrand amounted to more than R1 million, a Putco spokesman said today.

The spokesman said it was impossible to give an exact figure because buses were being damaged every day.

Eight buses were completely destroyed and 460 were damaged. A total of 700 windows were smashed by stone-throwers.

Of the three bus drivers seriously injured, one sustained a fractured skull and two had their eyes cut by broken glass. Many others were slightly injured.

Putco has submitted a claim to its insurance company, Carleo Head and Associates.

Unrest costs Putco R1-m

By
NKOPANE MAKOBANE

ATTACKS on Putco buses in the ongoing township unrest have cost the company R1-million in damages.

Mr Pat Rogers, Putco's public relations executive, told **The SOWETAN** yesterday that in the past six weeks, eight of their buses were completely destroyed and 460 damaged.

He said with one bus costing R80 000, it was going to cost the company R640 000 to replace the destroyed buses.

"The people responsible for the destruction of the buses are doing a great disservice to the community. These buses will have to be replaced and repaired and in the end it is the commuter who has to pay for them," he said.

Mr Rogers also announced that Putco's application to increase its bus fares by 12,5 percent on December 3 in the Transvaal has been approved by the National Transport Commission (NTC).

He stressed that the forthcoming increases have nothing to do with the damages the company suffered in the unrest. The increases were approved by the NTC on September 26.

He said the last increases in Pretoria were in September last year and on the Reef in January this year.

Decrease

The Reef increases, he said, were to have been implemented at the same time as the Pretoria ones, but were delayed by four months because of the decrease in the price of fuel which was announced by the Government in the middle of last year.

He said before the coming increases had been approved, Putco had approached all councils, large employers of labour, organised commerce and industry, Government departments and other interested parties for comment.

He gave reasons for the increases as wages and salaries, fuel, cost of replacing buses, maintenance of vehicles and spare parts.

Private taxis: attack on govt stand

(332) C. Times 31/10/84

By EVELYN VOSLOO
Municipal Reporter

AN ATTACK was made in the Cape Town City Council yesterday on a statement by the Director-General of Transport, Dr A B Eksteen, that the government planned to continue to fight against private taxis "with might and meaning".

Mr Frank van der Velde said that this, with a proposed increase in City Tramways fares, could lead to "bloody conflict in this City".

"The bannning of private transport is protectionism to the highest degree. There is clearly a need for the transporation system these private taxis provide."

Core city

Mr Van der Velde said it was up to the City to make sure the taxis complied with all its regulations, including that they were roadworthy.

"But it is not our function, or Pretoria's function, to step down on private enterprise."

Mr Van der Velde was speaking on an item on the council agenda which recommended that Cape Town, as the core city of the Metropolitan Transport area, accept "under protest" a government decision to cut expenditure on roads in the City by 50 percent and also to cut funds set aside for maintenance from nearly R3-million to R1,5-million.

The council should start planning ahead for the end of the present recession, he said.

"We must start looking positively at what sort of bus or train system we are going to come out with at the end of the recession. It is no good planning then, because roads take two to three years from the planning stage to completion. I believe our priorities are transport in urban areas, and at present we have no policy."

● The Cape Town City Council yesterday called on the Minister of Constitutional Development and Planning to "improve inter-group relationships" by giving his support to rescinding the decision to demolish the Silvertree Creche in Zonnebloem, formerly District Six.

A motion of exigency to this effect was tabled by Mr Eric Merrington who said that the government planned to spend a great deal of money on a monument at Delville Wood.

Given notice

"Our servicemen are winning the minds and hearts of the people at our borders. We should do something to win those of people in our City by preserving this living monument."

In July, consultations between the Mayor, Mr Sol Kreiner, led to an extension of time for the creche until December 16. The creche was given notice to move by the end of June, to make way for a new road to the Technikon, but the deadline was later extended to the end of August.

The creche has existed for 25 years. It was one of several projects started as "living monuments" after World War II by South African servicemen.

Argus 1/11/84

Unions condemn bus fare increase

Staff Reporter

TRADE UNION spokesmen said today the City Tramways bus fares increase was a shock and a burden that would "make living impossible" for many working families.

City Tramways has announced that Peninsula fares will increase by 12 percent on Sunday.

The National Transport Commission has granted the higher fares after an application heard in September.

City Tramways' application said the increase was "necessary because of the general increase in operating costs".

A union official said today the increases would be a factor in wage negotiations.

"This news has come as a great shock to us," said Mr John Ernstzen, general secretary of the Cape Town Municipal Workers Association.

"The union will very seriously have to analyse the implications for its members and workers in general.

(Turn to Page 3, col 3)

Argus

Union 'shock' at 12 percent hike

(Continued from Page 1)

"Whatever further action might be taken would proably be in consultation with other organisations whose membership will be similarly affected."

A spokesman for the General Workers Union said the increase was "terrible".

"City Tramways are overburdening the already overburdened worker and the increase will make their living impossible.

"We totally reject the bus fares increase," said a spokesman for the Food and Canning Workers Union and the African Food and Canning Workers Union. "It comes at the worst time for the working class as a whole who make use of the public transport.

"Our union will have to take these increases into consideration in wage negotiations."

A spokesman for the executive committee of the Western Cape Traders' Association said: "We are alarmed and annoyed at the intention of City Tramways to further increase the bus fares.

"With the present disastrous economic climate the association wishes to warn City Tramways not to push city commuters any further.

"The association is of the firm opinion that the Government should nationalise City Tramways and run it on a non-profit basis."

Peninsula bus fares up again

By RENEE MOODIE

BUS fares in the Cape Peninsula are to rise from Sunday, City Tramways announced yesterday.

Civic and labour organizations have condemned the increase, which will in some cases amount to an increase of 50c.

According to tables released by City Tramways the lowest possible fare of 10c will remain the same, but the highest possible fare of R4,50 will increase to R5.

The increase was granted by the National Transport Commission (NTC), following an application by City Tramways in September.

Mr Bob Krause, public relations officer for the bus company, said City Tramways had no comment to make on adverse reaction and had nothing to add to what had been said at the hearing on September 19 and 20.

The NTC heard that the increase was necessary to offset increases in salaries, wages, operating and maintenance costs.

The latest increase follows similar increases in May last year and September 1982.

'Provocation to community'

Several organizations presented memoranda to the NTC opposing the increases.

Yesterday Mr Jonathan de Vries, Western Cape publicity secretary for the United Democratic Front, said the increases could be regarded as "a provocation to an already tense community".

"The people cannot afford the increases. Transport should be provided for people, not profit," he said.

Mr Armien Abrahams, convener of the Cape Action League, said the increase "is yet another indication of the profound economic crisis into which the rulers of South Africa have led our country.

'Perpetual crisis'

"Together with large scale retrenchments, unemployment, increases in rents, train fares and electricty, we live in a period of perpetual crisis."

Mr John Ernstzen, general secretary of the Cape Town Municipal Workers Association said his immediate reaction was one of disappointment. The increase would have an adverse effect on the living standards of workers.

"Most of our members use public transport and the union will have to take the increases seriously into account when considering wages," he said.

Miss Lynette Maart, general secretary of the Cape Areas Housing Action Committee, said: "We at Cahac wish to warn the government and the bus authorities that they are hitting at the people who are down and suffering under the economic recession."

Outrage at bus fares increase

Staff Reporter

COMMUTERS have reacted with outrage to the latest increase of 12 percent in bus fares which came into effect yesterday.

Already civic and labour organizations have condemned the increase, which came after an application to the National Transport Commission (NTC) by City Tramways.

Mr Salie Pick, of Hanover Park, was one of the commuters approached by the Cape Times for comment on the increase.

"It's just too terrible. At the moment it costs us R2,50 to go to Wynberg, now it will cost even more. There's just no more money for this."

Mr Isaac Cupido, of Hanover Park, said he worked in Cape Town and spent a substantial proportion of his monthly earnings on travelling to and from work.

"When I first came to Hanover Park 13 years ago it cost me R2,50 a week to travel to work. Before the last increase I was paying R7,30 for a clipcard. Now I will be paying over R8 . . ."

Other commuters interviewed agreed that the fare increase was way beyond their means and came too soon after the last increase.

The last two increases, which came into effect in September 1982 and May last year, were for percentages of between 11 and 12 percent.

A City Tramways spokesman said the company had no comment to make on adverse reactions to the increase and had nothing to add to the September NTC hearings in which the company claimed that the increase was necessary to offset higher salaries, wages, operating and maintenance costs.

R1,6m bid for ABH

Financial reporter

ASSOCIATED BUS HOLDINGS' (ABH) 900 shareholders have been offered shares in Tollgate at 165c a share or cash in a R1,6m deal.

This forms part of Tollgate's plans to acquire Associated Bus Holdings, Standard Merchant Bank and Barclays National Merchant Bank said yesterady.

The Mitchells Plain and Atlantic bus operator, in which Tollgate owns 50 percent of the stock, has paid a nominal dividend of 1c a share in the last few years.

The company was formed in 1973 to service Mitchells Plain and Atlantis, with an issued share capital of R700 000, with half the shares offered to the coloured community at 10c each.

They are being offered cash — 45c a share — or new shares in Tollgate at 165c a share.

The purpose of the acquisition is to rationalize bus services and lend muscle to ABH.

The proposals are not expected to have a material effects on Tollgate shares' net asset value or earnings per share.

