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THE LABOUR REPORT

Living legend in the transport industry retires after serving UNTU for four decades

HAMBA KAHLE, STEVE

It is with great regret and heavy hearts that UNTU says hamba kahle to our General Secretary, Steve Harris, a living legend in the transport industry and a long-time stalwart who left his mark as a unionist.

To UNTU members, Harris (64) is known as their passionate and fearless leader who will leave no stone unturned to protect the jobs of his members and to fight for their rights.

His opponents know that they don't have to like him, but have learnt to respect and value his views and inputs coming from forty years of experience in a very specialised industry.

Growing up in Greytown in Kwa-Zulu-Natal, Harris wanted to become an accountant, but unfortunately he did not receive university exemption after completing matric.

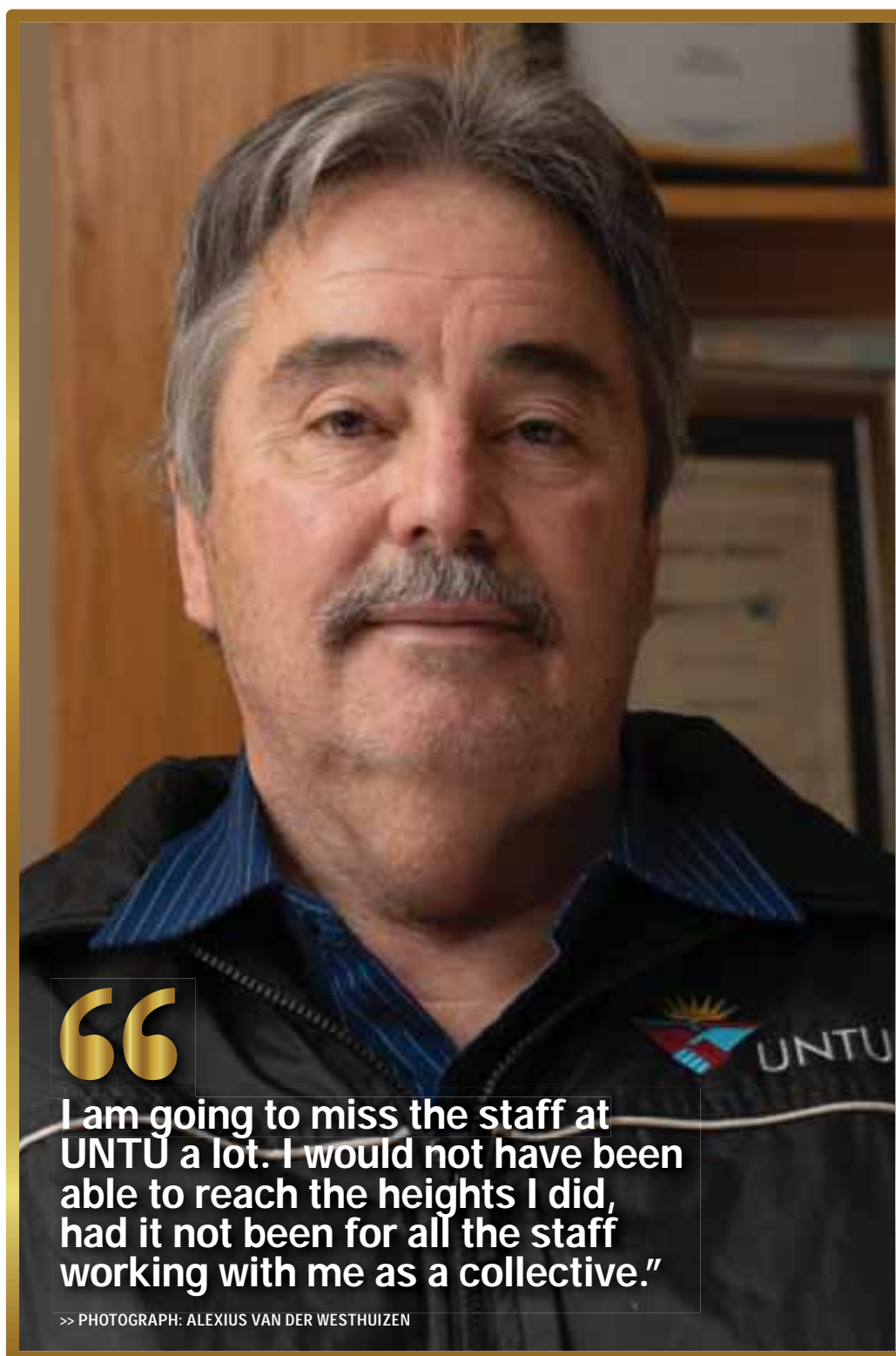
In 1977, after returning from the Army, Harris applied for an apprenticeship as an electrician with what is now known as Transnet. In 1979 he passed with distinction.

"I wanted to work on the cranes in the Durban harbour, but there were no jobs available and I had to work on locomotives. Every month I had a meeting with the chief engineer in Umbilo to check if something else was available.

"In 1980 I joined my very first strike in a dispute about the deduction of tax on our thirteenth cheque. At the age of 23 I submitted my first grievance against the employer. Although I won my case, I realised the importance of having a trade union to represent you," says Harris.

He was a member of a Trade Union representing technical railway workers, Artisan Staff Association, and would always ask his Union Branch Secretary what the Union was doing for workers whenever he passed his office.

"In 1981 the Secretary threw a book at me and said I must apply for the job at the Union as advertised. On 1 April 1982 I started my career as an assis-



“

I am going to miss the staff at UNTU a lot. I would not have been able to reach the heights I did, had it not been for all the staff working with me as a collective.”

>> PHOTOGRAPH: ALEXIUS VAN DER WESTHUIZEN

tant secretary at the Union. And as they say, the rest is history.”

Harris realised that being a unionist was a calling. Family time was something of the past as thousands of members relied on him to represent them. “Serving members 24/7 became my first priority because they needed me and paid my salary.”

The massive retrenchments of workers in 1985 shook him when the employer downscaled from 200 000 employees to the current approximately 60 000, including managers.

The second biggest strike in his career was in 2006 when the former Transnet Chief Executive Officer Maria Ramos refused to talk to unions about

the restructuring of the company. After two weeks on the street, Alec Erwin, the Minister of Public Enterprises at the time, intervened.

The decade of state capture in the state-owned enterprises was one of the most difficult periods for Harris who witnessed the various political appointments being made in Prasa and Transnet.

“There was no stability. Every time it was a new broom trying to sweep clean. Almost none of them stayed the five-year term. The cadre deployment had a devastating impact on the moral of workers.”

Harris says he will miss the staff at UNTU with whom he worked with the most. “I would not have been able to reach the heights I did, had it not been for all the staff working with me as a collective.”

According to Harris his wife, Eldorette, is looking forward to having him all to herself.

“I am left without words when I have to begin to describe how grateful I am for her love, support and sacrifices in allowing me to put my passion for UNTU members first.

“Also my son, Stefan (28), who only had the joy of me attending one of his rugby games in primary school and one of his cricket games in high school. He never complained or blamed me but stood by my side no matter what.”

Harris is retiring knowing that under his watch UNTU grew to one of the financially strongest trade unions in the country which annually receives unqualified audits for its solid accounting controls and financial management.

He plans on spending February 2022 travelling the country.

“I just want to rest and relax. When I return, I will consider what comes next. I believe I still have a lot to offer to the transport environment and labour industry and will be considering offers made to me.”

Hamba kahle Steve Harris. A giant of a man has left UNTU House. 🌟



Gearing up for our National Congress, wage negotiations



Hendrik Fourie
PRESIDENT SAYS

Transnet started wage negotiations offering a 0% increase for 2021 only to settle on implementing a 5% increase after it became clear that the state-owned enterprise (SOE) had a strike of organised labour on its hands.

Prasa signed a 5% multiterm wage agreement with UNTU but did not pay workers their increase in the second year of the agreement, because the SOE does not have the money. This means that the only way to force Prasa to pay is to confiscate its assets and sell it on an auction to get the money to pay the increase. A drastic step like this would not be in the best interest of UNTU members.

It was a shock to Organised Labour when President Cyril Ramaphosa announced in June that Transnet National

The past two years have been exceedingly hard being confronted by difficult challenges amidst the fight against Covid-19, a pandemic that crippled economies globally.

