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Interview: Dr Edward Ndaba

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DR E.P. Ndaba brings to his new appointment a lifetime of teaching experience: over ten years as a school teacher and almost fifteen years as a university lecturer. He resigned from his post of Deputy Dean of the Department of Education, University of Zululand, and joined the Department of Education and Training as a deputy regional director in 1986.

His new job is a far cry from teaching: Mine is a management position and I have under me deputy directors, assistant directors and circuit inspectors. It's a mammoth task with which I am faced. I have jurisdiction over 236 182 pupils, 6000 teachers, and 1147 schools.

His department maintains cordial relations with the Kwa-Zulu Education Department: We have the same target population. But we are responsible for child-

ren resident in so-called white areas in the townships or on

- farms.

In Natal we have

five educations de-

partments â\200\224 for col-
oured, Indians and
whites, and for blacks
â\200\224 the KwaZulu Edu-
cation Department
and ourselves.â\200\235
Wouldnâ\200\231t one uni-
fied education de-
partment make more
sense? â\200\234Yes,
much so. My depart-
ment is thinking
along those lines. The
political landscape is
changing and we are
looking towards one
department.â\200\235

Does he have any

concrete plans to
move towards a uni-
fied education sys-
tem: â\200\234An education
department operates
within political para-
meters. And the move
to one department isa
political act and
there is nothing we as
educators can do
really. But we hope
the politicians will
sort out their prob-
lems.â\200\235

Has the violence in

* Natal had any -effect

on the schools within
his jurisdiction: â\200\234For-
tunately for my de-
partment only a small

* percentage of child-

ren are involved. I am
responsible for 35
residential areas and
only two or three
townships have been
involved and the vio-
lence has only ef-
fected schools to a
minimal extent.â\200\235
Teachers under his
jurisdiction recently
held a protest march
to his offices in

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Dr Edward Philip
Ndaba (right) was
recently appointed

Chief Regional
Director, Department
of Education and

black official in the
South African Civil
Service. STEPHEN
COAN spoke to him.

Pietermaritzburg and
presented a list of de-
mands. Top of the list
was a plea for im-
proved security in
schools: "Security
was being addressed
long before there was
a march," said Dr
Ndaba. "In the
schools concerned
the management
councils approached
my office because of
certain incidents and
then we gave them
additional = security
staff. This was long
before the march."

Dr Ndaba denies
that the Department
of Education and
Training provides an
inferior education
compared to its white
counterpart: "It's not
the case in so far as

standards and syllabuses

are concerned.
The Department of

National Education
sets the norms and
standards.

So why do so many
black students have a
problem moving from
secondary to tertiary
education in the open
universities: That
has nothing to do with
syllabuses, it relates
to opportunities and
facilities such as
science labs and
other equipment. In
many schools the
facilities are just not
there. With a child in
a white area those
facilities are taken
for granted. But it's a
different story in the
townships.

Last year's black
matriculation results
were a cause for con-
cern. It was a blow,
said Dr Ndaba. As
soon as the results

were announced I ar-
ranged meetings with
principals to find out
what went wrong. On
the basis of these

findings we can cor-

rect the situation. But
there are certain pre-
requisites for pupils
to attain good results:
partnership between
parents and the
school; qualified,
dedicated and sub-
ject-competent
teachers, and also
success-orientated
and motivated pupils
they must be inter-

ested in their educa-

tion. Although the re-
sults were disastrous,

in the department as

a whole there were

only eight schools

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that achieved 100 per-

cent and five of those
schools came from

Natal.â\200\235

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THE new taxi strife on the East Rand and daily carnage on South African roads has once again thrown the spotlight on minibus taxis.

Although the two major taxi groupings, Sabta and Saldta, have come to the defence of taxi drivers, most commuters feel that taxi drivers have complete disregard for the rules of the road and no respect for their passengers and other motorists.

Often taximen are involved in internicine wars over routes, which usually result in pain and suffering for innocent commuters.

In Katlehong, more than 15

people have died over the past few days in the battle between the Katlehong Taxi Association and the Germiston and District Taxi Association. Many vehicles and houses have been destroyed in the process.

And yesterday many lives were again lost and scores injured, including a teacher and primary school pupils.

Responsibility

Saldta has acknowledged the public's negative perception of taxi drivers, but claim this is a distorted one.

It is our conviction that the

responsibility for road safety rests with every motorist and pedestrian. We have observed that taxis very rarely collide with each other. We also believe that private vehicle owners need serious training to create awareness and for defensive purposes, said Sabta's Mike Ntlatleng.

He said it would be tragic if residents were to decide on a boycott, because in certain areas there were more taxis than buses.

He advised commuters to raise such a prospect with the taxi associations.

Statistics show that 60 percent of vehicles using the NI between

_ Pietersburg and Pretoria are mini-buses and that they are involved in most accidents on the road. Since the beginning of December more than 30 people have been killed in minibus accidents * in the - far Northern Transvaal.

â\200\230The accidents â\200\230have â\200\234bÃ@eriâ\200\230'as->

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ting the
hand thatâ\204ç

Gruesome minibus accidents like this one have become the order of the day on South African roads.

Minibus taxi collisions have become the focus of National Road Safety Council and the Automobile Association investigations. NRSC deputy director Mr Eric Wise said it was widely perceived that these vehicles were not adhering to the rules of the road.

