

MINUTES OF A MEETING

BETWEEN OFFICIALS OF

THE DEPARTMENT OF BANTU ADMINISTRATION AND DEVELOPMENT,

THE WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD,

REPRESENTATIVES OF THE URBAN BANTU COUNCILS ON THE WEST RAND,

REPRESENTATIVES OF THE ALEXANDRA LIAISON COMMITTEE,

AND REPRESENTATIVES NOMINATED BY THE VARIOUS URBAN BANTU

COUNCILS

HELD IN THE OFFICES OF

THE WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD,

80 ALBERT STREET, JOHANNESBURG

ON 29 JUNE 1976 AT 09H00

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MINUTES OF A MEETING BETWEEN OFFICIALS OF THE DEPARTMENT OF BANTU ADMINISTRATION AND DEVELOPMENT, THE WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD, REPRESENTATIVES OF THE URBAN BANTU COUNCILS ON THE WEST RAND, REPRESENTATIVES OF THE ALEXANDRA LIAISON COMMITTEE AND REPRESENTATIVES NOMINATED BY THE VARIOUS URBAN BANTU COUNCILS, HELD IN THE BOARD ROOM OF THE WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD, 80 ALBERT STREET, JOHANNESBURG, ON JUNE 29, 1976.

AT 9 A.M.

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PRESENT:

DEPARTMENT OF BANTU ADMINISTRATION

MESSRS. I.P. VAN ONSELEN  
F.H. CRONJE  
J.C.B. EYSSEN  
F.B. DU RANDT  
R.J. RAATH

WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD

MESSRS. H.P.P. MULDER  
C.P. VENTER  
J.C. DE VILLIERS  
W.J.C.C. BOTES  
G.R. PERKS  
F.J. DE KLERK  
P.A. DU PLESSIS  
N.G. VAN LOGGERENBERG  
I.J. DU PLOOY (COMMITTEE CLERK)

BLACK REPRESENTATIVES

(AS PER ATTENDANCE REGISTER ATTACHED AS ANNEXURE A).

Mr. Mulder extended a word of welcome to Mr. Van Onselen and to all the representatives at the meeting, and Rev. Matloporo opened the meeting with prayer.

The Chairman said he was glad that the leaders from the various areas could attend the meeting and explained that the meeting had been convened under his Chairmanship following talks in Pretoria on Saturday 19 June 1976 between the Hon. the Minister of Bantu Administration and Development and Bantu Education, Mr. M.C. Botha, Urban Bantu Council members and other leaders

from Soweto. The object of the meeting was to obtain the views and recommendations of the representatives on matters giving rise to friction between Black and White. He stressed the importance of the meeting and requested that discussions be held in a calm and responsible manner.

A memorandum, attached as Annexure B, was presented by Mr. M.T. Moerane with the request that it be submitted to the Minister as the official representations of the Black representatives with a view to solving some of the matters giving rise to friction and thus adversely affecting racial harmony.

RESOLVED:

That the memorandum submitted by the Soweto community leaders, attached as Annexure B, be submitted to the Minister of Bantu Administration and Development and Bantu Education.

The following items were then submitted for discussion by the meeting with a view to submitting representations to the Hon. the Minister of Bantu Administration and Development. The Chairman agreed to those items being accepted as the Agenda for the meeting :

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1 & 2. Wages and Trade Unions	2 - 3
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5. Homeland Citizenship	6 - 7
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2. WAGES AND TRADE UNIONS

A plea was made that trade unions be permitted for Blacks in South Africa in order to have a channel through which salary and wage demands may be submitted. The point was made that Blacks have a vast numerical majority in comparison with other racial groups and that their major role in the economy of South Africa should accordingly be taken into account. It was felt that Black trade unions would go a long way to avoiding dissatisfaction concerning salaries and wages and resultant problems, as Blacks would also have a say in the matter.

It was stressed that the closing of the wage gap between Blacks and Whites should be given urgent attention. The example of a salary increase of 5% for a White employee earning R1000 per month

and a 15% increase ...

and a 15% increase for a Black employee earning R200 per month was quoted to illustrate the fact that the higher percentage increase failed hopelessly in its effort to close the wage gap, as it means an increase of R50 for the White and only R30 for the Black. The 5% increase for the White therefore in fact has the result of widening the wage gap in spite of the 15% increase for the Black. The view is held that there should be equal pay for equal work, with experience, qualifications and merit obviously being taken into account in the case of both Blacks and Whites.

RESOLVED:

That it be recommended to the Hon. the Minister

- (a) That trade unions for Blacks be permitted and instituted;
- (b) that urgent attention be given to the closing of the wage gap between Blacks and Whites, and that the policy of equal pay for equal work and qualifications be implemented.

