



# SINGAPORE TECHNOCRAT

# 工院 学生报

SPECIAL  
ISSUE

Vol. 7 No. 3 SINGAPORE POLYTECHNIC STUDENTS' UNION JUN '78 20 CENTS MC(P) 81/5/78

## SBS IS STILL NOT A PUBLIC TRANSPORT SERVICE!

LIM MIN

The government's recent move to convert SBS from private to 'public' ownership had caused quite a commotion in the public though unexpectedly (or rather expectedly) without any resistance or even objection from the present owners. Some of us may be deceived to think that at last we have a public transport service and not a 'Singapore Blood Suckers!'. The article is an attempt to take a closer look into this recent development in SBS which is supposedly to change its image into a truly 'Public Transport Service'.

### What a piece of news!

The reasons for such a move by the government are:

1. To increase the capital of SBS by another \$20 million.
2. To enable bus workers and commuters a share to SBS profit and the management of SBS.

To make these so-called 'ideals' possible, the Parliament even went to the extent of amending the CPF's Bill. People were now allowed to use the CPF's saving to invest in a guaranteed profitable SBS. (As assured by our honourable Minister of Finance, Hon Sui Sen himself.)

The news sparked a big rush for 'fortune' by a section of the public (mainly from the higher and higher-middle income group) and left the rest of the population (the majority and basically from the lower income group) in a nervous state of uncertainty of the consequences of this move.

See page 2.

### - 林明 -

最近政府把 SBS 由私  
有改为「公共所有」曾引  
起公众人士的骚动。现有  
股东反而缄默无言。针对  
对这个问题，我们之中有

## SBS 依旧不是 个公共交通服务

些可能被忽略。以为我们  
将会有个真正的交通服  
务而不是个「新加坡吸血  
魔 SBS」。这篇又草草  
试读我们了解一个本来  
应该真正成为公共交通  
服务的 SBS 公司的发展  
经过。

### 如此新闻!

针对这个行动，政府所

提示的理由是：  
(一) 增加 SBS 原有资本十  
至两千万元 (\$20 million)  
(二) 巴士工友与搭客分享  
SBS 的利润与管理权。  
为了实现这样的理想，  
国会甚至修正公积金  
存款以确保 SBS 的股  
东生意者。(这是我们对  
爱的财政部部长鞠躬  
性亲自保证的)

接上第五页

Continued from page 1.

As claimed, the increase in capital will boost SBS into a better transport service. However, this tune seemed to be too familiar to us now! We had yet to see a better service from SBS! Besides, it is dubious (with knowledge of its nature) that SBS is sincere in their objectives or perhaps there are strings behind this move.

## The question of Nature of SBS.

The very act of letting SBS share into the stock market only enhance its profit making nature than anything else. Who would buy a share if it is not profitable? Even our government seems to think so. In their statement they encouraged the people (of course only those who can afford) to put in their life-saving to buy the shares.

Being a monopoly and the only means of transport for the population of Singapore, a profit seeking SBS would only mean an economic burden on the people. Just as essentially like housing, education, health, water and electricity, bus transport must not be used to black mail the people.

## What's behind the ownership?

Since the nature of SBS is a question which would affect the majority of the population, the government (supposedly the people's representative) should take direct interest in it. During the last bus fare hike in 1974, the government was requested to nationalise SBS in the interest of the people. They have refused, due to the lack of expertise, so claimed. But now it seems that the government has the experts and SBS hasn't (SBS official statements said: "Without the Government Team of Officers, SBS would have collapse long ago".) So why is the government not looking into the question again?

"The change in ownership enables the large commuting public and bus employees a chance to be involved in the policy making and management, not forgetting also the profit of SBS", a claim made by our Minister of Labour, Ong Pang Boon. However, simple mathematics prove the fallacies of such statements. Firstly, how many of our 2 million population can be shareholders of SBS? Secondly, the 20 million dollars shares compared to the present capital of SBS (can be easily

estimated to be over 100 million dollars) is just one-fifth of the decision making. Don't you know that majority wins in a voting? Who owns the rest of the four fifths shares? Will they allow their policies and management of SBS to be affected?

## Why then the 'sharing' of ownership?


From the past record, we can only speculate what's in store for us, the bearers of all consequences of the new bill. Following the announcement of ownership, there were already hints of another bus fare hike. Perhaps SBS hopes to justify the hike by making the SBS 'public owned'. Now that the transport is a 'public' one, who then can we appeal to? Besides, those who got the share would only welcome this increase as it means more profit and they are not affected by the increment (they have a concession you know). And with certain people's opinions in the press together with the usual cock and bull stories about increment in maintenance, the public are forced to swallow it.

