

Chappies investors 'have made no money'

Building of toll plaza starts as angry locals mull over their next course of action



HOTSPOT: The construction site on on Chapmans Peak Drive. **PICTURE:** DAVID RITCHIE

WEEKEND ARGUS REPORTERS

SHAREHOLDERS of Entilini, the consortium that operates the controversial Chapman's Peak toll road, have not received any financial benefit from their investment, says Murray & Roberts.

In an advertisement in this newspaper, the company, one of the three making up the consortium, said: "Contrary to public opinion, Entilini shareholders have to date not received any financial benefit from their shareholding in the company and its loan accounts remain unpaid, whilst Entilini has significant loans from financial institutions to be repaid."

The company also pointed out that there had been no deaths or

serious injuries reported in the eight years since Chapman's Peak Drive became a toll road run by Entilini. It said the planned toll plaza "has an appropriate and small footprint, will not be visible from Hout Bay and has been designed to blend in with the environment".

"The current use of containers as temporary offices offers appalling working conditions to operational and maintenance staff, and is inappropriate for a world class tourist destination."

The ad said the company was committed to the sustainability of the environment, and respected stakeholders' concerns.

But it added that "Entilini is bound to fulfil its obligations in terms of its concession agreement with the Western Cape gov-

ernment".

Meanwhile, opponents of the toll plaza are waiting for legal opinion that will shape their next move in the dispute.

Led by the Residents Association of Hout Bay, they met senior counsel this week to discuss options that might include an interdict application.

Central to their case is their belief that the province is not entitled to use any land that is part of the Table Mountain National Park for the toll plaza, or at least at least before such a transfer has been approved by Parliament.

Although the transfer has been approved by SA National Parks, which says most of the land involved is an old quarry and of no ecological value, the

province has also sought legal opinion.

But Steven Otter, spokesman for Transport and Public Works MEC Robin Carlisle, who is driving the project for the province, declined to give details.

"Based on the advice of our legal team, we will be unable to speak about this issue at this point of time," he said.

Carlisle this week also thanked long-standing toll road opponent Keith Fawcett for pointing out that the extent of the plaza and its location were known as far back as 2003. Fawcett wrote to the premier Helen Zille indicating that the plans in the public participation process brochure were incorrect, and provided plans from 2003 to 2008. "These plans should finally put

to bed the idea that the location on SANParks land or the size of the facility came as a surprise," Carlisle said.

Len Swimmer, chairman of the Hout Bay Residents Association, said they had not yet heard from their lawyers. "Absolutely nothing, but they are going into it in depth."

There were several legal "conundrums" involved, including whether the contractor was legally entitled to start building on one part of the site - excavations for the canopy bases started this week - when the land ownership of the whole site had not been settled, Swimmer said.

The proposed building of the toll plaza on mountain reserve land has outraged many Capetonians.

The voiceless lose out

Battle for Rondebosch Common buries real issues, writes **CHARLENE HOUSTON**

THERE are never any winners when people and their real issues are sacrificed at the altar of politics. Sadly, this is what took place in the battle for Rondebosch Common, which could also be referred to as the "battle of the egos".

We live in a time of shared awareness and a shift in global developments – many people have realised that regardless of which political party is in power, whether it's the ANC or the DA, their material conditions remain the same.

Ordinary people are beginning to search beyond political parties for solutions. Citizens of the world, especially youth, doubtful even of old-style community organisations, are exploring new forms of activism and new vehicles for change.

Cape Town's citizens are not immune to this shift and this awareness could make any government anxious about new developments on the ground.

Perhaps the DA government overestimated the real power of Communities for Social Change (CSC), an emerging grassroots social movement. Hence the party's determination to crush the spirit of its leader, Mario Wanza. He remains the only person still left with criminal charges against him after the outrageous mass arrest of 40-odd protesters, all of whom the police were forced to let go.

Perhaps the ugly pageant was unnecessary, as it is unclear how many citizens actually put their faith in the nascent CSC. The "Land, Housing and Jobs Summit" of January 27 to 29, billed as "Take Back the Commons" at Rondebosch, was to be the first test of its might.

Had the Mayor of Cape Town, Patricia de Lille, responded as a strategic leader, a possible scenario could have been an outcome more favourable for her administration. Perhaps it would have just been a case of a memorandum being handed over to a government representative by an insignificant number of protesters.

