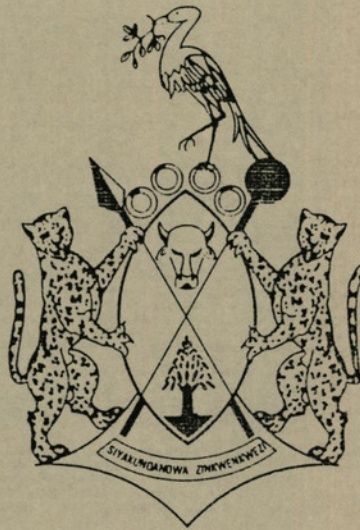


# REPUBLIC OF CISKEI

COMMISSION ON REGIONS

REF: 1/11/ 20 /166



ORAL EVIDENCE TO THE COMMISSION

ON THE

DELIMITATION OF SPR's

GIVEN AT EAST LONDON ON 24 SEPTEMBER 1993

## INTRODUCTION

On behalf of the Ciskei Delegation I wish to extend to you, Mr Chairman and the Honourable members of your commission a warm and sincere welcome to the Kei State. At the same time I wish to convey our appreciation for the opportunity to address you on our proposals regarding the "sensitive areas" which is reflected in your invitation as item (d).

I take the liberty of introducing to the Commission the Honourable members of the Ciskei Council of State and advisers:

Col. S S Pita	-	Deputy Chairman: Council of State
Mr M R Ngcofe	-	Minister of Internal Affairs
Mr V H Mafani	-	Minister of Planning and Rural Affairs
Mr JWA van der Merwe	-	Minister of Public Works, Posts and Telecommunications and responsible for Central Personnel Administration
Mrs V Gqiba	-	Ciskei Representative to Multi Party Negotiation Process
Mr T Balzer	-	Director General for Public Works
Brig. B Muller	-	Director General for Council of State
Mr T Mrwetyana	-	Director General for Internal Affairs
Mr T Sondiyazi	-	Managing Director: Ciskei Peoples Development Bank

I am P P Jacobs - Minister of Education, Culture and Transport.

We are particularly pleased to be able to address you in response to the original recommendations by the commission and particularly in view of our comprehensive submissions to that commission which we will later refer. The Commission identified the Eastern Cape/Transkei/Ciskei as a sensitive area and questioned whether this region should be one or two regions.

In the preparation of our submissions we considered four options and would thus request that you regard our proposals in the light of one or more regions.

Having addressed our departure point we now deal with the issues identified by the Commission.

### ISSUE 1

#### REGION AT ISSUE

In broad terms we refer to a region on the Eastern seaboard of South Africa between an extended KwaZulu Natal and the Western Cape Province.

The region presently comprises the independent state of Ciskei, Border, Eastern Cape and a portion of Transkei (also independent).

As all of these may be affected it is necessary to consider the alternatives referred to above. These are, simply stated,

1. Eastern Cape, Border and Ciskei.
2. Border and Ciskei.
3. Eastern Cape, Border, Ciskei and Transkei.
4. Border, Ciskei and Transkei.

In all or any of the above options the principle of sub-regions for administrative purposes has been identified and forms part of our submission.

The Ciskei Government has evaluated the options and has arrived at the inescapable conclusion that option one (1) is without doubt the most feasible and viable region. Alternatively option 2 above is the next most sustainable region.

## ISSUE 2

### NAME

The name of the organisation submitting the proposal is the Council of State of the Republic of Ciskei, an independent and sovereign country with its own judiciary, legislature and executive.

## ISSUE 3

### TYPE OF ORGANISATION

The organisation referred to is a Government administration comprising sixteen separate departments each fulfilling a particular function in the government of the state. In this regard it must be most clearly stated that the administration possesses the necessary expertise to perform its functions and its duties, it includes the existence of Government buildings and an extensive infrastructure to support the responsibilities for which it was created. The organisation further has the capacity and the facility to extend itself to achieve and perform efficiently the tasks which would follow as a result of the demarcation of a boundary referred to in either of the chosen options. The capital, Bisho is ideally positioned and service to provide Government for the entire region.

## ISSUE 4

### WHETHER MEMBERS OF THE ORGANISATION MAKING THE SUBMISSION WERE CONSULTED AND APPROVE OF THE PROPOSED BOUNDARIES

The Council of State of the Government of the Republic of Ciskei was fully consulted before the submissions were made; it supported and approved of the submissions.

As the Senior administrators in the region, the Council of State is in the fortunate position of having particular insight into the demands necessary for the administration of a region. It follows that these same people have evaluated the proposals from practical considerations and in each instance answered the question - can it work?