Then with some employees as 'bosses' of SBS, things can be easier done due to the disunity and conflict in interest between shareholding workers and ordinary workers.

## In Conclusion.

It looks as if it's another doom day for those taking bus in Singapore. But even if some of us decide to take to alternatives such as cycling or even jogging, the real boss of SBS still want to squeeze out profit from us. The whole issue of making SBS 'public-owned' is just a cover to blur and divert what is coming up next - another bus fare hike and perhaps shortening of the routes.

Editorial . . . .

  
this special issue is prepared in conjunction with the Anti-Busfare Hike Campaign. It is hoped that with this issue, more people can get to know more about the busfare hike. If you have anything to share with others over this topic, do not hesitate to write in to us.

Editor

# Feeder Service in Jurong.

A  
COMMITTEE

Can you still remember what happened when SBS conducted the survey for the introduction of feeder service in Toa Payoh? -- Well, they sent out tens of thousands of survey forms, but what they got back was less than 500. And out of this 500, more than ninety-five percent rejected the implementation of the feeder service.

How can you imagine what will happen if a similar survey is carried out in Jurong? Well, at least the SBS bosses knew, and that is why Jurong feeder service was implemented without carrying out any survey. (I think the SBS bosses must be thinking that it is useless to look democratic when they can't get things done in that way. And furthermore, who cares about the people opinions; they got no way to protest or boycott the SBS.)

With the implementation of feeder service, all those buses (12 services) that used to go to Jurong from various parts of our island will now have to terminate at the Jurong Interchange. As the distance is reduced slightly (from the Interchange to our work place) most of us still have to pay the same fare to reach the interchange and an extra fare 20¢ to 40¢ to travel in and out of Jurong. Not only do we have to pay more, most of us even have to spend more time especially for those who took direct bus to work in the past.

## Benefiting a minority

However, the feeder service will benefit some of us who used to take two trips and because of the concentration of bus services at the interchange, it becomes easier and less time consuming. Some lucky ones may be able to save twenty cents per day but it must be stressed that they are the minority. But, somehow, the Straits Times is always able to get people who can do impossible thing to be interviewed. And this time, the interviewed one said that he is able to reduce his fare from \$1.60 to \$1.20. How the hell he does it, only he knows.

## Disadvantage greater

Although the feeder service has its advantages but the disadvantages clearly outweigh the advantages and is affecting a great number of people. And at present they are planning to do the same thing in Bedok New Town and Ang Mo Kio and lastly Toa Payoh.

## Conclusion

In fact the introduction of the feeder service is one of the way SBS can increase their already huge profit. If we are going to just keep quiet then we will always be the victims of the big bully 'SBS'.



## 打巴士公司 - 结论

来自打巴士公司最近巴士的乘客 也是相当可悲的 但即使我们拉  
响警笛或向跑车的形式 以向代 替巴士 巴士正在向般车 巴士  
不会放松向我们榨取利润 整个 SBS 公共巴士 巴士主要是一样  
掩饰在于转移下 来更大的麻烦 巴士车 巴士加供式者 巴士  
巴士。

这消息一出来，一小撮上和中上层阶级马上激起“发财狂”，而其他大部份公众人士就处于恐慌的状态，不知其后果将如何。

据说，资本的增加将提高巴士的原有服务效率，然而这种调子现在听起来却是大早了些。我们就学着照 SBS 所 请更完善的服务！此外值得怀疑的是 SBS 是否忠于他们所指出的宗旨或者他们幕后受人控制。

## SBS 的本质问题

SBS 股份进入股票市场，这用意是为了取赚更多的利润。试问有谁会去买一份赚不了钱的股票呢？我们的政府也这样觉得并鼓励人们（当然是那些有能力的）去把一生的积蓄孤注一掷到这股票上。身为本地最大的公共交通服务的 SBS 垄断了整个交通系统以赚钱为本，将使民不聊生。正如人民其他的必需品一样如水，住屋，教育健康，水和电一样，皆不能用来榨取他们的血汗。在这 购买股份的背后是什么呢？