3. TRANSPORT

Existing transport facilities were considered to be hopelessly inadequate. The blame for much of the discontent on the side of the Black people was laid at the door of the South African Railways because of its failure to provide adequately for the transport needs of Black commuters. It was pointed out that trains were drastically overcrowded during peak hours and a plea was made for more trains to be made available during these periods in order to relieve the heavy burden on the existing service, and to facilitate travel to and from Black residential areas. Trains usually consist of 11 coaches of which only 3 are allocated to Blacks. Irritation and inconvenience is also caused by trains not stopping at certain stations or stopping past platforms or even on the wrong side of the platform. The result is that people have to cross open railway lines at great personal peril.

It was stated that insufficient ticket selling points at stations and slow, lengthy queues, particularly at Nancefield station, often resulting in trains being missed, were a sore bone of contention.

The request was made that adequate arrangements be made for the South African Railway Police to safeguard Black travellers on trains to Soweto. Pick-pocketing and violence are rife and tsotsis terrorise passengers virtually at will.

Because Blacks have no option but to live a considerable distance from the White cities as a result of the policy of separate residential areas, the view was held that the Government should subsidise all transport services.

It was pointed out that the crux of all grievances was the fact that White people make decisions concerning Blacks whilst they are not sufficiently acquainted with the problems experienced by the Blacks. A typical example was the Technical Committee of the Railways consisting of representatives of the Department of Bantu Administration and Development, the South African Railways and the West Rand Administration Board. No Blacks serve on this important Committee and decisions are taken on behalf of the Black people without the Committee being fully aware of the grievances of the commuters. Reference was made to the Driessen Commission where not a single Black had been called to give evidence and here again Whites gave evidence or made representations on behalf of the Black community.

The zone certificates for Black taxis issued by the Local Road Transportation Board are in respect of certain prescribed areas only between points A and B, whilst White taxis may operate in any area they might choose. This restriction on Black taxis results in taxis being idle outside of peak hours as they are restricted from operating in other areas, and it was felt that the zonal restriction should be removed. Although Putco and the South African Railways are unable to cope with the transportation of Blacks, it is they who are the main objectors to applications from Blacks for motor carrier certificates. It was stated that only cars were licensed to be used as taxis whereas if combis and stationwagons were permitted to transport passengers commercially this would help considerably to alleviate the situation. Black people should also be allowed to form bus companies for the transportation of their own people and so ease the burden placed on the official transport systems.

RESOLVED:

- (a) That the Hon. the Minister of Bantu Administration and Development be requested to take up the following grievances of the Black people concerning the train service with the South African Railways :-
  - (i) Insufficient trains running to and from Bantu residential areas during peak hours;
  - (ii) trains often not stopping at stations and people being left behind;
  - (iii) trains often stopping at the wrong platforms or stopping far beyond the platforms;
  - (iv) insufficient ticket offices at stations (e.g. Nancefield);
  - (v) the protection and safeguarding of Black passengers on trains against violence and pick-pocketing by tsotsis.

- (b) That the Government be requested to subsidise all transport services;
- (c) that the Hon. the Minister of Bantu Administration and Development be requested to arrange for Blacks to be given representation on all bodies where national and local affairs pertaining to the transport of Black people are discussed;
- (d) that representations be made for Blacks to be given representation on the Local Road Transportation Board;
- (e) that representations be made for certificates issued by the Local Road Transportation Board to Black taxis not to be restricted to zones;
- (f) that consideration should be given to the issuing of transportation certificates in respect of combis and stationwagons.

#### 4. HOUSING

The meeting was unanimous in its view that there was an acute shortage of housing for Blacks and that the position had become critical. The number of families on the waiting list at present and others who will qualify for housing in the near future in Soweto approach 18 000. This situation gives rise to enormous sociological problems.

Better types of houses with bathrooms, toilets and electricity were deemed to be necessary and it was felt that houses built in future should be of the 51/9 type incorporating a bathroom, and should be finished off properly before being handed over to the tenant, i.e. completely plastered and provided with ceilings and floors, etc.

In reply to the Chairman, the meeting unanimously confirmed that Black people would be prepared to pay the obviously higher rentals for the better type of housing suggested.

It was felt that consideration should be given to the building of flats, especially for young married couples.

As far as hostels were concerned, it was stressed that they were considered to be a burden on the Black people as the men accommodated there on a single basis break up families in their quest for female company and thus cause serious sociological problems in the community. The plea was for the Department to discontinue the erection of hostels in all future development.