Lest it be understood that the entire submission was only tested on the Cabinet of the Council of State we hasten to record the extensive consultation which has taken place -

- (i) On the 1st December 1992 a regional summit meeting hosted by Brigadier O J Gqozo at the Fish River Hotel Ciskei was attended by about 150 local, regional and national government delegates.

While this meeting was not totally representative all parties who at that time had indicated they were supportive of a regional Government structure were invited, participated and the meeting elected a Steering Committee to further the proposals of that summit meeting.

- (ii) The Steering Committee has met on a number of occasions to consider various proposals and generally speaking support the proposals of the Ciskei Government. All delegates and members of the Steering Committee were requested to extend their consultative process as far as possible within each district.
- (iii) All Ciskei Government departments have been contributors to the submission. After final compilation the Departments were invited to evaluate the proposals. Their approval was overwhelming.
- (iv) The proposals have been widely publicised in rallies and on radio and the clear support has been encouraging.
- (v) Local traditional leaders and other interest groups have supported the submissions by the Government.

It follows that this issue has been extensively canvassed and clearly transcends the political issues. As will be seen from the report under Issue 6 hereafter the research supports the logical conclusions submitted by Ciskei Government, whether those conclusions were based on political, economic, practical, commercial, viable or any other consideration.

#### ISSUE 5

#### WHETHER THEY ARE SATISFIED WITH A PARTICULAR REGION AND REASONS TO SUBSTANTIATE THIS

The Ciskei Government is still convinced that the Kei State option as submitted for consideration by the Commission in July 1993 is the most viable option because we can make a contribution to the future region. The reasons to substantiate our position are continued in our report and will be dealt with as Issue 6 below.

ISSUE 6

THE DEGREE TO WHICH THE REGION SATISFIES THE CRITERIA USED BY THE COMMISSION ON SPR'S

It is our respectful submission that this is indeed the most important aspect of our presentation. We crave your indulgence particularly as it is necessary to review certain statistics to motivate our submission.

The 10 criteria determined by the Commission are for the purpose of the Ciskei Submission for the proposed Kei State comprehensively dealt with under four main headings:-

- i) Geographic Considerations.
- ii) Economic Aspects.
- iii) Institutional and Administrative Considerations.
- iv) Socio-Cultural Considerations.

We are of the opinion that our proposed region satisfies the ten criteria as we will now demonstrate.

1. GEOGRAPHIC CONSIDERATIONS

1.1 Historical Boundaries

Donovan Williams in his manuscript entitled "African nationalism in South Africa, origins and problems" identified the area which we call the Kei State as spiritual home of African nationalists which came to acquire a unique blend of black and white confrontation and interaction, involving both missionaries and the military. These events generated certain attitudes among the African people, which have been sustained with the help of the Christian Church and are a powerful underlay to the present day thinking amongst African nationalists.

J B Peires in his history of the Xhosa people entitled "The House of Phalo" describes the boundaries of the territory occupied by the Xhosa people between the years 1700 to 1850 as not often extending beyond the Sunday's River in the West or East of the Mbashe river.

The northern most boundary lay somewhere between the great mountains of the interior plateau such as the Drakensberg and a secondary tier of smaller ranges further south.

The southern boundary was the Indian Ocean. The region/state as proposed thus roughly corresponds to the original homeland of the Xhosa people and since large tracts of land previously occupied by the Xhosa people were alienated by the colonial administrator for the settlement of British and German settlers we have today a strong historical affinity between all the diverse communities which have become established in the area.

These people over the past 150 years have grown to a ready understanding and comfortable acceptance of each others cultures and traditions and today stand poised to enter into a regional partnership to promote the establishment of a new state within the framework of a Federal Republic of Southern African states.

### 1.2 Provincial and Magisterial District Boundaries

The proposed Kei State is composed of those magisterial districts presently falling within the jurisdiction of the Eastern Cape Division of the Supreme Court of South African and those falling within the Republic of Ciskei.

Furthermore it should be noted that the existing Regional Service Council Boundaries generally follow the old Divisional Council boundaries which are comprised of a number of magisterial districts including the districts of Colesburg, Hanover and Noupoort. Collectively therefore these constitute a positive base for sub-regional administrative control.

### 1.3 Geographic Coherence

The proposal for the Kei State is intended to create a compact non-fragmented region in the real sense of the word. Thus creating a coherent unit. The region encompasses what is traditionally known as the Eastern Province, Border, North Eastern Cape and Ciskei.

In terms of administrative coherence the region will be easy to manage and will lead to a leaner civil service. Thus reducing the burden on the taxpayer. The region is heterogeneous in character as far both the institutional and socio-economic features are concerned. The socio-economic characteristics of the two areas is reflected in the following table.