既然 SBS 的性质这个问题事关重大，牵涉到广大人民的生活，政府（该是代表着人民）就应该插手过问。在上一次的巴士车资加价时，人们曾希望政府站在人民的利益上把 SBS 国有化。可是政府拒绝了，理由是缺乏专门人员。然而现在呢？政府眼看有了 SBS 所没有的专门人员的协助（SBS 曾做个官方式的报导说：“没有政府派来的官员，SBS 早就垮了”）而为什么不探讨国有化这个问题呢？

劳工部长王邦文这样指出 SBS 变为公共所有，将会使更多公众人士有机会参与整个公司的行政和管理政策，同时又能照顾到 SBS 的“利润”。然而简单的标帜就能证明这些话的错谬性。首先，两百万人口中有多少个会成为 SBS 的股东？另一算，两千万的股份与现有的资本（大约一亿元）比较起来，只不过是佔着区区的五分之一。难道谁股份佔得越多就更有条件插手公司的行政，这一道理不懂吧？五分之四的股份已被其他人佔有，五分之一有条件吗？

## 那又为什么要“合股”呢？

从以岁的经验，我们 从预示到这新计划实施后的一

# 在裕廊的“内部巴士服务”

还记得上回 SBS 要在大芭莪实行短程辅助巴士之步而作的调查吗？……他们一共发出几万张调查表格，但只收回不超过五百张。在这五百张当中有九十五巴仙是不赞成有短程辅助巴士服务的。

所以如果现在裕廊也有个同样的调查，大痴蠢蠢看反应将会是怎样的呢？SBS 的大老板也疼得反应将会怎样，所以裕廊的短程巴士是未经过调查便实行了（SBS 的大老板已经管不着什么民主不民主，反正谁会去理人民的看法与心见，他们总不会抗议或集体不乘巴士）。

自从裕廊的 Feeder Bus Service 施行后，全部从星岛各个角落去裕廊的巴士（共十二辆服务），都须在裕廊巴士转换总站结束路程。

大多数的工人必须付跟以往一样的车费到转换总站，然后又得多付 20¢ 至 40¢ 的车资搭短程巴士进裕廊工业区。虽然，这对于一小部分的搭客（以往须转车的人）未说是省了金钱与时间，但值得强调的是，这些人只佔搭客中的极少数。可是大多数的搭客却得花更多的时间精力与金钱在转换巴士上。海峡时报不久曾访问一些与众不同的人，据他们说，他们每天的车资可从 \$1.60 减到 \$1.20，但他们是怎样省法，只有他们自己知边。

虽然 Feeder Service 对于某一小部份人是有它好的一面，但是对于大部分人民来说的却是远远超过这些好处。局方又计划在勿落新镇与宏茂桥实行这种服务，而大芭莪却将会是星后一个地方实行这个措施。事实上，施行了 Feeder Service，SBS 便可以乘机大捞一笔。如果我们还是没有作出反应的话，那我们将永远让 SBS 的大老板们任意宰割。

折自第5面—

些后果随着宣佈所谓的「合股」就暗示着要有个车资加价。SBS 股份共为所有可能就是作为提了车资的藉口——如今这样的交通服务已是公众人士所有，你还要向谁伸诉？此外那些在 SBS 佔有股份者也不会反对因为这样的加价他会赚取更多的利润而不被影响（他们拥有优待证）。借着这些人在报章上发表的心见，提出一大堆“理由”，公众人士唯有逆来顺受，同时让工友苗下“老板也不错”，缓和一下矛盾日趋尖锐的劳资关系。

续第3面—

# PUBLIC STATEMENT

ISSUED BY SPSU  
ON 23/6/78.

The 1974 bus-fare hike has brought about much hardship to the general public in Singapore, especially the lower income group. As if this is not enough, the SBS has again announced another bus-fare hike to be implemented on the 1st of July '78. As speculated, this will result in greater hardship on the livelihood of thousands of people who depend on bus as their only means of transportation. For many of us who travel to work, we may have to pay as much as 20¢ to 40¢ more per day or \$6 per day to \$12 per month. For those who have to change bus, it could easily add up to 60¢ per day or \$18 per month, not forgetting that the present bus-fare rate is already high enough. Students, too, have to pay an extra \$2 for their monthly season tickets.

## SBS' REASONS

We agree that bus workers should be given better pay and working conditions. But the bus company should not use this as an excuse for increasing bus-fare. A more equitable fare structure is also unnecessary, considering the hardship it will bring to the people. The important question to consider is not whether the fare structure is equitable or not for people still have to pay more for their bus-fare.