â\200\230â\200\234Minibus taxis are often guilty of overloading and speeding. The

-.problem is that the restriction of movement on certainâ\200\231 groups has
<. been lifted and they are no longer..

limited to certain areas. by their
Ã»documents,â\200\231â\200\231he said. ;

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was concerned about the minibus accident statistics, not only because of the number of fatalities involved - which radically affected the national fatality figure - but also the enormous challenge to the motor industry to properly train the drivers of these vehicles.

Arrogant

znce For-instance in Standerton a taxi driver, apparently on his way taâ\200\234thc Reef,-overtook on a.curve

cribed 1o rec_klcssncss andâ\200\230 xm v +Mr. Hugo. Hagen, SPâ\200\230*CSM wand over a barrier line in the.face

â\200\230patience.

0E Wrr ~for the AA, said:his orgamsaçon

o vof oncoming traffic.

When he realised that he would not make it, he drove the taxi off the road and into the gravel patch on the opposite side of the road.

Many drivers are arrogant when dealing with passengers.

For instance, a driver in an East Rand township was called to order by passengers for riding on a barrier line while there were vehicles approaching from the opposite direction.

The driver said that if anybody felt like taking over, he was free to do so.

An Eldorado Park taxi driver, who weaved dangerously through traffic on the M1 South freeway, was threatened by passengers and told to stop treating them as though they were a cargo of cabbages.

Some taxi drivers play blaring music to weary day-end passengers, despite objections. Other passengers have complained that drivers are under the influence of alcohol or other drugs while on duty. Although many taxis have

no smoking signs, some drivers ignore this ruling and smoke.

Crashed

Some taxi drivers also engage in dangerous practices while handling fares for passengers. -

A taxi crashed into The Star building in Johannesburg because the driver was sorting out change while driving. He climbed the pavement and hit a news vendor into a plate glass window at First National Bank.

Taxis have also been seen travelling parallel to each other and a driver exchanging money with a passenger in the other vehicle.

It would seem some taximen have become more concerned with profit-making than the safety of their passengers.

But by continually ignoring the golden rule that the customer is king, they are biting the hand that feeds them and are likely to face

tough times ahead if they do not change.

Most commuters of these taxis are black.and one wonders how much they would have changed had that been transporting white passengers.

Some of the blame for taxi-drivers' bad behaviour falls squarely on the shoulders of traffic departments who are well

" aware of the problem, but do little

to curb it.

One .can. only hope that this situation will be addressed urgent-

ly.

â\200\234THE DAILY NEWS, WEDNESDAY, MARCH 7, 1990 ;

INSIGHT

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_ ~ STAR AFRICA NEWS

olice reports of rioting, murders, mass killing, burning,

Township, anarchy, bloodshed

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By Craig Kotze

At least 39 people have died in unrest in various parts of the country since late last week as many townships collapse into anarchy and increasing bloodshed.

Police said 17 people had been murdered over the past two days in township unrest which shows no sign of abating.

Focal points of unrest have

been in Khutsong near Ober-

holzer in the Transvaal, Katlehong in Germiston, Felekesi near Amanzimtoti, Table Mountain near Maritzburg and townships near Nurban.

Killings have also taken place in Crossroads in the Cape and at Port Shepstone.

Taxi wars

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The killings were accompanied by widespread rioting, stonethrowing, petrol bomb attacks on homes and on police.

Killings were also a feature, - with five men hacked to death in Felekesi on Monday and a man and three youths shot dead in an outbreak of taxi war in Katlehong yesterday.

Targets for attack have been

police, policemen's homes,
township councillors and their

homes as revolutionary street

committees reappeared.

Another 15 people were injured in the Katlehong violence.

A 15-year-old boy was also shot dead in Katlehong, apparently also by taxi passengers. Thirteen suspects were arrested.

In Khutsong, 13 people have died in four days of violence in

the township, with one youth

shot dead by police after he stoned a police vehicle. The charred body of a man was also found in a gutted house.

In other incidents a man was beaten to death near Port Shepstone by a mob, the body of a man who had been shot dead

was found in Mpumalanga near

Maritzburg, and a man was also

shot dead in nearby 'I_aylor's . |

Halt. ,

A 28-year-old woman was

killed in Crossroads squatter camp outside Cape Town after

three bogus policemen smashed down the door of a house and shot her.

Ten bus passengers were injured after a mob stoned a bus in Modder River near Kimber-

ley. An arsonist set four buses

alight in East London.

@ More than 2000 black teach-

ers staged a march in Ikageng township near Potchefstroom yesterday in protest against the Department of Education and Training (DET). The township was tense and a military helicopter patrolled overhead while a large number of police were deployed at the entrance to the township.

Natal mayor calls for FW's aid

Own Correspondent

DURBAN 224 Townships near Maritzburg had been 230 234 230war zones 235 since 1985, but there had never been sufficient police or

~military personnel deployed to " 230contain the situation, Maritz-

burg 231s mayor, Mr Mark Cornell said today. He made an urgent appeal to

@ See Page 17.. (" \

tention to the violence which had recently spilled over from the townships into the city. :

He said the police and military personnel had very quickly been poured into trouble-torn Bisho, Ciskei, this week, while Maritzburg had had a security force shortage for years.

