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Talk to us



NMMU4U

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Standing up for rights

OUR DIVERSITY makes us a very fortunate country. Whether you say “Rea Lotsha”, “Absheni”, “Salam Alaikum”, “Shalom”, “Dumela”, or “Molo” you are going to be acknowledged with a warm smile. Perhaps it is because of our past, because of how much we have endured and overcome, or perhaps it is in the water that we are known to be the most welcoming and warm-hearted people. We seem to be imbued with the spirit of compassion in an abundance that we can be proud of.

The legendary activist and musician Bob Marley wrote profound lyrics about freedom. “Get up, stand up/Stand up for your rights!” are simply rousing and they are our shared source of inspiration this Human Rights Day. It is our duty as people to be vigilant about our hard won rights to co-exist in peace. Whether we are fighting for the right to know how our country is being governed (access to information); or properly maintained infrastructure; or to keep and create libraries in every community; a fight for a living wage or a disability-friendly workplace; or better sporting activities in our schools, we need to stand up and make ourselves heard.

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We are also proud to announce that we achieved an average On Time Performance (OTP) of 88 per cent, from September 2011. We have evaluated our processes across the organisation to see where we can create business-model changing efficiencies rather than short-term quick wins. This is paying dividends as we are steadily achieving our 91 per cent target more frequently and there have been many days where we have achieved a 100 per cent OTP.

To our Jewish customers I hope that you enjoy celebrating the TA’anit Esther (Fast of Esther) and Purim on 7 and 8 March. For our Muslim passengers we acknowledge the birth of the Prophet Mohammed on 5 February and hope that you enjoy the peace of this coming Eid al-Adha. For our Hindu customers, enjoy the holy days of Holika Dahan on 8 March and Telugu and Ramayana Week on 23 March. As Easter and Freedom Day draw nearer, let us live every day cognisant of the fact that we create a new history, a new reality for our children and the next generations. We are the future ancestors and we need to be responsible in the choices that we make.

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Inati Ntsbanga, CEO SA Express

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WHAT'S ON



📍 Cape Town International Jazz Festival

Cape Town International Convention Centre » 30-31 MARCH

THE CAPE TOWN International Jazz Festival, which is now heading for its 13th year, has become an integral part of South Africa's cultural landscape and is a highly respected global event on the international live music festival calendar. As is always the case, the festival has attracted a thrilling range of the world's leading jazz and jazz-related artists. For the first time ever, Grammy award-winner James Ingram - famous for hits like *Just Once* and *I Don't Have The Heart* - will be making a trip to the jazz congregation in the Mother City.

Returning to the festival is internationally renowned jazz saxophonist Dave Koz, with special guest Patti Austin, six-time Grammy nominee and premier jazz and jazz-fusion guitarist Mike Stern, who is performing with accomplished drummer Dave Weckl, as well as South Africa's own Virtual Jazz Reality.

Also be sure to catch Mozambique-born saxophone player Moreira Chonguica (above), who this month writes Indwe's Parting Shot (page 82).

www.capetownjazzfest.com

EVENTS



All You Need Is Love

GrandWest
Roxy Revue Bar,
Cape Town

» UNTIL 17 MARCH

Paying tribute to the mania caused by mop-haired John, Paul, George and Ringo, this show will transport audiences back to the sound of The Beatles and the 'swinging' 60's. Taking the audience on a great ride are vocalists Cedric Vandenschrik, bassist Rob Nel and keyboardist Tracy Johannes. Expect classics like *Help* and *Hey Jude*.
www.computicket.com

RAMfest

Port Elizabeth,
Hume Park

» 2 MARCH
Bloemfontein,
Mystic Boer

» 3 MARCH
Durban, Origin
Night Club

» 9 MARCH
Johannesburg,
Riversands Farm

» 10 MARCH
Cape Town,
Ostrich Ranch

» 11 MARCH
South Africa's ultimate hard rock festival stretches over 5 cities, 5 days and 7 stages, and features a great line-up of local and international artists. Brace yourself for some ear-bleeding.
www.ramfest.co.za

EVENTS



Kurt Darren - Kaptein's Greatest Platinum Hits Tour

GrandWest Grand Arena, Cape Town

» 18 MARCH

Darren needs little introduction and his legions of fans have ensured that as many as 36 of his songs have gone platinum. He is also riding the crest of television popularity with appearances on KykNet's *Jukebox* and through his weekly Radio Jacaranda show. <http://online.computicket.com/web/>

Cape Epic

Starts at Meerendal Wine Estate in Durbanville and finish at Lourensford Wine Estate in Somerset West

» 25 MARCH-1 APRIL

This is the most televised mountain bike race globally as 1,200 participants from 46 countries take on a journey of 781km in 8 days. It's the race every professional mountain biker aims to win and every amateur wants to ride. Entrants have spent almost a whole year preparing for it. www.cape-epic.com



🚩 Klein Karoo National Arts Festival

Various locations, Oudtshoorn, Klein Karoo » 31 MARCH TO 7 APRIL

DRAMA LOVERS making the trip to the Klein Karoo National Arts Festival can look forward to Nicola Hanekom's third site-specific production, *Babbel* (above), about the aftermath of a revolution where language disintegrates. But the festival is about more than just drama. It's an explosion of festivities that include music shows, food gardens, wine tasting, book launches, street music and non-stop fun.

www.absakknk.co.za



🚩 Cape Argus Pick n Pay Tricycle and Junior Tours

Youngsfield Military Base, Wynberg
» 10 MARCH

THIS FUN TRICYCLE tour is aimed at youngsters between the ages of 2 and 6 years who, together with a parent or guardian on foot, get to navigate an easy 1.5km fun ride. It also introduces youngsters to the basic but very important elements of cycling safety and etiquette in a safe and controlled environment.

www.juniortour.co.za



🚩 MTB World Cup

The Cascades MTB Park, Pietermaritzburg » 16-18 MARCH

THE CASCADES IS one of only three international standard venues that can host both the downhill and cross country disciplines at the same venue. This, then, is the best opportunity to compete at the highest level and, it being an Olympic year, the world's top cross country riders are eager to get in as much top-level competition as part of their preparations for the 2012 London Games.

www.mtbworldcupsa.co.za

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Dorothy Masuku SA * **Mike Stern** with **Dave Weckl** USA

The Trio – Donald Harrison, Ron Carter and Lenny White USA

Andre Petersen Quintet SA / USA / BE * **Kevin Mahogany** USA

Zahara SA * **The Alexander Sinton High School Jazz Band** SA

Hugh Masekela & special guests – Vusi Mahlasela, Thandiswa Mazwai and Zolani Mahola present a tribute to "MAMA AFRIKA" SA

Steve Tyrell USA * **Alfredo Rodriguez** CUBA * **The Moreira Project** MOZAMBIQUE

Third World USA * **Virtual Jazz Reality** SA

Jason Reolon Trio SA * **Hassan'adas** SA

Lindiwe Suttle SA * **Atmosphere** USA

Xia Jia Trio CHINA * **Zakes Bantwini** SA

Zamajobe SA * **ILL–Literate Skill** SA

Goodluck SA * **Sophia Foster** SA

Unathi SA * **Herbie Tsoaeli** SA

Victor Khula SA * **Steve Dyer** SA

Allen Stone USA * **Nouvelle Vague** FRANCE

Adam Glasser UK / SA * **Mzansi** UK / SA

The Patti Austin Trio USA

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EVENTS

KZN Military Concert and Dolphin Show

uShaka Marine World, Durban

» 30-31 MARCH

Two military bands will join uShaka Marine World's legendary dolphins for this whole new entertainment experience that will combine the best of traditional African culture and age-old military tradition.

www.juniortour.co.za



The Wedding Expo

Coca Cola Dome, Johannesburg

» 31 MARCH-1 APRIL

This expo promises to offer everything a bride (or groom) could ever dream of to find on their special day. Plan your weddings from beginning to end with over 300 leading wedding specialists displaying their products and services.

Dresses, shoes, accessories, music, invitations, table decor, flowers, photographers, interesting cakes, like the one above, and the top spots to spend a honeymoon, this expo has it all. It's the top event of its kind in southern Africa and attracts more than 15,000 people.

www.wedding-expo.co.za



STING Back to Bass Tour

Coca-Cola Dome, Johannesburg » 12-25 MARCH

Grand Arena, GrandWest, Cape Town » 27-28 MARCH

EXPECT EVERY 'little thing he does' on stage to be magic as iconic British singer Sting celebrates his 25-year solo career with a trip to South Africa. The star will also be revisiting a selection of Police classics such as *Brand New Day*, *Englishman in New York* and *Roxanne*.

www.compi.co.za/yf



Super Rugby

Various rugby stadiums around South Africa » UNTIL 4 AUGUST

THE CREAM OF South African rugby talent bash each other around as this year's Super Rugby kicks off with a few bone-jarring derby games. Highlights include the Sharks (featuring Bok star JP Pietersen, above) taking on the Lions on 3 March and the Stormers locking horns with old foes the Bulls at Newlands on 31 March in what promises to be a real slobber-knocker.

www.superXV.com



Slow Festival

Sedgefield, Garden Route » 5-9 APRIL

THE SLOW FESTIVAL is all about having fun the old-fashioned way. Celebrating the great outdoors in and around the sea-side town of Sedgefield, the get-together includes a wide range of activities for all ages and interests. Events include a geo-treasure hunt, a boules tournament, paragliding challenge, fun dog walk, a music trivia evening, trail run and loads more.

www.slowfestival.co.za

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The Maglite is named after its creator, Tony Maglica, who started manufacturing precision parts for industry and aerospace in Los Angeles in the '50s. He committed years to the design of the perfect flashlight and when he introduced his Maglite in 1979, police officers, firefighters and mechanics quickly spread the word about this rugged, reliable anodised aluminum flashlight.

Today you might be able to buy a more modern flashlight, but never one that is so iconic.

Available: www.maglite.co.za

Price: Between R200 and R900 depending on the size and range



📌 Leatherman Wave 2

What happens if you take the perfect tool and make it more perfect? You end up with the Leatherman Wave 2.

This multi-tool has been made famous by its outside-accessible blades that can be deployed with just one hand. When the brilliant folk at Leatherman re-designed it in 2004 they gave it larger, all-locking blades, stronger pliers and longer wire cutters. It's now even more perfect for your next wildlife adventure, those everyday DIY tasks or just to show-off at your local hangout.

Available: www.awesometools.co.za

Price: R999



📌 The Zippo lighter

You don't need to smoke to want a Zippo. It's the quality of design, simplicity of use and the fact that it's refillable that makes it so popular.

And it will light your fire or camping stove in the harshest of weather. No surprises, then, that since 1933 over 400 million Zippos have been produced.

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“ The difference
between a chef
and a good chef
is passion ”



A Master Chef

Chef Benny Masekwamang has gone from helping his mother in the kitchen to being appointed a judge on South Africa's version of MasterChef. Indwe sat down with the country's new culinary king

TV **BENNY MASEKWAMANG** was born to cook. The chef – who beat 150 hopefuls to become a judge on South Africa's version of TV show *MasterChef* – was just 8 years old when he joined his mother in the kitchen to prepare meals.

"I had no choice in the matter as I was the last born and had to do it as it was our only source of income," Masekwamang explains. "Mom quit her job at Wimpy to go and do a 9 month cooking course and when she completed her course she started her own business serving lunch to factory workers in the Wynberg area outside Alexandra township. Little did I know that I'm going

to end up doing it professionally."

Masekwamang's passion for food makes him the perfect person to be a judge on *MasterChef* alongside fellow chefs Andrew Atkinson and Pete Goffe-Wood. Following a recipe that has worked a treat in the UK, Australia and America, the show will see aspiring chefs battle each other in tense cook-offs, with the ultimate winner getting an opportunity to run Masekwamang's Mondovino restaurant in Johannesburg for two years.

"As a judge I'll be looking for basic skills, passion, love for food and an ability to let one's own personality

come through in their cooking," says Masekwamang. "Someone who is imaginative and who is able to bring that dream in a creative way on a plate. Most importantly, someone who'll be able to produce a dish that will be able to hold its own against dishes from other countries, something that represents South Africa."

As with any *MasterChef* series, the chemistry between the judges is as important as the dishes being served up. Despite their different backgrounds, the three men judging South Africa's best aspiring chefs will blend beautifully, says Masekwamang.

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"When you see us together for the first time, you'd swear that we've known each other for decades," he says. "Andrew is big on food knowledge and history and Pete is strict on procedure and things being done properly, giving the utmost respect to the ingredients that you choose to use. I'm more about good flavour and ability to match contrasting textures. The one common thing about us is the respect we have for each other."

The three judges all agree with one another that South Africa is an ideal place to stage a show like *MasterChef*.

"We have wonderful, world class produce, a variety of ingredients and diversity in culture and ethnic groups,"

“ Becoming a judge on *MasterChef* still feels like a dream to me ”

says Masekwamang. "We also have love for food and the desire to show the world how wonderful our food is."

Despite his deep-set love for cooking, Masekwamang initially considered becoming an electrical engineer.

"I was good at maths and science when I was in high school," he says. "So I really thought that electrical engineering was me, but because of lack of funds and a late application I could not get into it. So I decided to go for catering management because I already had the experience from home."

Clearly Masekwamang still carries with him the many lessons he learnt from his mother.

"The difference between a chef and a good chef is passion," he says. "If you do not have love for food and the desire to please people through your cooking, you will not be successful. It takes hard work, dedication, patience and resilience to make it in this industry. If you do all of these right, there are great results to reap."

With Masekwamang's mother having played such a big role in his evolution



THE EARLY STAGES OF *MASTERCHEF SA* SAW CONTESTANTS PREPARING MEALS FOR THE JUDGES AT THE PIVOT HOTEL IN JOHANNESBURG

as chef, you have to wonder just how proud she is of her celebrity chef son.

"Well, initially she was not happy when I told her that this is what I wanted to do. She said it was hard work and she did not want me to go through that," he says. "But now she's very happy and proud to see me there with the best. She always says I must follow my heart and reach for my dreams."

And for Masekwamang, being on *MasterChef* is certainly a dream come true.

"Yes, it still feels like a dream to me that I was selected from 150 well known and more experienced chefs than me that were invited for auditions," he beams. "But I made it and I'm going to grab this opportunity with both hands." *MasterChefSA* is on *MINet in March*



The Spy King

Oscar-winner Colin Firth tells *Indwe* why he was in heaven on the set of new film *Tinker Tailor Soldier Spy*

FILM He might be an Oscar winner and a heartthrob, but Colin Firth (above) still gets starstruck on the odd occasion. Take, for instance, the actor's behaviour when he spent some time with revered thespian John Hurt on the set of *Tinker Tailor Soldier Spy*.

"We were all rather tongue-tied in the presence of John Hurt," says Firth, who stars alongside the likes of Gary Oldman and Tom Hardy in the critically-acclaimed spy thriller. "We have all been weened on brilliant performance by him since we can remember. These are some of the best actors I have ever seen and it just felt good to be a part of that with such good dialogue and such interesting material."

Based on the 1974 book by John Le Carre, *Tinker Tailor Soldier Spy* follows the attempts by agent George Smiley (a brilliant Oldman) – forced into retirement alongside boss, Control (Hurt) – to flush out a Russian mole that has infiltrated MI6 during the Cold War. Smiley turns the spotlight on a number of former colleagues including the swarmy Bill Haydon (Firth).

For Firth, stepping back into the 1970s was an absolute blast.

"I was 12 in 1973 and I remember the grey skies and type writers around the places, the briefcases and the tweed and those cars," he says with a big smile. "Because it was such an extraordinary era it took us quite a while to get

over it and it took a while for it to be cool again."

Also appealing to Firth was the fact that he didn't have to shoulder the responsibility of the film being a success all by himself. After spending months talking about his Oscar-winning performance in *The King's Speech*, fading into the background while working on a film came as a welcome relief.

"Yes, this suited me perfectly," he says. "I did very little last year except bang on endlessly about what I had done before. To do something that I thought was the best project around, not carry it and to be surrounded by amazing people was the main attraction really."

While Firth has managed to side-step the curse that hits many Oscar winners, the star admits that having a little golden man on your mantelpiece does add pressure.

"I deal with the Oscar pressure by not dealing with it," he says. "There are two ways of looking at it when a piece of good fortune lands on you like that. One is to feel pressure and to become paralysed by it and to say that I have to do everything right and you won't. One doesn't do everything right. It is a spin of the dice every time. I think that's a dangerous way to go. Or you just say – I've got that in the bag, I can do what I want and use it for a sense of freedom."

Tinker Tailor Soldier Spy is in cinemas this month



One Two Three On The Table

by Bernice van der Merwe

BOOKS There are two kinds of cooks in this world – those who like taking their time in the kitchen and those who want to get tasty food on the table at the speed of light. If you are the latter, Bernice van der Merwe's new book is worth a look.

One Two Three On The Table is divided into four sections according to preparation time: what you can cook within 20 minutes; 30 minutes; or 40 minutes. The last section has great ideas for meals that consist of ready-to-eat items you can simply throw together with the minimum of fuss.