Bus boycotters on rampage

DURBAN — White motorists were turned back by police in the Nqethu area, near Hillcrest, today after bus boycotters last night burned a ticket office and stoned police vehicles and buses.

Nqethu residents have boycotted buses belonging to Interstate Bus Services since fares were increased two weeks ago.

On Sunday night mobs stoned buses on the Nqethu route and also damaged police vehicles being used as escorts.

Since Monday, police and Department of Transport inspectors have charged about 40 pirate taxis which have sprung up since the boycott, and on legal taxi operators who were overloaded.

A senior police officer said there was no need for panic, or to fear that the unrest would spread. — Sapa.

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Mercury 9/11/84

Bus boycott goes on as top talks fail

Labour Reporter

THE bus boycott in the Nqethu township near Hillcrest continued yesterday after a top-level meeting between representatives of a Pinetown bus company and community leaders failed to resolve the dispute.

After the five-hour meeting at Hillcrest Police Station, community leaders emerged 'bitterly disappointed' and warning that they should not be held responsible for the actions of boycotters.

Since the boycott began at the weekend following an increase in bus fares, a number of buses belonging to Interstate Bus Service have been stoned and police arrested scores of people for various offences stemming from the boycott.

A small pre-fabricated office, which the bus company used for its ticket sales in the township, was burned down by a group of boycotters on Wednesday night and yesterday many white motorists were turned away from the township by police.

Weekly ticket fares were increased by 5c a trip and single trips by 20c.

Yesterday's meeting was chaired by Maj Wynand van der Merwe, commanding officer of the police's reaction unit which was brought in to quell the unrest.

Unfortunate

Also present were two senior officials of the Department of Transport from Pretoria, Mr Colin Bailey, regional manager of the bus company, and a delegation of community leaders, headed by Chief Vuse Mkhize and Chief Mdelwa Bhengu.

Chief Mkize told the Mercury afterwards that 'since the talks have failed it will go without saying that the boycott continues'.

Mr Sydney Sibisi, one of the members of the delegation, said they would consider asking other bus companies to take over the service if Interstate was finding it difficult to continue its operations without increasing fares.

Mr Bailey said it was unfortunate that no agreement had been reached but he was optimistic that the community leaders would reopen talks with the company.

He said the Interstate buses on the Nqethu route were still running normally yesterday and there had been no further incidents of stone throwing.

Hillcrest bus boycott spreads amid takeover calls

Labour Reporter

THE bus boycott at Nqethu near Hillcrest in Natal spread to another route yesterday with increased pressure from commuters for a new company to take over the bus service.

Mr Sydney Sibisi, a spokesman for the commuters, said thousands of commuters in the neighbouring township of Molweni stopped using buses operated by Interstate Bus Lines in protest against the recent increase in fares.

'Most of them are walking to Hillcrest, from where they take taxis to get to their destinations,' he said.

At a meeting of about 1 000 people at Nqethu at the weekend, at which the local tribal chiefs reported back on their meeting with the bus company, it was decided that representations be made to another company to take over the bus service.

'Losing'

'Interstate Bus Lines withdrew their buses from the Nqethu run at the request of the local community leaders last week after a number of buses were stoned,' he said.

Mr Colin Bailey, Natal regional manager of the Transvaal-based bus company, declined to comment yesterday.

A spokesman for the company said fares had been increased because of increased transport and maintenance costs.

The cost of diesel had doubled in recent years, and the drivers' wages had been increased.

'Drivers have to be paid more or they go on strike.

'The company has been losing R50 000 a month and money has to be brought in from elsewhere to keep the company going,' he told a delegation of local community leaders at recent talks.

Interstate still offered the cheapest service in the Pinetown area, he added.

ON AS LITTLE AS R1 000

Cave diver died of exposure

JOHANNESBURG—Mr Peter Verhulsel, the 29-year-old University of the Witwatersrand student who disappeared during a diving expedition at the Sterkfontein Caves six weeks ago, died of exposure, police said yesterday.

Mr Verhulsel's body, his equipment intact beside him, was found by cave diggers on an island in a cave about 40 m underground on Saturday.

'It appears that he got lost when he discovered the cave and sat on the island to get his bearings,' a West Rand police spokesman said.

'He later died of exposure. He did not drown.'

Two friends diving with Mr Verhulsel on September 29 alerted the police when he failed to surface.

Mud and silt delayed searches by police and top cave divers and experts

Business Day

Rom 16/11/84 332

Conference lines warn on rates

By DAVID FURLONGER
Industrial Editor

MEMBERS of the Conference shipping service between SA and Europe are being forced to operate uneconomically, says the Conference's chairman, Mr Neil Sempill.

And he warns that if they are forced out of the trade, SA will lose its only guaranteed sea link with its major market.

Mr Sempill says the present rates crisis will force members to think twice before investing in new ships when their present vessels are retired.

"And if they are not prepared for a long-term commitment, who will step in? Western nations are becoming less and less shipping-minded, so it would be left to the opportunists. SA's trade would be at the whim of charter enterprises."

The Conference, comprising nearly 30 shipping lines from a dozen countries, is upset because it has been forced unwillingly into a rates war with independent operators.

Some of these independents are undercutting Conference rates by as much as 40%. In the face of such cuts, the Conference itself must bring down its rates to compete.

Although it attracts up to 85% of southbound container traffic from Europe to SA, and 90% of northbound, it insists the business is still uneconomic.

"They are uneconomic levels. I'm not saying we're going bust but the return on capital is so little that one wonders if shippers will re-invest in new shipping when the present fleet ends."

Conference shipping lines are bound by the 1978 Ocean Freight Agreement, signed with the SA Government and due to expire in 1993.

Under the terms of the agreement, member lines are entitled to a 12,5% return on capital investment in ships and 10,5% on capital investment in containers.

On one occasion, the Conference service had to reduce its rates because, according to the formula, it was overearning.

Today, Mr Sempill estimates the return on investment is no more than 2%.

The main reason for this reduced profitability is the number of changes that have occurred in the shipping world in recent years.

The most important were the worldwide trend towards containerisation that made many vessels redundant, and the oil crisis, which led to a downturn in world trade.

Despite this downturn, Third World shipbuilders continued producing ships, usually with government help, and then offloaded them on to an already saturated market at prices shipowners could not resist.

With such a surplus of shipping, it was inevitable that those with a sharp eye for a profit would take advantage of the situation, not just in SA but all over the world.

According to Mr Sempill: "Entrepreneurs took advantage of the surplus, chartered these ships and used them where the profits were greatest.

"But these entrepreneurs have no commitment to the trade. Of the 14 or 15 who have entered this trade between SA and Europe in the last few years, only three remain — and they were not among the first who came in.

"Faced with this threat, the Conference had to be very competitive in dealing with shippers."

Business Day

FROM 21/11/84 (332)

Independents irk Conference lines

By DAVID FURLONGER
Industrial Editor

MEMBERS of Conference shipping services serving South Africa should be entitled to some form of protection from private charterers, says a senior Safmarine director, Mr Mike Finlay.

He says that in a time of worldwide crisis for shipping, reputable lines with a commitment to traditional routes should not be left to the mercy of "get-rich-quick" operators.

Mr Finlay says: "Shipping is a disaster at the moment. A number of lines all over the world will go under before we're finished. Major operations in the US and Europe are in very serious financial difficulties."

Conference Services — associations of shipping lines serving the same route — have been part of the world shipping scene since the 19th Century.

Safmarine is a long-time member of Conferences operating between South Africa and her traditional trading partners. Like its fellow members, Safmarine has huge sums of money invested in vessels and containerisation.

In view of this investment and the fact that Conference lines have a long-term commitment to the routes they serve, Mr Finlay feels life should not be made too easy for the independents.

"I'm not sure you can allow total, free, uncontrolled competition in the long-term. Perhaps you should only be allowed to use your own vessels. That shows a commitment.

"We're happy to compete with genuine shipowners, but no so happy when there's someone who picks up a charter, makes a quick buck and then disappears.

"These lines muscle in, knock down rates, then go out again, leaving us to pick up the pieces."

The rates charged by the operators to attract trade undercut the Conferences, often drastically. Estimates of undercutting on the busy European routes range from 10% to 40%.

To protect their market share, the Conferences must also cut rates. They say these reductions render their operations barely profitable.

While conceding that the problem of independents is here to stay, Mr Finlay suggests some remedy must be considered.

"Some sort of licensing control is possibly needed, although if that happened, private operators would immediately throw up their hands in protest.

"But there are various forms of protection in most parts of the world. Why should they expect it to be different here?"

(332) Nov 1984

UDF NEWS

HIGHER BUSFARES MAKE TRAMWAYS BOSSES RICH

WE PAY FOR THEIR PROFITS

MR Barnard and Mr Boughey are two of the bosses at City Tramways. They have a lot of money. They are rich men.