The initiative would possibly have fizzled out as Wanza himself continued to alienate community organisations with old paradigm rhetoric and the occasional aggressive confrontation.

The test of CSC's support has been overtaken by the events of January 27. These events will most likely have the effect of boosting the popularity of the, until recently, rather marginal organisation.

On the day in question, a march to Rondebosch Common – where the summit was to be held – turned ugly when police attacked protesters, effectively giving them the moral high ground. Police outnumbered protesters by many and they themselves "invaded the common" when they drove an armoured vehicle across its treasured indigenous fynbos plants, towards picketing protesters across the



HEAVY-HANDED: Police escort demonstrators off Rondebosch Common during a recent protest, in an abuse of their power, says the writer.

PICTURE: DAVID RITCHIE

street from Rondebosch Common.

Protesters, who sat down in passive resistance to the command to disperse, were met by heavy-handed, apartheid-style police action.

Teargas, a water cannon and physical manhandling are an excessive abuse of power in reaction to passive resistance by a small crowd. Forty protesters were arrested and the summit, subsequently, called off.

In the months preceding there had been a build up to this stand-off. Given this volatile situation, you have to wonder what the real focus of the protest was. Was it about making progress on the issues affecting the voiceless, or was it about playing politics, where the politics involved were Wanza, De Lille and Western Cape Premier Helen Zille?

If the organisers had complied with the

city's procedures, it is still doubtful that they would have gained permission to stay overnight on the common. So was this showdown not inevitable? In which case, what were the organisers really trying to achieve?

Wanza announced the intention to occupy the site in several public meetings, including a provincial government indaba where Zille abused the platform (in the process demeaning herself) by launching a personal attack on him. It could be argued that this provoked Wanza who responded as anyone would after being publicly subjected to Zille's vitriol. As a result, it appears, he tenaciously proceeded with arrangements for a weekend gathering on the common.

Weeks before the summit, De Lille joined Zille in the ugly pageant, personalising her objection to the action.

Like Zille, she too dismissed the question of "unequal access to opportunities" and instead opted for a character assassination of Wanza in her weekly newsletter as well as in her opening address at the first council meeting of 2012.

Wanza met their insults with repeated utterances of the intention to "reclaim the land". As time passed, both parties missed the opportunity to articulate and respond to the real concerns of the masses. Sadly, the honourable objectives of the campaign became obscured in this battle of egos.

Implicit in the campaign is an intention to tackle practices that promote inequality. Citizens can all benefit from deepening the dialogue on the nature of that inequality – but any attempt to address it must rest on an increased consciousness of its roots and our present context. Nevertheless, South Africans have been slow in mobilising

around class issues and analyses of the issues are rather outdated or shallow, while proposed solutions are too few.

In the lead up to January 27, both the DA and the campaign leaders missed opportunities to engage communities and concerns on the challenges of unemployment, land use, housing and transformation.

Community leaders must not forsake their obligation to be accountable for the statements they make, even as they attempt to hold government leaders to account.

As a campaign not aligned to any political party, the Land, Housing and Jobs Summit had the potential to unite organisations across a wide spectrum, filling a need that social movements have not been able to meet in recent years. Campaign leaders could have occupied the

public space more imaginatively.

For its part, the DA government could have acknowledged the existing humiliating and frustrating living conditions of thousands of Capetonians by opening public discussion on its priorities, budget allocations and by committing to improved relationships with citizens. This is what good governance is about.

The DA leadership's ongoing destructive comments about civil society organisations suggest a desire to suppress those who are currently filling gaps in their poor service delivery. Their understanding of the principles of democratic society and governance flies in the face of the liberalist tradition that the DA prides itself on.

There have been repeated statements to the effect that the DA must be left to govern since it won the election. And that only those elected have the right of opinion and decision-making.

The heavy handed militaristic response to the protest last week reinforced this. Notwithstanding the organisers' failure to follow procedures, the DA could have displayed leadership on the right to demonstrate as provided for in Chapter 2 of the South African Constitution and the Regulation of Gatherings Act of South Africa. The act considers the management of gatherings so as to reduce disruption and avoid damage to property. Instead the police were sent in, in full riot gear with armoured vehicles, looking ridiculous in contrast to the carefree, camera-toting protesters. There is clear evidence of this in video footage that can be viewed on YouTube.