Ports Authority (TNPA) will become an independent subsidiary of Transnet. This was done without prior consultation with Labour.

The National Ports Act of 2005 states that TNPA cannot be a division of Transnet, but the Act was not implemented for the past 15 years due to the practical implications and consequences thereof.

To make matters worse, Transnet declared a financial loss of R8,4 billion due to a variety of factors, including the devastating impact of Covid-19 on the business.

As predicted, South Africa has now entered the fourth wave of the pandemic with President Ramaphosa warning that lockdown levels might once again be amended soon. I made the personal choice to get vaccinated, not only to protect myself and my loved ones, but also because our ailing economy cannot afford to be closed again. I would like to urge all UNTU members who did not get the vaccine, to reconsider.

UNTU is ready to start with Transnet wage negotiations in 2022 when we return and is excited about the Union's upcoming National Congress in May 2022.

I bid all of our members a very merry Christmas with your families and a truly blessed 2022. May God protect you wherever you go. 🙏

Not easy saying goodbye after serving our members for 40 years



Steve Harris
FULL SPEED AHEAD

easy to say goodbye to something you have loved and treasured for so long. For the past forty years UNTU was my home. Each of you, our valued members, was one of my relatives whose best interest I had to look after at work.

It was an enormous task, but I loved every second of it and have no regrets.

I look back over my four decades at UNTU with enough stories to last me a lifetime. With the grace of God, I intend to write a book when I have the time to do so.

I have made many friends and enemies on my journey. I was born with the ability to speak my mind and grew up not to tolerate unfairness, abuse of power or any

It is with a heavy heart that I am writing my last column as the longest serving General Secretary of UNTU and as the longest serving member of a Union with its roots dating back to 1905.

It is never

other injustice.

In life I have always followed the road less travelled, not trying to be popular, but striving to always do what is right.

I maintained that whoever I crossed swords with, did not have to like me. I only demanded respect and an understanding from where I was coming from as I held the interest of tens of thousands of members in the palm of my hand.

The friends I have made in Government, in the state-owned enterprises, in the Trade Union movement, in organised business and even in my private dealings, will remain close to my heart.

As always, I will continue to be a phone call away to assist with advice, but might switch off my phone for some well-deserved family time whenever I wish.

This is not farewell, but only goodbye to UNTU as I will be going on retirement after my 65th birthday on 26 January 2022.

I am not about to disappear from the scene as I know I still have a lot to offer the industry. For the immediate future, I plan to travel our beautiful country and revitalise with my loved ones.

Merry Christmas and a happy New Year. Travel safe. Until we meet again. 🙏



▲ Wielligh Meyer, UNTU Executive Council Member, attending an UNTU Branch Meeting of Transnet Engineering in Pretoria.



▲ UNTU Executive Council Member Tikum Hardhaw attending an UNTU Durban Prasa Branch Meeting.



▲ Trevor Wasserfall, UNTU Vice-President, assisted with the elections of new Branch leaders.



▲ Dan Khumalu, UNTU Deputy-General Secretary, completed the training of UNTU's newly elected Trade Union Representatives at UNTU Head Office in Houghton, Johannesburg.



Samuel Monyela and Gray Masevhe are struggling to perform their duties without proper safety boots.

These boots aren't made for walking

Still no proper safety boots after years of struggling

Two Transnet Infra workers in Makhado (Louis Trichardt) have been struggling for years to get proper safety boots — an essential requirement for their jobs. Both men started their careers as Rail Network Construction (RNC) workers for Transnet and were later grateful to be appointed in permanent positions. They are loyal to their employer and very hardworking.

Samuel Monyela (56) got his last pair of safety boots from Transnet Freight Rail in 2019. Now his boots are worn, the soles are coming off, and it is unsafe for him to continue working in the hot sun or heavy rain on the railway lines with them.

"We do hard work with big machines. I love my job and my only wish is to make my wife and children proud of me until I can retire. I am the only breadwinner providing for a family of nine people.

"But with these shoes I feel humiliated at work. It feels as though I am not valued or respected by my employer. It makes me very sad," says Monyela.

His colleague, Gray Masevhe (41), suffers an even worse humiliation. He has to stay in the yard every day and do general work when the rest of the team goes out to

the railway line because his feet are too big and it is difficult to find a size 11 safety boot.

This is the first time Masevhe has experienced this problem in the fifteen years he has been working — first for RNC and thereafter as an Infra worker.

"Because I was told my feet are too big for safety boots, I borrowed a pair of size 11 safety boots from my uncle. My supervisor allows me to work in the yard with the borrowed pair of shoes, but I am not allowed to work in the field because they don't comply with Transnet's standards.

"This is heartbreaking and very humiliating for me. The supervisor says the risk is too big to allow me to work outside the yard with my uncle's boots. My safety and that of the rest of the team are non-negotiable at work and I respect the principle.

"But at the same time, I am very frustrated. It was previously never a problem for Transnet to supply me with a size 11 boot. Because I am not utilised to my full potential, I cannot be considered for promotions. I am afraid that I might lose my job," says Masevhe.

UNTU undertook to take up the issue of safety boots for these two RNC members. Watch this space. 🇿🇦



Transnet procurement crisis

Transnet is currently struggling with a cash flow problem after reporting a loss of R8,4 billion in the 2020/2021 financial year.

Portia Derby, Chief Executive Officer of Transnet, says procurement of necessities is one of the greatest challenges due to the lengthy and complicated procurement process the state-owned enterprise has to follow.

The rules and regulations that SOE's like Transnet need to follow to get basic

supplies, makes its response to the global demand so slow that Transnet is unable to compete on the global arena.

Derby says Transnet is trying to streamline this process as far as possible by automating the procurement process: using less workers and making better use of information technology. She believes automation will also minimise the risk for corruption in the procurement system. 🇿🇦



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madle@sanlam4u.co.za

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UNTU - HEAD OFFICE

Street Address

UNTU House,
182 Louis Botha Avenue,
Houghton Estate

Postal Address

P.O. Box 31100, Braamfontein, 2017

Telephone

011 728 0120
Fax: 011 728 8258

DURBAN OFFICE

Street Address

206 Che Guavara (Moore) Road,
Durban

Telephone

011 728 0120
E-mail: untudbn@untu.co.za

CAPE TOWN OFFICE

Street Address

12 Scharmberg Street, Parow,
Cape Town

Telephone

011 728 0120

EDITORIAL QUERIES

Editor: Sonja Carstens

E-mail: enquiries@untu.co.za
Tel: 011 728 0120
Cell: 082 463 6806

**LAYOUT, DESIGN,
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aksentmedia@vodamail.co.za



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Ralph Mills, Chief Executive of Transnet Engineering, showing Kenyan President Uhuru Kenyatta what TE is all about at the Koedoespoort Depot in Pretoria. Mills was accompanied by Portia Derby, Chief Executive of Transnet; Dr Popo Molefe, Chairman of the Board of Transnet; and Public Enterprises Minister Pravin Gordhan.

Strengthening economic partnerships

Kenyan President visits TE's Koedoespoort Depot

Expanding economies like South Africa and Kenya can move goods across Southern Africa faster and cheaper if they strengthen their economic partnerships.

This was the message of Kenyan President Uhuru Kenyatta when he visited the Transnet Engineering (TE) Koedoespoort Depot in Pretoria with Public Enterprises Minister Pravin Gordhan. This formed part of his two-day tour in the country to establish partnerships with state-owned enterprises.

The Koedoespoort Depot rolled out the red carpet for President Kenyatta after he declared his political and business intent to partner with South Africa, a country that has always been close to his heart.

"We must improve our airways, seaways and railways to become more competitive in an increasingly competitive global market. Kenya Railways and Transnet share technical inputs and engineering expertise that is vital to both economies."



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Gordhan accompanied President

Kenyatta on his tour to show off South Africa's capabilities in design, manufacturing, and maintenance of rail-related equipment.

Ralph Mills, Chief Executive of Transnet Engineering, says this division employs 10 000 people at its six plants and 145 maintenance depots nationwide. According to Mills, he has been able to visit 84 of these depots since his appointment almost two years ago. He pointed out to President Kenyatta that TE's School of Engineering has the capacity to train 3 000 artisans per year in 18 artisan fields, but is currently only training about 600 students per year.