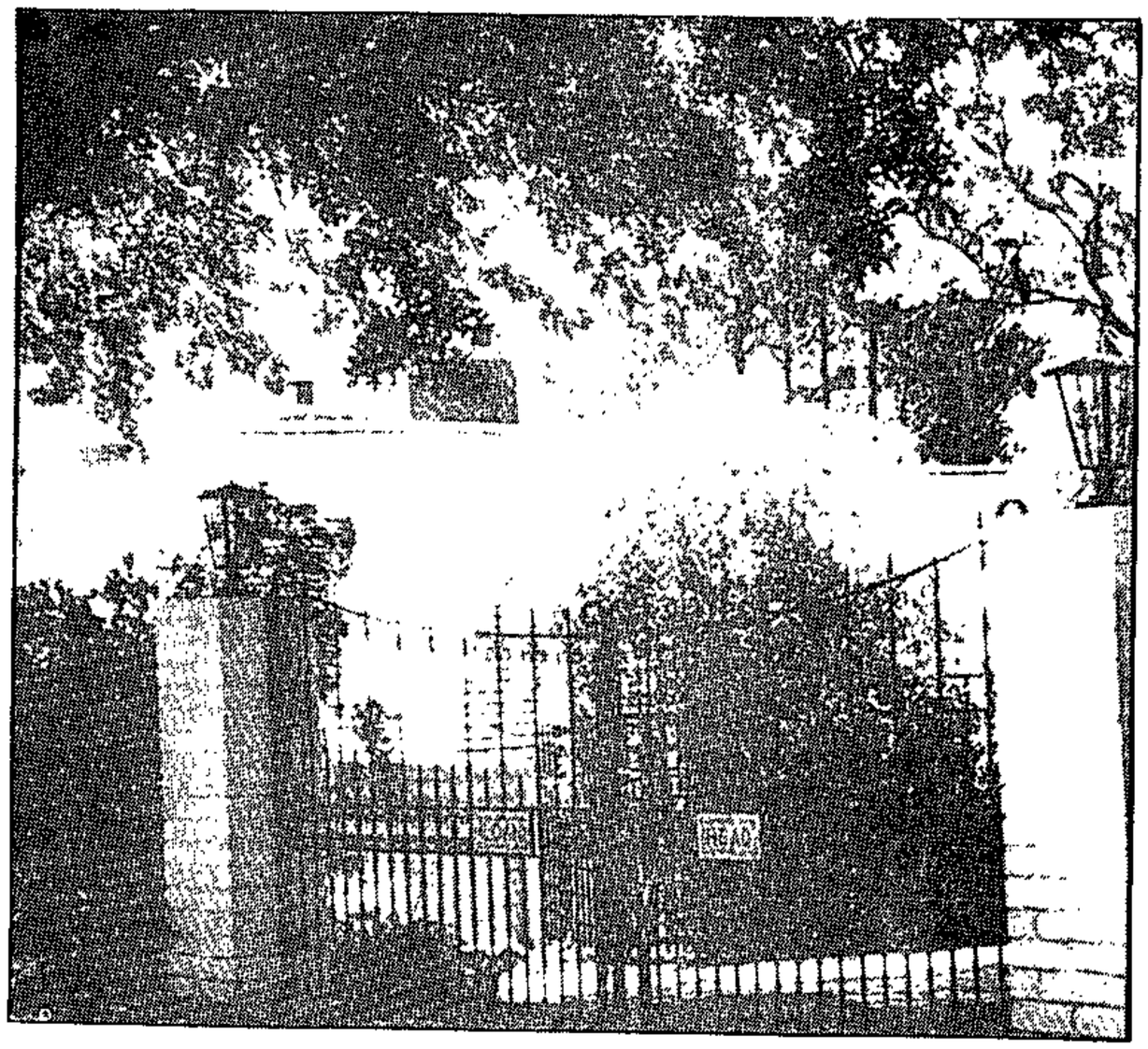
In 1982, they earned about R6000 per month. But that wasn't enough, so in 1983 they gave themselves a 35 percent increase. Now they earn R8000 per month.

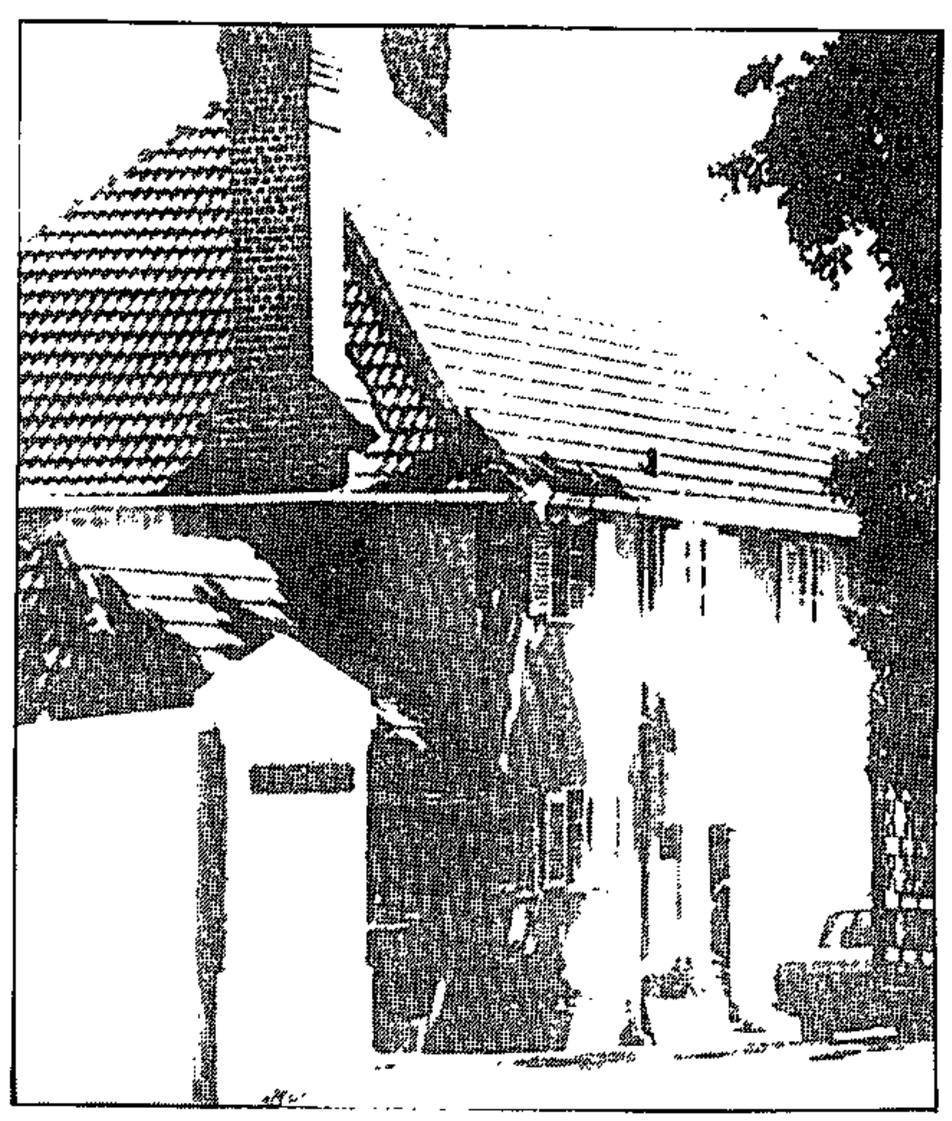
They also get another R5300 per month from the money that they have invested in the company. This means that they get over R13000 per month.

R13000 per month! That is more than many of us earn in four years of working. They are rich men. They are bosses of a rich company.

That money comes from busfares. **Our** busfares. **Our** pockets. We pay for these people to live in luxury. Is this right?

Now, the City Tramways say this is not enough. They want more. So they have put up the busfares a-gain. There is no end to their greed.

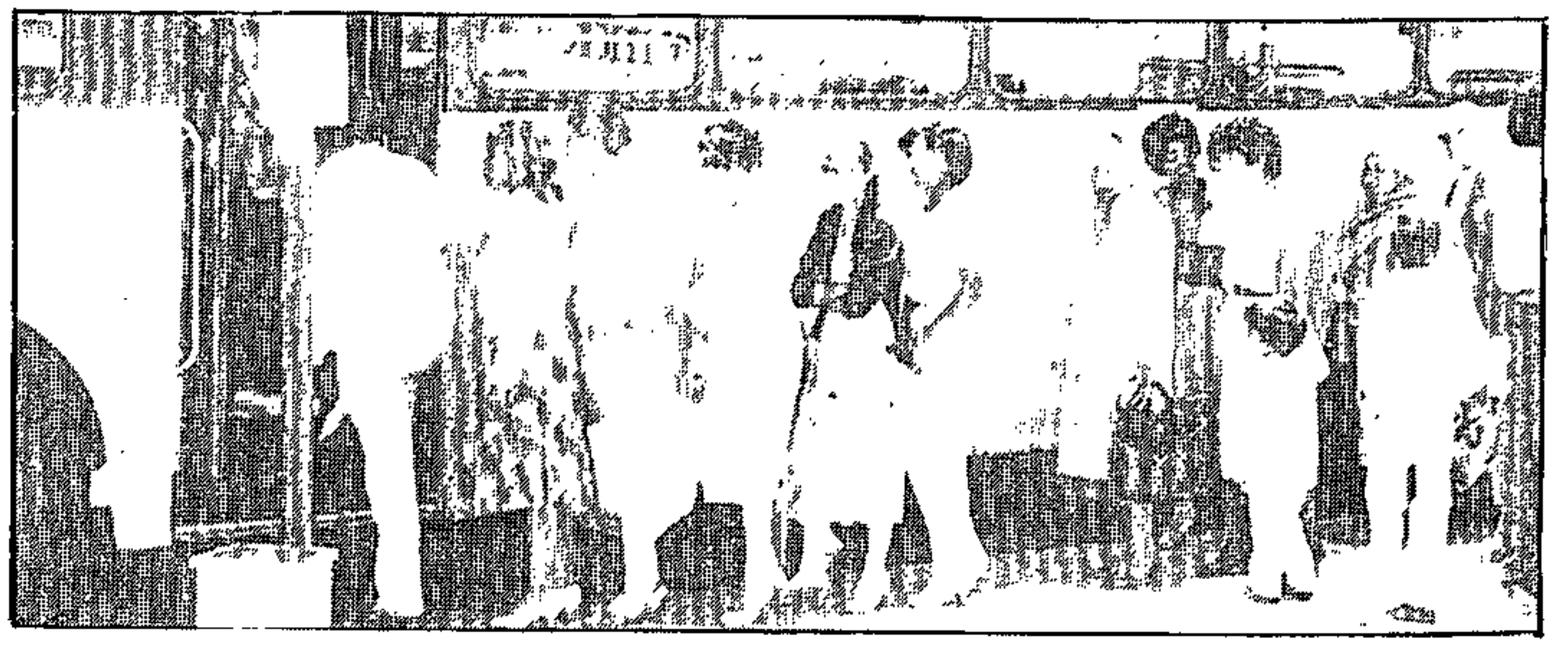




These are the houses of Mr Barnard and Mr Boughey. Now we see why they have to raise busfares.