Police reaction was reminiscent of the Hangberg conflict of 2010 when Zille defended their actions by saying some in the community were throwing rocks and petrol bombs. The show of brute force is a reminder that the DA has its roots in the demise of the old National Party.

Several video clips on YouTube prove that these protesters were passive. In fact, some legal experts suggest that the police acted in violation of the act, in prohibiting the meeting and, therefore, all subsequent actions and arrests would be illegal.

The premier and the mayor have not denounced police action and the battle is far from over with another event on the common set to take place today.

The struggle to break down class divisions and other inequalities will be slow in finding articulation if this showmanship is to continue.

As new heroes rise and others show their true colours, it is the voiceless, disadvantaged communities, yet again, who are the biggest losers. Those who are privileged to have voice and access should act more responsibly.

Charlene Houston is an activist, storyteller and public history scholar based in Cape Town. This article is published courtesy of The South African Civil Society Information Service (www.sacsis.org.za).

VELDBRANDE

Boland nou 'rooi gebied'

'Wind veroorsaak
straks probleme'

SATERDAG DIE BURGER

4 FEBRUARY 2012, B. 1

Ilse Krige

STELLENBOSCH. – Die brandgevaar in die Boland is nog lank nie iets van die verlede nie en die publiek is gemaan om versigtig te wees.

Die Kaapse Wynland-distriksmunisipaliteit (KWDM) het 'n "rooikode"-gebied verklaar weens die droë plantegroei en omdat hy bekommerd is dat die brande nog verder kan versprei.

Dié naweek word temperature in die hoë 30's in die Boland verwag met 'n stormsterk suidooste-wind.

Mnr. Anton Bredell, Wes-Kaapse minister van plaaslike regering, het in reaksie op die talle brande die laaste paar weke in die Boland gevra dat mense versigtig moet wees.

"Ons ondervind 'n onverwagte aantal brande in die gebied. Die grootste deel van ons mannekrag is reeds ontplooi."

Bredell het gister bygevoeg die brandlyne in die Groenberg-gebied en in die Limietberg is tans stabiel, maar die helikopters bombardeer die vlamme in die gebiede wat geraak word steeds aanhoudend met water.

"Die sterkerwordende wind kan egter groot probleme veroorsaak," het hy gesê.

"Die ammunisiefabriek naby Tulbagh word steeds bedreig."

Mnr. Hermie Visser van die KWDM het gesê die plaas Kranskop by Tulbagh, die gewese Krygkor-gebied, is steeds in gevaar.

"Solank as wat daar hitte en vlamme is, sal ons die situasie



Mnr. Hendry Robertse en ander werk deur die nag om die brande in die Limietberg naby Wellington te blus. Foto: DENZIL MAREGELE

dophou. Ons het weer twee Oryx-helikopters van die lugmag en ons eie kontrahelikopter in die lug. Die wind raak sterker en die brandomstandighede is ideaal.

"Ons is nou juis besig met 'n voorbrand met die hulp van die helikopters, maar die vlamme staan nou in die uitheemse bosse – daar is enige gemors, van rooikrans tot bloekombos."

Hy het bygevoeg 'n span van 24 brandslaners en agt voertuie van die KWDM is deurentyd aan diens. Hulle ruil gereeld skofte sodat almal genoeg rus kry.

■ Oor die brande verlede week in Tesselaarsdal en Stanford het mnr. Riaan Jacobs van die Overstrand-munisipaliteit gesê hulle hou die situasie steeds dop, "maar ná die reën gister en eergister is die brande hier vir eers in bedwang".

■ Sien Die Burger-app vir 'n video.