"There is a lot of excess capacity that we need to utilise."

President Kenyatta and President Cyril Ramaphosa also discussed the possibility to revive Transnet's involvement in the Lamu Port-South Sudan-Ethiopia-Transport (Lapsset) Corridor Project, a major development in the region that will be used for planned oil exports. 🌟



One of the Transnet Freight Rail sleeper coaches manufactured by TE. Inserts: A port hauler (top left) and a diesel locomotive engine (bottom left), all manufactured by Transnet Engineering in Koedoespoort, Pretoria.

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Young boxers off to nationals

Transnet Engineering Boxing Academy takes 17 learners to SA Champs



Dedication, determination and consistent hard work against all odds paid off for 17 young boxers of the Transnet Engineering Boxing Academy in Koedoespoort in Pretoria. They will be participating in the South African Boxing Championship to be held in Gqeberha in the Eastern Cape in December after they only had a few weeks to train inside the boxing rings of the club.

"I have prayed so hard for this moment. I am so relieved and very grateful. We worked very hard to pull this off," said Johan Prinsloo, UNTU Trade Union Representative at Transnet Engineering (TE).

Prinsloo is an international boxing coach, the coach of the Gauteng and Gauteng North provincial boxing teams, the manager of Gauteng and the Gauteng-North Provincial Boxing Academies and the manager of the recreational facility at Transnet Engineering Koedoespoort.



Two of the talented young boxers training at the Transnet Engineering Boxing Academy.

>> PHOTOGRAPH: ALEXIUS VAN DER WESTHUIZEN

During the day he is the acting manager of the capacity building facility at TE.

Labour Report reported previously that boxers who had been training to compete in the Olympic Games had to leave the

world-renowned academy because it was not allowed to open its doors like normal gyms during the Covid-19 pandemic.

Prinsloo continued training with a team of boxers keeping them fit by exercising

in parks, at the Union Buildings and on the grounds of the South African National Defence Force where they can use the open space.

"We had numerous requests from parents in our community and from workers at our plant to reopen the facilities. Boxing is not just a sport. It is a life-changing experience. If you want to achieve your goals, you need to make some adjustments. What you eat, how you sleep, how you socialise and when you train.

"Boxing plays a vital role in establishing a purpose and a goal for individuals, helping them to let go of bad habits and giving them role models to look up to. I am very proud of the team who will be competing from 13 to 18 December. They are all between the ages of 12 and 16 years."

He has always believed that sport makes a positive contribution to keep children off the street and introduces them to role models. 🏆

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are handled every 24 hours. The aim is to expand capacity from 2,9 million to more than 11 million units of cargo.

From biggest to world's best

Durban Container Terminal: Huge infrastructure expansion planned

The Durban Container Terminal, the biggest and busiest in Africa, is set on establishing partnerships with the private sector to invest R100 billion over the next decade to expand its infrastructure.

This world-class port and hub for the southern hemisphere handles an average of 1 100 containers every 24 hours, but this is not good enough according to President Cyril Ramaphosa.

He says the port lost its status as the best performing port in Africa. It must expand its capacity for container handling from 2,9 million units to over 11 million units of cargo. This comes after the World Bank ranked the Port of Durban in the bottom three of the world's 351 competent container handling facilities.

The analysis revealed that the main factors to drive higher efficiency included the presence of at least one specialist terminal operator, the existence of a rail connection to the port, the existence of transshipment

traffic and reduced time at berth.

According to Ramaphosa, the effectiveness of the Durban port is vital to Government's plans to guide South Africa on the path to economic recovery after the devastating impact of the Covid-19 pandemic. Transnet management plans to expand all five of the port's precincts.

"These include the deepening of the Maydon Wharf channel to allow larger, modern vessels to enter the port; the infill of Pier 1 and Pier 2 to create additional capacity for containers; and the

development of a new container terminal in the Point precinct," said Ramaphosa.

The terminal has a combined capacity of 3,6 million TEU (Twenty Foot Equivalent Unit) per annum, which will increase to 4 million TEU after the berth extension. Work is in progress to deepen the terminal draft to 16 m.

In March 2020 Durban Container Terminal was the first terminal in South Africa to pioneer the Truck Appointment System to ease container and truck traffic on Durban roads. 🇿🇦

A panoramic view of the Durban Container Terminal, the biggest and busiest in Africa.

>> PHOTOGRAPHS: ALEXIUS VAN DER WESTHUIZEN



President Cyril Ramaphosa says the Port of Durban has lost its status as the best performing port in Africa.



The crane “graveyard” where the maintenance and services of cranes are done.



An MSC vessel, a world leader in global container shipping, ready to be offloaded at the Durban Container Terminal.



The ship-to-shore cranes in the Durban Container Terminal.

R100 billion

The value of partnerships needed with the private sector to expand the port's infrastructure over the next decade.

Trucks waiting in queue at the Durban Container Terminal.



Two empty stackers.



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	Chairman	Warrington	George	083 411 4962	021 940 2160	086 749 1740	george.warrington@transnet.net
	Secretary	Van Rooy	Olivia	082 322 5898	021 449 3045	–	Olivia.Vanrooy@transnet.net
BRANCH	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
Beaufort West	Chairman	Janse van Vuuren	Jacques	082 355 1166	023 449 2140	023 449 2177	jacques.jansevanvuuren@transnet.net
	Secretary	Meintjies	Reginald	078 907 2184	023 449 2140	023 449 2177	reginald.meintjies@transnet.net
Cape Town	Chairman	Davies	Peter	083 947 9119	021 940 2818	021 940 3438	Peter.Davies@transnet.net
	Secretary	Warrington	George	083 411 4962	021 940 2160	086 749 1740	george.warrington@transnet.net
Maritime Cape Town	Chairman	Coetzee	Chantal	076 083 1930	021 449 4285	–	chantel.coetzee2@transnet.net
	Secretary	Van Rooy	Olivia	082 322 5898	021 449 3045	021 449 4175	olivia.vanrooy@transnet.net
Maritime Saldanha	Chairman	Wevers	Ply	073 397 3179	022 703 4831	022 703 4952	plywevers@transnet.net
	Secretary	Soobramoney	Chantal	072 220 2882	–	–	chantal.soobramoney@transnet.net
Lions Head	Chairman	De La Fontyn	Jacob	082 703 2930	021 449 5349	–	jakobdelafontyn@gmail.com
	Secretary	Neels	Handre	078 699 1019	021 449 5349	–	Handre.Neels@prasa.com
Metro Disa	Chairman	Fingita	Ndimpiwe	082 091 3234	021 940 3516	–	Ndinafingita@gmail.com
	Secretary	Thembelani	Tyilo	073 345 8390	–	–	Tyilo.Thembelani@gmail.com
Metro Cape Town	Chairman	Qoyl	Luyanda	078 866 8381	021 449 5532	–	lqoyl@prasa.com
	Secretary	VACANT	–	–	–	–	–
Saldanha Orex	Chairman	Saul	Lutwena	079 225 9168	022 703 2347	022 703 2229	Lutwena.Saul@transnet.net
	Secretary	Titus	Cornelius	063 099 3253	022 703 3242	–	Corneltitus2@gmail.com
TRE Cape Town	Chairman	Xolani	Mbolekwa	068 206 3519	021 507 2550	–	Xolani.Mbolekwa@transnet.net
	Secretary	Lengkeek	Sam	082 295 5140	–	–	–
Vredendal	Chairman	De Wee	Angelo	073 140 3320	022 703 3412	–	angelodewe@gmail.com
	Secretary	Steenkamp	Nicollo	063 161 6827	–	–	NicolloMark398@gmail.com
Worcester	Chairman	Steyn	Leon	083 293 7523	023 348 4218	023 348 4306	leonsteyn1961@gmail.com
	Secretary	Miller	Leandre	060 996 6046	023 348 4262	–	farooleandre@gmail.com