A request was also made that the Department should consider a special concession in regard to the housing of unmarried civil servants and teachers as it is virtually impossible for these

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had the right to remain there. Likewise Blacks in White areas like Johannesburg have helped to build up and develop Johannesburg and accordingly belong there and not elsewhere.

The plea was made that the Department should not force Blacks to become citizens of a country they do not know and have no ties with, as this causes a great deal of discontent and ill feeling among the people. The Department's requirement of homeland citizenship in respect of home ownership, and leasehold, and also for the renewal of the urban Bantu residential areas trading licences was strongly opposed by Blacks and gave rise to friction. It was deemed preferable for the people themselves to be able to make their own decision as individuals regarding homeland citizenship.

RESOLVED:

- (a) That the Department of Bantu Administration and Development be requested not to insist on Blacks obtaining citizenship of a particular Homeland and that individuals be allowed to decide for themselves on this issue.
- (b) That the stipulation of Homeland citizenship as a condition for the renewal of trading licences and for home ownership, be removed.

6. INFLUX CONTROL

The point was stressed that influx control regulations are resented because they are being considered inhuman, often causing the separation of husbands from their wives who happen to come from different areas. This understandably causes hatred against Whites which manifested itself for example during the recent riots when the Jabavu Influx Control offices were the first to be burned down by rioters. The meeting was unanimous that the review of the influx control regulations was a matter which now demands urgent attention.

An appeal was also made for attention to be given to the manner in which these regulations were administered, as this is a highly aggravating factor. Junior officials should be better orientated and trained in the manner of dealing with Blacks, with the importance of common courtesy being stressed.

RESOLVED:

- (a) That serious consideration be given to reviewing the existing influx control regulations.
- (b) That officials be better orientated in dealing with Black people, and that only officials with the right attitudes and manner be employed.



TRADING.

Traders were said to be highly dissatisfied with the Department requirement of proof of homeland citizenship as a condition for the renewal of trading licences. Serious consideration should be given to withdrawing this requirement. Traders had looked forward with expectation to a new era in trading for Blacks in South Africa, such as supermarkets, night clubs, drive-in theatres, etc., but the Department's recently announced new policy had proved to be a big disappointment. The point was again made that Blacks should be represented when decisions concerning the Black community are being made, thus avoiding resentment at a later stage. Trading opportunities for Blacks ought to be extended in order to allow them to open businesses in all the various trades with the one-man-one-trade restriction falling away.

It was felt that the possibility of Blacks being granted liquor licences in Bantu residential areas should be considered with the consequent removal of the monopoly at present enjoyed by the Administration Board in this regard. Consideration should also be given to extending trading hours, particularly over weekends when certain essential commodities like meat, medicine, groceries etc., are difficult to obtain.

The signing of reference books of daily labourers by officials of the Administration Board was also considered to be an unnecessary measure which was a thorn in the flesh and created discontent. A more acceptable arrangement for businessmen should be made in this regard.

Trading by people of other races in buffer strips adjoining the Bantu residential areas for instance with lorries from which vegetables, food, etc. are sold, should be prohibited as this has an adverse effect on the business of authorised Black traders in the residential area. The fact that Coloureds and Indians were still allowed to trade in Alexandra was also considered to be a sore point.

RESOLVED

That the following representations be made to the Hon. the Minister of Bantu Administration and Development:-

- (a) That the homeland citizenship requirement for the renewal of trading licences be lifted;
- (b) that Black traders be permitted to trade in any type of commodity;
- (c) that the liquor trade in Bantu residential areas be opened to Blacks;
- (d) that trading in all commodities be allowed over weekends;

- (e) that a better arrangement for the signing of reference books of daily labourers be worked out;
- (f) that traders from other racial groups be not allowed to trade in buffer strips adjoining Bantu residential areas;
- (g) that the position of Coloured and Indian traders in Alexandra be reconsidered.

#### 8. EDUCATIONAL FACILITIES

Although this item had been dealt with by the meeting held on 25 June 1976 under the Chairmanship of the Secretary of Bantu Education, the request was made that Administration Boards should also take over the responsibility for providing secondary schools which are at present the responsibility of the local community.

The standard of schools built, as well as the standard of maintenance, was considered to be poor and should be investigated. The whole question of whether the total responsibility for the erection and maintenance of schools was not, in fact, the responsibility of the State, was discussed and suggested for consideration.

The request was made that priority be given to school children at the influx control offices when they apply for reference books, as children were sometimes kept away from school for longer than a week when attempting to obtain reference books.

#### RESOLVED:

That the following recommendations be made to the Hon. the Minister of Bantu Administration and Development :-

- (a) That the whole question of the responsibility for the erection and maintenance of schools for Blacks in urban areas be reconsidered in the light of the discussion.
- (b) That schools of a better standard be erected.
- (c) That priority be given to school children at influx control offices when they apply for reference books.