Webblad oor tolplaza aangepas

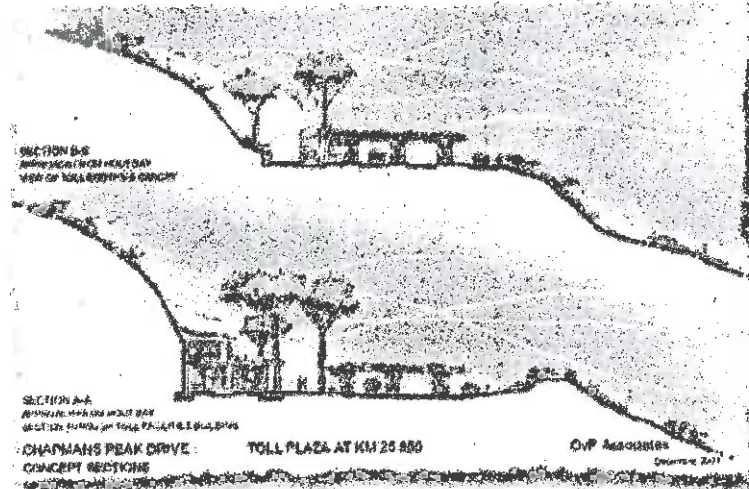
KAAPSTAD. – 'n Grafiese voorstelling van die omstrede Chapmanspiek-tolplaza wat in 2003 saamgestel is, wys dat die grootte en ligging van die plaza nie 'n onverwagse verrassing vir inwoners is nie.

Mnr. Robin Carlisle, Wes-Kaapse minister van vervoer en openbare werke, het gesê die brosjure op die departement se webblad is nou aangepas om dié grafiese beelde van 2003 in te sluit.

Die planne, wat as deel van die proses van openbare deelname tussen 2003 en 2008 aan die publiek voorgelê is, is deur mnr. Keith Fawcett, lid van die Inwonersvereniging van Houtbaai, aan die departement verskaf.

Carlisle het gesê hy is verheug oor die regstelling wat nou gemaak is om dié grafiese voorstelling by die aanlyn-brosjure in te sluit.

Die grafiese voorstelling bied 'n duideliker beeld van die beoogde kantoorkompleks by die plaza, asook watter deel van die perseel op eiendom van Tafelberg Nasionale Park beplan word.



Een van die twispunte tussen die provinsiale departement van vervoer en plaaslike inwoners wat gekant is teen die tolplaza, is juis dat 'n gedeelte van die tolplaza op grond van die Tafelberg Nasionale Park gebou gaan word.

Carlisle het gesê die feit dat die grafiese materiaal bestaan en deel was van die oorspronklike proses van openbare deelname, behoort nou eens en vir altyd te wys dat die gebruik van grond van die Ta-

felberg Nasionale Park nie as 'n verrassing kom nie.

Die planne wat eers deur die ministerie beskikbaar gestel is, het 'n tolplaza met vyf lane aangedui, maar daar is slegs vier lane goedgekeur.

Die ministerie het die fout reggemaak en die reggestelde dokument op sy webblad beskikbaar gestel. Die brosjure kan gesien word by www.westerncape.gov.za. – Marelize Barnard

Dertien beseer in botsing

Richard Roberts

KAAPSTAD. – Twaalf mense is gisteroggend beseer toe die minibustaxi waarin hulle gery het in Stellenberg reg van voor teen 'n bakkie gebots het.

Die bestuurder van die bakkie is in 'n ernstige toestand na die Tygerberg-hospitaal gebring, het mnr. André Visser, woordvoerder van die ER24-ambulansdienste, gesê.

Die ander mense is lig beseer.

Die ongeluk het omstreeks 08:30 gebeur. Die oorsaak is nog onbekend.

Volgens Visser het albei voertuie aansienlike skade aan die voorkant opgedoen. Die vroue bestuurder van die bakkie – die enigste insittende – het veelvuldige, ernstige beserings opgedoen, waaronder vermoedelike rug-, nek- en kopbeserings.

“Nalatigheid, nalatigheid, nalatigheid,” is volgens mnr. Vernon Billet, uitvoerende voorsitter van die taxivereniging Santaco in die Wes-Kaap, die hoofrede vir ongelukke op die land se paaie.

Tog was daar die laaste tyd 'n



Twaalf taxi-passsiers en die bestuurder van 'n bakkie is gister beseer toe die bakkie en 'n minibustaxi reg van voor gebots het. Die voorval het om 08:30 in Stellenberg gebeur. Die bestuurder van die bakkie het ernstige beserings opgedoen en is na die Tygerberg-hospitaal gebring.

Foto: ER24

merkwaardige afname in die aantal ongelukke waarin taxi's betrokke was, het hy bygevoeg.

Die afname is volgens hom te danke aan Santaco se betrokkenheid by die Padveiligheidsraad saam met die nasionale departement van vervoer.