We say: THIS IS NOT RIGHT! Transport must be for people, not for profit! We did not ask to live so far from work. The Group forced us.

We demand busfares we can afford.



`DON'T BLAME US'-

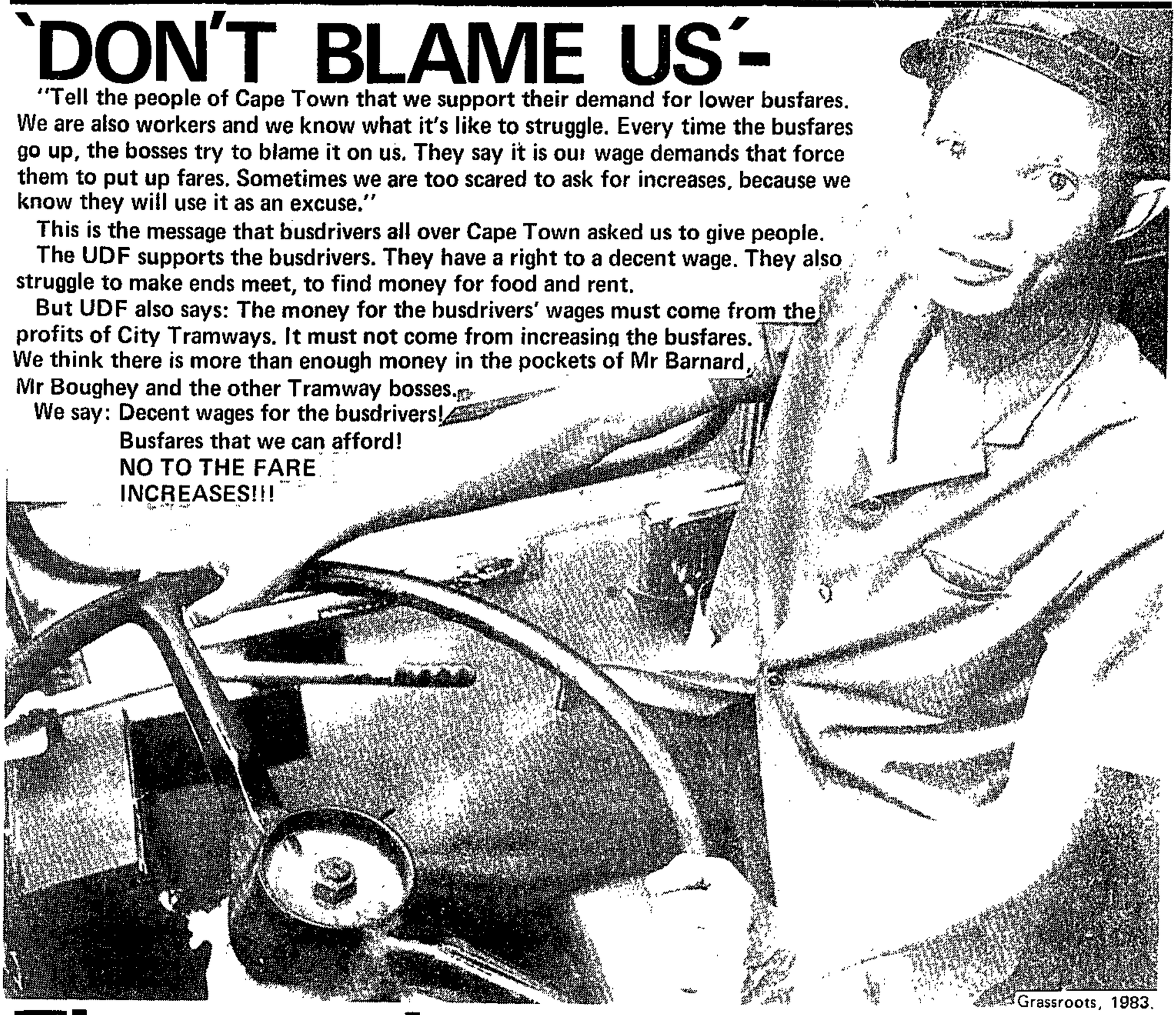
"Tell the people of Cape Town that we support their demand for lower busfares. We are also workers and we know what it's like to struggle. Every time the busfares go up, the bosses try to blame it on us. They say it is our wage demands that force them to put up fares. Sometimes we are too scared to ask for increases, because we know they will use it as an excuse."

This is the message that busdrivers all over Cape Town asked us to give people.

The UDF supports the busdrivers. They have a right to a decent wage. They also struggle to make ends meet, to find money for food and rent.

But UDF also says: The money for the busdrivers' wages must come from the profits of City Tramways. It must not come from increasing the busfares. We think there is more than enough money in the pockets of Mr Barnard, Mr Boughey and the other Tramway bosses.

We say: Decent wages for the busdrivers!
Busfares that we can afford!
NO TO THE FARE INCREASES!!!



Grassroots, 1983.

The people say...



Mrs F Samsodien, Hanover Park:

"The busfares are far too expensive. I took my three little ones to Mowbray and gave the busdriverR2. He only gave me 18 cents change. It is not fair that my money disappears like that. And Tramways tries to blame the drivers - that's also not fair."



Mr Sipho Mazantsela, Guguletu:

"I can't afford it. Tramways want too much money to make themselves rich. They don't think of the people, our pain."

Mrs Constance Nqevu, Langa:

"I can't afford to pay these prices anymore. Tramways is drinking our blood. Through their greediness there is going to be trouble. The people are going to fight back. Tramways must watch it!"



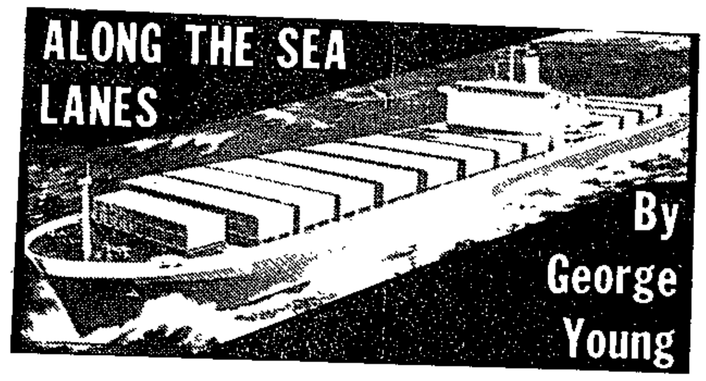
Mr John Cojett, Manenberg:

"Ek kry baie swaar om hierdie pryse te betaal. Ek sal 'n ander plan moet maak om by die werk uit te kom. Ek werk nie om Tramways te betaal nie. Ek werk vir my familie."

Issued by UDF, 3 Hope Rd, Mowbray, Telephone 686 4[illegible] Main Rd, Claremont

Post 16/11/84 (332)

More shipping lines sink



TURMOIL produced in oversea trades by the strong United States dollar is seeing the inevitable folding of under-capitalised shipping lines, and two or three are going broke in a month.

Nigeria's economic problems are also leading to bankruptcies.

Latest of these is Medafrica Line, an Italian outfit which saw in the Nigerian trade prospects of long-term profitable operation until a 50% cut in imports by that country produced trauma for too many lines chasing too few cargoes.

Medafrica had enjoyed the smile of the Nigerian Government and had been allowed to construct its own berths in Lagos, and at other coastal ports.

Many shipowners, warned by the Nigerians that any association with South Africa would shut them out of West African trade, heeded the instruction and bypassed the Cape on voyages to and from the Orient.

Now they are in serious trouble, having lost any business they formerly had with South Africa, and with the West African trades in chaos.

Things looked so good on the West African run in 1975 that Medafrica broke into the trade with 45 mainly chartered vessels, but the prosperity was short-lived.

Today Medafrica has been put into bankruptcy in Genoa with debts exceeding R30 million.

On the Far East trades, an American concern, Seawinds, which was running in concert with Nedlloyd, Overseas Containers, and with Harrison Line of Liverpool, has filed bankruptcy proceedings in San Francisco after container ships had been beefed up to carry 1 266 boxes, and all looked set for a ding-dong freight rates battle in the Pacific and across the Indian Ocean.