Van der Merwe is known for being passionate about creating her own authentic recipes and is co-author of the hit books *Party Magic 2* and *Party Magic 3*. *One Two Three On The Table (Human & Rousseau)* is out now

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Soul City

*A living repository for much of South Africa's history, the continent's most famous township is evolving as a city in its own right, with a unique cultural rhythm. If you want to get a feel for the aspirations and future of this nation, then go to Soweto, writes **Keith Bain***





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GETTING THERE

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I'M STANDING on a bouncy, wind-blown suspension bridge dangling between the two tallest manmade structures for miles. One of the country's most inventive upcycling projects, it's the first ever bungee jump staged between twin cooling towers. One hundred meters below, the world's most iconic township spreads out beneath my jittery feet—the view alone is worth it.

I've only been to Soweto - it's an acronym for 'South Western Townships' - twice before, yet there's a familiarity for me, a sense of coming home, that I can't explain. With the ramshackle way its 39 neighbourhoods fit together, roads twist and contort; unplanned housing languishes alongside swamp and wasteland, and power cables clutter the sky like gigantic spider threads between soaring pylons. Corrugated homes balance precariously like rusted antiques alongside kitsch brickwork palaces in deafening colours. It's the aesthetics of transition, of order in chaos.

None of this was ever planned—Soweto, after all, grew out of various settlements of people dumped here in the early 1900s — but a century on, Soweto is now sufficiently vast and dynamic to become a city in its own right, not merely a Jozi appendage. The main difference is that Soweto lacks a delineable central hub; it's an urban puzzle, a patchwork of smart suburbs juxtaposed alongside poorer shantytowns, and all interlaced by a convoluted road network, nervous traffic shimmying along. And everywhere, visual distractions—there is so much going on.

"Black diamond" *jollers* cruise in their BMWs. Minibuses blast hypnotic beats through billion-watt amps. Shipping containers are transformed into roadside stalls, homes become shebeens, and entrepreneurs selling a makeshift carwash offer free cooldrinks while you wait. Even the graffiti is worth a head-turn, not



CLOCKWISE FROM TOP: THE SUSPENSION BRIDGE BETWEEN THE TWIN ORLANDO TOWERS; THE WALTER SISULU SQUARE OF DEDICATION; KLIPTOWN'S CASUAL TRADER'S MARKET

only prettifying raw concrete, but memorialising history.

Much of Soweto is revamp and renovation, construction and expansion. But some is pure timewarp nostalgia. Unchanging neighbourhoods; flashback style; *Drum*-era fashion. The humbling courtesy of strangers. There are many key locations — museums and the like — that help prevent the kind of collective amnesia with which many too easily deny the past.

Aside from the tenderly preserved interior of Madiba's old home on Vilakazi Street, the Hector Pieterse Museum (a stroll from Mandela's

house) is a stirring antidote to forgetting. By contrast the vast concourse of Walter Sisulu Square of Dedication, laid out on the historic site where the Freedom Charter was drawn up, is a bit of a white elephant, albeit the setting for city's most sophisticated township hotel.

Biggest of all the iconic landmarks is Chris Hani Baragwanath Hospital, the largest medical facility in the southern hemisphere. Across the road, Bara taxi rank bustles with market stalls and open air eateries serving traditional foods such as beef cheeks (*inbloko*) with *umbuzi* (gravy) and *Pele-Pele* seasoning to the hundreds of thousands of

commuters who pass through here. And the Regina Mundi Church (the "Parliament of Soweto"), still pock-marked by police bullet holes, recalls a time of fierce ideological battle.

But it's the new projects that signal the energy of renewal and entrepreneurship, like the architecturally innovative Nike Football Training Centre, shortlisted for a World Architecture Festival award last year. Designed by a Canadian firm (RUFproject), it launched before the 2010 World Cup and offers FIFA-approved soccer pitches, training facilities and locker rooms, offices and a gym. Built to state-



THE NIKE SOCCER TRAINING CENTRE IS A TOUCHSTONE OF ARCHITECTURAL EXCELLENCE; RIGHT: POWER CABLES AND ELECTRICAL PYLONS HANG HEAVY ACROSS PARTS OF THE SOWETO SKYLINE

“ LADIES IN MINI-SKIRTS AND ICE PICK STILETTOS SIP WINE AND COCKTAILS ”

of-the-art, sustainable standards, the building is encased in wooden louvers and sandstone. It promises not only soccer training for the community, but also HIV education to the youth.

But not everything new is concerned with community upliftment. In Maponya, the bustling mall named after Soweto's first millionaire, the rising classes rechannel expenditure, while at the slick Virgin Active gym next door, they dispense with calories. Bacchanalian nights and weekends are never far from the minds and expectations of the younger crowds that throng to Soweto's many nightlife hubs, such as Disoufeng in

Dobsonville, RockerFella in Molefo, Pelican Club in Orlando. And the trendiest neo-Sowetans head for the Thesis Concept Store where owners Mangaliso Mbitshana and Wandile Zondo get in top-grade entertainment for their monthly Social Jam Sessions.

Today's young guns are a generation of cultural amnesiacs who've dispensed with Apartheid loathing and have little time for nostalgia. They're basking in the devil-may-care modernism of a hipster tomorrow. Designer threads before yesteryear politics. You'll notice the influence of young, local designers such as the Smarteez, a tribe of trendsetting style

innovators who are inspired by the streets and worship Grace Jones. And while every second person I meet at Disoufeng is either an up-and-coming DJ or a rapper with a unique signature style, it's worth looking out for bewildering upstart talents as Nozinja (aka Dog), the globetrotting proponent of "Shangaan electro," a dizzying urban revamp of traditional rural culture that's been setting European dance floors alight.

Meanwhile, amongst sophisticates, it's Sochila in Diepkloof that's flavour of the moment when I'm in town. Ladies in thigh-squeezing miniskirts and ice pick stilettos sip wine and





TOP: SUNSET BRINGS A BEWITCHING LIGHT TO THE STREETS OF SOWETO; MIDDLE: A TRAIN TRUNDLES PAST ONE OF THE MANY URBAN PARKS; HERE: AN ASPIRANT VOICE ARTIST BELTS OUT A TUNE AT POPULAR DOBSONVILLE CLUB, DISOUFENG

WHERE TO STAY

For a host of facilities and an intriguing location, check into **THE SOWETO HOTEL** (www.sowetohotel.co.za). Ask for a room with a balcony overlooking the Walter Sisulu Square of Dedication (aka Freedom Square); you'll also witness the daily market down below. Manager Emlyn Bul can put you in touch with the knowledgeable Oom Bolo, a local legend and minor film star who can show you around historic Kliptown, where the hotel is situated.

A decent B&B, walking distance to Vilakazi Street, is **EMTHONJENI** (www.bookaguesthouse.co.za); ask for the large, very comfy upstairs bedroom (although the attached bathroom is miniscule).

You'll get a full run-down of all the services on offer (including a driver who can take you anywhere, a choice of mattresses, phone, TV, fan, heater, kettle, and so much intelligence on what to do and where to eat, it'll make your head spin).

Also famous for its township-by-bicycle tours, **LEBO'S SOWETO BACKPACKERS** (www.sowetobackpackers.com) is a wonderful budget option with an ode-to-Goa sensibility. There are small dorms and private rooms.



cocktails while the men snap their fingers for whiskey refills. Restaurants are elegant and showy. Perhaps not quite fine dining yet, but scan the menu at Restaurant Vilakazi, up the road from Madiba's old house, and you know the tide is turning.

Sowetans are savvy and entrepreneurial, open to new experiences and eager to expand horizons. They have survivor DNA, alive with possibility and open to novelty and innovation. You pick up on the enthusiasm at events like the annual Soweto Wine Festival — one of

the buzzing and vibrant events on the South African calendar — where I find myself discussing Chardonnay with Madiba's granddaughter, Tukwini Mandela. She remembers some of the hardships associated with Apartheid-era Soweto; as a child she was scared of the township. Now she calls it the soul of the nation, a place to which real South Africans are "called".

High up between the Orlando Towers, waiting for the wind to subside, I look down on the city and feel its call. My knees may be trembling, but my soul is soaring. ✕

WHERE TO EAT & DRINK & PARTY

Cram several watering holes into one night on a tour of taverns led by the inimitable **BONGANI NDLOVU** (www.soweto.co.za). The evening includes a very good buffet meal in one of Soweto's better restaurants, such as Masakeng in Mofolo and you'll drink and jive with locals.

Township slang for "we're hanging out," **SOCHILA** (011/985-4343; www.sochila.co.za) is a hot favourite for wining and dining, and buzzes with a savvy, sophisticated crowd as well as those looking to legitimize their social standing. **THESIS CONCEPT STORE** (011/982-1182) is a hip clothing boutique and creative hub in Mofolo.

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GETTING THERE

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DESERT DRIVES EXPLORE
WILDERNESS SAFARIS' PRIVATE
CONCESSION WITHIN THE
SKELETON COAST NATIONAL PARK

SPLENDID

It might be sweltering hot by day and icy cold at night but, as *Richard Holmes* discovers, Namibia's barren Skeleton Coast National Park is teeming with fascinating creatures that flourish in the harshest environment

ISOLATION

"NO MAN CAN LIVE this life and emerge unchanged. He will carry, however faint, the imprint of the desert, the brand which marks the nomad; and he will have within him the yearning to return. For this cruel land can cast a spell which no temperate climate can match."

Legendary British explorer Wilfred Thesiger may have been writing about Rub' al Khali; the vast 'Empty Quarter' that stretches across the heart of the Arabian Peninsula, but his words are echoing through my mind as I stand atop a dune in Namibia's barren Skeleton Coast National Park.

To the west, the barchan dunes march inexorably northeast towards Angola, driven by the relentless south-westerly winds that lash this barren coastline throughout the year. It's a landscape that's ever changing, yet perfectly timeless.

"They can move up to 15 metres a year those dunes," says our guide Kallie from over my shoulder, as if reading my thoughts. Growing up in a village not far from our tents at Wilderness Safaris' luxury Skeleton Coast Camp, it's not surprising that he has a sixth sense for bringing this landscape to life.

Which is just as well, because the Skeleton Coast isn't a place you'd likely choose out of a holiday brochure. It's by turns both swelteringly hot and icy cold, inviting yet unwelcoming. As AA Gill once wrote about the Kalahari, it feels like the desert has it in for you.

And indeed, the few animals that eke out a living here are supremely adapted to this forbidding ecosystem. It might be a national park but you shouldn't come expecting the Big Five and herds of wildebeest.

But deserts – for me at least – have

an irresistible allure, and the Skeleton Coast is one that's made a deeper mark than most. Perhaps it's the dramatic approach: almost all guests fly in from Damaraland, soaring down over endless dunes. And with just two flights a week in or out, there's a splendid feeling of isolation when you step off that Cessna Caravan. You're here for the duration; you're committed... like Thesiger and his Bedu guides.

Except where Thesiger slept in the open under a blanket, Wilderness Safaris knows a thing or two about luxury in the wilderness. Set on an island in the dry Khumib riverbed, about 20km inland, the camp's six Meru-style tents host only a dozen guests at a time.

There are few frills, but you'll find homely and spacious canvas suites with private balconies and sweeping



THE HOARUSIB CANYON IS A LUSH RESPITE FROM THE UNFORGIVING DESERT

desert views. Meals are served in the open-plan lounge and dining area where driftwood, washed up on a sea of sand, adorns the west-facing deck. Once the sun has dipped behind the dunes, guests gather at the communal dinner table to swap tales from their days in the desert.

And that, in a nutshell, is why you should visit. Why you *must* visit... because despite the homely cooking and warm welcomes, the rustic-chic accommodation and ice-cold G&Ts, the real thrill is leaving it all behind and heading west.

Except, at first, we didn't.

When Kallie explained that for our first full day we'd be heading inland, I grumbled inwardly. Why did we come to the Skeleton Coast to head for the hills? But, not for the last time on the trip, Kallie would be proven right.

Inland, a lonely road leads across a moonscape of dry mountains and drier plains. Months after the last proper rains fell; the Oryx that canter

away from our vehicle appear to be grazing on little more than dust. Even the famous fairy circles – bare patches in the grasslands, perfectly concentric and the work of hungry termites – are faint in the hot days of early summer.

After an hour or two the emptiness is little changed; we're still one lonely vehicle with little more than pronking springbok and skittish oryx for company. But by mid-morning

unyielding, yet in the canyon it's all lush grasses and smiling springbok. Unsurprisingly the area's desert-adapted elephants like to congregate here too, at one point blocking our path and forcing us on a detour.

And the birding is as impressive as the game watching, with both migrants and endemics to keep twitchers happy. Flocks of common waxbill flit amongst the tamarisk

trees, while olive bee-eaters flash past in a blaze of green. Blacksmith lapwings and common moorhen

“ BEE-EATERS FLASH PAST IN A BLAZE OF GREEN ”

we reach the reason Kallie headed east this morning: the Hoarusib Canyon; far and away one of the most spectacular landscapes in Namibia.

After ogling an ancient welwitschia we spend the morning slowly making our way upstream; the gravel road continually criss-crossing the burbling Hoarusib River. It's life-giving water that attracts a vast menagerie of animals into the canyon. Just half a kilometre away the land is harsh and

splash in the shallows as a pair of verreaux's eagles float effortlessly on the abundance of thermals. We lunch under an Ana tree as an augur buzzard soars overhead.

The canyon ends in the village of Purros, where a self-drive campsite and tourist-oriented Himba settlement attract overlanders keen for a taste of the Skeleton Coast. But with our camp in the middle of Wilderness Safaris' private desert concession I'm looking



CLOCKWISE FROM TOP: WELWITSCHIA CAN LIVE FOR CENTURIES; SURVEYING THE SKELETON COAST FROM A LOOKOUT POINT; NAMAQUA CHAMELEON; THE WISPY SAND SNAKE; ORYX AT FULL ALERT ON THE GRAVELLY PLAINS; AND SUCCULENTS GROWING IN A HARSH ENVIRONMENT



KALLIE WAS QUICKER THAN THIS SHOVEL-SNOUDED LIZARD, AND RIGHT: RUSTIC-LUXURY AT SKELETON COAST CAMP



forward to more than a taste the next morning. I'm going back for seconds.

The Namib Desert – Kallie tells us as we drive out after breakfast – is the oldest in the world. For the past 55 million years its been quietly guarding the western shores of Namibia, keeping all but the hardiest of man and beast at bay. Like the sperregebiet further south, hard men once mined these dunes with the glitter of diamonds and amethyst in their eyes. Few of the former and barely enough of the latter ensured that the mining camps have since been left to the desert.

Today it's only antelope tracks and a few lonely roads that mark the gravel plains and dune fields. Closer to the coast, the tracks from rare Brown Hyena are often seen, although spotting their owners requires luck.

Over the course of the morning we drive circuitously towards the coast, wandering slowly across the sands to discover a menagerie of life invisible to the untrained eye. Every so often

Kallie screeches to a halt and tears across the dunes like a man possessed. Moments later he returns with another desert marvel: a Namaqua chameleon burying its eggs, a Shovel-snouted lizard that dives head first into the sand to escape pursuers. Evidently Kallie dives faster.

About the only desert fauna we're a wary of is the Sand Snake. Although harmless, it's lightning-fast and

for its fog, formed when the hot desert air meets icy sea breezes off the Benguela current. The thick fog may have thrown countless ships ashore here, but it's also a life-giving source of moisture for the plants and insects that carefully collect and store precious droplets each morning.

As we finally reach the coast a bank of fog is building offshore; the desert creatures will feast tonight, I think to

myself. In front of me, the Atlantic looks as barren as the desert behind. But the freshly caught kabeljou flapping in our cooler box,

“ FOG IS A LIFE-GIVING SOURCE OF MOISTURE ”

best observed from a distance. We spend an hour at one of the park's famous 'Roaring Dunes,' the hot, dry slip-face of the barchan setting off a reverberating hum when disturbed by a gaggle of bum-sliding tourists.

"We're lucky today," says Kallie. "The fog didn't really come in last night. The dunes have to perfectly dry for them to roar. If they're even a tiny bit damp, you can forget it."

And the Skeleton Coast is famous

destined for the camp kitchen, puts paid to that fallacy. And in the dry sands there's an equally astounding array of life - you only need someone to show you where to look.

As we head back to camp, I think old Thesiger was quite right. Our tyres may be leaving their impermanent tracks in the sands, but the searing sands of the Skeleton Coast have left their mark on me for good. ✕

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SHWESHWE: SOUTH AFRICA'S 'TARTAN'

More than a fashionable fabric, shweshwe is a rich part of our traditional heritage. Indwe goes in search of the origins of a remarkable cloth

SHWESHWE is as much part of South African heritage as boerewors on the braai. But while most South Africans will recognise the indigo fabric, few know the remarkable tale behind this iconic cloth. Interwoven among the crisp cotton threads and intricate African prints lies a story of German settlers, Arab traders and tribal kings. In fact, shweshwe's story is as much the story of South Africa and its rich history.

There are various tales around where the name shweshwe originated. Some sources say the fabric derived its isiXhosa name from the swishing sound it makes when the wearer walks. But according to Da Gama Textiles, the only manufacturer of traditional shweshwe in the world, French missionaries presented the Sotho king - King Moshoeshoe I - with a gift of indigo printed cloth in the 1840s. By association with the king, the cloth was called shoeshoe - and ultimately isishweshwe.