#### 9. JOB RESERVATION

It was pointed out that it cost South Africa millions of Rands to recruit immigrants for the country's labour force, whereas this money could be better used to train Blacks to do the job.

The blame was placed at the door of Whites for neglecting to create training facilities for Black people and thus preventing them from performing skilled work. The training of Blacks in skilled jobs should not be left to the Bantu Education Department only, but private enterprise should also play a major part, particularly as they are a vitally interested party. Training also has the added advantage of keeping idle youngsters occupied and out of mischief.

It was mentioned that the Government's policy of job reservation was one of the greatest causes of discontent amongst Blacks, and it was felt that the time had come for better job opportunities to be made available for Blacks. It was considered to be quite futile and senseless for jobs to be reserved for Whites when there were in any case insufficient Whites to do the work.

RESOLVED:

That the recommendation be made to the Hon. the Minister of Bantu Administration and Development :-

- (a) That more and better training facilities be made available for Blacks by the State and private enterprise;
- (b) that better job opportunities be created for Blacks.

10. STATUS OF URBAN BANTU COUNCIL

Although the enabling Act made provision for the granting of certain powers to Urban Bantu Councils when the Act was passed many years ago, and certain promises had been made in this regard over the years, to date there had been absolutely no progress in this regard. An urgent appeal was made for the permanency of Blacks in urban areas to be accepted and acknowledged officially. As they are here to stay it was felt that they should be granted meaningful representation at all levels of government, from local authority to central government level.

The approach of the meeting was that when these powers were granted to Blacks they would be able to represent their people and thus give Blacks something they might stand to lose, and therefore something to protect and to fight for in times of unrest.

The election of Urban Bantu Council members on an ethnic group basis was mentioned and here again it was stressed that ethnic grouping should not be used as a factor as it was entirely irrelevant and merely served as an irritation giving rise to friction and discontent.

RESOLVED

That the following points be referred to the Hon. the Minister of Bantu Administration and Development for consideration :-

- (a) That consideration be given to representation by Blacks at all levels of Government, from local authority to central Government level.
- (b) That the election of Urban Bantu Council members on an ethnic group basis be discontinued.

11. POLITICAL IMPLICATIONS

The plea was made for the views and recommendations made by Black leaders today, to be respected.

It was often said that Blacks must go to the homelands to enjoy full political rights but in view of the fact that they are in the White urban areas to stay, leadership and political rights for Blacks must be granted and acknowledged here, and not in the homelands. It was again pointed out that the absence of Black leadership and representation of Blacks in the various decision-making organisations was the main grievance amongst Blacks, and was contributing to the hatred and ill-feeling towards the White people. If Black leaders had more executive powers and were represented on the various Government bodies, Blacks could come to them with their grievances and thus avoid riots and violence.

It was recommended that Blacks should share in all the various Government organisations. A multi-racial board should be created in order to consider common problems, and from there matters could proceed to a provincial and finally to a national authority.

RESOLVED:

That urgent consideration be given to granting Black representation on all relevant organisations and governing bodies as a means to create and utilise Black leadership in urban areas.

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Having dealt with all the items on the Agenda, the meeting requested in conclusion that the outcome of the various representations be reported back to the same meeting as soon as possible. A warning was issued to the effect that there were rumours in the townships that there was to be a second phase to the riots and any of the issues raised at this meeting could

spark off further violence which could conceivably spread to White Johannesburg.

It was hoped that the Government would have a new perspective and approach regarding Blacks as a result of the meeting and that consultation with Black leaders would be a feature of the new approach for the future. Mr. T.J. Makhaya, Chairman of the Soweto Urban Bantu Council, requested that dialogue should continue and that the Prime Minister be urged to meet the urban Black leaders.

The Chairman thanked the representatives for the frank and fruitful talks and praised the spirit in which the discussions took place.

The meeting was unanimous in the view that the representatives have an obligation towards the Black people to inform them of the outcome of the meeting, and it was unanimously decided that a joint press statement be issued at the conclusion of the meeting. The joint statement (attached as Annexure C) was compiled by Mr. Eysseñ and read aloud to the meeting which agreed to the contents of the statement.

A vote of thanks was proposed by Mr. H.P.P. Mulder on behalf of the West Rand Administration Board and by Mrs. D. Mabilitsa on behalf of the representatives.

Rev. Matloporo closed the meeting with prayer.

THE MEETING TERMINATED AT 5.30 P.M.

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IJD/P/VCM/JCdV/jb

13.7.76.