In company with Danish-owned East Asiatic, Seawinds was cutting rates by as much as 50% and while the ships with their full loads appeared healthily supported on all Pacific and Indian Ocean routes, the cargoes were in fact riding at a loss and Seawinds bit the dust.

Nedlloyd had an 18% interest in seawinds and had its 28 000-ton box liner Java Winds on charter to the firm.

Oversea Containers chartered their Falmouth Bay, and it ran under the new name of Orient Winds.

Reports flowing from shipping circles oversea make it obvious that other concerns faced by declining earnings are tottering, and unless there is an early return to more profitable operations they also must make their demise.

The Greeks admit that their commercial fleet is fading fast, and 15 ships left the national colour in a week.

The decline in the Greek commercial fleet runs at about 13% a year, and more than 460 vessels of various types are laid up in Greek terminals because of absence of remunerative cargoes.

Fruitship losses

THE handsome fruitships bearing a blue funnel with a white S which load citrus in Port Elizabeth in the middle of the year have been losing money so fast that their owners, Saleninvest of Stockholm, are in serious financial trouble and have had to seek support from the Swedish Government.

For years the Salen concern operated giant tankers round the Cape, each bearing the prefix "Sea-", but they had to sell them off when losses mounted.

Now they are finding that the surplus of refrigerated ships to demand and the low rates are threatening the existence of the company.

By selling off numerous ships the company managed to show a profit last year after reflecting a deficit in 1982 totalling R70 million.



In the first six months of this year, when some of the company's own fruitships and others were on charter to load fruit from South Africa to Government charter, losses of R50 million were taking place.

Shares of Saleninvest, Sweden's biggest shipping group, have been suspended on overseas markets and efforts are being made to conserve remaining cash, since the continued disposal of assets in the form of ships could leave the company with nothing.

Some months ago another Swedish group, Brostrom, was taken over by Transatlantic Shipping Company who operate the ro-ro liners Kolsnaren and Elgaren to Port Elizabeth, and it is noteworthy that the Brostrom emblem is now worn on the funnel of the ro-ro liners.

British and Commonwealth whose two refrigerated liners Edinburgh Universal and Stirling Universal are laid up at Cadiz, is reported to have put the pair on the market since the bottom has fallen out of the trade for ships of the type.

More than a fifth of the world's fleet of refrigerated ships are presently laid up, and some did not even move out of their berths at the height of the season.

Wartime disaster

JUST 42 years after the event there comes a book describing the loss of the passenger steamer, City of Cairo (8 034 tons) well known on the Cape route prior to the Second World War, and a regular caller at Port Elizabeth where Ellerman and Bucknall had a flourishing office.

Titled *Goodnight, Sorry for Sinking You*, the book is written by Ralph Barker who in recent years collected details of the disaster.

The 250-page book (Collins, London), details how 104 passengers and crew died either when the City of Cairo was torpedoed, or when lost in boats, sunk in German rescue ships by British forces, or killed by exhaustion.

The commander of U-68, after torpedoing the passenger steamer, castigated the master for his clumsy abandon-ship organisation, then added, "Goodnight, sorry for sinking you."

Two lifeboats sailed in company northwards, making use of favourable winds about 600 nautical miles west of Walvis Bay, and headed for St Helena. The second mate's boat sailed fastest, and left the chief officer's boat behind.

Having missed the island the second officer, with only a few survivors left, landed in South America two months later. The chief officer's boat was never seen again.

An enemy ship picked up one boat containing passengers.

The Rhakotis, from the Far East, was trying to reach Germany and was already in northern waters when it was caught by HMS Scylla and sunk: 80 survivors were picked up by three U-boats, and in order to make room, one U-boat commander ordered three torpedoes jettisoned.

The U-410, which had survivors on board, dodged attacks by the RAF and sustained damage, but arrived safely in St Nazaire.

The German commander insisted to his seniors that the survivors be treated as shipwrecked mariners, and refused to allow the SS troops on board his ship.

The saga of the City of Cairo revealed both the best and the worst in U-boat captains.

The City of Cairo, which was never replaced by Ellermans, had been built in 1915, and at the time of her loss was bound to Pernambuco from South Africa.

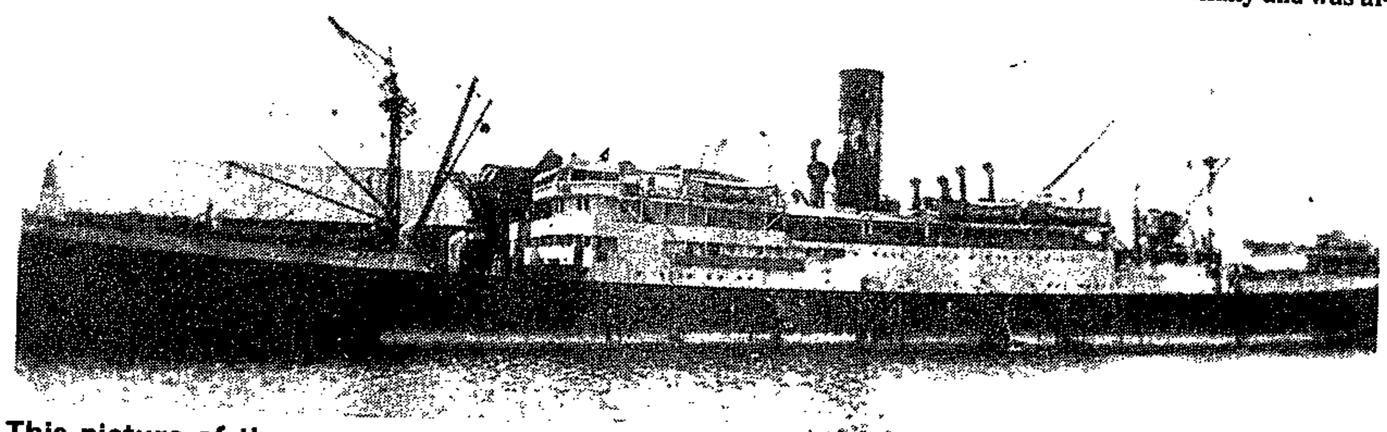
She was to have picked up a convoy there, but ran across the path of a submarine committed to intercepting US military hardware coming across to the Cape, consigned to the Middle East.

Nevertheless, while the U-boat war was credited with nearly bringing the Allies to their knees, German statistics reveal that the British were way out in their estimate of U-boats at sea.

Whereas in 1942 the British estimated there were 250 submarines attacking merchantmen in the Atlantic, there were in fact only 11.

The entire submarine fleet was only 91 at that time, and fully a third were under repair at any one time.

After the US came into the war and scores of ships were sunk against the col-



This picture of the passenger steamer City of Cairo, a regular visitor to Port Elizabeth, was

whereas it was estimated repair to one of the damaged ships would exceed $11 million (R19,6 million), the value of a tanker on the present seriously depressed market would probably not exceed $6 million (R10,7 million), compared with an insured value of about $5 million (R8,9 million).

A spokesman for the Arab Shipbuilding and Repair Yard says that when ships are slightly damaged by war operations in the Gulf, their owners direct them elsewhere.

South African yards face the same problem, particularly since many of the bulkers which load at Richards Bay head east into waters where Asian shipyards can improve on Western yards in terms of time and price for repair jobs.

tourist "spots" in 1942, there were only five U-boats there, not 12 as the Allies thought.

The Germans knew as early as mid-1942 that they had lost the war at sea.

Shipyards idle

SOUTH AFRICAN marine repair complexes may be having a hard time, but it is not because of competition from the recently erected shipyards in the Persian Gulf.

Not one ship involved in recent hostile attacks in the Persian Gulf area has provided any business for the repair depots.

16/11/84

332

Post

Hillcrest chiefs back bus boycott

THE HILLCREST bus boycott has been backed by two local chiefs — a major boost for the protestors.

Both chiefs have called for the Interstate Bus Service to be replaced by another company.

The residents are boycotting the service because of increased fares, which makes travelling by bus more expensive than a taxi ride.

People have been going to work by foot for the past three weeks and are determined to continue the boycott.

Cops confirmed that roadblocks were continuously being set up.

Taxi firm increases its fares

Post Reporter

THE manging director of a Port Elizabeth taxi company, Mr D C Hurter, confirmed today that his company had increased its fares from 80c a kilometre to R1 a kilometre.

The "flag drop" rate had also gone up from 60c to R2, in line with the rate charged in Johannesburg and Cape Town, he said.

The new tariff came into effect yesterday, although the Local Transport Transportation Board approved the increase in October.

Mr Hurter said an application for the increases was made to the board in July. The previous application for an increase was made in 1982.

Mr Gordon Thomas Naidoo, another taxi operator, said applications to the board for increases were made individually.

As far as he knew, Mr Hurter's company was the only one in the city to have increased its fares.

City Tramways

MEANS

BETTER BUS SERVICES FOR YOU

332
C. Tuins
22/11/84

Fact 1

**2 300 people
(drivers, technicians, artisans,
inspectors, and operational supervisors)
work for you.**

Fact 2

**More than 600 buses
are used to give you a
safe, regular and reliable
bus service**

Fact 3

**10 000 bus departures
every 24 hours,
365 days a year (366 in 1984)
provide a comprehensive bus service network**

Fact 4

**The best radio network available means that
service problems are only
minutes away
from being solved**

Fact 5

**The new Arrowgate depot
near the airport puts us near you
And helps us give you a
quicker, more regular and more reliable service**

***Because we're serious about
better bus services for Cape Town
we plan for improvement***

Our move, your move

argus 23/11/84

UDF calls for two-day Peninsula bus boycott

Staff Reporter

THE United Democratic Front and two of its major Western Cape affiliates today called for a two-day bus boycott to protest against the 12,5 percent increase in busfares.