AREA 4 – FREE STATE

AREA COMMITTEE	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
	Chairman	Van Rooyen	Pieter	079 526 9228	051 408 2663	–	pieter4901@gmail.com
	Secretary	Bezuidenhout	Kobus	071 268 6100	–	–	kobus.bezuidenhout@transnet.net
BRANCH	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
Bethlehem	Chairman	Saul	Jacob	063 076 5804	058 302 2122/2113	–	–
	Secretary	Radebe	Joseph	084 557 7112	058 302 2160	–	mojchenity@yahoo.com
Bloemfontein	Chairman	Van Rooyen	Pieter	066 430 6514	051 408 3750	–	pieter4901@gmail.com
	Secretary	Swanepoel	Corné	060 564 4995	051 408 3118	–	corne.swamepoel@transnet.net
Kroonstad	Chairman	Dreyer	Douw	082 920 9450	011 978 2737	011 978 2737	douw@untu.co.za
	Secretary	Kruger	Andries	083 451 7351	056 268 2106/2141	056 268 2146	dries.kruger@transnet.net
TRE Bloemfontein	Chairman	Bezuidenhout	Kobus	071 268 6100	051 408 3543	–	Kobus.Bezuidenhout@transnet.net
	Secretary	Meiring	Minette	065 393 6505	051 408 2543	–	minette.meiring@transnet.net

IF YOU HAVE A PROBLEM,
PHONE US ON TEL: 011 728 0120



AREA 5 – GAUTENG CENTRAL							
AREA COMMITTEE	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
	Chairman	Ratshibaya	Suzan	065 875 8843	–	–	radzilanisuzan6@gmail.com
	Secretary	Grimsell	Kenneth	083 675 7619	011 365 7361	–	kgrimsell@gmail.com
BRANCH	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
Esselenpark	Chairman	Maphunye	Chris	083 476 2375	011 929 1076	–	Chris.Maphunye@transnet.net
	Secretary	Mthembu	Vuyelwa	073 810 3435	011 929 1388	–	Vuyelwa.Mthembu@transnet.net
Germiston	Chairman	Motau	Thabo	083 880 2778	011 820 2622	011 820 2318	thabo.motau@transnet.net
	Secretary	Masumpa	Thembile	082 866 2546	–	–	Georgethembile@gmail.com
Heidelberg	Chairman	Njowa	Peter	073 223 3625	–	–	Peter.Njowa@transnet.net
	Secretary	Thipe	Itumeleng	078 208 3971	016 815 5400	–	Itumeleng.Thipe@transnet.net
Isando	Chairman	Machadi	Kholofelo	071 446 8124	011 507 7060	–	Chadis303@gmail.com
	Secretary	Mtshweni	Brian	076 950 4934	011 570 7030	–	brian.mtshweni@transnet.net
Kaserne	Chairman	Mokoena	Japhta	083 493 6701	011 820 2490	–	Japhta.Mokoena@transnet.net
	Secretary	Mathekga	Noah	072 799 7297	011 330 6061	–	noahmathekga@gmail.com
Krugersdorp	Chairman	Tshabalala	David	068 580 9285	011 309 7186	–	David.Tshabalala@transnet.net
	Secretary	Kalimashe	Ronald	083 574 6766	011 950 1238	–	Ronald.Kalimashe@transnet.net
Leeuhof	Chairman	Rossouw	Morne	084 504 0407	016 420 6246	016 420 6352	morne.rossouw@yahoo.com
	Secretary	Ratau	Mathume	073 843 0813	016 420 6278	–	msratau@webmail.co.za
Metro – Central	Chairman	Van Wyk	Anton	079 872 1882	011 013 0035	–	antonvanwyk51@gmail.com
	Secretary	Zwane	Remembrance	076 546 2316	–	–	Plannedpurpose87@gmail.com
Metro – East	Chairman	Grobler	Frederick	083 276 8715	–	–	Fgrobler@prasa.com
	Secretary	Van Zyl	Andries	083 276 8783	–	–	yzf1000.yama@gmail.com
Metro – West	Chairman	Hagemann	Ockert	083 275 9991	011 278 2304	–	ockert.hagemann@prasa.com
	Secretary	Smit	Albertus	083 459 9733	016 420 6204	–	smit.albertus.j@gmail.com
Parktown	Chairman	Mdyogolo	Luvuyo	071 363 6988	011 584 0574	011 774 9909	luvuyo.mdyogolo@transnet.net
	Secretary	Gagayi	Ndumiso	064 103 5499	011 544 9773	–	Ndumiso.Gagayi@transnet.net
Sentraraand	Chairman	Mulaudzi	Vhulahani	082 973 8120	011 960 2011	–	Mulaudzi777@gmail.com
	Secretary	Phoshane	Thabiso	071 248 6355	011 960 2197	–	Thabiso.Phoshane@gmail.com
Springs	Chairman	Malahlela	Sphiwe	078 180 2519	011 365 7361	–	sphiwekga@gmail.com
	Secretary	Grimsell	Kenneth	083 675 7619	011 365 7361	–	kgrimsell@gmail.com
Standerton	Chairman	Mthembu	Sibusiso	072 117 0882	083 748 3616	–	sbusisomthembu54@gmail.com
	Secretary	Sikhosana	Nelisiwe	073 609 2857	083 980 0837	–	esikhosana266@gmail.com
TRE Germiston	Chairman	Mudau	Phindile	073 872 8813	011 820 2716	–	Audrey.Mudau@transnet.net
	Secretary	Mudau	Shelton	072 228 8469	011 820 2053	–	Shelton.Mudau@transnet.net
TRE Sentraraand	Chairman	Zwane	Winnie	073 883 8917	011 960 2426	–	Winnie.Zwane@gmail.com
	Secretary	Ellis	Daniel	084 576 2428	011 960 2305	013 665 1135	Daniel.Ellis@transnet.net

AREA 6 – NORTHERN CAPE							
AREA COMMITTEE	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
	Chairman	Menziwa	Yandiswa	073 708 2136	053 632 8303	–	Ymenziwayaya@gmail.com
	Secretary	Maphike	Sipho	073 842 6747	018 632 0894	–	sipho.maphike@transnet.net
BRANCH	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
Lichtenburg	Chairman	Manca	Collin	063 085 5813	018 381 9249	018 381 9201	Keaaga.Manca@transnet.net
	Secretary	Maphike	Sipho	073 842 6747	018 632 0894	–	sipho.maphike@transnet.net
De Aar	Chairman	Manziwa	Yandiswa	073 708 2136	053 632 8303	–	Yandiswa.Menziwa@transnet.net
	Secretary	Ndzunga	Xolani	083 294 8944	053 632 8303	–	Xolani.Ndzunga@transnet.net
Kimberley	Chairman	Visagle	Lincoln	073 381 7190	053 838 2008	–	Lincoln.Visagle@transnet.net
	Secretary	Wetsi	Alta	084 326 7733	053 838 3002	–	Altawetsi@gmail.com
North West (Klerksdorp)	Chairman	Cimela	Abram	064 781 1971	018 406 2206	018 406 2033	phogojanekebo@gmail.com
	Secretary	Setlhare	Papase	060 554 7588	018 406 2051	018 406 2001	papasesetlhare44@gmail.com
Postmasburg	Chairman	Pemba	Luntu	082 965 7638	053 313 7241	–	Luntu.Pemba@transnet.net
	Secretary	Kwaien	Jonathan	073 710 7742	053 313 7270	–	Jonathan.Kwaien@transnet.net
Sishen	Chairman	VACANT	–	–	–	–	–
	Secretary	Mofokeng	Themba	078 889 0474	–	–	Thembatmofokeng@gmail.com
Warrenton	Chairman	Ximba	Jabulalini	067 068 9433	053 494 3211	–	Jabulani.Ximba@transnet.net
	Secretary	Mokopanele	Neo	084 548 5851	053 838 2166	–	–
Upington	Chairman	Van der Merwe	Petrus	083 504 9205	054 338 6699	054 338 0185	caartie@telkomsa.net
	Secretary	Schamboua	Julius	083 938 5694	054 338 3408	054 338 3440	jjschamboua@gmail.com