Shweshwe arrived in South Africa nearly 200 years earlier after the establishment of a sea port at the Cape in 1652. These early indigo printed fabrics, worn by slaves, Khoisan and Voortrekker women came mostly from India and Holland. Later, in the middle of the 19th century, as printing methods became more sophisticated much of the indigo cloth on the South African market came from Czechoslovakia and Hungary. German and Dutch settlers often chose to wear the blue print that was widely available as a trade cloth and echoed the 'Blaudruk' cloth that they were familiar with from back home. In the 1930s one of the Czech manufacturers of the blue print emigrated to England and established a factory in Lancashire. The cloth proved so successful that several more companies were established. At some point they even formed an Association of Blue Printers in the Lancashire area.

Later the most popular brand name of the UK blue print fabric, 'Three Cats' was exported to South Africa and eventually production of indigo discharge printed fabric



started in 1984 when one of the UK blue print companies invested in Da Gama Textiles South Africa. When the last company to manufacture the indigo cloth in the UK closed down in 1992 Da Gama purchased the sole rights to own and print the branded 'Three Cats' range of designs.

Produced by feeding fabric through 36 inch copper rollers dating from the time of the industrial revolution, it is not surprising that some refer to the printing of the cloth as an 'extinct art'. However, shweshwe is anything but. Gracing international catwalks, the fabric enjoys high fashion status in South Africa. Top South African fashion designers have used shweshwe in their collections including Palesa Makubung, under her label, Mantsho, Bongile Walaza who incorporated shweshwe into her Winter 2011 collection and Amanda Laird Cherry who has also made creations out of the fabric. While these and other designers can be credited for the renewed interest in this traditional national heritage, shweshwe has over the years enjoyed steady demand for clothing, tourism products and even American quilting.

"Shweshwe designs have a particular beauty and artistry

THE PRINTING PROCESS

Shweshwe is a discharge printed cotton fabric. This means the cotton cloth is dyed (traditionally using indigo dye) and certain areas of the dye removed with a weak acid solution that is applied to the fabric using patterned copper rollers. This results in the typical white pattern on a vibrant coloured background - the traditional indigo blue, a sumptuous red, and deep chocolate brown.

The process of printing using the traditional copper rollers decorated with intricate patterns also explains the short width of the fabric as 36 inches was the standard width of cloth when manufacturing started.

All genuine shweshwe has a stamp on the underside of the fabric, with the words, Da Gama and the different trademarks, Three Cats, Three Leopards, Toto or Fancy Prints. Anything else, such as Three Dolphins or Three Elephants, is a fake.

Shweshwe can also be identified by its stiffness when new. The fabric is heavily starched – historically this was used to preserve the fabric on sea voyages from the UK to South Africa. After washing, the stiffness disappears. While the brown and red prints don't fade, the blue cloth is designed to fade gradually.

“ THE FABRIC ENJOYS HIGH FASHION STATUS IN SOUTH AFRICA ”



SHWESHWE HAS EVEN MADE IT ONTO THE GOLF COURSE IN THE SHAPE OF FASHIONABLE HATS AND 46664 (NELSON MANDELA'S PRISON NUMBER) APPAREL CLOTHING



A SENSORY EXPERIENCE

SHWESHWE APPEALS TO ALL FIVE SENSES:

- **SIGHT:** Shweshwe designs are classical, geometric and timeless. The designs are based on squares, triangles and circles, adhering to a manual of designs. Even the modern designs are based on this 'rule book' so they remain tasteful, classical and true to the original shweshwe.
- **TOUCH:** The fabric has a starchy characteristic feel before it is washed.
- **SMELL:** Shweshwe has a pleasant smell, because of special oils used in the processing.
- **TASTE:** Genuine shweshwe has a salty taste. Those in the rag trade can tell shweshwe apart from imitations because of this characteristic.
- **HEARING:** Wear it and you will hear the compliments rolling in.



MINISTER OF HUMAN SETTLEMENTS TOKYO
SEXWALE INSPECTS 46664
APPAREL SHWESHWE

because they are based on a rule book of iconic designs. Generally, the designs can be described as symmetrical, geometric and classical,” says Helen Bester, marketing executive for Da Gama Textiles.

Despite enjoying international acclaim, the cloth remains true to its humble origins. It is 100 per cent cotton and made only by Da Gama Textiles at its factory in Zwelitsha outside King William’s Town in the Eastern Cape. While South African and Chinese manufacturers try to copy shweshwe, and there are a number of imitations around, these do not measure up to the genuine article.

“These companies cannot imitate the unique effect of the discharge printing method. Imitations tend to look cheaper and more simplistic and garish than the originals because they are not designed according to the special guide book of

authentic shweshwe prints,” says Bester.

The first shweshwe was only indigo but later the cloth was printed in bright red and chocolate brown as well. More recently, Da Gama Textiles has introduced new colourways and variations of designs combining other colours with the indigo, brown and reds, including black, green, turquoise, and yellow/gold. The latest colours to catch the eye of designers are hot pink, pumpkin and purple.

While it was Xhosa women who originally took the greatest liking to the indigo fabric that complemented their traditional red blanket clothing, today it is the fabric most worn by South Africans. Sold by wholesalers and retailers throughout the country, the cloth is printed in all-over patterns and also in panels to make skirts: you simply cut out the A-shaped panels along the dotted line on the

fabric and join them side by side to make the skirt. There are hundreds of seamstresses tucked away in little arcades throughout the country that make clothes from shweshwe.

“Shweshwe fabric designs are tasteful and iconic and cannot be compared with any other fabric designs. Intrinsically, they are art forms,” says Bester.

An essential thread in the fabric of South African life, shweswe unites people from all walks of life. While South African designers have made it a fashion must-have, it is still worn by women from all walks of life - from urban vegetable hawkers to politicians and socialites. It forms part of everyday dress or is made up into smart outfits for weddings, initiation ceremonies and official events. In certain cases special designs are produced for important occasions such as royal birthdays and national festivals. A proud and unifying part of our heritage, shweshwe is probably best described as the ‘tartan of South Africa’. ✕



HOMAGE TO MASISULU

This year Da Gama brought out a shweshwe design to commemorate the life of Albertina Sisulu (above). It has a portrait of her on it, with her date of birth and the date she passed away (2 June 2011). Da Gama is donating R1 from every metre of this sold to the Masimanyane Women’s Support Centre in East London. The organisation has international support, its founder, Dr Lesley Ann Foster, having been a Nobel Peace Prize nominee in 2005.

Da Gama Textiles also supplies fabric for the 46664 fashion label - Nelson Mandela’s prison number.

“ SHWESHWE IS A UNIFYING PART OF OUR HERITAGE ”



NONTSIKELELO SISULU-SINGAPI, A GRANDDAUGHTER OF THE LATE ALBERTINA SISULU, UNVEILS THE SHWESHWE WITH THE IMAGE OF HER GRANDMOTHER



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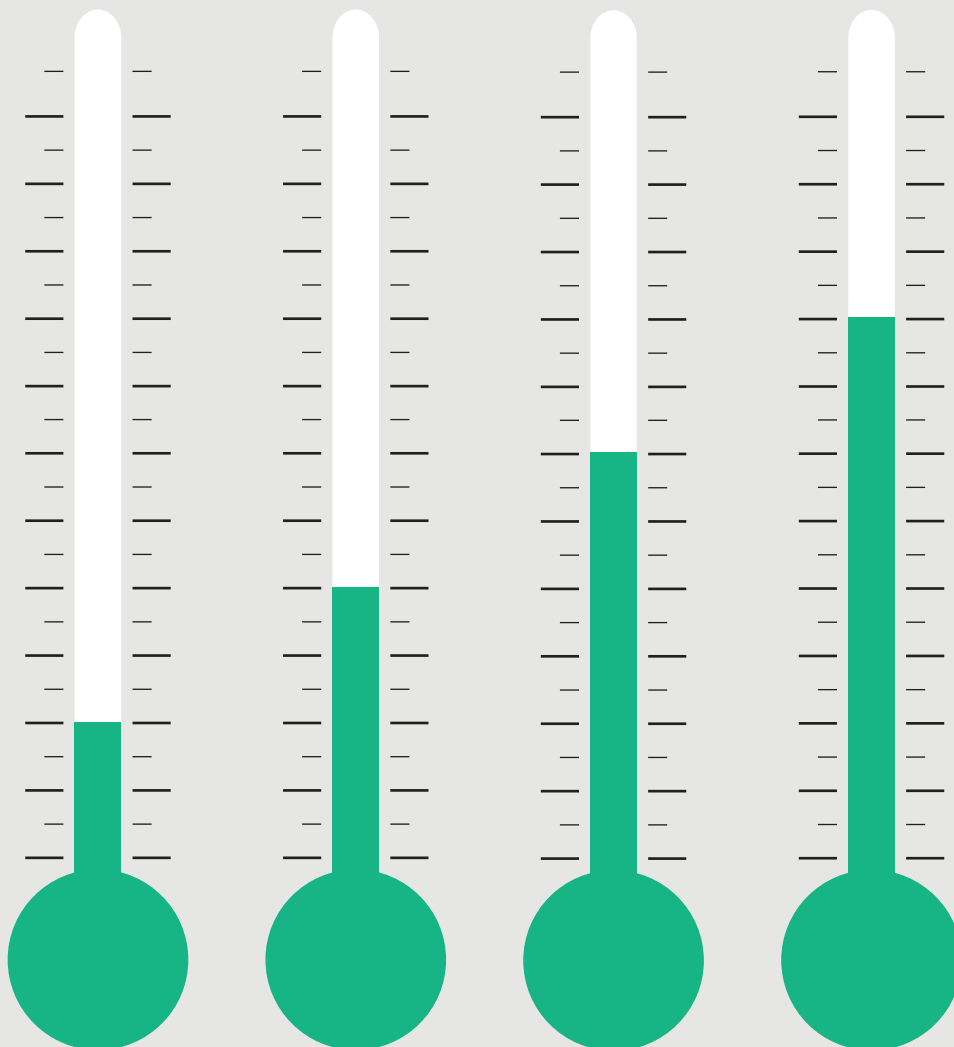
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Building a *greener* economy

The Durban climate deal put climate issues high on the agenda. *Indwe* takes a look at the green barometer of South Africa's top companies



IT'S NOT NECESSARY to check weather office statistics to know that the world is getting warmer. According to figures from the UK Met Office, global temperatures in 2010 made it the second warmest year on record, and if recent weather conditions are anything to go by, 2012 might be even warmer. There is also growing evidence in the form of droughts and floods that suggest the impact of climate change is taking its toll.

Despite the pressing need to address these issues on a global level, climate change negotiations over the past years have been characterised by "political wrangling, late-night compromises – and ultimately last-minute agreements to kick the can to the following year's conference," says Vicky Bakhshi, an associate director of UK asset manager, F&C's Governance & Sustainable Investment (GSI) Team.

The COP17 - Durban climate talks late last year was no different, she adds. But the difference this

“ CLIMATE CHANGE COULD LEAD TO WASTELANDS ”

time around was this was the end of the line. The Kyoto Protocol, an international treaty aimed at fighting global warming, expires in 2012. After the Durban talks came close to a collapse, a deal was salvaged a day and half after the scheduled close of negotiations.

According to Bakhshi the climate change deal keeps the international negotiations alive, and holds out the promise of bringing the US, China and India into a single deal for the first time.

But timescales are slow, and levels of ambition remain way below what is needed to achieve the stated aim of limiting the global temperature rise to 2°C from its present business-as-usual course of up to 6°C.

SOUTH AFRICA'S GREEN PLAN

The good news is that action at national level will continue to be the key driver for investment into climate change initiatives, and is happening on a faster timescale than the sluggish international process would suggest.

With the Kyoto emission targets running out next year, the South African government has openly recognised the need for an urgent response to climate change which threatens economic growth, sustainable development, agricultural production, food security and commodity prices.

In November 2011, in talks leading up to the Durban COP17 climate talks, Water and Environmental Affairs minister of South Africa, Edna Molewa, called for immediate action on climate change. The Minister underlined how agriculture and the natural environment are crucial to economic development in Africa. She highlighted the dangers posed to the

South African economy by the anticipated impacts of climate change. "In Africa alone 70 million people

and nearly a third of the continent's coastal infrastructure could be flooded if global warming raises sea levels by 1 metre by 2080 as some scientists predict," she warned.

Not long after Molewa's address, President Jacob Zuma called for the green economy to form part of South Africa's agenda of development and job creation. Speaking at the launch of the COP17 flagship solar power plant in Hazelmere in KwaZulu-Natal, Zuma said the African continent was abundant with renewable energy sources that needed to be harnessed in building an inclusive and sustainable green economy.

"If we do nothing, climate change will leave us with uninhabitable wastelands and socio-economic

SWITCHED ON TO CLIMATE CHANGE

→ ANGGOLD ASHANTI

AngloGold Ashanti, a gold exploration, operations and marketing company, demonstrates a strong performance on climate change governance and strategy, according to the EIRIS/JSE report. The company has a board committee for safety, health and sustainable development, as well as an executive vice president for business sustainability.

The company is a signatory to the 2005 Energy Efficiency Accord in South Africa, the Energy Efficiency Opportunities Programme in Australia and is a member of the International Council on Mining and Metals, which has a policy and has published principles on climate change. The company has also signed the Copenhagen and Cancun Communiqués on Climate Change. It actively engages with government and has broad policies in place designed to deliver emissions reductions. Furthermore, the company has remuneration targets in place linked to climate change.



→ SANTAM

Insurance giant Santam is praised by EIRIS for demonstrating leadership on working with stakeholders on public policy. As part of ClimateWise the company has made a commitment to engaging with stakeholders on climate change policy development.

It has also participated in UNEP FI initiatives. In 2011 the company engaged with the National Business Initiative and the Department of Energy in South Africa. The company has also achieved an annual decrease of 9.34 per cent in operational green house gases emissions over the last two years.

→ MASSMART

Massmart is a retailer that demonstrates best practice disclosure on climate change. It appointed an independent organisation to verify its sustainability reports. It also reports against its targets, and achieved a reduction in emissions between 2009 and 2010 of 2.65 per cent.



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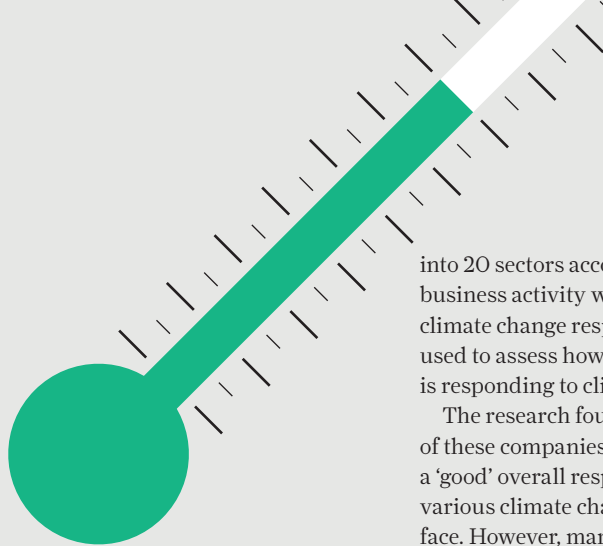
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disasters,” said the President, adding that the world had gathered in Durban because of the realisation that an urgent response to climate change, which also affects South Africa, had to be reached.

“ COMPANIES ARE FAILING TO FULLY TACKLE THE ISSUE ”

THE ROLE OF COMPANIES

Despite the many pressing issues facing the South African government it remains acutely aware of climate change and the need to address it. In the country’s Integrated Resource Plan (IRP2010), a 20-year projection on electricity supply and demand, 42 per cent of electricity generated in South Africa is required to come from renewable resources.

But just how ‘climate aware’ are South African companies? EIRIS, a global provider of independent research into the environmental, social, governance and ethical performance of companies, was recently commissioned by the Johannesburg Stock Exchange (JSE), to look into this issue.

The EIRIS/JSE report “To what extent are leading South African companies tackling climate change?” explores corporate responses to climate change among South African companies. The research focuses on the ‘Top 40’ largest companies (by market capitalisation) listed on the JSE. The companies are then classified

into 20 sectors according to their business activity with a range of climate change response indicators used to assess how well each company is responding to climate change.

The research found that 73 per cent of these companies are demonstrating a ‘good’ overall response to the various climate change risks they face. However, many are failing to take on extra initiatives to fully tackle the issue. This could damage their reputation and profitability as more significance is given to climate change globally. EIRIS says JSE Top 40 companies must expand their management of climate change

risks beyond climate change mitigation to include adaptation strategies. Companies

should also consider the climate change impacts arising from their supply chains. As climate change becomes a clearer reputational risk, companies have an opportunity to position themselves ahead of the curve. Early adopters of cleaner technologies can reap the benefits of a better reputation and lower the risk of falling foul of financial instruments to regulate climate change.

Valeh Tehranchi, research analyst at EIRIS and report author, says: “It’s

KEY ELEMENTS OF THE DURBAN CLIMATE CHANGE DEAL

- An agreement by all countries to work towards a global climate deal “with force of law” by 2015, to take effect by 2020 (the ‘Durban Platform’).
- The continuation of the Kyoto Protocol structure. Following the expiry of the current commitment period in 2012, a limited number of participants will take on targets for a second commitment period which will run from 2013 to either 2017 or 2020. The new deal will only cover the EU plus a few other nations, representing in total around 15 per cent of global emissions.
- The launch of the Green Climate Fund, a structure that was first proposed at Copenhagen in 2009. The aim is to raise \$100bn per year by 2020 from a range of public and private sources, with the Fund redistributing this to help finance climate change mitigation and adaptation in developing countries.

great to see South African companies making progress, but they must do more to reduce their own impacts and to plan for how they will operate in a world that has been altered by climate change. Linking remuneration to climate change mitigation targets, establishing long-term greenhouse gas emissions reduction targets and quantifying climate change risks are areas where there is the biggest scope for improvement among JSE companies.” ✕

KEY RESEARCH FINDINGS OF THE EIRIS/JSE REPORT

→ **RISK MANAGEMENT:** 73 per cent of JSE Top 40 companies demonstrate a good overall risk response to climate change.