The buying of new buses will actually bring about more profits to the SBS. As such, it is extremely unfair to make the public pay for the capital infrastructure of the company. Investment as such should be put in by the company and its share holders who are entitled to the profits, NOT the general commuting public.

An oil price increase (if any) in the near future is not going to affect the SBS alone. It will also give rise to increase in prices of other commodities. A busfare hike now, thus, would bring about more severe difficulties to the people in times to come.

## SPSU'S STAND

Singapore Polytechnic Students' Union views that the bus-fare increase on the 1st of July is unjustifiable and unnecessary, considering the adverse repercussion it will result on the people's livelihood, especially for the poorer ones who earn a mere \$100 to \$400 per month. Bus transport is an essential service. Therefore it should not be of a profiteering nature, in order that it can truly be a service to the people.

## PROTEST AGAINST BUSFARE INCREASE

The Union is now organising a campaign to protest against the bus-fare increase. A few surveys had already been carried out to understand more about the people's feelings towards the bus-fare hike. The overwhelming response from the public towards the survey has put the campaign into an encouraging stance.

On the 26th and 27th of June, the Union will organise student teams to collect signatories from the general public in a petition to the Ministry of Communication to appeal for the cancellation of the bus-fare hike.

We also urge all members of the public to attend a "Anti Bus-fare Hike" Forum to be held on the 28th of June at SPSU Union House, 6.30pm. Representatives from the Ministry of Communication and the SBS Managing Director will be invited to this public Forum.

Please do give us your suggestions and opinions by contacting us at the address below. We look forward to your co-operation and support.

OUR ADDRESS:

9, PRINCE EDWARD ROAD,  
SINGAPORE 2.

TEL: 2221974

## 新加坡五艺学院学生会公开信

SBS在1974年提高车资后,似乎还不满足他们的慾望,在今年的七月一日开始,又将有一项新的车资调查,云云。这次的调查将加重了大多数巴士为主乘坐交通工具的人民的生活负担,尤其是那些收入低微的公众人士对于每天上班的人们来说,以后每天将要多付二角至四角或每月六元至十二元的车资了,而那些需要转换巴士的人们,每天就要多付六角或每月十八元的车资,就连小学生也不例外,他们的月票从原来的四元涨到六元,但我们别忘了,目前的车资已经是够高的了,往后将是怎样,这是可想而知的了。

### SBS公司的理由

我们同意,巴士员工应该得到良好的待遇和完善的的工作环境,但巴士公司却不能以这个作为提高巴士车资的藉口。

大量的改善所谓车资的不平衡也是没有必要的,它将会给人民加重负担,所以这样的车资调查,主要并不是在于解决所谓平衡与不平衡,而是让人多付车资,巴士公司赚大钱。此外巴士公司还说加价是为了买新车,其实这是使到巴士公司能赚取更多的盈利,这不是变成公众人士去负担公司的投资基金?这是多么不公平啊!如此的投资活动应由巴士公司和可以获利盈利的购买巴士公司股份的人们去做,而不应由普通的公众人士去负担巴士公司又说不久的将来油价又要涨(如果这是事实),那受到影响的不仅是SBS一个,同时也造成日常用品的涨价,而这已足以影响广大的人民。长远的看来,现在的巴士车资加涨最终将导致人民的生活负担加重了很多。

### 学生会的立场

新加坡五艺学院学生会认为这次的车资起价是不合理和不公平的,它对于大人民的生活有着一定程度的打击,特别是那些平均每月收入\$100-\$400的下层人们,况且巴士是人们一项的主要交通工具,因此,它不应被用来图谋利润,而应是真正做到为人民服务。

### 反对巴士加价

目前学生会正发动起一项“反巴士车资加价运动”。一些调查工作已经展开了,目的是要做到了解公众人士对于巴士车资加价的反应和收集他们的意见,公众人士对于调查工作的热烈反应使这项运动得到很大的鼓舞。

在六月廿六日和廿七日,学生会将组织学生自愿队到全岛各地去收集公众人士的签名以便呈上一份请愿书至交通部请求取消这次的加价。

同时,我们也希望公众人士能踊跃出席六月廿八日由学生会举行的一个“反巴士车资加价”座谈会,时间是6:30 PM,交通部代表和SBS公司董事经理将被邀请出席这个座谈会。

今后,我们恳切地希望公众人士能透过上面注明的地址和电话与我们联系,多给我们提意见。

## 我们希望得到你们的合作和支持!