AREA 7 – GAUTENG NORTH							
AREA COMMITTEE	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
	Chairman	Muleya	Alfred	074 676 2136/078 261 6594	015 781 9035	–	alfredmuleya47@gmail.com
	Secretary	Tshotheli	Regina	076 476 0172	015 534 7209	015 534 7222	Regina.Tshotheli@gmail.com
BRANCH	POSITION	SURNAME	FIRST NAME	CELL PHONE NO	TELEPHONE NO	FAX NUMBER	E-MAIL ADDRESS
Ermelo	Chairman	Msweli	Mthokozisi	083 346 0206	017 801 2206	–	IM.Msweli@gmail.com
	Secretary	VACANT	–	–	–	–	–
Komatipoort	Chairman	Sambo	Rudolph	076 840 9392	013 799 9947	–	RZSambo@gmail.com
	Secretary	Shabangu	Nkosinathi	072 461 8779	–	–	shabangunkosinathi@rocketmail.com
Musina	Chairman	Matlala	Stephen	072 532 6699	015 519 4245	015 519 4248	Grp-TFR-UntuLTX@transnet.net
	Secretary	VACANT	–	–	–	–	–
Nelspruit	Chairman	Rankoe	Bongani	072 340 8940	013 752 9307	–	bonganimasuku5@gmail.com
	Secretary	Ngomane	Thulane	078 208 2403	013 751 9233	–	ikemshika@gmail.com
Phalaborwa	Chairman	Mashinya	Loyce	082 216 9251	015 781 9035	–	Loyce.Mashinya@transnet.net
	Secretary	Rokhitso	Nganyane	076 147 4323	015 781 9042	–	nghundlu2950@gmail.com
Piet Retief	Chairman	Mohlala	Kgaogelo	083 980 1774	017 824 8245	–	kgaogelo.mohlala@transnet.net
	Secretary	Nxumalo	Jabulile	079 623 4265	017 824 8200	–	bbupatricia21JM@gmail.com
Polokwane	Chairman	Mosebedi	Sonnyboy	079 502 4142	015 299 6487	–	sonnyboy.mosebedi@transnet.net
	Secretary	Pheta	Modjadj	083 380 4775	015 299 6485	011 774 9440	modjadj.pheta@transnet.net
Pretoria	Chairman	Khotle	Samson	072 805 2067	012 315 8409	–	GRP-TFR-UNTUPRETORIA@transnet.net
	Secretary	Seatholo	Shuping	078 442 4581	012 315 8237	–	GRP-TFR-UNTUPRETORIA@transnet.net
Metro Pretoria	Chairman	Mashige	Michael	083 554 7953	–	–	MichaelMashige@gmail.com
	Secretary	Ngoben	Urgent	076 880 3881	–	–	urgentngoben@gmail.com
Pyramid	Chairman	Mogomisi	Molwantwa	082 367 1403	012 521 9452	–	–
	Secretary	Tajane	Gabaikanngwe	073 405 2108	012 521 9452	012 521 9497	Gabaikanngwe.Tajane@transnet.net
Rustenburg	Chairman	Mathebula	Hlayisela	073 854 5673	014 590 2096	–	Hlayiseka.matheb@gmail.com
	Secretary	Rammala	Mohahola	076 308 6231	014 590 2214	–	–
TRE Pretoria	Chairman	Nkambule	Lynette	072 368 5222	012 315 8067	–	Lynette.Nkambule@transnet.net
	Secretary	Henning	Nico	083 390 9385	012 315 8157	–	Johannes.Henning@transnet.net
TRE Koedoespoort	Chairman	Brink	Izak	082 827 9151	012 842 6085	–	izak.brink@transnet.net
	Secretary	Oosthuizen	Hannes	079 081 0907	012 842 6085	–	Johannes.Oosthuizen@transnet.net
Witbank	Chairman	Mudalahothe	Obert	076 262 0674	–	–	avhatakali26@gmail.com
	Secretary	Mmola	Evance	081 213 5377	013 257 5030	–	Katlegoyabne@gmail.com

Great new things await new UNTU Organiser in 2022

A new dream job, owning his first house and his first born, a baby girl, is due. This is what awaits Lebogang Mathibedi (37), UNTU's newly appointed Organiser in Gauteng and the Northern Provinces.

Having been the UNTU Branch Secretary of the Standerton Branch, Mathibedi knew the most progressive Union in the transport industry very well before he relocated to Brits in the North West where he grew up.

When he saw the vacancy at the UNTU Head Office, this infra worker at Transnet knew that was where he wanted to be. He is loving every second of his new job serving UNTU members.

Before he started working at UNTU, Mathibedi learnt that his wife, Vinolia, was pregnant. With the grace of God, their baby girl will arrive in April 2022.

The couple also successfully applied for a bond using the Finance Linked Individual Subsidy Programme (FLISP) provided by

Government for first-time home buyers who earn between R3 501 and R22 000.

Individuals in these salary bands find it difficult to qualify for housing finance; their income is regarded as too low for a home loan (mortgage or pension/provident backed loan), but too high to qualify for the government free-basic-house subsidy scheme. "I am so grateful. We got a R83 000 subsidy from the programme."

From now on Mathibedi uses his spare time to do renovations at home. 🏡



Lebogang Mathibedi



UNTU STOP ORDER

Please complete all fields in clear print!

TITLE: _____ INITIALS: _____ SURNAME: _____

FIRST NAMES: _____ I.D. NUMBER: _____

ADDRESS: _____ POSTAL CODE: _____

EMPLOYEE / SAP NO: _____ SHIRT RECEIVED: YES ☐ NO ☐ SIZE (S – 5XL): _____ SIGNATURE: _____

TEL (H): _____ (W): _____ FAX: _____

CELL: _____ E-MAIL ADDRESS: _____

CENTRE / DEPOT: _____ JOB TITLE: _____

- Formula for calculating subscription: 1% of basic monthly salary (minimum of R48,00 and a maximum of R83,00).
- I, the undersigned, hereby authorise the relevant company as indicated in the table below to monthly deduct the amount as calculated per the above formula from my salary, and to pay this amount to UNTU.

(Please mark with X) **CONTRACT WORKER:** YES ☐ NO ☐ **WHERE ARE YOU EMPLOYED?**

Prasa – Metrorail		Transnet Port Terminals (TPT)		Transnet Freight Rail (TFR)		Transnet Pipelines (TPL)	
Prasa – MLPS		Transnet National Ports Authority (TNPA)		Transnet Freight Rail (TFR) – RME		Bombela	
Prasa – CRES		Transnet Group Capital		Transnet Properties		Bombardier	
Prasa – Technical		Transnet Engineering (TE)		Transnet Corporate		Other	

THIS STOP ORDER CANCELS THE MEMBERSHIP OF ANY OTHER UNION

I fully understand and accept that this STOP ORDER can only be cancelled by giving a month's written notice to the General Secretary.

NOMINEE FOR DEATH BENEFIT: I, the undersigned, hereby nominate and appoint:

(1): _____ Relationship: _____ I.D. NO: _____

(2): _____ Relationship: _____ I.D. NO: _____

to be my nominee/s. This death grant shall form no part of my legal estate and shall be neither executable nor attachable at the instance of any creditor of mine, but shall be paid directly to my nominee.

SIGNATURE: _____ DATE: _____

ENROLLED BY: INITIALS: _____ SURNAME: _____ EMPLOYEE NO: _____

BANKING DETAILS: BANK: _____ BRANCH: _____ BRANCH CODE: _____

ACCOUNT NUMBER: _____ **TYPE OF ACCOUNT:** _____

ENROLLER'S SIGNATURE: _____

FOR OFFICE USE

RECEIVED	PROCESSED	COMMISSION	PENALTY	SIGNATURE

SUBMIT COMPLETED FORM TO:

The General Secretary, P.O. Box 31100, Braamfontein, 2017 • Fax: 011 728 8258
Internal Fax: 011 773 7920 • E-mail: headoffice@untu.co.za



Vuyani Ruda

Vuyani loves serving members

Vuyani Ruda (42), UNTU's newly appointed Organiser for the Western Cape and the Northern Cape, loves serving

UNTU members and recruiting more members to the most progressive Union in the transport industry.

"I love every minute of my new job. This is my calling," says Ruda who left his job as an assistant electrician at Transnet Port Terminals (TPT) in Cape Town for the UNTU Parow Office.

He used to be an UNTU Trade Union Representative (TUR) and saw the position as Organiser of the Union as an opportunity to broaden his horizons and develop himself as an individual at the same time.

Ruda's dream is to one day employ his own workers and make a positive contribution to alleviate poverty and to address unemployment.

"I was born and grew up in Gqeberha and wanted to become an electrical engineer. I was busy with my apprenticeship when Covid-19 struck, but plan to complete my studies in my spare time."