→ **TARGETS:** 60 per cent of JSE Top 40 companies have set short-term greenhouse gas (GHG) emissions targets, but only 23 per cent have set long-term targets, leaving considerable room for improvement.

→ **DISCLOSURE:** 95 per cent of the JSE Top 40 are disclosing absolute CO₂ emissions and 85 per cent are

disclosing normalised emissions.

→ **EMISSION REDUCTIONS:** 30 per cent of companies have reduced CO₂ emissions over the last few years.

→ **REMUNERATION:** 35 per cent of companies have linked performance on climate change to board/senior management level remuneration.

→ **LEADING SECTORS:** Mining and banks sectors - the two largest sectors among the JSE Top 40 - demonstrate a high quality response to climate change.



Law beyond borders

It's not just call centres setting up shop in southern African, legal process outsourcing is growing rapidly

AS COMPANIES worldwide respond to increasing cost and efficiency pressures, South Africa is becoming a favoured international location for outsourcing business services.

The country's emergence as a call centre hub is well documented but it's not just the call centre industry setting up shop in SA. Legal process outsourcing (LPO), which involves the outsourcing of legal functions to specific centres where they can be performed at better value to the client, is growing rapidly – and providing much needed jobs to the country's law students, graduates, paralegals and newly qualified attorneys.

With the legal industry globally facing legislative and regulatory changes, increased competition and rising fees, legal professionals are being forced to adjust business models to remain competitive – and outsourcing is providing the solutions.

The global economic downturn has also played its part in driving up demand for quality LPO services.

Exigent Limited, is one of the more established players in this arena,

having provided LPO services in Cape Town to large UK and Australian law firms during the past decade. The company, which provides services to law firms and corporates globally, reports an exponential growth in global interest in the last two years with legal functions outsourced including everything from contract management to document review, due diligence reporting and legal research.

With offices and concentrated resources in English-speaking regions such as London, New York, Sydney, Perth and Cape Town, the company is well positioned to recruit teams of temporary contract staff to perform project-related services.

Nicky Cory (pictured above), a legal services consultant for Exigent, explains the attractions of South Africa as an outsourcing destination. "Cape Town operates on a similar time zone to the UK which allows Exigent to offer clients support from staff working daylight hours."

Then there is also the advantage that many South African professionals

have English as a first language, vital in work such as document review where the interpretation of language is critical in understanding relevance.

As with call centre outsourcing, the country does face competition from countries with cheaper labour costs. India is the world's largest provider of outsourced legal services, while the US is the largest consumer. But South African LPO providers offer key advantages – especially to UK clients. The countries share a compatible legal system - South Africa has a legal system based upon English law.

"There are elements of Dutch law too but this does not impact on the delivery of excellent service," says Cory.

There is also a closer culture, as Exigent puts it: "Our staff relate well to our clients and this cultural affinity is especially important in a pressurised environment."

Unsurprisingly South Africa as a LPO destination is attracting interest from countries as far afield as Australia and Canada. How's that for a reversal of the brain drain?

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Chaka Chaka is honoured

SOUTH AFRICAN singer Yvonne Chaka Chaka has become the first African woman to receive the World Economic Forum's (WEF) Crystal Award.

The prize is given each year to successful artists who have used their art to "improve the state of the world", according to the WEF.

Chaka Chaka received the award during the opening ceremony of the WEF's 2012 annual meeting in Davos, Switzerland. She was honoured alongside French filmmaker Luc Besson, and Japanese-American classical violinist Midori Goto, founder of the Midori Foundation.

The singer-songwriter was commended for her tireless work for major global health issues affecting women and children, in particular malaria control through medication and the use of bed nets.

Accepting the award, Chaka Chaka expressed her pleasure that global leaders have acknowledged investing in health issues will positively affect economic growth. She stressed the importance of communication, information and education in the fight against global health challenges such as malaria. "Healthy people build healthy economies," she said.



A Better Connection

A 20-YEAR connectivity agreement has been signed by the Mozambican government with privately owned cable company Seacom to access international broadband fibre connectivity on its network to Europe and the rest of the world.

Permanent secretary of the Ministry of Science and Technology Dr Evaristo Baquete said in a statement that the Mozambican government viewed affordable and high-quality data networks as a vital tool in achieving the country's developmental goals.

Manuel stresses the importance of mines

MINING NEEDS to be positioned as a catalyst to drive other changes in the South African economy, according to Planning Minister Trevor Manuel.

Speaking at last month's Mining Indaba as part of panel discussion organised by law firm ENS, Manuel said a plan the National Planning Commission will finalise in May presented a cogent case to raise mining output, increase value addition and commit the State to providing infrastructure.

"The centrality of mining in South Africa is something that we must recognise very, very strongly," Manuel stressed.

The mining industry's contribution to the economy had shrunk from R103-billion in 1993 to R93-billion in 2009, despite the global commodity boom and the talk of the so-called super cycle.

Health and food boost for Mozambique

MOZAMBIQUE'S PERFORMANCE in food security and health has received a boost after an agreement with Brazil and the United States for technical staff to collaborate to identify areas of intervention in agriculture and health.

Mozambique's Deputy Foreign Minister, Henrique Banze, says the agreement valued at US\$1.68 million will boost technical cooperation between the USA, Brazil and Mozambique to "find solutions for the various challenges in health and agriculture".

AllAfrica.com reports the work has begun with the US and Brazil collaborating with the Mozambican Agricultural Research Institute (IIAM) and the Ministry of Education on a programme of vegetable production and school meals. The IIAM has also worked with the US and the Brazilian Agricultural Research Company to create a platform for agricultural research and technological innovation with other national research institutes.

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DON'T CALL ME BABY:

MEET THE NEW 'FEMME FATALES' OF SOUTH AFRICAN RALLYING

BY RAY LEATHERN

IF YOU SAW this sort of bio on a dating website you'd be in love, wouldn't you? 'Love long walks on the beach, chilling with the girls, and my kitty-kat, Seb. He's named after my hero, Sebastian Loeb and oh..., I compete in the South African National Rally Championship and the only way I know how to drive, is like I stole it!'

Welcome, then, to South Africa's first all female rally team: Driver Stefanie Hugo and her navigator, Angela Shields who recently completed their first season of the South African National Rally Championship in their Team Total, class A6, Toyota Run-X.

It was a turbulent first season for the rookies, with no championship points coming their way, a massive crash in Port Elizabeth and several technical maladies with their Toyota; but now that they've graduated with flying colours from the school of hard knocks, they say they're hungrier than ever for success with Team Total in 2012. We caught up with 'The Rally Girls' to recount the season and see what the future holds.

At the beginning of the season you said you'd like to compete to win your A6 category. What kept you away from the points?

Stefanie: Our Toyota Run-X is a class N3 car, which is a standard 1800cc class. Strictly speaking, this class ended in 2011, but they still allowed us to compete in class A6 for the season. The car is not allowed next year, due to the pace in A6. In trying to keep up, the standard parts on the car simply kept braking. Hopefully we will have a strong, fully modified A6 to compete with next year.

What can you take away from your first taste of competition in the South African National Rally Championship?

Angela: It was a very steep learning curve and as a navigator I learnt so much. I have had to make sure I am organised at all times and that I know

exactly what we're doing and where we should be. I have learnt that I have to be on track all the time, there is no time for error...as we learnt at the VW Rally in PE. But most of all I have learnt that the sport is full of disappointment and unexpected outcomes, no matter how well prepared you are or how well you think you are going to do in an event the possibility of disappointed is high.

Is the jump up in competition very significant over the RallyStar Sprint





Series you graduated from?

Stefanie: Definitely, the competition is fierce and the cars are fast. You have to drive on the edge all the time. The nationals are a two day event and the stages are longer and it takes a lot more out of you, physically and mentally.

What is the toughest part of being in motor sport and being known as 'The Rally Girls?'

Stefanie: The disappointments. Few people realise how much of

your heart you put in. It is a very emotional sport. Angela and I have cried, screamed, gotten angry and sometimes simply felt nothing as we stood next to the broken car in a stage. The most disappointing part of it all is that we don't always get a chance to prove ourselves. We don't simply want to be 'The Girls' in rallying, we want to be a force to be reckoned with. Unfortunately we did not have the opportunity to make that clear this year. Luckily Total has given us the

incredible opportunity to try again next year.'

Who are your rallying heroes?

Stefanie: In WRC, it is Latvala. He is my age and incredibly fast. He also started his rally career with quite a few spectacular crashes, which I unfortunately can relate to.

Angela: My hero is Sebastian Loeb. He has this incredible agility and the gift to control a car no matter what the circumstances.

“ WE DON'T SIMPLY WANT TO BE 'THE GIRLS' IN RALLYING. WE WANT TO BE A FORCE ”



NAVIGATOR ANGELA SHIELDS AND DRIVER STEFANIE HUGO

Has being part of an all female team helped or hindered your career?

Angela: I don't think either. We have had to work just as hard to get where we want to be and to get 'The guys' to see us as equal competitors. But of course, sometimes being a woman and being able to bat our eyelashes gets us a little extra leeway in certain things.

Which is the biggest crash you've had, and what did it teach you?

Stefanie: Wow, I have had a few, but luckily only one this year. It was probably the crash that had the most potential to end badly. It was in PE and we were pushing extremely hard. I

was driving on the limit every corner. We were flying! 25 km into the stage Angela called an instruction a bit late. At that pace it's hard to get it all out in time! The corner tightened up on me and I just went into it way too fast. I tried to save it, but the backside went off the road, clipped a few fallen logs and made us roll. We landed on a pile of logs. 'Nothing serious - Just a small little roll we thought to ourselves.' Until we got out of the car and realised the logs was the only thing holding us from dropping 100m off the mountain! Our service crew almost got a heart attack when they came to pull us of the logs. What did I learn from this

crash? Well if you drive on the limit, the chances to make a mistake is just so much bigger, but sometimes this is just a chance you have to take.

Being female rally drivers sounds like an endorsement goldmine.

What would be your dream endorsement for the future?

Angela: We are very lucky with the endorsements we have at the moment, Total have treated us like queens this year. However, a beauty product endorsement wouldn't be a bad thing, there is nothing like good quality hair and makeup products to do the trick, haha... ✂

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FIRST S C

Is the new four-door Civic as appealing and personable as other cars in the Honda stable? *Ray Leathern* gives his verdict



AS SENSIBLE, practical C-segment sedans go, the Honda Civic was always for me the appealing, distinctive and superbly practical choice. Something a little bit personable over the usual nameless, faceless boxes dominating the segment: think Toyota Corolla, Chevy Cruze. The launch of the 'all new,' Civic four door, has done a complete three sixty from that.

Sure, it's still a Honda so you and your father-in-law can spend several minutes standing in the driveway with your arms folded, discussing the virtues of Honda's reliability and strong residual value, while the ladies shuffle off inside utterly bored with

knowing you. But it's not a Honda in the other ways you may have hoped.

Where's that little special something that sets it apart from the crowd? First impressions on the styling, even if it were to be etched by Monet, are that they've tried to design a Corolla clone. The new face isn't much to shout home about and the new rear end is especially, oh, I just got too bored to even describe it.

And where's the cutting edge technology and commitment to a green environment we always hear from Honda? The old Civic sedan had a 1.8-litre engine and a choice of five speed manual or automatic



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transmissions. They must surely have downsized since then, as is the eco trend of the moment... more power and less consumption? But Honda is painfully averse to the forced induction of their engines, so no. It's still a 1.8-litre VTEC with the same five speed manuals and automatics, and now a 1.6-litre VTEC as an entry level offering. No diesels.

And where's this Honda build quality we're always hearing about? The cars I evaluated had a decidedly scratchy dashboard, a tinny disposition in the cabin, and supreme lightness to all the controls. This car just felt like it was lacking in

substance. Out on the road however, there's good news for the Civic. Its ride is extra soft and absorbent, and the power delivery is urgent and appropriate for a car of its size.

The steering commands decent response and while there isn't much grip for sporty driving, there is more than enough for the occasional, spirited drive. Consumption is around 6.7-litres per 100km and the CO2 figure is 160g/km. These would be improved with some new tech in the drivetrain department.

But of course you're going to say, the thing with Honda's, and particularly Civic four-doors, is that they aren't

meant to be fancy, they're good because they last forever. Fair point, but uhm... if that's the case, shouldn't a 'new' Civic endeavor to raise the bar a bit more then? Introduce new technologies that improve it over those that already exist? I still consider it a shame that Honda are playing so safe these days.

I will forever rate the ballistic Honda S2000 up their as one of my all time favourite cars to drive. Honda do know how to give a car desirability and cutting edge tech, but at the end off the day, they don't seem to think their new Civic four-door deserves it. ✕

OIL BURNING CHEVY

The stylish new Sonic is quite the departure for GM, says *Ray Leathern*

THE NEW Chevrolet Sonic is GM's very first offering to run off the line of its new front wheel drive architecture to be sold in more than 50 countries, over five years, accounting for as many as 2.4million vehicles. One could call this little, B-segment, hatchback a seriously big venture for GM. Is it any good with its new diesel engine?

The Sonic is quite a departure from the GM norm when we consider cars like the Optra and Aveo. It offers up the conventional hatchback format sure, but is teamed with the typically enormous Chevy 'bow tie' front emblem on the grille and the exposed headlight cluster, which is probably its best styling feature. That and its rear door handle being placed on the upper half of the door.

On the inside you get a 6 speakers sound system with USB port, Bluetooth connectivity, and satellite steering wheel mounted audio controls. The seats are surprisingly comfortable, and I bow in admiration for the height and reach adjustable steering, while I'm less of a fan of the analogue/digital tachometer and liquid crystal display speedometer. The combination display seems a bit low rent for a car going head to head with the bulletproof Volkswagen interiors but competes well and is probably on par with the Ford Fiesta. It has a 5-star NCap safety rating and a full array of ABS and EBD and four airbags.

On the road, a sweet as a nut 70kW



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Chevrolet Sonic 1.3-litre LS D **R178, 730**

and 210Nm, 1.3-litre turbo diesel engine driven through a six speed manual gives surprisingly good punch. It's in a league above the two other flat petrol engines the Sonic offers. With 119g of CO2 per km and a claimed consumption figure of 4.6-litres per 100km, it's not half as agricultural as you might expect and aside from some lag below 1,800rpm it's strong and able to provide linear power all the way to its 5,000rpm red line.

As regards handling and road

holding, the Sonic has McPherson strut front suspension with a high rigidity engine sub frame, and this allied with the Sonic's very stiff, overall steel structure, offers a stable and taut ride. After some time with the car the power steering pump felt a little faltering, I remember a similar feeling in the petrol models, I hope this doesn't prove to be an issue with these cars going forward. However, aside from that, it's good, with easily accessible dynamics. ✕



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CAPTIVATING PRESENCE

Ray Leathern feels himself falling for the Chevrolet Captiva SUV

WELCOME to the new 2.2-litre turbo diesel for the Chevrolet Captiva SUV. Using variable geometry turbocharging it produces 135kW @ 3,800rpm and 400Nm @ 2,000 rpm. Drive goes through a 6-speed automatic transmission to all four wheels. It's only available in top specification LTZ guise.

At the core of this this new design for GM is the incorporation of a high-pressure common rail fuel injection system of 1800 bar including a double overhead camshaft configuration, four valves per cylinder and a variable swirl combustion chamber design for optimised combustion and reduced diesel particulates. The engine has a high efficiency exhaust gas re-circulation cooler that channels

unburnt exhaust gas back into the induction system for lower emissions. This system improves engine life by improving combustion and reducing engine knock and vibration. A close-coupled diesel particulate filter helps the Captiva comply with Euro-5 emissions standards now.

The result of all their engineers fettling away is a surprisingly strong performing four cylinder diesel in the big, heavy bodied Captiva. On a back road blast from Oudsthoorn to Cape Town, seeking out any road that wasn't tarred, the Captiva grew on me.