The boycott, planned for Wednesday and Thursday, was announced at a Press conference today.

UDF publicity secretary Mr Jonathan de Vries said 500 000 pamphlets were distributed and 10 Cape Flats areas surveyed by the UDF.

"HEAVY BLOW"

"The latest increase came as a heavy blow for our people. We tried going through the official channels, but we were unsuccessful," Mr de Vries said.

The UDF was one of a number of organisations that opposed the increases at a National Transport Commission hearing on City Tramways' application for the increase about two months ago.

Mr Z Malinidi of the Western Cape Civic Association, a township body, appealed to the police to keep a low profile during the two days.

CLIPCARDS

Mr Wilfred Rhodes, secretary of the Cape Areas Housing Action Committee (Cahac), said subsidised clipcards helped only workers on a pre-determined route. There was no relief for others.

UDF officials said the trade unions had indicated they would not oppose the boycott, although they were unable to get a mandate from their members to take a public stand on the issue.

Mr Rhodes said there were "genuine fears" among some commuters that they would lose their jobs if they arrived late for work.

"We appeal to bosses not to fire people who are late and to all those with private cars to give people lifts," he said.

UDF plans for bus boycott

Cape Times 24/11/84

332

Political Correspondent

THE United Democratic Front (UDF) and two of its major Western Cape affiliates are planning a bus boycott on Wednesday and Thursday next week in protest against the 12,5 percent fares increase announced earlier this month.

The decision to boycott follows a 2½-week survey of 10 Cape Flats areas to gauge popular reaction to the increase, the UDF publicity secretary, Mr Jonathan de Vries, said at a press conference yesterday.

The UDF was one of a number of organizations that opposed the increases at a National Transport Commission hearing on City Tramways' application for the latest increase.

"Transport must be for people, not for profit," Mr De Vries asserted.

Mr Z Malindini, of the Western Cape Civic Association, said the Transportation Board and City Tramways had shown no understanding of the plight of commuters and "they just rode roughshod over our appeals and objections to a fare increase".

Mr Wilfred Rhodes, secretary of the Cape Areas Housing Action Committee (Cahac), said people felt "angry and defeated".

"This is the only way we have left to protest peacefully."

Hundreds of UDF supporters distributed 150 000 pamphlets yesterday at key stations and bus stops urging commuters to join the boycott.

The public relations manager of City Tramways, Mr Bob Krause, yesterday said he thought the boycott was "politically inspired" and that services would continue as usual next week.

Police seize UDF leaflets

Staff Reporter

SECURITY police seized about 15 000 pamphlets, most of them relating to the bus boycott, in a raid on the United Democratic Front offices in Mowbray yesterday, said the UDF press secretary for the Western Cape, Mr Jonathan de Vries.

He said a security police officer came to the offices about 11.30am to tell him that pamphlets produced over the past few weeks were illegal in terms of printing and publishing regulations.

"We had assumed it was sufficient to have an address and whom one represents on each pamphlet, but it seems the name of an individual must also appear," he said.

The policeman had said he would discuss the issue with the Attorney-General.

At 4pm the policeman returned with five armed men and a search warrant.

It was then that the pamphlets were taken. Between the first and second visits, a uniformed policeman had apparently kept a watch on the premises, presumably so the pamphlets could not be removed.

• Captain Jan Calitz, a police liaison officer for the Western Province, confirmed that police had removed pamphlets from the UDF offices in Mowbray yesterday.

● **Slow start to boycott, page 2**

CAPE Times 332

rsday, November 29, 1984

Slow start to bus boycott

By MARTINE BARKER

POLICE kept up a strong presence at bus terminuses and along bus routes during the bus boycott organized to protest against the recent 12 percent rise in fares yesterday, but no clashes were reported.

The protest got off to a slow start yesterday, with a mixed response from members of the public to the call for a two-day show of protest.

Alternatives

A United Democratic Front spokesman, Mr Jonathan de Vries, said yesterday afternoon that the boycott was most effective in areas where alternative transport was available.

In those areas the UDF estimated that between 60 and 70 percent of the usual bus commuters had boycotted the service. Commuters in the townships supported the boycott strongly, he said.

Reporters who visited the Mowbray bus terminus at the morning and evening rush-hour, and the Claremont bus terminus and Klipfontein and Lansdowne roads in the evening, found only buses to be in use.

Reports that traffic officers were preventing commuters from taking taxis in some areas could not be confirmed. A spokesman for the Cape Town traffic department said officers from that department were "definitely not involved".

Mr De Vries said the reponse from homeward-bound commuters had been "much greater than the morning, with reports of large numbers of people walking home from work".

The public relations officer for City Tramways, Mr Bob Krause, said the company ran services "as normal" and while "perhaps here and there there may have been fewer passengers than normal" the real effect of the boycott would only be known in about a week or 10 days when ticket sales could be calculated.

Mr De Vries said a number of UDF members handing out pamphlets in the past two days had been picked up and held by police for short periods.

Several had had pamphlets confiscated.

Charges

Mr De Vries said police informed UDF officials yesterday afternoon that charges were pending concerning alleged irregularities in the publication of certain UDF pamphlets.

A police liaison officer for the Western Cape, Captain Jan Calitz, confirmed police were investigating charges under the Publications and Imprint Act.

Of 13 people whom Mr De Vries said had been reported to the UDF as being held by police over the past two days, Captain Calitz was able to confirm only that Mr Brian Steyn and Ms Winifred Williams were arrested on Thursday and were still being held.

Mixed views on 2-day bus boycott

CAPE TIMES 30/11/84

332

Staff Reporter

THE TWO-DAY bus boycott organised in Cape Town by the United Democratic Front ended yesterday with response to the boycott call continuing to be mixed in most areas.

Mr Jonathan de Vries, media secretary for the UDF in the Western Cape, said areas where the boycott was reported to have been most strongly supported were around Bellville, Elsies River and in the African townships.

The public relations officer for City Tramways, Mr Bob Krause, asserted however that bus services around Cape Town were "completely normal" yesterday.

No slackening in the numbers of commuters had been noted, he said.

No clashes

Mr De Vries said reports of a strong police presence at bus terminuses and along bus routes continued to reach the UDF offices yesterday. No incidents of clashes with police had been reported.

He said at terminuses such as Mowbray and Claremont it had been noted that commuters from some coloured areas had continued to catch buses but buses to and from the townships were "all empty".

Reports that traffic officers were preventing commuters from catching taxis were denied by the secretary of the Divisional Council of the Cape, Mr W R Viviers. He said the council was "not involved in the alleged prevention of commuters using taxis, since the council has no jurisdiction in black townships."

Mr Krause said City Tramways would not make a special assessment of ticket sales to assess the impact of the bus boycott as this was too costly.

Earlier this week he said City Tramways would be unable to assess the full extent of the boycott until after a week or 10 days since only then would ticket sales figures be available.

Sowetan 29/11/84 332

Bus fare increases will lead to unrest - council

By MONK NKOMO

PUTCO's fare increases — due to be implemented next week — will only lead to further unrest and riots in the township, the Atteridgeville Town Council warned yesterday.

The council, at its monthly meeting yesterday, also announced that they had written a letter to Putco requesting them to suspend the proposed fare increases indefinitely.

In the letter, the council also stated that "Our fear is that an increase of fares under the present political climate in the township will lead to further unrest and riots. A postponement will hopefully continue the moderate residents of your company's goodwill and good intentions."

We hope that a better economic and political climate will come up with the new year where both the council and your company will be in a position to increase their tariffs and fares".

Flats

The council also announced that they will advertise for the election of simplex or duplex flats near Masopha Street, Saulsville early next year.

No applications will be considered unless they are accompanied by sketch plans and applications, the council warned.

The erection of the flats would help alleviate the acute housing shortage in the township after the council was dealt two blows when the Government refused to grant them the nearby "Dairy Farms" and the stretch of land west of the township.

No end in sight to bus boycott

Labour Reporter

THE Hillcrest bus boycott entered its fourth week yesterday with no indication of an end in sight.

Thousands of commuters, mainly factory workers, living in black settlements in the Valley of a Thousand Hills near Hillcrest are boycotting buses run by Interstate Bus Lines following an increase in fares.

The boycotters are using minibus taxis to get to their destinations from Nqethu and Molweni while the buses continue to run empty.

Some people are walking up to 20 km a day in protest against the fares increase which came into effect from the end of October. Weekly ticket fares were increased by 5 c a trip and single trips by 20 c.

Determined

In spite of numerous meetings between local tribal chiefs and the management of the Transvaal-based bus company at which Maj Wynand van der Merwe, commanding officer of the S A P Reaction Unit, acted as mediator, the two sides are still deadlocked.

Chief Vusumuzi Gideon Mkize, head of the Embo tribe and leader of more than 13 000 residents, told the Mercury yesterday that the commuters were determined to continue the boycott irrespective of whether it took another month to resolve.

He said they wanted another company to take over the service which they believed would offer far cheaper fares.

'We are preparing an application to the Local Road Transportation Board to grant permission for another company to take-over the service, which might be lodged early next week,' he said.