“Ons het ons eie opleidingsakademie in Welkom waar ons bestuurders in padveiligheid oplei. Die plan is om soortgelyke akademies oor die hele land te stig,” het Billet gesê.

Mnr. Steven Otter, woordvoerder vir die Wes-Kaapse minister

van verkeer en openbare werke, mnr. Robin Carlisle, kon gister nie syfers verskaf oor ongelukke waarin taxi's betrokke was nie, maar het gesê dit is steeds 'n probleem.

Hy het bygevoeg dat die stad, provinsiale verkeersdepartement en Santaco in die feestyd 'n goeie samewerkingsverhouding opgebou het.

Dit het bygedra tot die vermindering in die aantal ongelukke.

Die provinsiale verkeersdepartement se Operasie Moegheid – wat deel vorm van die Kom Veilig Tuis-veldtog – is een van die maniere hoe dié vermindering bereik is.

Mnr. Kenny Africa, hoof van die provinsiale verkeersdepartement, het gesê met dié projek word taxi's van die pad getrek en moeë bestuurders gedwing om te rus.

“Ons maak ook seker voertuie is padwaardig.”

Sedert Desember tot gister om 06:00 is 5 025 taxi's as deel van die projek voorgekeer. Altesaam 675 bestuurders is beveel om van die pad af te trek om te rus.

Worst blazes are under control

BIANCA CAPAZORIO

MASSIVE fires that burned across thousands of hectares last week, severely stretching fire-fighting resources, had by yesterday largely been brought under control.

But fire officials were keeping a close eye on the situation as temperatures soared, and the wind continued to blow.

On Friday Anton Bredell, MEC for local government, environmental affairs and development planning, said the area had been declared a "code red" because of the number of fires burning, and "tinder dry" vegetation.

But yesterday Cape Wine-lands fire chief Ian Ross said many of the worst blazes had been brought under control.

Ground teams were still busy at Limietberg and Vrolikheid nature reserves. Limietberg had to be water-bombed using helicopters in a bid to contain it on Friday.

Two Oryx helicopters, on loan from the air force, were brought in to assist two other helicopters already working in the area.

Ross said resources had been severely stretched by the fires, despite agreements with neighbouring areas to share resources.

"An area of about 7 000ha has been burnt. That's big," he said.

On Friday Bredell said the province was "experiencing an unprecedented number of fires in the region, and have deployed the bulk of our resources to deal with this".

His spokesman, Peter Pullen, said yesterday that many of the resources had since stood down as the fires were largely under control.

Ross said that while this was so, weather conditions yesterday were conducive to runaway fires, so authorities were keeping a close watch on the situation.

"I can't speculate about what could happen, but it is very hot and the wind is quite strong," he said.

According to the Weather SA website, temperatures in the area are expected to reach over 30°C today, with wind speeds of between 15 and 20km/h.

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SUNDAY ARGUS

5 JANUARY 2012, P. 4



FRUSTRATION: Passengers wait to board busses at the Mitchells Plain terminus.
PICTURE: LEON LESTRADE

Full-on attack on Metrorail, says Carlisle

Sabotage, fuel hikes strangle city transport

SUNDAY ARGUS
5 JANUARY 2012, P. 6

KOWTHAR SOLOMONS

THE Western Cape transport network is under severe pressure, with continued incidents of sabotage on Metrorail trains combined with concerns over fuel deliveries and the price of petrol being hiked to its highest level ever.

Transport and Public Works MEC Robin Carlisle said that even under normal circumstances the transport network was under severe strain. But damage to Metrorail's train network had sent thousands of additional commuters on to the roads, which need urgent attention.

"What started as simple acts of vandalism have escalated to a full-on attack to destroy Metrorail," Carlisle said.

Lindelö Matya, Metrorail regional manager, said damage had become so frequent that incidents outstripped the rate at which repairs could be done.

Since November, about 173 trains have been cancelled and 2 503 delays reported as a result of sabotage, suspected to be the work of striking security guards.

The targets have been the two largest commuter rail routes to and from the city centre – Khayelitsha and Mitchells Plain.

The damage, which carries a price tag of at least R23 million, includes the destruction of four facilities, five train carriages, more than 110 signals, 17 point machines, 21 track boxes and assorted cables.

Metrorail said each train transports an average of 850

to 1 000 people per trip. But Carlisle said up to 4 000 people travel per train to and from work.