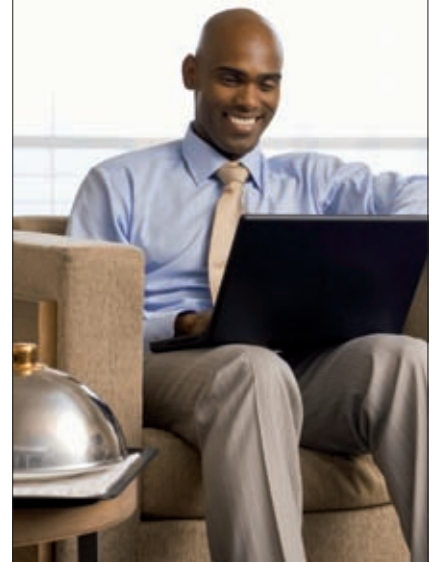
Initially I was focussed on what I thought wasn't the most inviting interior, a lack of a USB port, Sat Nav, and the Captiva's heavy, cumbersome driving attitude. But the gutsy diesel performance won me over completely. The average fuel consumption of 10-litres per 100km from my trip, headwinds and all, wasn't too bad for an all-wheel-drive, all the time system. ✕

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- Friendly & professional staff
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www.egolilodge.co.za

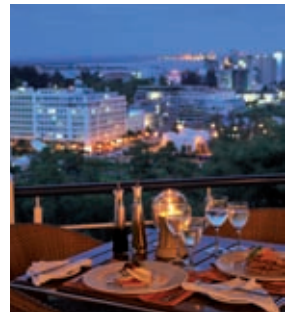
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With sweeping views over Maputo Bay, the internationally acclaimed Hotel Cardoso is close to the airport and is the perfect base from which to do business, host a conference, explore Mozambique's colourful history or just relax.

Hotel Cardoso offers guests bedrooms that have been individually decorated and equipped with all the amenities you would expect of a deluxe international hotel. The purpose-built conference rooms, high speed internet and a dedicated Business Center, also make this hotel an ideal venue for business travellers to Maputo.

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MAPUTO

A LONRHO HOTEL



A coastal oasis

In the middle of a property graveyard, *Piet van Niekerk* is surprised to find life

NOT EVERYBODY finds the Cape West Coast appealing. If you find the Karoo appealing, however, you will love the West Coast. It's like the Karoo, just add an ocean.

Maybe it's for this unique reason that developers for many years now have dreamt of a property boom on the West Coast. Maybe most people don't like the Karoo because many of these dreams have not materialised. Drive along the lonely West Coast roads north of Saldanha and you will see large-scale development nightmares in the form of barren open areas sporting fancy picket-styled fences, impressive gates and massive advertising boards offering plot-and-plan properties - at zero per cent interest - situated around "pools" and "facilities" yet to be built.

The Shelley Point Hotel, Spa & Country Club is somewhat of an oasis in this property desert. You are actually surprised when you drive through the lovely St. Helena Bay and find a resort that is really there, with families splashing in already built

pools and dads having drinks from pubs that truly exist.

And it's huge. The hotel, which opened a year ago, has 88 rooms built on a 9-hole links golf course winding its way through the lush Shelley Point peninsula. Add to this three restaurants, a wellness centre and spa, a gymnasium, two tennis courts, conferencing facilities, a kids club and youth centre, you could argue that you are in the largest hospitality development between Cape Town and Swakopmund - purpose built for those who need to escape the city routine in search of some 4-star luxury.

It's perfectly situated too. If you eventually had enough of golf, poolside leisure and spa treatments, the quaint coastal settlements of Paternoster, Stompneus Village, Port Owen, Laaipek and Velddrif are mere kilometers away where you can go in search of seafood straight from the ocean and dream of adopting the rustic lifestyle of the locals. ✕ www.shelleypointhotel.co.za



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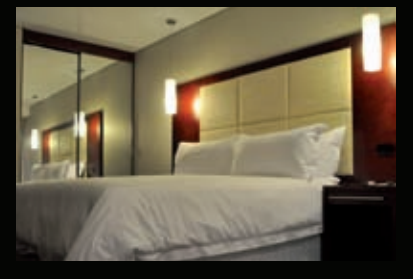
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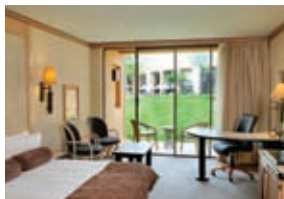
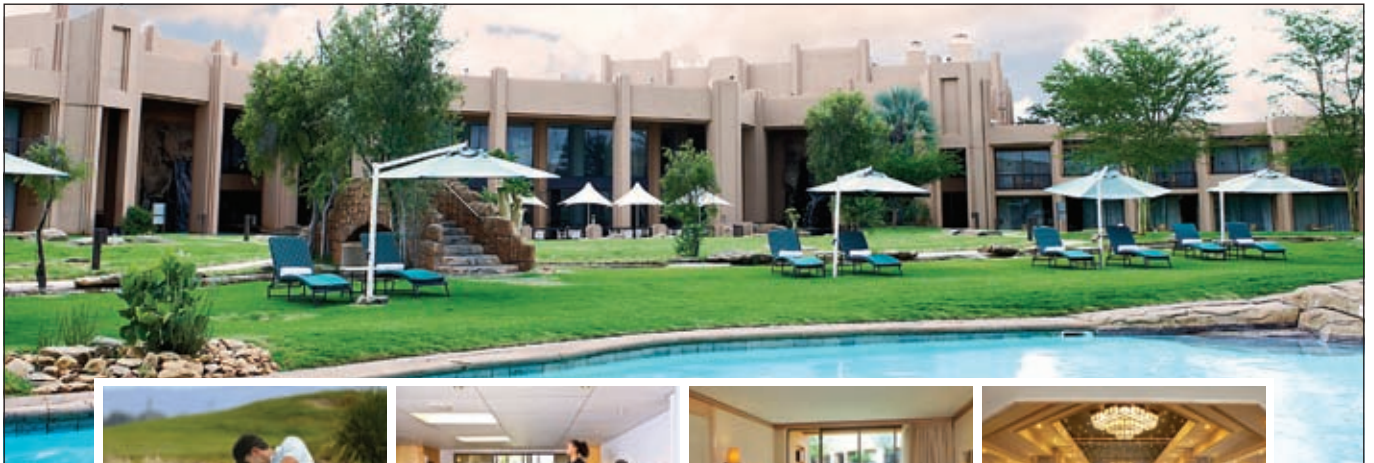
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Found amidst the desolate beauty of the Namib Desert, a visit to the shadowy Skeleton Coast is an unrivalled experience not to be missed. The charming Swakopmund Hotel and Entertainment Centre built in and around the old German Station Building, is a perfect combination of architectural beauty and fist-world charm.



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The snug side of Cintsa

Nicolette Scrooby's mission to tame the Wild Coast leads to nirvana

I CAN NEVER really find anybody to explain with precision where the Wild Coast starts. But having driven only 40 minutes north-east of East London Airport, I'm fairly skeptical of the catchphrase, "the Wild Coast's stunning and new exclusive getaway" as I approach Prana Lodge Private Beach Estate and Spa. Am I really on the Wild Coast so close to the tame old East London and will this be as exclusive as the PR speak suggests?

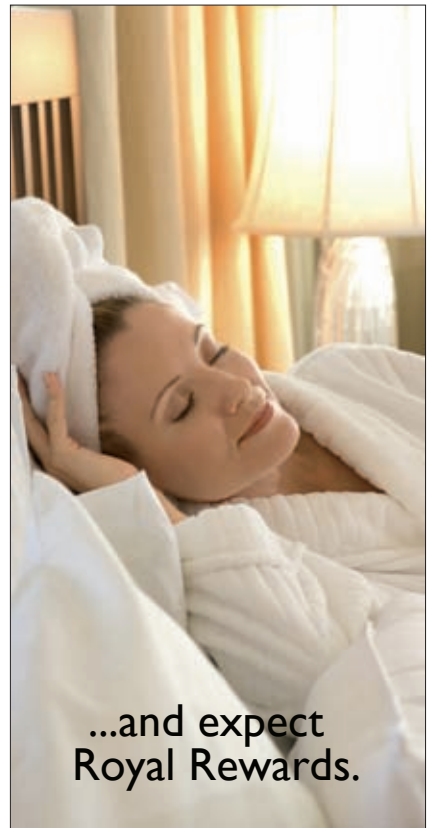
Then I arrive and all cynicism disappears - as well as my stress levels. Prana Lodge is snugly situated in Cintsa East, a part of the Eastern Cape coastline which managed to escape the ugly side of property developments.

It's on 17 acres of private beach estate within a wild indigenous dune forest where you will find seven luxury executive suites overlooking the Indian Ocean, each with its own private garden, plunge pool and outdoor shower. Walking along the winding paths to the dining hall it

feels like you are in a forest - there are so many trees and beautiful plants. And I was told the clivia's in full bloom were a sight to behold.

Executive chef, Jaycee Ferreira creates culinary masterpieces with echoes of African, Asian and French cuisine for a indulgent dining experience. With a flair for the exceptional, he will even prepare designer meals to suit your personal taste. To put him to the test, I asked for stuffed chicken. Too my absolute delight it was even better than I expected.

I soon realised that despite excellent facilities and service, the emphasis at Prana is to create an environment for deserved laziness. So - after breakfast the following morning I decide to indulge in everything the wellness centre could throw at me: a traditional Thai massage, yoga stretches and spa treatment. With this level of indulgence I could not care where the Wild Coast actually starts. ✕
www.pranalodge.co.za



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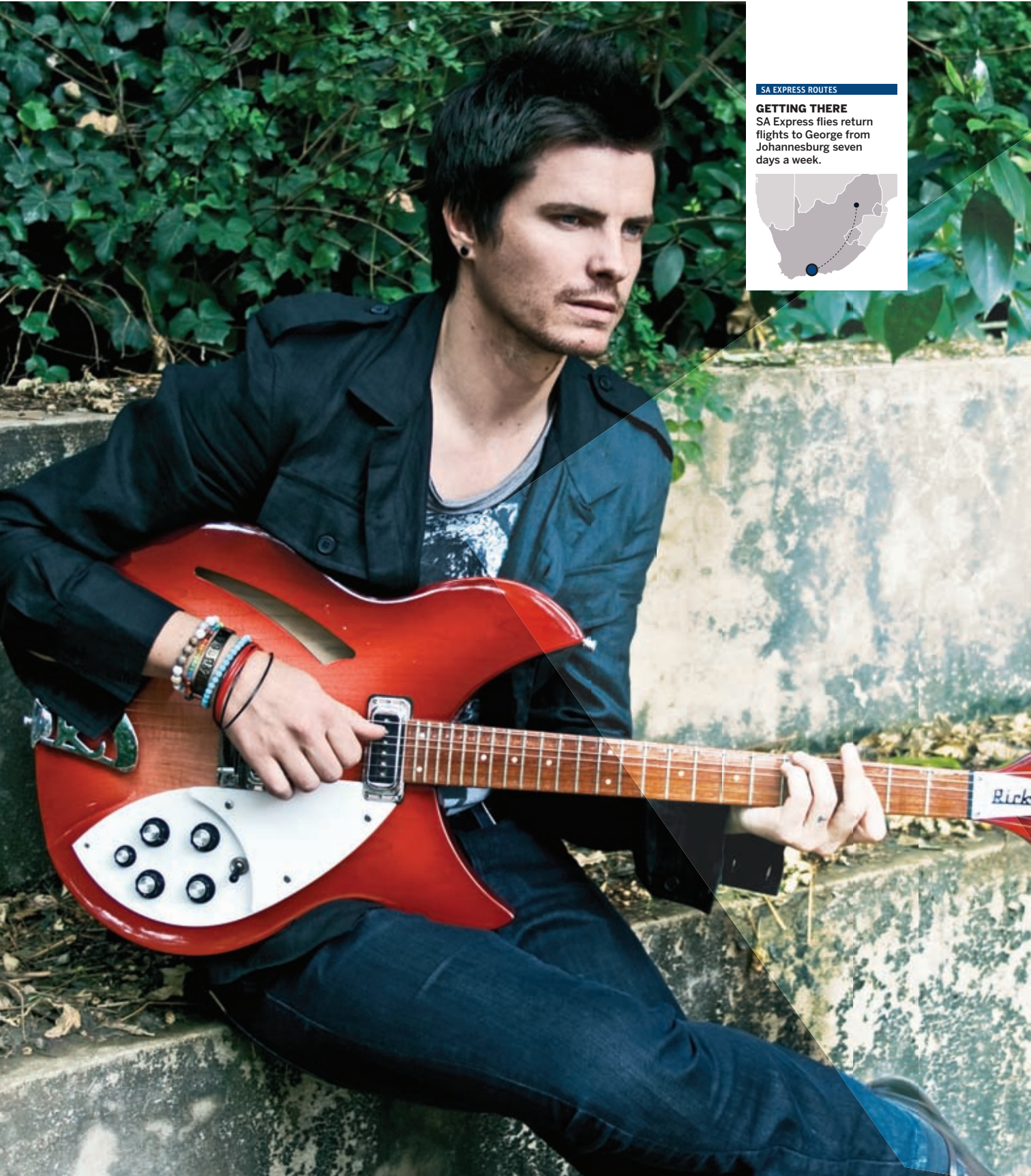
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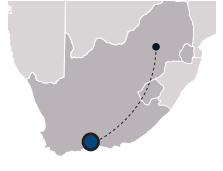
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SA EXPRESS ROUTES

GETTING THERE
SA Express flies return flights to George from Johannesburg seven days a week.





HIS RISE TO FAME was not tumultuous. After four albums that 'bombed out', Elvis Blue relocated from Johannesburg to George to focus on being a music teacher and living life to the full.

"I grew up in Johannesburg and did my schooling there. After recording four CD's which all failed miserably, I decided to give up on this whole 'being famous and being a rock star' thing and just be a music teacher in George," Blue recalls. "I packed up my wife, Chireze and moved to George where we had a wonderful life. Our daughter, Lila (2) was born there. Then all this crazy and wonderful stuff started happening to me when I entered and won SA Idols."

"Life in George was amazing. You're very lucky if you get to live in a large town like George. I had such a great time there; it was a very quiet life, making music and teaching kids music. It's such a beautiful place. I do think every place has its own appeal. I know this might sound really corny, but you're really lucky if you can be with the people that you love. If they're with you, you can stay anywhere in the world and it would be wonderful. One of my new pastimes I tried honing in George was surfing in the beautiful Victoria Bay."

Elvis laughs when I tell him that George has been awarded the winner of the cleanest town in 2011. "Really? I can imagine! It's a very tidy place!"

After clinching the coveted SA Idols title in 2010, commuting between George and Johannesburg took its toll and the family packed up again and moved back to the city of gold in 2011. "We bought our first house there. We now have a house, a dog (Bert the Labrador), a chicken (San-Mari, who lays one egg a day) and a trampoline."

Even after becoming famous, Elvis admits to still getting star struck. "I have always had such admiration for Johnny Clegg and was fortunate enough to meet him for the first time at the end of 2011. I love Mango Groove. I've toured with James Blunt, who is a fantastic guy. Being involved in the second part of the [anti-crime initiative] SHOUT

for a safer South Africa campaign also allowed me to work with some great South African musicians."

Someone Elvis would love to meet is the big man himself, Nelson Mandela. "I have been made official global ambassador for the 46664 bangle initiative," Elvis explains. "I saw the 46664 concert in George a couple of years ago and remember thinking it's the kind of campaign I would like to get involved with. I haven't met Mr Mandela himself, but that would be one of the most amazing things to happen in my life."

Astonishingly for a singer still finding his way, Elvis's debut album *Elvis Blue* went gold within just 29 days of release, something that is unheard of

in the South African music industry.

"And now it has reached platinum status, which means sales in excess of 40 000 copies," he says with a big smile. "It was the most unbelievable thing. People have choices when they go into a music store. If they choose your album, I don't think there's any feeling for a musician that comes close to that. It just made me feel really thankful for them."

"For me, it's always important to say thank you. It's been a great year and my hope is to make music for the people who have been supporting me for a long time to come.

"Thank you to them for giving me a great life and allowing me to do what I love to do."

www.elvisblue.co.za

♥ WHERE MY HEART LIES

Thank you for the music

SA Idols winner in 2010, *Elvis Blue* tells *Heléne Ramackers* why George is the best place on the planet

If you're reading this, there is a good possibility that you're on your way home or you'd like to be, because there's no place like home. Join **Johrné van Huyssteen** weekday afternoons from 3pm. 'Hy sal jou huistoe vat!'. **OFM**, the sound of your life.



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Empowering the young

The SOMAFCO Trust enriches the youth through education, writes *Sholeen Lagadien*

WITH THE AIM of enriching the lives of young South Africans, the SOMAFCO Trust wants to serve society in all fields - political, economic, socio-cultural, educational and scientific. The name of the trust, registered in 2006 as a public benefit organisation, is derived from the original Solomon Mahlangu Freedom College (SOMAFCO) established in Tanzania in 1977 during a time when many young South Africans lived in exile and needed an education.

A former SOMAFCO student, Tlholo Mohlathe explains that it was a time in which there was an exodus of young people following the 1976 student uprisings. He remembers his time at the college fondly: "It can only be described as phenomenal. In the context of exile, what was achieved with difficulty in SOMAFCO in the space of just over a decade is outstanding and exemplary. It was not just the formal curriculum; the community was ripe with ideology, political and cultural activities."

Today, the SOMAFCO Trust aims to empower the young through education and by firmly subscribing to the values of the SOMAFCO of old. Their flagship programme, The SOMAFCO Prize Initiative - which supports education initiatives in the community - takes particular pride of place.

"Instead of starting something new, we decided to enhance or contribute to those who have been at it," says Mohlathe. "As a result, the trust has touched the lives of young people in the Eastern Cape, Kwa-Zulu Natal and Gauteng and is set for growth."