Interstate Bus Lines' regional manager for Natal, Colin Bailey, could not be reached for comment yesterday, but he told the Mercury earlier that intimidation was playing an effective role in the bus boycott.

RMM 29/11/84 332

Changing the face of SA transport...

By DAVID FURLONGER
Industrial Editor

INVESTIGATIONS are continuing that could change the face of South African transport.

The National Transport Policy Study (NTPS) is now into Phase Two of its analysis of the future of the country's overall transport system — road, rail, air and sea.

The NTPS, made up of representatives from public and private sectors of transport, was commissioned by the National Transport Commission (NTC) to devise a transport blueprint for the rest of this century and the beginning of the 21st.

Most of the findings from Phase One have already been published.

They have been, to a surprising extent, intensely critical of the NTC and of the Government's transport policies as a whole.

The main complaint has related to the activities of SA Transport Services and its "protected" status under a Government that professes to believe in free enterprise and competition.

That "protection" is made necessary by the cross-subsidisation system that enables Sats to carry out its huge social obligations in the form of passenger transport and other loss-making activities.

To reduce those losses, potentially profit-making operations like the ports and air transport are milked of every available cent.

Extra charges, like the 1,5% *ad valorem* tax imposed on seaborne imports, are designed to earn even more revenue for the cross-subsidisation system.

According to recommendations in Phase One of the NTPS report, this system is unfair because Government safeguards to protect Sats' share of the overall transport market do not allow free competition and discourage investment in all sectors of the industry.

Other NTPS complaints have related to pollution, transport licensing and unnecessary Government-imposed costs in the daily running of private transport companies.

Such criticisms, and particularly the fact that they are openly published, have been widely welcomed in the transport industry.

Operators say it suggests the Government and NTC are finally serious about putting transport's house in order.

Government organisations are notoriously shy of public criticism — as witness recent Government reaction to adverse comments by the country's leading business and industrial organisations on labour unrest and detentions.

For that reason alone, the airing of complaints about the transport industry marks a happy departure from tradition.

According to Mr Jack Webster, chief executive of the Public Carriers Association and a member of the NTPS Steering Committee:

"They've always looked at the results of the problem and tried to cure that. But they've never tried to cure the cause."

He defends the NTC against accusations of inefficiency by saying it is limited in its scope by the Department of Transport.

"It's not the fault of the people in the National Transport Commission because they've been given impossible jobs to do. There is inefficiency but it's not the NTC's inefficiency.

"It's inefficiency that's been handed down."

Mr Webster says that although Phase One of the NTPS report raised important issues, Phase Two will be of more importance overall.

"Phase One was important. But it is nowhere near in importance as Phase Two because from this, the scenarios and options will be decided."

Nine main areas have already been identified for discussion under Phase Two.

They are: competition for freight between the various modes of transport; transport organisation; co-ordination of transport between South Africa, Transkei, Bophuthatswana, Venda and Ciskei; finance; passenger transport, both urban and rural; international air services; manpower; energy contingency planning; road transport information.

The last — road transport planning — relates to the likely creation of a national transport register.

According to Mr Webster: "This will be a national register for driving licences, permits and the like.

"We hope this will create the opportunity for all moving offences to be put on to computer so we can check on the central register when we want to employ drivers or other staff. Something like this is long overdue."

(332) (UDF) 12/84

TWO-DAY BUS BOYCOTT

Time to take ACTION!
Time to UNITE!

Everytime prices go up, we all complain.
On the buses and the trains, we speak of our small pay packets and the big increases. And then what? We just accept the added hardships, until the next increase.
We must STOP COMPLAINING. We MUST DO something, otherwise our pain will never end. If we do not act now, they will just carry on putting up prices. Busfares today. Electricity tomorrow. Rent next year. WHERE WILL IT ALL STOP?

For years Tramways have shown that all they care about is our money. Every year they put up the fares. Every year, they take more food out of the mouths of our children. There is NO END to their greed.

They need to be taught a lesson. We must hit them where it hurts. We must show them that it is OUR money that is making them rich.

WE MUST BOYCOTT BUSES!
On WEDNESDAY and THURSDAY let the buses go empty.
Let us make sure that for two days not one of our cents goes into their greedy hands.

WE MUST BOYCOTT BUSES!
WE WILL WALK! We will show them that we are serious.

STOP COMPLAINING! LET'S DO SOMETHING!
LET'S UNITE! IT IS TIME TO ACT!
DON'T TALK - BOYCOTT!

WEDNESDAY 28th & THURSDAY 29th
DON'T CATCH BUSES!

Issued and Printed by UDF, 3 Hare Street, Mowbray.

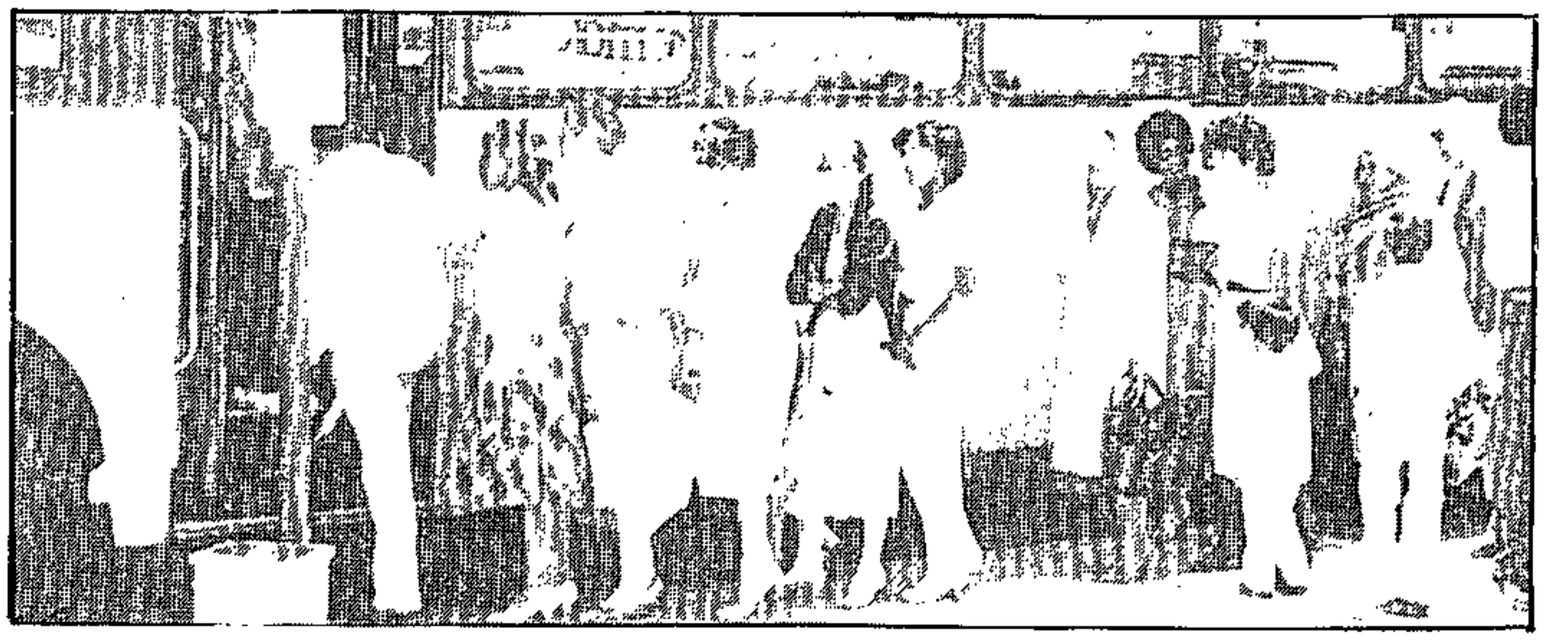




These are the houses of Mr Barnard and Mr Boughey. Now we see why they have to raise busfares.

We say: THIS IS NOT RIGHT! Transport must be for people, not for profit! We did not ask to live so far from work. The Group forced us.

We demand busfares we can afford.



C Herald 11/2/84

Bus boycott planned

332

THE UNITED Democratic Front has called for a boycott of buses on Wednesday and Thursday "in protest at the recently-implemented increase in busfares", and the Western Cape Traders' Association has come out in support.

The WCTA, in supporting the boycott call, requested commerce, trade and industry to make private transport available to commuters on the two days in question.

A City Tramways spokesman, Mr Bob Krause, said: "I know about the call for the boycott. All I can say at this stage is that our buses will be running as usual on those two days."

UDF spokesman Jonathan de Vries said there were two main reasons for the boycott call.

"The cost of living has increased to the point where ordinary working people are finding it very difficult to cope and live decently.

"For many years, people have been demanding that transport services in the city be organised for people and not for profits. We feel that the State should assume greater responsibility for subsidising and running the transport system on a non-profit basis."

Professor Pieter le Roux, director of the Institute for Social Development at the University of the Western Cape, said that the problem with busfares would continue until the present monopoly ended.

Duduza bus fare hikes suspended

By MZIKAYISE EDOM

THE Nigel Town Council has indefinitely suspended the proposed increased bus tariffs in Duduza township which were supposed to be introduced today.

A spokesman for the Nigel town council told **The SOWETAN** on Friday that they decided to suspend the increases following talks between them and members of the Duduza Community Council last week.

He said: "The community council has complained that residents in the area were not told in time about the proposed new tariffs, and were not given a chance to propose alternative ways of generating funds for the town council instead of increasing fares."