Ruda was elected as a TUR fighting for the rights of workers before Transnet employed him. He hates it when workers are exploited.

"I started assisting and representing UNTU members after I was initially employed as a driver by Transnet."

Ruda also assists his wife and two relatives with their successful catering business in his spare time.

"My mom used to sell vetkoek and fish. When I met my wife, she already had her own business and so it was easy to expand it," says this father of two and grandfather of a nine-month-old granddaughter.

"My approach to life is simple. Honesty is key. I hate people who talk behind one's back and backstab others," says Ruda. 🙏

Rapid Rail Police failing taxpayers

Makes a mockery of the purpose of its existence, will have to be reactivated, educated

President Cyril Ramaphosa must fire Police Minister Bheki Cele for allowing the Rapid Rail Police Unit to make a mockery of the purpose of its existence and for failing

South African taxpayers who suffer due to the unprecedented vandalism and theft of railway infrastructure used by Transnet Freight Rail and the Passenger Rail Agency of South Africa (Prasa).

Steve Harris, General Secretary of UNTU, says the situation is so bad that the Railway Safety Regulator (RSR), South Africa's statutory watchdog for rail safety, admitted during a briefing of its annual *State of Rail Safety Report* attended by delegates throughout Africa, that the Rapid Rail Police Unit is not as passionate about the rail environment as it is supposed to be and will have to be reactivated, and most importantly, educated about why it exists.

"We do have a dedicated railway police unit, but it is not doing what it is supposed to do. It is not proactive or reactive. The visibility of the unit's officers is also a big concern. Everyone is aware of this, and the stakeholders will have to relook at the purpose of the unit and the reality of what is happening on the ground," said Kenny Makgati, Senior Manager: Safety Performance Management of the RSR.

He responded to a question as to why South Africa has not brought back the South African Railways Police Force that used to exist prior to 1986. The apartheid government merged this unit with the South African Police Service (SAPS) solely to strengthen the forces with more workforce and resources against unrest in the country at the time.

Dr Johan Burger, Senior Researcher, Governance, Crime and Justice Division of the Institute for Security Studies (ISS), describes this decision by the apartheid government as the start of a fundamental negative spiral for railway safety.



The RSR will request that copper theft be declared a priority crime and will also request the strengthening of scrap metal legislation.

"The integration was accompanied by undertakings that with an enlarged SAPS, more attention would be given to the rail industry, its property, staff and commuters. Over the next few years quite the opposite happened, and the situation deteriorated to the extent that the rail industry had to employ private security companies. It was only in 2003 that a dedicated railway police capability was established within the SAPS."

Harris says this police unit is malfunctioning. Its complete absence during the lockdown period after the outbreak of Covid-19 last year resulted in the looting of rail infrastructure nationwide. The RSR reported a 240% increase in security-related railway incidents since 2010.

Harris says this increase comes despite the existence of a dedicated unit.

"UNTU and its affiliated federation, the Federation of Trade Unions of South Africa (Fedusa) raised this issue with the President, Police Minister Bheki Cele, Ministers Fikile Mbalula of Transport and Pravin Gordhan of Public Enterprise and Nedlac a year ago. To date there has been no response and no improvement," says Harris.

The Rapid Rail Police Unit's mandate and functions include rendering of a visible policing service within the rail environment to address safety of commuters,

passengers, freight, and the rail transport system; conducting a preventative and reactive policing service within the rail environment; providing a rapid rail policing service; performing crime prevention and crime combating operations in the rail environment.

The unit has more than 3 232 officers, but they lack resources like firearms and stun grenades to do crowd control and do not have resources like vehicles, motorbikes, or horses to patrol the 37 000 km of railway lines in the country, says Harris.

According to Burger it is vital to the growth and sustainability of the South African economy to re-establish a separate and dedicated railway police unit to safeguard the infrastructure of the railway network and port areas.

"This network is so crucial to the wellbeing of the economy, that it can be declared as National Key Points in terms of the National Key Points Act," says Burger.

When asked about what the RSR is doing to have the railway infrastructure declared as National Key Points, Freddie Kgomari, the Head Maintainer of Regulation at the RSR, did not respond to the question.

Instead, he explained that all rail operators must do a risk assessment and submit an implementation plan to RSR by October

2023. The Regulation Guidelines Notice of the RSR will include penalising rail operators for not protecting their own assets. It is the responsibility of rail operators to protect the rail infrastructure, the rail reserve and to ensure safety at rail crossings.

According to Kgomari, the RSR and the Ministry of Transport studied the modus operandi of copper theft and intends to share the findings of this study with the SAPS.

"The RSR will request that copper theft be declared a priority crime. The RSR is also in discussion with the national law enforcement forums and shares the hotspots identified in their data with the SAPS. The RSR will also request the strengthening of scrap metal legislation," said Kgomari.

Harris says copper theft was declared a high-priority crime in 2011. "Because cable theft is so devastating to the economy, Nedlac decided to establish a dedicated cable theft task team to guide the SAPS on what more should be done.

"The malfunctioning Rapid Rail Police Unit, the lack of crime intelligence, poor investigations by the SAPS and the inability of the National Prosecuting Authority (NPA) to charge criminals correctly are the key crisis areas that have been identified by the task team.

"On 1 June 2015 the Criminal Matters Amendment Act came into operation. If found guilty of tampering, damaging, or destroying essential infrastructure, the Act allows for a sentence not exceeding a period of 30 years imprisonment. Unfortunately, the NPA could only provide Nedlac with examples where sentences of respectively 16 years and 18 years were imposed in accordance with the Act.

"The vandalism and theft of the railway infrastructure is fuelled by the demand for copper globally. This can only be stopped if the Department of Trade, Industry and Competition (DTIC) and the South African Revenue Service (SARS) prohibit the export of scrap metal," concludes Harris. 🌱

"I want to be part of the success story of Prasa" – Ndlovu

The work that the Passenger Rail Agency of South Africa (Prasa) has done in recent months to bring back the route between Mabopane and Pretoria is very promising and gives employees like Kenneth Ndlovu hope for the future of the state-owned enterprise.

"Fixing this route will help the overall economy of Mabopane and benefit the community. This is the future of our children. Before the Covid-19 pandemic the Mabopane community relied on trains to get them to work and back, because they pay two thirds more if they must use a taxi.

"I want to be part of the success story of Prasa. I want to play my part in improving the lives of ordinary South Africans," says Ndlovu (35), who was elected as an UNTU Trade Union Representative in April 2021.

He grew up in Mabopane and is well aware of the difficult history of the railway line. For decades, the railway infrastructure has been attacked and vandalised whenever there is unrest in Mabopane to the detriment of workers who rely on it to get to work and learners who depend on it to get to school.

Ndlovu wants the community to realise that trains are a national asset funded with taxpayers' money and must be protected for the poorest of the poor.

He started his career at the beautiful Times Square Sun International Hotel in Menlyn, Pretoria, where he monitored CCTV footage as part of the security team.

"I got bored and I wanted a change of environment and saw the opportunity in the transport industry. I have always been fascinated by trains and wanted more exposure.

"In recent months it has been exceedingly difficult working for Prasa, seeing the vandalism and wondering if today was going to be our last. But now I am positive and have hope. I want to grow in Prasa," says Ndlovu who works with the CCTV footage in Pretoria North.

He was recruited to join UNTU by the Union's very own artist, Captain Gaceni, aka Duncan Mathe, an UNTU TUR at Capital Park in Pretoria. "I immediately saw that UNTU members were happy with their Union. I love the Union's presence on social media. This is a Union that empowers its members," says Ndlovu.

When he is not working, he loves spending time with his children, and watching and playing soccer. 🌱



Kenneth Ndlovu

SOE's must be allowed to be competitive in global market

Government's new buzzword is public-private partnerships

South Africa's 26 state-owned enterprises (SOE's) are bleeding with losses of R28 billion and now Government wants the private sector to invest in them.

A decade of state capture has left most SOE's in urgent need of capital investment to upgrade, maintain and modernise equipment.

But the state's coffers are empty. National Treasury is withholding money allocated to SOE's while demanding "plans" on how they will become financially sustainable and independent from the fiscus.

Steve Harris, General Secretary of UNTU, says at the same time state-owned enterprises' hands are tied due to legislation and Government policies, procurement is a nightmare, rendering SOE's unable to compete within the global market.