Young people all over the country now attest to the impact the Trust have had on their lives. "We have received great feedback from young professionals all over society who say their lives have been deeply enriched," says Mohlathe. "And I have good reason to believe that 2012 is the year that the SOMAFCO Trust will continue to do more of the same." ✕

www.somafcotrust.org.za

STUDENTS ATTENDING A SOMAFCO EDU-TOUR - A LEARNING INITIATIVE AIMED AT FOSTERING CULTURAL LEARNING



WHAT'S IN A NAME?

→ Solomon Mahlangu, the 23-year old Umkhonto we Sizwe soldier after whom the Solomon Mahlangu Freedom College (SOMAFCO) and the SOMAFCO Trust was named, was accused of murder and sentenced to death by the Apartheid government in 1979. After his execution, the college, built on a premises donated by the Tanzanian government, was named after him. The renaming attracted international support, financial donations and volunteer teachers from all over the world.



TLHOLO MOHLATHE



Airline news

Flying In Style



When SA Express decided to upgrade their aircraft fleet, a rigorous process ensued and absolutely nothing was left to chance.

“The whole process of deciding on the right aircraft took about a year and a half,” says Ramon Vahed, General Manager: Technical, Aircraft

Maintenance/Engineering and Fleets Services at SA Express. “We had to be extremely thorough because there are a lot of aspects involved in acquiring a new fleet. You have to decide what is best from an operational performance and cost perspective, and of course, determining what appeals to the

customer who remain core to the success of our business. We are always striving to make things better for those who fly SA Express, hence our brand proposition of ‘we fly for you’.”

SA Express believes the Bombardier Q400, which replaces their De Havilland Dash 8 series 300 turboprop planes,



RAMON VAHED

does exactly that.

“With the Q400 the whole flying experience will improve,” explains Vahed. “They are quieter than the Dash8-300s, have LED lighting, which is great when it comes to cabin feel and ambiance, and have larger windows and, more importantly, increased capacity

in the overhead stowages. With the new technology the Q400 possesses, we are also looking forward to improved levels of safety, operational efficiency and overall economies given the larger gauge supporting our route network. A significant portion of our market are business people who demand a reliable

service, and the Q400 positions us to meet these expectations.”

Another major consideration when selecting a new fleet is the impact it will have on the environment.

“The new fleet helps us to achieve our sustainability objectives,” says Vahed. “The new aircraft burns significantly less fuel, while still achieving jet aircraft performance up to certain sector lengths.”

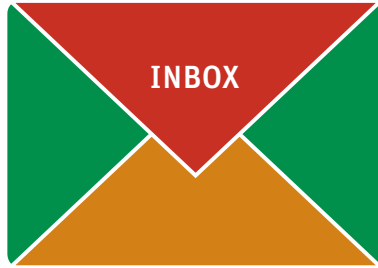
SA Express has sold its seven Dash8-300s and is also in the process of disposing of its CRJ 200 jet engine aircraft. In its place the company have acquired, via long term operating leases, seven Q400s originating from Flybe, the UK-based regional airline.

“Initially our plan is to move away from our current fleet of Dash8-300s and convert to the larger gauge Q400s,” says Vahed. “The Dash8-300s are 50-seaters, while the Q400s are 74-seaters. At the moment we are operating four fleet types. Our aim within the next three to four years is to homogenise the fleet and just operate two fleet types. The two aircrafts of choice are the Q400 and the Embraer 175 with options at a later date for Embraer 190s”

To get the Q400s – which have an effective range of 950 nautical miles - from UK to their new home in Johannesburg took approximately three days, as the pilots ferried the new aircraft and stopped over in several countries.

“It took a while for them to arrive but it is great to have the new Q400s in South Africa,” says Vahed.

“The pilots and the accountants are very happy with them from a flight performance and cost efficiency perspective. And I’m sure the passengers will enjoy them equally and feel exactly the same way.”



saxcares@flyexpress.aero

Brilliant Flight Attendant

On a recent flight from Durban to PE en route to Bay Cove Inn, Jeffreys Bay, I was absolutely delighted (and completely amazed) to witness the actions of one of your flight attendants, Larissa Meyer.

It was 6 January 2012 on flight SA 1334 departing from Durban to PE at 09h45. I was seated in front of the plane when the passenger on the other side alerted that a young boy had got himself stuck in the loo and was trying to get out. The attendant opened the door for the child who exited the loo area flustered, flushed and frightened, trying to escape immediately back to the safety of whom I assume was his mother sitting further up the passage. However, the seconds that followed were what amazed me.

Instead of the flight attendant just assisting to open the door for the child and help him out safely she almost knelt down to his level, looked him in the eye and told him with complete gentle assurance: "Come, let me show you how this door works, why you couldn't open it and let's make sure you know for next time".

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Regards,
Isobel Hitchcock

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I hereby wish to lodge the following complaint: I travel on a regular basis between Kimberley and Johannesburg and specifically on Fridays experience a delay in flights from JHB to Kimberley. This happens without exception that the 13H10 flight is delayed by one hour, which then becomes two hours, which then becomes 16H00.

The reason given by your staff is that the plane from Kimberley came in late. This is nonsense. When I booked in on Friday, 6th January at 11H30, the lady at the ticket counter already knew that there would be one flight to Kimberley only, which she had indicated to me.

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For the umpteenth time I had to cancel scheduled meetings as a result of your inefficiency. What's the use of booking an early flight if you know that it will never ever realise! I demand that you place my complaint in your magazine, otherwise I will pass this on to the media for communication.

Thank You,
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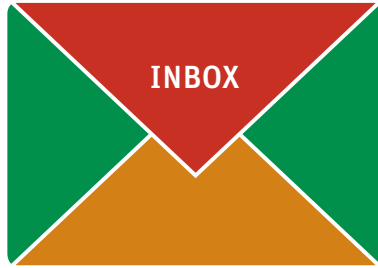
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Bloemfontein



Cape Town



Durban



East London



Johannesburg



Hoedspruit



George



Gaborone



Kimberley



Lubumbashi



Maputo



Port Elizabeth



Windhoek



Walvis Bay



Richards Bay



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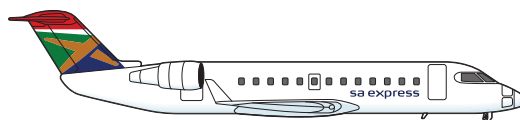
Airline information

SA express fleet

Canadair Regional Jet 200 BER

Manufacturer: **Bombardier**
Maximum cruising speed:
474 knots/545mph/879kmph
Engines: **Two General Electric CF34-3B1**
Range: **1,662miles/3,080km**
Maximum altitude:
41,000ft/12,496m
Seating capacity: **50**

Crew: **Two pilots, two crew**
Wing span: **69ft 7in/21.21m**
Overall length:
87ft 10in/26.77m
Overall height: **20ft 5in/6.22m**
Maximum take-off weight:
51,000lb/23,134kg
Minimum runway length:
6,295ft/1,919m



De Havilland Dash 8 Series 300 Turboprop

Manufacturer: **Bombardier**
Maximum cruising speed:
285 knots/328mph/528kmph
Engines: **Two Pratt & Whitney PW123E**
Range: **1,250 miles/2,000km**
Maximum altitude:
25,000ft/7,620m
Seating capacity: **50**

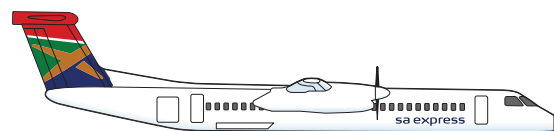
Crew: **Two pilots, two crew**
Wing span: **90ft/27.4m**
Overall length: **84ft 3in/25.7m**
Overall height: **24ft 7in/7.49m**
Maximum take-off weight:
43,000lb/19,505kg
Minimum runway length:
3,775ft/1,150m



De Havilland Dash 8 Series Q400 Turboprop

Manufacturer: **Bombardier**
Maximum cruising speed:
360knots/414mph/667kmph
Engines: **Two Pratt & Whitney Canada PW150A**
Range: **1,565 miles/2,519km**
Maximum altitude:
25,000ft/7,620m
Seating capacity: **74**

Crew: **Two pilots, two crew**
Wing span: **93ft 3in/28.42m**
Overall length: **107ft 9in/32.83m**
Overall height: **27ft 5in/8.34m**
Maximum take-off weight:
64,500lb/29,257kg
Minimum runway length:
4,580ft/1,396m



Canadair Regional Jet 700

Manufacturer: **Bombardier**
Maximum cruising speed:
473 knots/544mph/875kmph
Engines: **Two General Electric CF34-8C5B**
Range: **1,477m/2,794km**
Maximum altitude:
41,000ft/12,496m
Seating capacity: **70**

Crew: **Two pilots, two crew**
Wing span: **76ft 3in/23.2m**
Overall length:
106ft 8in/32.51m
Overall height: **24ft 10in/7.57m**
Maximum take-off weight:
72,750lb/32,999kg
Minimum runway length:
4,580ft/1,396m



SA Express' aircraft are made by **Bombardier Aerospace**

We fly for you

About us

SA Express is a domestic and regional, passenger and cargo carrier established on 24 April 1994. SA Express has since become one of the fastest-growing regional airlines in Africa.

As a regional airline with route networks covering major local and regional cities, SA Express plays a significant role in the country's hospitality, travel and tourism industry and is a vital contributor to the continent's socio-economic development.

The airline's head office is based at OR Tambo International Airport in Johannesburg. SA Express has a growing fleet of 23 aircraft and implements technical maintenance for all its fleet types there.

SA Express vision

SA Express aims to become the most successful regional airline, providing the best service to our customers while optimising profit.

SA Express aims to give all passengers maximum service

SPECIAL SERVICES

Special meals

Passengers with special dietary requirements are provided for through the following special meals: kosher, halal, Muslim, Hindu, low-fat and vegetarian meals. Orders for special meals should be placed at the time of making flight reservations. The airline requires a minimum of 48 hours' notice prior to departure in order to assist with confirmation of requests.

Passengers requiring special attention Requirements for unaccompanied minors (passengers under the age of 12 years) or passengers requiring wheelchairs should be stated at the time of making the reservation. Owing to the size of the cabins on our aircraft types, the airline is not in a position to carry stretcher passengers or incubators.

Cabin baggage

SA Express will accept one piece of cabin baggage not exceeding a total dimension of 115cm and 7kg in weight. For safety reasons, cabin baggage must fit into approved stowage spaces: either the overhead luggage bin or under the seat. Owing to limited storage space in the aircraft cabin, cabin baggage may be placed in the Skycheck at the aircraft for hold stowage.

Skycheck

This is the airline's special hand-luggage facility that assists with in-flight comfort, speedy boarding and disembarking. When boarding one of our flights, simply place any hand luggage that will not be required during the flight on to the Skycheck cart at the boarding steps of the aircraft. Your hand luggage will be waiting for you as you disembark from the aircraft at your destination.

Baggage liability

Valuable items such as cameras and accessories, computers – including laptops and notebooks – mobile telephones, perfumes, aftershaves, colognes, legal and company documents and legal tender – including cash, credit cards and cheques – bullion, leather jackets, all types of jewellery and any other items with a value in excess of R400 must be removed from either checked-in or Skycheck baggage as the airline is not liable for loss or damage to these items.

Verified baggage claims are settled on the basis adopted by IATA (International Airlines Transport Association): payment of US\$20 per 1kg of checked-in luggage, to a maximum of 20kg (\$400).

Vision & values

SA Express acknowledges that its employees are its most important asset. To this effect, the company encourages interaction and sharing of company vision, information and goals at all levels. The airline also prides itself on its commitment to the creation of a culture of transparency, integrity and teamwork that celebrates the contributions of its diverse workforce.

We Fly For You

SA Express Airways prides itself on aiming to offer incomparable service standards. In addition to building on our motto to express excellence and consistently striving to provide the best service, we know that "you" is the most important word in our airline. SA Express proudly launched its new brand on 2 December 2009 at OR Tambo International Airport. The new brand is set to ensure that it's distinctive and positioned to build awareness and affinity in the domestic and regional markets.

The new proposition "We Fly for You" is set to position SA Express as a premier intra-regional African brand. The main objective of the re-brand is to ensure that SA Express is distinctive yet still aligned to the country's mainline carrier.

SA Express's unique positioning as an airline that provides a bespoke, personalised travel experience was the rationale behind the proposition "We Fly for You". The new brand mark is in line

with the symbol and colours of the national flag, encouraging national pride. The new brand will be applied to all brand touch-points throughout the operation as well as the staff uniform.

Awards

SA Express has won the AFRAA Regional Airline of the Year Award at the end of 2009, and the Allied and Aviation Business Corporate Award. Our airline was also the recipient of the Annual Airline Reliability Award from Bombardier at the end of 2007. Other previous awards include the International Star Quality Award, which indicates our commitment to service excellence, while our prominence as one of the top 500 best managed companies is proof of our success as a business.

Onboard service

The airline's onboard service is unique and offers passengers a variety of meals or snacks. The airline pioneered its unique meal-box concept, and meal choices are frequently updated and designed using balanced food criteria: appearance, taste and nutritional value. Passengers can also enjoy a wine and malt service on specified flights as well as refreshments on all flights.

Our customers can expect a safe, comfortable, quality air-travel experience, with the added benefits of frequency, reliability, on-time departures and unmatched value for money.

CORE VALUES

Safety first Rigorous adherence to national and international standards to ensure safe and comfortable air travel.

Service before self Meeting and exceeding customer and employee expectations through caring and high standards of service excellence. Both internal and external communication need to be in line with service delivery in total transparency.

Performance-driven Implementation of a well-defined strategy and clearly articulated corporate and individual objectives to meet performance targets and ensure our growth.

Self-development Proactive learning and development targeted to meet the challenging demands of our jobs and holistic individual growth, as well as to promote business performance.

Accountability and integrity Taking ownership of both responsibility and follow-through, with a commitment to the highest ethical and professional standards.

Passion We have a passion for the "SA Express way". Work is delivered with enthusiasm and a desire for excellent performance. Success is rewarded, recognised and celebrated in a fun and exciting manner in our everyday interaction.

Safety information

Health regulations

Health regulations at certain airports require that the aircraft cabin be sprayed. The spray is harmless, but if you think it might affect you, please cover your nose and mouth with a handkerchief.

Remain seated

As a safety precaution, passengers are requested to remain seated with seatbelts fastened after the aircraft has landed, until the seatbelt sign has been switched off by the captain.

Portable electronic equipment

Passengers are requested not to use any electronic equipment on board the aircraft as it may interfere with its

avionics system. Heart pacemakers, hearing aids, clocks, watches, timers and medical equipment approved for use in aircraft, however, may be used without restrictions.

Cellular telephones

Cellular telephones may be used on the ground while passenger doors are open. Cellular telephones, smartphones or any device with flight mode must be switched off as soon as the cabin doors are closed and when the senior cabin-crew member makes an announcement on the public-address system.

Laptop computers

Laptop computers (excluding CD-Roms), handheld calculators, electric

shavers and portable personal listening devices may not be used on the ground during taxi but may be used during the flight when the seatbelt signs are switched off and with permission from the captain.

Should circumstances dictate otherwise, a public-address announcement cancelling this concession will be made by a crew member.

Prohibited equipment

Portable printers, laser pointers, video equipment, CB/AM/FM/FHF/satellite receivers, two-way radios, compact disc and mini-disc players, scanners, remote-controlled toys and power converters are prohibited for use at any time.

Safety pamphlet

Read the safety pamphlet in the seat pocket in front of you and take note of your nearest emergency exit.

Smoking

In accordance with international trends, smoking is not permitted on board any SA Express flights.

Seat belts

Please fasten your seat belt whenever the seat belt signs are illuminated. For your own safety we suggest that you keep it fastened throughout the flight.

Important

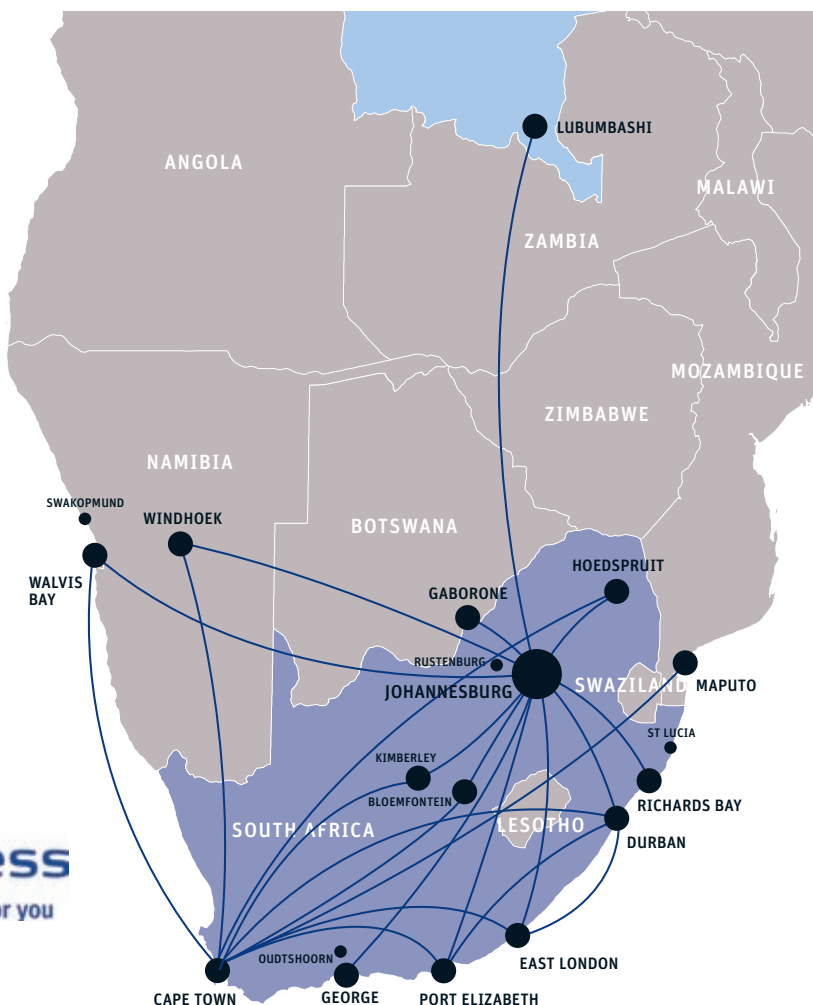
When in doubt, please consult our cabin crew.