The council had told **The SOWETAN** that it had no alternative but to increase the bus fares as a result of higher wages and salaries it had to pay its employees and the high cost of tyres and spares.

The spokesman said: "If both the community and the community council fail to come with alternative ways on how we can generate our income, we will be forced to increase our tariffs."

The new fares were supposed to be as follows:

- From Duduza to the city, from 40 cents to 50 cents a single trip and from R2,15 to R2,50 for a season ticket (for five days).
- From Duduza to Sasol II and III, from R3,15 to R3,85 per single trip and from R58 to R70 a fortnight season ticket and
- From Nigel to Alrapark, from 30 cents to 35 cents per single trip and from R2,05 to R2,50 a weekly season ticket.

Mercury 10/12/84 332

Containerised cargo handling monopoly of SACD to end

Mercury Correspondment

JOHANNESBURG—The Government has decided to end the South African Container Depot's (SACD) monopoly on the handling of uncleared containerised cargo.

The weekend joint statement by the Minister of Finance, the Minister of Transport Affairs and the Minister of Trade and Industry, means the Government has accepted the recommendations of the Competition Board's report into the monopolistic situation regarding container depots throughout the country.

SACD is a consortium of companies which had stevedoring interests at the time when containerisation was first introduced.

The companies involved are Grinrod Cotts (12,55pc), Freight Services and Aeromarine (62,5pc) and Rennies (25pc).

According to the Government, the recent merger of Safmarine and Rennies effected a substantial concentration of shareholding in SACD by former competitors.

This had tightened SACD's position as sole licensee of container depots.

Obstacle

'The board was convinced that, as regards the future, the public interest would be best served by the opening up of this field of activity to other participants.'

The Government said a major obstacle in the path of free licensing of container depots had been effective Customs control.

Applicants would have to comply with certain requirements which were presently being drawn up. One of these would be confirmation by the Customs authorities that effective Customs control could be provided at the proposed depot.

'The policy objective of the requirements would be to achieve effective competition. It is not the intention to encourage an undesirable proliferation of depots in general, or a system of mini-depots in particular.'

SACD's chief executive, Mr Tony Yuill, said the announcement had taken his group completely by surprise and he was disappointed by the ministerial statement.

'The many years of commitment of resources by stevedoring interests to serving the ship-owners at S A ports and through the depot facilities would seem to have been disregarded by the decision of the ministers to potentially licence alternative depots."

Alternates

He said he was concerned that it was only at this late stage, after SACD had carried a substantial committment to provide a totally adequate depot infrastructure and had fully met its responsibilities to the container operators and the industry, that alternate facilities may become licenced.

'It is unfortunate that such a decision should now have been made, since S A's imports are seriously depressed and show signs of declining further.

'Available depot resources are already well in excess of the needs of available traffic, and the probability is that if alternative depot facilities are licensed, all the depot resources will suffer under-utilisation and efficiencies within the container system will be adversely affected."

Barriers

Mr Leon Louw, executive director of the Free Market Foundation, welcomed the change in policy. He said the primary source of all harmful monopolies were Government-created barriers to entry. The most appropriate means to combat monopolies was to remove these barriers.

However, he said that he was concerned that the process of de-regulation did not usually take into account the legitimate claims of those who stood to lose protection.

'The process of de-regulation is much more complicated than that of granting protection. Care must be taken that this reform does not produce losers otherwise the process of reform will be brought into disrepute.'

BUSINESS

D. Dispatch
11/12/84
332

Transport rebate to be extended

JOHANNESBURG — The government has extended the transport rebate applicable to products of approved regional industries, to all modes of transport.

The rebate previously applied only to the outward railage of products manufactured by approved industries established at regional development points, and to approved private road transportation costs on such products.

The statement was issued by the Minister of Trade and Industry, Dr D. de Villiers. The extended concessions became applicable on December 1, this year.

It says that in consultation with the homeland states and other interested parties, it has decided to extend the transport rebate to seafreight (including harbour charges), airfreight and new motor vehicles transported by automobile carriers or in convoy.

The vice chairman of the Public Carriers Association, Mr Gert Grobler, said it was a move in the right direction. "This will benefit the industrialists in the areas affected. By lowering the cost of production, it will help reduce the rate of inflation."

He added that he hoped the rebates would be calculated not on the present railway tariffs but on the costs incurred by other forms of transport.

"The choice of transport must lie with the industrialist. He should not be questioned as to why he is not using railway transport. The industrialist must be able to choose the mode of transport most suitable for his particular product."

Auto Carriers' managing director, Mr David Taylor, said his company supported the move wholeheartedly. He said his company were not only motor transporters and used sea and rail transport where necessary.

"A company must be able to use the most economical mode of transport available be it road, rail or sea.

"I do not think the extended rebates will have a significant effect on costs. However, it should be of great significance to the motor manufacturers who decide to remain in the Eastern Cape." — DDC

City's transport causes discontent

CAPE TIMES 12/12/84 332

Municipal Reporter

CAPETONIANS have voiced their general dissatisfaction with bus and train services in the Peninsula, in the mass opinion survey conducted by the City Council.

Although public transport does not fall under City Council control, the service was included in the questionnaire and the results are to be submitted to City Tramways and South African Transport Services.

The most telling indications of discontent came from the comments at the end of the returned questionnaires rather than from the survey's "scale of satisfaction" section.

Trains were repeatedly described as "inefficient, dirty, irritating and highly inadequate" by respondents throughout the municipal area, with subways, lack of security, high fares, overcrowding and the train route emerging as common areas of concern.

Buses were described as "filthy, noisy and uncomfortable" and the drivers "rude and careless".

High fares, smoking on buses, delays, overcrowding, and the high step on to buses were singled out by many respondents.

Buses caused most dissatisfaction in the wealthier areas, while the poor quality of the train service was a more frequent complaint from less affluent commuters.

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End of depot monopoly welcomed

By ANDREW DUNCAN

THE Government's decision to end the monopoly on container depots, has been welcomed by the clearing and freight forwarding industry.

Mr Pat Henegan, president of the South African Association of Freight Forwarders (SAAFF), said his organisation welcomed the move to allow the establishment of a second container depot organisation.

Last week the Government announced it had accepted the Competition Board's report into the country-wide monopoly excercised by South African Container Depots (SACD).

Until the Government announcement, SACD (a consortium comprising Grindrods, Mitchell Cotts, Freight Services and Rennies) had been the sole licensees permitted to operate container depots at all the ports.

The board's report stated that the controlling interests in SACD had linked together powerful interests in the freight field.

It said their control over the only licensed depots might have given them a competitive advantage over other firms in the container industry.

Mr Henegan said there would be tremendous support for any new depot.

"Around 75% of the cargo coming into the SACDs, is handled by forwarding agents other than those having a vested interest in SACD.

"With the support of up to 60 clearing and forwarding agents, any new depot will be a viable proposition.

"A second depot will give us the opportunity of choice. This is not the case at present, where no one can neither govern nor dispute SACD's tariffs. We have never been happy with this 'take it or leave it' situation."

He said that in the past his organisation had applied to open a second depot adjacent to the one already in existence at City Deep, Johannesburg.

This had been turned down by the Department of Customs. Their view was that any additional depots would have to be provided on a national basis.

Mr Henegan said there was sufficient volume of traffic to establish additional depots at Cape Town and Durban, while Johannesburg could easily accomodate three container depots.

However, he said that even in boom times, the SACDs in Port Elizabeth and East London had been able to cope adequately and there were insufficient volumes to warrant a competing depot.

Mr Bernard Schwikkard, managing director of Micor, said it was one of the greatest things to have happened to the freight business. "It has opened up a new era of free enterprise and will benefit importers.

"In the past we have been forced, at an exorbitant cost and with poor performance, to make use of SACD.

"While it is early days, it is a tremendous step forward and we would like to see the establishment of new depots as soon as possible."

He said in the present economic climate it might be difficult to attract investment and that suitable land and premises.

Safmarine's corporate general manager liner services, Mr Jan Rabie, said the full impact of the announcement was difficult to assess.

"We do not have any objection to competitive facilities but they must be comparable to what is available at SACD.

"While we have investments in SACD we would be prepared to use competitive facilities as long as it was on a market related basis. However, we would of course give preference to SACD."

Mr Ulick Brown, chairman and managing director of Ellerman and Bucknall, said his group had noted with great interest, the opening up of the container depot field.

He said Ellermans had contractual obligations to SACD and that it had given his company good service.

"We welcome the degree of competition, but until such time as comparitive facilities exist, we will continue to place our business with SACD."

Buses stoned after fare increases

Pietermaritzburg Bureau

BUS fare increases on the capital's black service were greeted with incidents of stone-throwing in Imbali township early yesterday.

Twelve municipal buses were stoned, with seven having their windows smashed, by a group of about 100 youths after bus fares went up from 30 c to 35 c a trip.

According to one of the bus drivers, youths 'wearing masks and peaked caps' began stoning buses along Mthombothi Road at about 4 30 a m.

A police spokesman said tear-gas was used to disperse a group of youths, but no one was arrested.

He said the situation in the township was quiet by yesterday afternoon.

All the window's in the car of Mr Henry Conco, a municipal bus inspector, were smashed.

He was not injured.

Imbali's mayor, Mr Patrick Pakkis, said his council had objected to the 16,6 percent fare hike, but 'there is nothing we can now do about the increase as it has already being approved'.