"These trains are grossly overloaded, but that is the reality of how the majority of the city's people get to work," he said, adding that even when trains were running at full capacity, traffic on the roads had hit its limit.

"And with the current rail problems we now see thousands of additional cars on the roads, which results in massive delays and increased risk of accidents."

Carlisle, who has been outspoken about Metrorail's poor service delivery in recent months, said it was crucial for the transport department to step in and deal with the issues facing the Western Cape division of the Passenger Rail Agency of SA.

"The latest attacks on Metrorail meant that we needed to step in and resolve this crisis before it could cause any further damage. We've spoken to Metrorail and, together with the City of Cape Town and the police, have come up with several new plans to speed up the rehabilitation of rail transport.

"Many of these measures, such as increasing security along railway lines, are hoped to become more permanent, but our first priority is to get Metrorail running at its regular capacity."

In the meantime, taxi and bus services have been asked to run double shifts to accommodate the increased number of commuters.

Carlisle admitted the

situation was far from perfect, but said it was the only immediate alternative.

Problems have been further compounded by sporadic fuel shortages, along with the latest petrol price hike on Wednesday which saw prices upped 34c to R10.95 a litre.

Avhaphani Tshifularo, executive director of the SA Petroleum Industry Association, said the fuel crisis had been a problem for some time, and would continue to be a challenge in the future.

"In recent months the petroleum industry has faced various operational challenges, which have had a knock-on effect on the supply of fuel.

"As such, the government and industry are continually focusing on ways to address the security of fuel supply, which is an ongoing battle."

He said that the key focus was to mitigate any impact on supply disruptions "by ensuring fuel distribution to all regions".

Tshifularo also rubbished claims that people's fuel deliveries were being deliberately delayed until the price hike came into effect last Wednesday.

Michael Bagrain, chairman of the Cape Chamber of Commerce, said the effects of Metrorail's problems on businesses were incalculable, and would probably continue for some time into the future.

"The rail system is the lifeblood of the city, and it's being slowly choked to death."

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PAARTJIE: Brad Habana en Netasha Siebert tydens 'n ontspanne geleentheid in die Paarl.

Foto's: PETER ABRAHAMS

HABANA KEER

Spoggerige troue by posh venue is doodgebore

DIE sprokiestroue was oor voordat dit begin het.

Bryan Habana se broer, Brad, sou gister afhaak met die sexy Netasha Siebert van die Goudstad.

Die troue van die Treble-maatskappy se bemarkingshoof en die konsultant van Brasika



GEKANSELLEER: Die troue sou op die grasperk van Leeuwenhof, die premierswoning, gehou word.

Foto: ANDREW CUSACK.COM

LINZA DE JAGER

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sou in die tuin van die Wes-Kaapse premierswoning, Leeuwenhof, plaasvind.

Maar Maandagoggend het Leeuwenhof se personeel uit die bloute 'n mail gekry wat sê die troue is gekanselleer.

Mense wonder nou of die liefde opgedroog het... of dalk die bankbalans.

Donderdag nog het

Brad op Twitter geskryf: "When you repeat a word continuously and it loses meaning, it's called 'jamais vu'. That's why 'I love u' means nothing!"

Op 30 Januarie het hy getwiet: "To all the friends and family who stuck by me with their support, thank you!"

Volgens Leeuwenhof se personeel kon die koste 'n faktor wees. Brad het toestemming gekry om gratis in die

tuin te trou omdat hy 'n goeie vriend van die premier se seun is.

Personeelede sê: "Mense onderskat die koste. Die premier sou niks verskaf nie.

"Die huwelikspartjie sou verantwoordelik wees vir dinge soos 'n markiestent, kos en drank."

Brad en Netasha word al geruime tyd saam gesien in larney kuierplekke soos ZAR en Figalle in Kaapstad.

Hulle het ook laas jaar die launch van die tydskrif *Destiny* by ZAR bygewoon.

Brad het in die openbaar na Netasha verwys as "Netasha Habana" of "my vrou". Toe *Son op Sondag*

Brad vra hoekom die troue af is, het hy per SMS laat weet: "Sorry, you definitely have been misinformed and your detail is incorrect."

Siebert het gesê: "Ek het absoluut niks om te sê nie. Dis niemand se besigheid nie."



NETASHA SIEBERT

32369
SE ONS!