

Southern Africa

Pretoria Blamed for 'Sabotage/Invasion'

[AN] It was perhaps an unlikely setting — Malawi, whose government is the only one in Africa to maintain diplomatic relations with South Africa. And the South African representative was invited, along with the rest of the diplomatic community, to attend the opening ceremonies. But when the November 19-20 ministerial meeting of the Southern African Development Conference (SADCC) got down to business, the South Africans came under heavy fire.

The white government is trying to "drive a wedge of dependence through southern Africa by sabotage and invasion," the conference chairman, Botswana's Finance Minister Peter Mmusi, charged. And all nine governments joined in a communique accusing South Africa of trying to destabilize their region.

Conference participants were angered by a whole series of actions this year, beginning with the January raid by South African commandoes into Mozambique, the large August invasion of Angola, and recent attacks on a pipeline, rail and harbor facilities in Mozambique that most SADCC members want to use to ease their trade problems.

SADCC was established last year to stimulate regional cooperation and decrease member-states' dependence on the economic giant of the area — South Africa. As reflected in Mmusi's remarks, SADCC governments see economic as well as political motives in Pretoria's recent actions.

Six of the SADCC nine are landlocked, and during the colonial era most of their trade was directed southward. But since independence, each of these states has tried to diversify by using east-west routes that do not pass through South Africa.

Botswana, Swaziland, Zimbabwe, Malawi, and Zambia, for example, are using ports in Mozambique, and to a lesser extent Tanzania. Zambia's plans to ship some of its copper through Angola have been stymied by continued fighting in southern Angola.

The ninth SADCC member, Lesotho, is completely surrounded by South Africa.

Dealys in oil shipments from South Africa have recently forced the Zimbabwe government to impose rationing. Partly because of this vulnerability, Zimbabwe had been moving ahead with plans to import a significant portion of its oil through

a pipeline from Beira, Mozambique — one that lay idle during most of the time that Rhodesia was subject to international sanctions.

But the pipeline, which had been scheduled to reopen in December, was heavily damaged by an explosion on a road bridge over the Pungwe River in late October. The explosion is one of a series of attacks on road and rail links by the anti-government NRM (Mozambique National Resistance), which Mozambique says has extensive South African backing.

A 200-foot section of pipe was torn from its mountings on the bridge and left suspended across the water, according to Lonrho, the London-based corporation that owns the pipeline. Repairs are not expected to be completed until January at the earliest.

A few days before the bridge attack, Mozambique forces killed at least one white man who was among a group of six persons attempting to mine the Beira-Umtali railway, which carries a substantial portion of Zimbabwe's trade.

White Portuguese are involved in the NRM, but the discovery of a Portuguese-English phrasebook, English-language notes, and manuals and books from South Africa in the dead man's possession are cited as evidence he came from South Africa, correspondent Joseph Hanlon reports.

A Mozambican patrol came across the group at Doeroi ninety miles west of Beira and half way between Beira and Umtali. The Mozambicans fired a bazooka, blowing up four men, three black and one white. According to Comandante Estavao Nhaveni, who led the attack, remains near the scene suggest that one or two additional white men were killed.

Mozambique says South Africa trains the NRM at a camp near Phalabora in the Transvaal Province, and that it regularly ferries supplies to the insurgent bands in central Mozambique. But this is the first time Mozambique has actually claimed that South African specialists are working with the resistance, Hanlon says.

In Washington, a State Department official said the Mozambican charges "seem to have some substance. This was a very professional job."

"The saboteurs knew exactly where to place the explosives, how to handle them," he said. "The NRM are very capable, but we believe the pipeline job went beyond

their capability. They had to have had South African help."

In another blow to the region's transport network, all the marker buoys leading into the port at Beira were blown up last month. NRM spokesman Evo Fernandes in Lisbon said the buoys were destroyed to hamper use of the port.

Prior to these attacks in Mozambique, Zimbabwe political and business leaders were suggesting that their country was coming under seige. Prime Minister Robert Mugabe accused South Africa of "destabilizing his economy." And Zimbabwe Chamber of Commerce Chairman Abner Botsh said trade from South Africa has become subject to "obstacles we don't understand."

Eddie Cross, general manager of Zimbabwe's Dairy Marketing Board, told the *Financial Mail*: "I believe that South Africa has consciously decided that it would not be in its long-term interests to have stable, prosperous neighbors. In my discussions with senior officials of the South African Department of Foreign Affairs, my view was virtually confirmed."

Addressing these charges in Parliament in September, South African Minister of Foreign Affairs Roelof Botha deplored "the drift toward confrontation and conflagration in southern Africa." More recently, as the alternate routes to the sea in Mozambique have come under attack, some of the bottlenecks experienced earlier by Zimbabwe have been corrected. South African Railways, for example, which had withdrawn 25 locomotives from loan to



PREPARING FOR HOLIDAY GIVING — The Student Government Association of Saint Augustine's College makes an annual contribution of food baskets to needy families in Wake County. Shown in the photo are SGA officers making preparation for this public service project, l-r: Jerold Lewis, attorney general; James Powell, president; and Austin Cooper, vice president.

Zimbabwe causing a tremendous shortage, has reportedly re-loaned 26 engines. And agricultural and mining shipments are reportedly moving more rapidly.

Transport problems continue to plague Angola as well. The capital and principal port, Luanda, has reportedly been suffering from massive congestion

— fifty ships were said to be waiting to offload last month. But as the Angolan news agency reported on the sixth anniversary of independence November

11, the country's major difficulty remains the war with South Africa. According to the report, the large-scale attack launched August 23 caused major disruptions, cost millions of dollars in damages and took hundreds of lives. The agency claims South Africa still controls all Angolan territory between the Cunene River and the Namibian border (an estimated 3% of Angola's total land area). the dissident

movement UNITA has moved into the area, the agency says, strengthening its position for additional attacks on strategic transport facilities in the central region. London *Financial Times* estimates that Angola is spending half of its foreign exchange on defense, including purchases of armaments and payments for Cuban, Soviet, and East German military personnel stationed in the country.

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Obesity No Risk

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to respond in plain terms. "Stop your doctor if you hear a word you don't understand. ...and be sure you understand the plan of action before you leave the end of an appointment," he

said. Dr. Chez said patients should understand what the doctor says about the side effects of any medication. "Particularly understand the effects of alcohol and drugs that depress the central nervous system."

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