For your comfort and security, please comply with the above safety regulations at all times while on board

Route map

SA Express:

Johannesburg
Bloemfontein
Cape Town
Durban
East London
Gaborone
George
Hoedspruit
Kimberley
Lubumbashi
Maputo
Port Elizabeth
Richards Bay
Walvis Bay
Windhoek



FLIGHT SCHEDULE

JOHANNESBURG - BLOEMFONTEIN

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1001	06:10	07:15	01:05	DH4	x	x	x	x	x		
SA 1003	08:00	09:05	01:05	DH4	x	x	x	x	x	x	
SA 1021	10:15	11:20	01:05	DH4							x
SA 1019	11:35	12:40	01:05	DH4	x	x	x	x	x		
SA 1007	12:35	13:40	01:05	DH4	x	x	x	x	x		
SA 1017	13:40	14:40	01:00	CR2	x	x	x	x	x		
SA 1023	14:40	15:45	01:05	DH4							x
SA 1009	14:55	16:00	01:05	DH4	x	x	x	x	x		
SA 1013	16:25	17:25	01:00	DH4	x	x	x	x	x		
SA 1025	18:20	19:25	01:05	DH4	x	x	x	x	x		

JOHANNESBURG - KIMBERLEY

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1101	05:55	07:10	01:15	CR2	x	x	x	x	x		
SA 1103	08:00	09:15	01:15	DH4	x	x	x	x	x		
SA 1115	12:15	13:30	01:15	CR2							x
SA 1109	13:10	14:25	01:15	DH4	x	x	x	x	x	x	
SA 1105	15:40	16:55	01:15	DH4	x	x	x	x	x		
SA 1107	17:00	18:15	01:15	DH4							x
SA 1107	17:45	19:00	01:15	DH4	x	x	x	x	x		

JOHANNESBURG - HOEDSPRUIT

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1225	10:30	11:30	01:00	DH4	x	x	x	x	x	x	
SA 1221	12:20	13:20	01:00	DH4	x	x	x	x	x	x	

JOHANNESBURG - EAST LONDON

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1401	07:30	09:00	01:30	CR7							x
SA 1403	07:30	09:15	01:45	DH4	x	x	x	x	x		
SA 1403	08:45	10:20	01:35	CR2	x	x	x	x	x		
SA 1407	13:00	14:30	01:30	CR2							x
SA 1409	18:05	19:50	01:45	DH4	x	x	x	x	x		

JOHANNESBURG - DURBAN

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1445	20:10	21:20	01:10	CR7			x				
SA 1445	20:10	21:20	01:10	CR2							x

JOHANNESBURG - PORT ELIZABETH

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1453	07:55	09:30	01:35	CR7	x	x	x	x	x		
SA 1457	17:35	19:10	01:35	CR7	x	x	x	x	x		

JOHANNESBURG - GEORGE

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1501	06:50	08:40	01:50	CR7	x	x	x	x	x		
SA 1503	07:45	10:00	02:15	DH4							x
SA 1503	09:15	11:05	01:50	CR7							x
SA 1515	11:20	13:10	01:50	CR7							x
SA 1505	12:35	14:25	01:50	CR7	x	x	x	x	x		
SA 1507	13:25	15:15	01:50	CR2							x
SA 1513	14:30	16:20	01:50	CR7							x
SA 1509	15:15	17:05	01:50	CR7	x	x	x	x	x		
SA 1517	16:00	17:50	01:50	CR7							x
SA 1511	17:10	19:00	01:50	CR7			x	x	x		

JOHANNESBURG - RICHARDS BAY

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1601	05:55	07:20	01:25	DH3	x	x	x	x	x		
SA 1601	06:55	07:30	01:25	DH3							
SA 1613	07:55	09:20	01:25	DH3		x		x	x		
SA 1613	08:35	10:00	01:25	DH3							x
SA 1613	09:00	10:20	01:25	DH3	x						
SA 1603	09:55	11:20	01:25	DH3	x	x	x	x	x		
SA 1605	13:50	15:15	01:25	DH3	x	x	x	x	x		
SA 1607	16:40	18:05	01:25	DH3	x	x	x	x	x		
SA 1611	17:20	18:45	01:25	DH3							x
SA 1611	17:50	19:15	01:25	DH3							x

BLOEMFONTEIN - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1016	06:25	07:30	01:05	DH4	x	x	x	x	x		
SA 1002	07:45	08:50	01:05	DH4	x	x	x	x	x	x	
SA 1004	09:45	11:00	01:15	DH4	x	x	x	x	x	x	
SA 1022	11:55	13:00	01:05	DH4							x
SA 1020	13:20	14:24	01:05	DH4	x	x	x	x	x		
SA 1008	15:00	16:00	01:00	DH4	x	x	x	x	x	x	
SA 1024	16:10	17:15	01:05	DH4							x
SA 1012	16:30	17:35	01:05	DH4	x	x	x	x	x		
SA 1014	18:25	19:25	01:00	DH4	x	x	x	x	x		
SA 1026	19:40	20:40	01:00	CR2	x	x	x	x	x		

KIMBERLEY - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1102	08:05	09:15	01:10	CR2	x	x	x	x	x		
SA 1104	10:10	11:20	01:10	DH4	x	x	x	x	x		
SA 1110	15:20	16:30	01:10	DH4	x	x	x	x	x	x	
SA 1106	17:30	18:40	01:10	DH4	x	x	x	x	x		
SA 1116	18:45	19:30	00:45	CR2							x
SA 1108	19:35	20:45	01:10	DH4							x
SA 1108	19:40	20:50	01:10	DH4	x	x	x	x			
SA 1108	19:40	20:50	01:10	CR2	x	x	x	x			

HOEDSPRUIT - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1226	12:10	13:15	01:05	DH4	x	x	x	x	x	x	
SA 1222	13:50	14:55	01:05	DH4	x	x	x	x	x	x	

EAST LONDON - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1404	09:50	11:30	01:40	DH4	x	x	x	x	x		
SA 1404	10:45	12:20	01:35	CR2							x
SA 1406	13:55	15:30	01:35	CR7							x
SA 1408	15:00	16:35	01:35	CR2							x
SA 1410	20:20	22:00	01:40	DH4	x	x	x	x	x		

DURBAN - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1446	21:35	22:45	01:10	CR2				x			
SA 1446	21:35	22:45	01:10	CR7							x
SA 1446	19:20	20:30	01:10	CR7							x

PORT ELIZABETH - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1454	10:20	11:55	01:35	CR7	x	x	x	x	x		
SA 1458	19:05	20:40	01:35	CR7	x	x	x	x	x		
SA 1458	19:40	21:15	01:35	CR7							x

GEORGE - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1518	06:15	07:55	01:40	CR7	x						
SA 1518	06:20	08:00	01:40	CR7				x	x		
SA 1520	08:30	10:10	01:40	CR7							x
SA 1502	09:10	10:50	01:40	CR7	x	x	x	x	x		
SA 1504	10:30	12:40	02:10	DH4							x
SA 1504	11:40	13:20	01:40	CR7							x
SA 1516	14:00	15:40	01:40	CR7							x
SA 1506	14:55	16:35	01:40	CR7	x	x	x	x	x		
SA 1508	16:00	17:50	01:50	CR2							x
SA 1514	17:00	18:40	01:40	CR7							x
SA 1510	17:45	19:25	01:40	CR7	x	x	x	x	x		

RICHARDS BAY - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1616	06:50	08:20	01:30	DH3	x	x	x	x	x		
SA 1602	08:00	09:30	01:30	DH3							
SA 1620	09:40	11:10	01:30	DH3							x
SA 1614	10:10	11:40	01:30	DH3		x	x	x	x		
SA 1614	10:40	12:10	01:30	DH3							x
SA 1614	10:55	12:25	01:30	DH3	x						
SA 1604	11:50	13:20	01:30	DH3	x	x	x	x	x		
SA 1606	15:45	17:15	01:30	DH3	x	x	x	x	x		
SA 1608	18:35	20:05	01:30	DH3	x	x	x	x	x		

SA EXPRESS

RESERVES THE RIGHT TO CHANGE, SUSPEND OR AMEND THIS PUBLISHED SCHEDULE WITHOUT PRIOR NOTIFICATION
EVERY EFFORT WILL BE MADE TO OPERATE AS PER THE PLANNED SCHEDULE



Domestic flights

DURBAN - EAST LONDON

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1301	06:00	07:15	01:15	CR2	x	x	x	x	x		
SA	1309	09:00	10:15	01:15	CR2							x
SA	1303	09:35	10:50	01:15	CR2	x	x	x	x	x		x
SA	1305	13:10	14:25	01:15	CR2	x	x	x	x	x	x	x
SA	1307	16:45	18:00	01:15	CR2	x	x	x	x	x		x

DURBAN - PORT ELIZABETH

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1330	06:00	07:20	01:20	CR7	x	x	x	x	x		
SA	1344	08:05	09:25	01:20	CR2	x	x	x	x	x		
SA	1334	09:45	11:05	01:20	CR7	x	x	x	x	x		x
SA	1334	09:45	11:05	01:20	CR2							x
SA	1346	10:15	11:35	01:20	CR2							x
SA	1336	12:00	13:20	01:20	CR2							x
SA	1338	13:30	14:50	01:20	CR2	x	x	x	x	x		x
SA	1350	14:00	15:20	01:20	CR2							x
SA	1340	17:00	18:20	01:20	CR7	x	x	x	x	x		x
SA	1342	17:40	19:00	01:20	CR2							x
SA	1348	19:50	21:10	01:20	CR2	x	x	x	x	x		x

DURBAN - CAPE TOWN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1850	06:10	08:20	02:10	CR2	x	x	x				
SA	1854	11:20	13:25	02:05	CR2	x	x	x				
SA	1858	16:30	18:40	02:10	CR2	x	x	x				
SA	1850	06:10	08:20	02:10	CR7				x	x		
SA	1854	11:20	13:25	02:05	CR7				x	x		
SA	1858	16:30	18:40	02:10	CR7				x	x		
SA	1862	07:30	09:40	02:10	CR7							x
SA	1868	13:40	15:45	02:05	CR7							x
SA	1864	08:30	10:40	02:10	CR7							x

CAPE TOWN - BLOEMFONTEIN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1081	06:00	07:30	01:30	CR2	x	x	x	x	x		
SA	1091	08:00	09:30	01:30	CR7							x
SA	1091	08:00	09:30	01:30	CR2							x
SA	1073	10:20	11:50	01:30	CR7	x	x	x	x	x		
SA	1093	12:00	13:30	01:30	CR2							x
SA	1093	12:00	13:30	01:30	CR2							x
SA	1085	16:15	17:45	01:30	CR2	x	x	x	x	x		
SA	1095	17:05	18:35	01:30	CR2							x
SA	1083	17:30	19:00	01:30	CR2	x	x	x	x	x		

CAPE TOWN - EAST LONDON

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1371	06:00	07:25	01:25	CR2	x	x	x	x	x		
SA	1361	08:45	10:10	01:25	CR2							x
SA	1365	10:10	11:35	01:25	CR2	x	x	x	x	x		
SA	1377	12:00	13:25	01:25	CR2	x	x	x	x	x		
SA	1363	13:00	14:25	01:25	CR2							x
SA	1367	14:15	15:40	01:25	CR2	x	x	x	x	x		
SA	1375	17:20	18:45	01:25	CR2							x
SA	1369	18:25	19:50	01:25	CR2	x	x	x	x	x		

CAPE TOWN - PORT ELIZABETH

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1801	06:00	07:10	01:10	CR2	x	x	x	x	x		
SA	1805	06:30	07:40	01:10	CR7	x	x	x	x	x		
SA	1805	06:30	07:40	01:10	CR2							x
SA	1807	08:10	09:20	01:10	CR7							x
SA	1807	08:10	09:20	01:10	CR2							x
SA	1813	09:55	11:05	01:10	CR2							x
SA	1813	09:55	11:05	01:10	CR2	x	x	x	x	x		
SA	1809	12:30	13:40	01:10	CR7							x
SA	1811	13:30	14:40	01:10	CR7	x	x	x	x	x		
SA	1811	13:30	14:40	01:10	CR2							x
SA	1833	14:00	15:10	01:10	CR2							x
SA	1823	14:45	15:55	01:10	CR7	x	x	x	x	x		
SA	1823	14:45	15:55	01:10	CR2							x
SA	1827	16:05	17:15	01:10	CR2	x	x	x	x	x		
SA	1829	17:45	18:55	01:10	CR2	x	x	x	x	x		
SA	1831	18:30	19:40	01:10	CR7	x	x	x	x	x		
SA	1831	18:30	19:40	01:10	CR2							x

CAPE TOWN - HOEDSPRUIT

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1241	09:30	12:10	02:40	CR2		x					x

CAPE TOWN - KIMBERLEY

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1151	05:50	07:20	01:30	CR2	x						
SA	1155	17:30	19:00	01:30	CR2							x

EAST LONDON - DURBAN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1302	07:50	09:05	01:15	CR2	x	x	x	x	x		
SA	1310	11:00	12:15	01:15	CR2							x
SA	1304	11:25	12:40	01:15	CR2	x	x	x	x	x		x
SA	1306	15:05	16:20	01:15	CR2	x	x	x	x	x	x	x
SA	1308	18:45	20:00	01:15	CR2	x	x	x	x	x		x

PORT ELIZABETH - DURBAN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1343	06:20	07:40	01:20	CR2	x	x	x	x	x		
SA	1331	07:55	09:15	01:20	CR7	x	x	x	x	x		
SA	1333	09:55	11:15	01:20	CR2							x
SA	1335	11:40	13:00	01:20	CR2	x	x	x	x	x		
SA	1345	11:55	13:15	01:20	CR2							x
SA	1337	14:05	15:25	01:20	CR7							x
SA	1339	15:10	16:30	01:20	CR7	x	x	x	x	x		
SA	1339	15:10	16:30	01:20	CR2							x
SA	1351	15:50	17:10	01:20	CR2							x
SA	1347	17:50	19:10	01:20	CR2	x	x	x	x	x		
SA	1341	20:15	21:35	01:20	CR7	x	x	x	x	x		
SA	1341	20:15	21:35	01:20	CR2							x

CAPE TOWN - DURBAN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1853	08:50	10:50	02:00	CR2	x	x	x				
SA	1857	14:00	16:00	02:00	CR2	x	x	x				
SA	1859	19:10	21:10	02:00	CR2	x	x	x				
SA	1853	08:50	10:50	02:00	CR7				x	x		
SA	1857	14:00	16:00	02:00	CR7				x	x		
SA	1859	19:10	21:10	02:00	CR7				x	x		
SA	1863	10:20	12:20	02:00	CR7							x
SA	1869	16:20	18:20	02:00	CR7							x
SA	1865	11:10	13:10	02:00	CR7							x

BLOEMFONTEIN - CAPE TOWN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1082	08:05	09:50	01:45	CR2	x	x	x	x	x		
SA	1092	10:15	12:00	01:45	CR2							x
SA	1092	10:15	12:00	01:45	CR7							x
SA	1074	12:30	14:15	01:45	CR7	x	x	x	x	x		
SA	1094	14:00	15:45	01:45	CR7							x
SA	1094	14:00	15:45	01:45	CR2							x
SA	1017	15:10	16:55	01:45	CR2	x	x	x	x	x		
SA	1086	18:25	20:10	01:45	CR2	x	x	x	x	x		
SA	1096	19:05	20:50	01:45	CR2							x

EAST LONDON - CAPE TOWN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1372	08:05	09:45	01:40	CR2	x	x	x	x	x		
SA	1360	09:35	11:15	01:40	CR7							x
SA	1362	10:50	12:25	01:40	CR2							x
SA	1366	12:05	13:45	01:40	CR2	x	x	x	x	x		
SA	1378	14:00	15:40	01:40	CR2	x	x	x	x	x		
SA	1364	15:00	16:45	01:45	CR2							x
SA	1368	16:20	17:50	01:40	CR2	x	x	x	x	x		
SA	1376	19:40	21:00	01:20	CR2							x
SA	1370	20:25	22:05	01:40	CR2	x	x	x	x	x		

PORT ELIZABETH - CAPE TOWN

FLT	NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA	1802	07:45	09:05	01:20	CR2	x	x	x	x	x		
SA	1806	08:20	09:40	01:20	CR7	x	x	x	x	x		
SA	1806	08:20	09:40	01:20	CR2							