"Transnet is struggling with cash flow after it reported a loss of R8,4 billion in the 2020/2021 financial year. Approximately R4 billion of the loss is money owed to Transnet by third parties, of which R2,3 billion is due by Prasa for the leasing of ten locomotives.

"To date Prasa could pay Transnet only R10 million and Transnet took back its locomotives making it impossible for Prasa to continue providing train services to commuters.

"Prasa also cannot pay the 5% wage increase due to employees from 1 April 2021 because Treasury is withholding the

money allocated to Prasa in its budget," says Harris.

But Government's new buzzword is public-private partnerships which means partnerships with third parties in the private sector to invest in and take over some of the services.

This came after Finance Minister Enoch Godongwana had to shift funds earmarked for infrastructure to pay a once-off gratuity to state employees. The R1 000 gratuity is expected to cost government R20,5 billion in the current financial year.

"The question is how will a third-party benefit if only 17 out of 134 trains are operational in Gauteng due to vandalism and theft? According to Transnet Freight Rail it suffered at least 600 incidents of vandalism and theft monthly. More than 1 000 km of copper cable was lost between January and October 2021," says Harris.

Transnet moves 16 billion litres of fuel through its 3 500 km network of pipelines each year. But almost 8,5 million litres of fuel, valued at R102 million, has been stolen from its pipes in 2020.

"Transnet had to spend an additional R1,3 billion on the rehabilitation of the environment where the spillages occurred.

"I challenge Government to show UNTU the third parties that will win the social economic battle due to our high unemployment rate and succeed where Prasa and Transnet have failed. Third parties will experience the very same problem the SOE's are faced with," says Harris. 🌟



Transnet moves 16 billion litres of fuel through its 3 500 km network of pipelines each year. But almost 8,5 million litres of fuel, valued at R102 million, has been stolen from its pipes in 2020.

>> PHOTOGRAPH: ALEXIUS VAN DER WESTHUIZEN

Exco Member elected after Linda Biljoen's passing

UNTU would like to congratulate Luvuyo Mdyogolo on his election as Executive Council Member after the sudden passing of his predecessor, Linda Biljoen, due to Covid-19.

Biljoen's vacancy had to be filled in terms of UNTU's Constitution and the results of the last Congress held in 2015.

Steve Harris, General Secretary of UNTU, says the Union was faced with a situation where the last remaining ranking candidates for Rail Sector (Freight), Central Zone, both received an equal



Luvuyo Mdyogolo

number of votes during Congress 2015.

The Constitution is clear as per clause 13.2.5 on the re-election process to follow as quoted below:

Equality of votes – In the event of an equal number of votes received by two (2) or more candidates, then a re-election shall take place for those sets of candidates who received an equality of votes.

"Taking cognisance of the above, UNTU called on the Rail Sector (Freight), Central Zone Branches, to participate in the re-elections. Mdyogolo received the majority of votes," says Harris. 🌟

Save the date: UNTU National Congress 24 – 26 May 2022

The long wait is over and it is time for UNTU's newly elected Branch structures to make their votes count.

In terms of the Constitution of the United National Transport Union (Clause 11.1.2.2) "the General Secretary of the Union shall give each Branch Secretary of the Union 6 (six) months' notice of the date of National Congress".

Therefore, this serves as an official notice that the UNTU



National Congress is scheduled to be held from 24 – 26 May 2022 at the Birchwood Hotel & Conference Centre, in Boksburg, Gauteng.

Travel arrangements of the Delegation will be communicated closer to the date, as well as all other information.

UNTU calls on all our Branch Office Bearers & Branch Officials (BOBO) to ensure that this information is shared with the constituents accordingly and that the Congress dates are diarised. 🌟

The new People's Train will replace the yellow Metrorail train when the Mabopane train corridor resumes its services as soon as the Railway Safety Regulator (RSR) gives the green light.

>> PHOTOGRAPH: ALEXIUS VAN DER WESTHUIZEN

Prasa pulls off a miracle

Mabopane train corridor ready to operate and bring much needed relief to commuters

The Mabopane train corridor, one of the biggest cash cows of Prasa, is ready to operate and bring relief to commuters in the North West and Gauteng. Almost twenty months after President Cyril Ramaphosa announced that Government will be spending R1,4 billion to bring this route back into operation, it is now ready to operate the new People's Train on the route as soon as the Railway

Safety Regulator (RSR) gives the go ahead.

It required the blood, sweat and tears of a team under Victor Stemar, Prasa Project Manager, to turn this dream into a reality. His team has been working around the clock. Stemar says the new normal had to be a system without using copper so that it is no longer attractive to criminals vandalising the railway infrastructure for scrap metal.

"The Hercules substation had to be rebuilt. It was completely stripped down to the floor. In doing this, Prasa

outperformed the industry standard. It was supposed to take us nine months. We did it in five months," says Stemar.

Prasa bought eight traction transformers in Brazil and upgraded the system as required for the new People's Train.

"We had to reduce as much copper as possible by using aluminium that has no value to cable thieves. We also reduced the maintenance by 80% because there aren't any cables underground. The security was also drastically upgraded.

"I cannot wait to finish the project so

I can spend a few days with my family. Everyone working on this project gave their everything to make it possible. I am so proud of what we have managed to achieve together," adds Stemar.

As soon as the RSR gives its approval, the service will resume from Pretoria Station to Mabopane Station, stopping at Pretoria-North, Mountain View, and Hercules.

Stemar says the second phase will commence in January with the rebuilding of the Soshanguve and Akasia stations. ▼



Neels Haasbroek, Deputy-General Secretary of UNTU, and Dr Temba Mahenye, the nominated Manager on the Prasa Mabopane train corridor project, checking the improved security on one of the doors at the Hercules Substation.



Victor Stemar, Project Manager from Prasa, heading the rebuilding of the Mabopane train corridor inside the Hercules Substation in Pretoria. The train corridor had to be completely rebuilt after it was stripped to the ground. Stemar and his team worked 24/7 to make this dream a reality.



Prasa's Hercules Substation had to be completely rebuilt after it was stripped to the ground.



The new overhead cables are made of aluminium to ensure that it is of no value for cable thieves.



From left: Pretty Khwerana, Langeni Matlala, Sonnyboy Mosebedi and Charlotte Ngobeni.

Justice for Mervyn after unfair dismissal

UNTU member Mervyn Kisten says his UNTU representatives were his pillars of strength when he was unfairly dismissed and left no stone unturned to get him retroactively reinstated.

"This was one of the most traumatic experiences of my life as I have never been unemployed before. But I can truthfully say there is a God that we serve.

"My two UNTU representatives, Dan Khumalo, UNTU Deputy-General Secretary, and Jane Joseph, UNTU Full-time Trade Union Representative, were my support in my defence and they left no stone unturned to prove my innocence. To you guys I give a big thanks. I don't have enough words to express my gratitude for your hard work and persistence. You really believed in me and never once let me down during this ordeal," says Kisten.

Kisten was employed from 1 August 1990 at Durban Container Terminal Pier 2 as a Straddle Supervisor. He was charged with misconduct after a fatality at Pier 2.

"I was shocked when I heard the sanction was dismissal, since the Straddle in question was not Kisten's responsibility," adds Joseph.

According to her the charges against Kisten was a ploy to hold someone else responsible for the fatality. It was clear that the Presiding Officer was biased.

Khumalo was in Durban to do the training of UNTU's newly elected Trade Union Representatives and assisted with the arbitration.

"Being dismissed was a terrible ordeal. All I could think about was how I was going to pay the bills and provide for my family," says Kisten.

He is very grateful that justice prevailed. Joseph thanked Khumalo for his assistance and commitment. 🌟

"Sonnyboy is our hero"

Ladies get development, empowerment they qualify for

UNTU Executive Council member Sonnyboy Mosebedi fought tirelessly for seven years to ensure that three ladies get the development and empowerment they qualify for.

Charlotte Ngobeni, Pretty Khwerana and Langeni Matlala applied for the Transnet Empowerment and Development of Women Program in 2013 and was short-listed to undergo training as track masters but nothing happened.

"We had already given up hope, but Mosebedi continued to follow-up and we were sent to Transnet School of Rail at Esselenpark in 2016. We qualified in 2019, but our colleagues did not want us to be appointed.