FLIGHT SCHEDULE

Regional flights

JOHANNESBURG - WALVIS BAY

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1701	11:30	13:45	02:15	CR7	×	×	×	×	×	×	×

JOHANNESBURG - WINDHOEK

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1731	06:15	08:15	02:00	CR2	×	×	×	×	×		
SA 1735	17:00	19:00	02:00	CR2	×	×	×	×	×		

JOHANNESBURG - GABORONE

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1761	06:10	07:05	00:55	DH4	×	×	×	×	×		
SA 1771	08:35	09:30	00:55	DH4	×	×	×	×	×		×
SA 1763	09:25	10:20	00:55	DH4	×	×	×	×	×	×	×
SA 1775	12:00	12:55	00:55	DH4	×	×	×	×	×	×	×
SA 1765	14:15	15:10	00:55	DH4	×	×	×	×	×	×	×
SA 1783	15:20	16:15	00:55	DH4	×	×	×	×	×		×
SA 1783	15:30	16:25	00:55	DH4	×	×		×			×
SA 1767	17:25	18:20	00:55	DH4	×	×	×	×	×	×	×
SA 1769	19:30	20:25	00:55	DH4	×	×	×	×	×		×

JOHANNESBURG - LUBUMBASHI

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1797	08:55	11:15	02:20	CR7	×		×	×	×		×

CAPE TOWN - WALVIS BAY

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1721	10:25	12:35	02:10	CR2	×	×	×	×	×		
SA 1723	13:00	15:10	02:10	CR2							×

CAPE TOWN - WINDHOEK

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1753	11:00	13:00	02:00	CR2							×
SA 1751	15:45	17:50	02:05	CR2	×	×	×	×	×		
SA 1751	16:15	18:15	02:00	CR2							×

CAPE TOWN - MAPUTO

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1785	09:30	11:55	02:25	CR2	×		×		×		

WALVIS BAY - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1702	14:15	16:25	02:10	CR7	×	×	×	×	×		
SA 1702	14:30	16:20	02:10	CR7							×
SA 1702	16:00	18:05	02:05	CR7							×

WINDHOEK - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1732	09:30	11:30	02:00	CR2	×	×	×	×	×		
SA 1736	19:35	21:35	02:00	CR2	×	×	×	×	×		

GABORONE - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1762	07:50	08:45	00:55	DH4	×	×	×	×	×		
SA 1772	10:20	11:15	00:55	DH4	×	×	×	×	×		×
SA 1764	11:25	12:20	00:55	DH4	×	×	×	×	×	×	×
SA 1776	13:30	14:25	00:55	DH4	×	×	×	×	×	×	×
SA 1766	15:55	16:50	00:55	DH4	×	×	×	×	×	×	×
SA 1784	16:50	17:45	00:55	DH4	×	×	×	×	×	×	×
SA 1768	19:00	19:55	00:55	DH4	×	×	×	×	×	×	×

LUBUMBASHI - JOHANNESBURG

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1798	12:15	14:45	02:30	CR7	×		×	×	×		×

WALVIS BAY - CAPE TOWN

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1722	13:10	15:10	02:00	CR2	×	×	×	×	×		
SA 1724	15:45	17:45	02:00	CR2							×

WINDHOEK - CAPE TOWN

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1754	13:55	15:55	02:00	CR2							×
SA 1752	18:30	20:35	02:05	CR2	×	×	×	×	×		
SA 1752	19:05	21:05	02:00	CR2							×

MAPUTO - CAPE TOWN

FLT NO	DEP	ARR	FLT TIME	A/C	M	T	W	T	F	S	S
SA 1786	12:45	15:20	02:35	CR2	×		×		×		

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LE DIVIDENDE DÉMOGRAPHIQUE *de l'Afrique*

*La croissance démographique africaine est si forte que d'ici 2050 sa population devrait atteindre les 2 milliards. **Maike Currie** explique comment cette explosion démographique générera une émergence économique rapide de l'Afrique et un « dividende démographique ».*

LE 31 OCTOBRE dernier, l'ONU annonçait la naissance de la sept milliardième personne sur la planète, une douzaine d'années après le cap des 6 milliards atteint en 1998. Pour comprendre pourquoi la population mondiale augmente si rapidement, il suffit de se tourner vers l'Afrique.

Depuis 2000, la population du continent a en effet augmenté de 200 millions pour dépasser le milliard. Ces quarante prochaines années, la population africaine devrait dépasser celle de l'Inde et de la Chine, pour atteindre plus de deux milliards d'ici 2050, soit un habitant de la planète sur cinq.

L'Afrique est aussi le continent qui compte la population la plus jeune au monde. Les moins de 25 ans y représentent 60 % de la population totale, contre 30 % environ dans les pays développés.

Ces chiffres peuvent surprendre mais que signifient-ils exactement ? En bref : une opportunité économique. Avec une croissance économique positive de plus en plus évidente, la croissance démographique de l'Afrique encouragera l'émergence d'une base de consommateurs.

« Le continent africain connaît une urbanisation plus rapide que n'importe quel autre point du monde

et la croissance démographique, en prenant la même voie, stimulera encore le développement économique », affirme Paul Freer, DG d'Alquity, une entreprise d'investissement focalisée sur l'Afrique et l'Asie.

LE DIVIDENDE DÉMOGRAPHIQUE

Il a été suggéré que « si la destinée est liée à la démographie, le siècle à venir sera celui de l'Afrique ». Sa population jeune en pleine croissance pourrait en effet apporter le « dividende démographique ».

Le terme décrit comment l'augmentation de la part de la population en âge de travailler améliore la productivité d'un pays ou d'une région, ce qui stimule la croissance économique. En effet, une population jeune garantit une main d'œuvre massive permettant d'entretenir une population âgée relativement limitée.

Un bon exemple est l'arrivée de la génération du baby boom (née après la Seconde Guerre mondiale) dans la population active du monde développé, engendrant une expansion exponentielle du milieu des années 70 à la fin des années 80. À présent que cette génération prend sa retraite, la population active diminue ou, au

mieux, augmente moins rapidement et l'activité économique des pays développés s'en trouve affaiblie.

« La démographie est le talon d'Achille du monde occidental. De fait, les performances économiques anémiques du Japon sont largement dues au vieillissement et à la diminution de sa population. C'est un souci de plus en plus prégnant en Europe aussi. L'Afrique, en revanche, présente un excellent profil démographique, avec la moitié environ du milliard d'habitants actuellement en âge de travailler », commente Nick Price, de l'équipe de Fidelity International en charge des marchés émergents.

RATIOS DE DÉPENDANCE

Alors que le monde développé doit porter le poids d'une population vieillissante, les « ratios de dépendance », à savoir la proportion d'inactifs d'une population (personnes trop jeunes ou trop âgées pour travailler), deviennent de moins en moins favorables.

Un ratio de dépendance en hausse rend difficile la prise en charge de la population inactive vieillissante par les systèmes de retraite et de sécurité sociale. À terme, l'augmentation de la population retraitée devrait faire exploser la dette gouvernementale,

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“ DANS 40 ANS, LA CHINE FOURNIRA À PEINE UN HUITIÈME DES TRAVAILLEURS MONDIAUX, CONTRE DEUX HUITIÈMES POUR L'AFRIQUE. ”



les gouvernements étant contraints de financer les pensions et les soins de santé de ces retraités.

Le vieillissement de la génération du baby boom dans le monde développé réduira aussi l'épargne totale, à cause de la diminution des populations d'épargnants et de l'augmentation de la population finançant sa retraite par l'épargne. Au final, moins d'épargne, c'est une réduction de la demande d'actifs financiers comme les obligations et donc un environnement moins favorable à la valorisation de ces actifs.

La jeunesse de la population africaine, pendant ce temps, garantit des ratios de dépendance favorables, éliminant ainsi toute préoccupation immédiate liée à l'âge, à la différence de l'Occident.

« Alors que de plus en plus d'Africains émigrent vers les villes, un nombre grandissant d'entre eux seront plus jeunes, de nombreux pays africains pouvant ainsi récupérer les emplois créés par l'exode prévu de l'industrie hors de Chine, ainsi que dans d'autres secteurs de l'économie », affirme M. Freer.

Historiquement l'Afrique a été désavantagée par le fait que sa population était majoritairement âgée

de moins de 15 ans. Mais cette jeune population a vieilli et est venue gonfler la population active. Le continent compte plus de 500 millions de personnes en âge de travailler (de 15 à 64 ans) et d'ici 2050, ce chiffre devrait atteindre 1,2 milliard.

En Chine au contraire, la proportion de la population contribuant à la croissance économique devrait chuter avec le vieillissement. L'âge moyen en Chine est passé de 25,1 ans en 1990 à 34,5 ans aujourd'hui. D'ici 2030, il devrait atteindre 45 ans. L'âge moyen africain est par comparaison de 19,7 ans.

Selon les chiffres d'Alquity, dans 40 ans, la Chine fournira à peine un huitième des travailleurs mondiaux, contre deux huitièmes pour l'Afrique. Un problème exacerbé par la politique de l'enfant unique en Chine. Alors que le monde retient son souffle devant l'émergence de la superpuissance économique chinoise, l'habituelle objection selon laquelle « la Chine sera vieille avant d'être riche » pourrait se concrétiser. La destinée de l'Afrique, elle, pourrait bien être totalement différente. ✕ *Maike Currie est l'auteur de The Search for Income. An investor's guide to income-paying investment, disponible sur kalabi.net.*

L'OPPORTUNITÉ AFRICAINE

→ 19,7 ans : l'âge moyen en Afrique, contre 29,2 ans en Asie, 32 dans les nations BRIC et 40,1 en Europe.

→ 20 % de la population mondiale totale devrait résider en Afrique d'ici la fin de 2050.

→ 1 200 MILLIONS de travailleurs dans le monde devraient résider en Afrique d'ici 2050, soit un quart de la population active totale, contre un huitième pour la Chine.

→ PLUS DE 80 MILLIONS d'emplois chinois dans l'industrie légère devraient migrer à cause de l'augmentation des coûts ces trois à cinq prochaines années, avec certains pays africains bien placés pour les absorber.

→ 10 des 54 pays africains ont un PIB par tête supérieur à celui de la Chine et 17 supérieur à celui de l'Inde.

Sources : IMF, AfDB, United Nation, McKinsey, Standard Bank, World Bank, Alquity

CALCUL DU RATIO DE DÉPENDANCE

→ Le ratio de dépendance est égal au nombre d'individus âgés de moins de 15 ans ou de plus de 64 ans divisé par le nombre d'individus âgés de 15 à 64 ans, exprimé en pourcentage.

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L'excellence du service

Notre vision

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Un service d'exception

Notre fierté est de pouvoir offrir un service incomparable. Grâce au niveau élevé de la formation de nos équipes de cabine et de notre personnel au sol, nous nous engageons à fournir un service d'excellence.

À bord, nous offrons un concept exclusif de repas, avec des menus variés de grande qualité, respectant un équilibre alimentaire, sans oublier la présentation, le goût et l'apport nutritionnel. Sur certains vols et sans supplément de prix, les passagers peuvent aussi savourer un verre de vin ou une boisson de notre service bar.

Pour votre sécurité et voler en toute tranquillité, il est conseillé de respecter ces consignes de base.

NOS VALEURS FONDAMENTALES

Priorité à la sécurité

Adhésion rigoureuse aux standards nationaux et internationaux de sécurité pour assurer un transport aérien à la fois sûr et confortable.

Le service individuel

Répondre – aller au-delà même – des attentes des clients et des employés par la mise en place de standards élevés de services attentionnés, privilégiant l'excellence. Notre communication interne et externe doit refléter notre offre de service dans une totale transparence.

Un souci constant de performance

Mise en place d'une stratégie bien définie et d'objectifs distincts clairement énoncés, en accord avec nos prévisions

Développement en interne

Formation proactive et développement ciblé sur les exigences et les défis de nos métiers ainsi que sur la progression

individuelle au sein du groupe.

Promotion également de la réussite comme partie intégrante de notre entreprise.

Responsabilité et intégrité

La pérennité de notre activité repose sur la prise de responsabilité sociétale à tous les stades, avec un engagement sans réserve vis-à-vis des standards professionnels et éthiques les plus stricts.

Passion

Le travail est effectué avec enthousiasme et le désir d'accomplir ses tâches de façon performante, en privilégiant l'action. La passion se manifeste par un vif intérêt voire un sens de l'admiration pour l'esprit de la compagnie « Express way ». La réussite, un principe central dans la gestion de nos rapports professionnels, est récompensée, reconnue et glorifiée dans une atmosphère où priment la joie et la satisfaction.

Informations relatives à la sécurité

Santé

Dans certains aéroports, les régulations en matière de santé publique exigent que la cabine de l'avion soit désinfectée par pulvérisation. Celle-ci ne comporte aucun danger, mais si vous êtes susceptible d'être affecté par la vaporisation, couvrez votre nez et votre bouche avec un mouchoir.

Restez assis

Pour leur sécurité, il est demandé aux passagers de bien vouloir rester assis en gardant leur ceinture de sécurité attachée après l'atterrissage de l'avion, jusqu'à

l'extinction du témoin lumineux par le commandant de bord.

Équipements électroniques

Les passagers sont priés de ne pas utiliser d'équipements électroniques à bord de l'appareil afin d'éviter toute interférence avec les systèmes de navigation de l'avion. Les stimulateurs cardiaques, les appareils auditifs, les horloges, les montres digitales, les minuteriers et les équipements médicaux agréés pour le transport aérien sont toutefois autorisés.

Téléphones portables

L'utilisation des téléphones portables est autorisée lorsque l'avion est au sol et que les portes de l'appareil sont ouvertes. Mais dès la fermeture des portes et à la demande du personnel de cabine, les téléphones mobiles doivent être éteints.

Ordinateurs portables

Les ordinateurs portables (à l'exception des lecteurs de CD-ROM), les calculettes électroniques, les rasoirs électriques et les appareils d'écoute portables sont prohibés lorsque l'avion roule au

sol, mais ils sont autorisés pendant la totalité du vol dès l'extinction du signal de la ceinture de sécurité. Dans certaines circonstances toutefois, le personnel de bord peut suspendre cette autorisation.

Équipements interdits

Les appareils suivants sont interdits à bord : imprimantes portables, pointeurs laser, magnétoscopes, récepteurs satellite CB/AM/FM/FHF, récepteurs-émetteurs radios, lecteurs de disques compact et de mini disques, scanners, jouets avec télécommande et convertisseurs d'énergie.

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<div style="background-color: #000080; color: white; padding: 5px; width: fit-content; margin: 0 auto;">NIGHT</div> <div style="background-color: #ccc; padding: 5px; width: fit-content; margin: 0 auto;">SUNSET TOUR TO SIGNAL HILL</div> <div style="background-color: #ccc; padding: 5px; width: fit-content; margin: 0 auto;">R80</div>	<div style="background-color: #008000; color: white; padding: 5px; width: fit-content; margin: 0 auto;">CANAL</div> <div style="background-color: #ccc; padding: 5px; width: fit-content; margin: 0 auto;">CRUISE FROM THE WATER-FRONT</div> <div style="background-color: #ccc; padding: 5px; width: fit-content; margin: 0 auto;">R20</div>

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PARTING SHOT BY

Moreira Chonguica

The Mozambique-born saxophone player talks about his prolific rise to fame and reveals why music is his passion

AT THE AGE OF SEVEN my parents enrolled me in the National Music school in Mozambique, which was my first contact with music. I went into a strictly classical programme, but I only lasted two years.

In the third year, I ran away because most of my friends were doing sport. With sport being a physical thing and music not so much, I wanted to feel that I was at least doing something worthwhile. I used to leave my house every day to go to school, but I never pitched. My father asked me whether I really wanted to do this and I said no, I didn't want to do music – my heart wasn't there.

When I was about to finish Standard

8, I went back to register at the music school again. There I started playing the saxophone. I'd never dreamt of playing saxophone. It seems like a difficult instrument to play, because we are not exposed to it like we are to the drums, piano and guitar. With any instrument, you use the same effort; some are more physical. With physical I mean with one you use your hands, the other your fingers and the one you use your lungs.

It's not difficult for me. If you're meant to play it, it's easy. It's like driving a car – you have to go through the same procedure. I finished my five year course in classical music while I was still at

school. I believe I worked harder than anybody else, because on Saturday mornings when everybody was playing sport or on the beach, I would be doing gigs from the age of 15.

In my opinion there are two kinds of fame – instant fame and fame that is worked for, and people notice that. I represent hope and I'm passionate about education. Success for me goes hand-in-hand with how it was built. When I speak to young people, my focus is not on fame or stardom, but on identity. You have to leave a fingerprint and you have to do it with passion and love.

If you have a record of mine, it's a reflection of my personality at that time. It's my experiences since I was born, but the later the music, the more it encompasses the people I met and saw, the cultures I visited, to the music I read, because I'm a citizen of this world. I'm not influenced by music, I'm influenced by people. Because music is made by people. Whatever music people play is a reflection of their experiences, personality, vision, happiness and sadness - it's a mix.

History is important and even though we may not always like what's in it, you have to understand it. It makes you question your own history; then you want to understand where your family is from and where your roots essentially lie.

By understanding people you might not agree with everything they say. If you understand them, you are able to respect them. Respect brings about honesty, which will bring about honesty in your music or writing or anything you do. If you do that, you will have a better world."

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