"I felt very depressed, because the purpose of the development was to grow as an individual. Still, Sonnyboy never stopped fighting for us. He kept on fighting for us throughout.

"When I heard that I got my appointment, I had mixed emotions. I am very grateful. I believe that I will be an asset to Transnet," says Ngobeni.

Pretty Khwerana says it was a big disappointment when she was not appointed. She will also forever be grateful to Mosebedi for his help.

"He kept on saying we should not worry, and we must be patient. Even though if felt as though everyone was against us. Sonnyboy is a fighter. He will never give up. I trust him with my life," says Khwerana.

Matlala says she was also losing hope

before Mosebedi came along.

According to Mosebedi, Khwerana was a SATAWU member when she approached him about the lack of progress in 2016. Her SATAWU representative told her there is nothing he can do.

"I said she had to join UNTU and I will take up the grievance. She brought her two colleagues along. I took up the issue in my stride. I did not see it as walking the extra mile. I refuse to tolerate that any individual is prevented from developing their potential.

"I am very passionate about serving members. I have learnt a valuable lesson from UNTU Deputy-General Secretary John Pereira to never lie to members, even if the news is bad. Just do your best to serve them," says Mosebedi. 🌟



Member acquitted on charges thanks to Daphne's help

UNTU Trade Union Representative Daphne du Plessis did an excellent job in representing UNTU member Mthuthuzeli Njongi. Thanks to her representation, he was acquitted on four serious charges against him. Njongi was accused of driving to an area not authorized by the employer; failing to report a motor vehicle accident; damage to a company vehicle; and gross dishonesty. Du Plessis argued that Njongi was never informed of the relevant policies. Kenby Mthunzi Duka observed the hearing.



UNTU Deputy-General Secretary Dan Khumalo, Jane Joseph, UNTU Full-time Trade Union Representative, and UNTU member Mervyn Kisten after he was retroactively reinstated by the Transnet Bargaining Council.



UNTU EXECUTIVE COUNCIL



PRESIDENT
Hendrik Fourie
~ Pretoria ~
Cell: 083 283 7482
pote@untu.co.za



VICE-PRESIDENT
Trevor Wasserfall
~ Cape Town ~
Tel: 021 449 2148
Cell: 071 362 6219
trevor@untu.co.za



SUPPORT SERVICES
Douw Dreyer
~ Kroonstad ~
Cell: 082 920 9450
082 378 3130
douw@untu.co.za



**MARITIME
EASTERN ZONE**
Douglas Emery
~ East London ~
Cell: 082 315 9826
douglas@untu.co.za



**MARITIME
WESTERN ZONE**
Careston Damons
~ Port Elizabeth ~
Cell: 081 722 3011
careston@untu.co.za



**PRASA
CENTRAL ZONE**
Peet Swart
~ Johannesburg ~
Cell: 071 462 2307
peet@untu.co.za



Acting Exco Member

**PRASA
WESTERN ZONE**
Thamie Kwintshi
~ Cape Town ~
Cell: 082 737 8922
thamie@untu.co.za



Acting Exco Member

**PRASA
EASTERN ZONE**
Hardhaw Tikum
~ Durban ~
Cell: 083 756 4484
tikum@untu.co.za



**RAIL FREIGHT
EASTERN ZONE**
Steven Leshabana
~ Witbank ~
Cell: 082 665 9559
leshabana@untu.co.za



**RAIL FREIGHT
CENTRAL ZONE**
Sonnyboy Mosebedi
~ Ladysmith ~
Cell: 079 502 4142
Sonnyboy@untu.co.za



**RAIL FREIGHT
CENTRAL ZONE**
Luvuyo Mdyogolo
~ Durban ~
Cell: 062 009 2142
luvuyo@untu.co.za



**RAIL FREIGHT
CENTRAL ZONE**
Scott de Koker
~ Johannesburg ~
Cell: 082 046 6815
scott@untu.co.za



**RAIL FREIGHT
WESTERN ZONE**
Lutwena Saul
~ Saldanha ~
Cell: 060 960 7474
lutwena@untu.co.za



**RAIL FREIGHT
WESTERN ZONE**
Henk Smith
~ Cape Town ~
Cell: 071 363 3938
henk@untu.co.za



**RAIL ENGINEERING
CENTRAL ZONE**
Wielligh Meyer
~ Pretoria ~
Cell: 063 687 3661
wielligh@untu.co.za



**RAIL ENGINEERING
WESTERN ZONE**
Clayten du Plessis
~ Port Elizabeth ~
Cell: 078 212 6211
clayten@untu.co.za



**RAIL ENGINEERING
EASTERN ZONE**
Zonke Cebekhulu
~ Richards Bay ~
Cell: 082 567 6637
zonke@untu.co.za

UNTU SECRETARIAT



**GENERAL
SECRETARY**
Steve Harris
Cell: 082 566 5516
steve@untu.co.za



**DEPUTY GENERAL
SECRETARY
FINANCE & ADMIN**
Chris de Vos
Cell: 082 857 7471
finance@untu.co.za



**MEDIA LIAISON &
COMMUNICATION
OFFICER & EDITOR**
Sonja Carstens
Cell: 082 463 6806
sonja@untu.co.za



**DEPUTY
GENERAL
SECRETARY**
Cosmas Doncabe
Cell: 082 922 3960
cosmas@untu.co.za



**DEPUTY
GENERAL
SECRETARY**
John Pereira
Cell: 079 501 6883
johnp@untu.co.za



**DEPUTY
GENERAL
SECRETARY**
Neels Haasbroek
Cell: 082 904 2215
neels@untu.co.za



**DEPUTY
GENERAL
SECRETARY**
Dan Khumalo
Cell: 082 685 2799
dan@untu.co.za



**DEPUTY
GENERAL
SECRETARY**
Tembile Mggolozana
Cell: 066 390 7636
tembile@untu.co.za



**ORGANISER
DURBAN**
Lucas Sabela
Cell: 073 025 0102
lucas@untu.co.za



**NATIONAL
ORGANISER
JOHANNESBURG**
Maria Chonco
Cell: 082 920 5305
maria@untu.co.za



**ORGANISER
PORT ELIZABETH**
Liam MacKay
Cell: 066 484 5626
liam@untu.co.za



**ORGANISER GAUTENG
& NORTHERN
PROVINCES**
Lebogang Mathibedi
Cell: 082 788 6353
lebogang@untu.co.za



**NATIONAL
ORGANISER
CAPE TOWN**
George le Roux
Cell: 079 527 3087
georgele@untu.co.za



**ORGANISER
JOHANNESBURG**
Sakhile
Mthethwa
Cell: 078 525 9136
enquiries@untu.co.za



**ORGANISER
WESTERN &
NORTHERN CAPE**
Vuyani Ruda
Cell: 063 150 7062
vuyani@untu.co.za



UNTU
PALMS
JEWEL OF THE SOUTH COAST

Tel: 039 681 3325 • E-mail: reservations@untupalms.co.za

UNTU Palms is ready to welcome you!

Jewel of the South Coast: where picture-perfect family holidays are made

UNTU Palms, the Jewel of the South Coast, is proud to show off our new property photos proving why this beautiful seaside family holiday resort deserves its nickname, **Jewel of the South Coast**. Nestled approximately 140 km from Durban in KwaZulu-Natal on the scenic coastline of South Africa's popular South Coast, UNTU Palms is where picture-perfect family holidays are made. It offers direct access to the beach from its 54-stand tent and caravan park, chalets and cabanas. For more information visit our new website at www.untupalms.co.za

The cabanas are fully-equipped self-catering units with DSTV and air conditioners catering for up to six people. There is undercover parking available for one vehicle, and ample parking for a second vehicle. The cabanas have a communal braai area with a playground.

>> PHOTOGRAPHS: ALEXIUS VAN DER WESTHUIZEN

The family swimming pool at the resort.

Park your caravan at one of our lovely camping stands in the caravan park. All the campsites have electricity and taps.

To accommodate campers and backpackers, UNTU Palms has four sleeper tents with extensions available for rent. The staff will set up your tent. UNTU Palms will provide the tent and two single beds.

UNTU Palms' guests enjoy direct access from the resort to the beach.

The resort has a large playground for children, a volleyball court, a putt-putt course and a games room.