#### SOCIO-ECONOMIC INDICATORS

INDICATOR	KEI STATE	SOUTH AFRICA
Area (sq. km)	124 648	1 220 088
Population ('000)	2 834	37 080
Annual Growth (%1980-89)	1,8	2,85
Functional Urbanisation(%)	87	65
Density (persons/sq.km)	22,7	30,4
Nominal GGP/sq.km(R)	105 250	169 617

The inclusion of the two metropolises Port Elizabeth/Uitenhage and East London/King William's Town should be seen as a valuable potential resource base for the adjacent rural areas and also ensures a good Urban/Rural Balance for the region.

#### 1.4 Infrastructure

The physical infrastructure of the region is critical to the development potential and the economic functionality as it impacts on both production and consumption costs. The existing infrastructure is effective and efficient in terms of promoting intra and interregional linkages. This impacts positively on the quality of life in the region.

The infrastructure of the proposed new state can be said to be of an extremely high standard and well developed. This is particularly true in respect of road and rail communications and the region possesses two excellent harbours as well as 3 major airports. East London, Bisho and Port Elizabeth airports are little over an hours flight from Johannesburg and all other major destinations within the area can be reached within two to two and a half hours of motor travel on tarmacadimised roads.

## 2. ECONOMIC ASPECTS

### 2.1 Economic Functionality

The economic functionality of the region is seen as being the most import economic aspect to be taken into account in demarcating of the KEI STATE as a separate and autonomous SPR with such outward attraction.

The area is well suited to tourism, such as the mineral baths, the beautiful mountains, the scenic coastal towns and the several nature reserves and trails.

On the infrastructure side attention has been given to the provision of water and any of the other infrastructural shortcomings can be overcome through sound planning.

The inclusion of the two ports in the area which serve the two major economic corridors of Port Elizabeth/Uitenhage and East London/King William's Town/Dimbaza will also improve the economic functionality of the region. Particularly with regard to the existing motor industry and the development of the export orientated manufacturing industry.

### 2.2 Economic Viability

The current economic viability of the region is not seen/deemed to be one of the critical factors in determining the boundaries of the region. It will in any event not immediately be possible to equalise the regions in South Africa in terms of ensuring that every region has an adequate economic and fiscal base.

This is largely due to the very uneven distribution of resources in South Africa. So clearly some regions will have greater economic potential than others.

What will be important however, is to give attention to developing a mechanism at a central level to ensure a fair allocation of revenue to the poorer regions on the one hand and on the other hand regions should be afforded the opportunity to be creative and entrepreneurial in pursuit of its own wealth creation.

### 2.3 Fiscal Capacity

The Kei State's Gross Geographic Product (GGP) as a percentage of that of South Africa as a whole has been largely stable in recent years ranging from 5.97 % in 1983 to 6.04 % in 1989. Over the same period total tax collected by Greater Kei as a percentage of total tax collected in South Africa rose from 4.45 % in 1983 to 5.31 % in 1989. Whilst this shows a marginally increasing rate over the period, this is still lower than Kei's states proportion of GGP, which tends to indicate that the region is not contributing a proportional share based on the relative level of economic activity. However there seems to be a trend towards improving this contribution.

When looking at the population of Kei State as a proportion of that of SA as a whole a declining trend, from 8.01 % in 1983 to 7.71 % in 1989 is discernable. This accentuates the positive aspects of the fiscal trend in that despite a declining proportion of the population, contribution towards revenue is increasing. Growth in community services output per capital in Kei State has been slower than that of RSA as a whole over the period 1983 to 1989. Thus despite increasing tax contributions the relative growth in community service output (which includes all government activities) has been lagging that for South Africa as whole.

Overall the fiscal position of Greater Kei is mediocre. However, whilst tax collections are not as high as might be expected based on contribution to GGP, there is an upward trend in this direction, so parity might be expected at some time in the future.



## 2.4 Development Potential

Together with the inclusion of the two ports of Port Elizabeth and East London and the well developed infrastructure, the Kei State will have the ability to improve on its development potential by:-

- maximising the use of semi-skilled human resources;
- developing an export orientation to overcome the geographic disadvantage of the major RSA market locations;
- attracting national and international capital and technology;
- making the best use of the regional infrastructure.

The most appropriate focus will be on the export-orientated manufacturing industry which has high multiplier and linkage effects.

During 1990 the Ciskei Government commissioned an extensive investigating (by Deloitte Touche) into the economy of the region. The brief for this research was to determine under what condition this region could enjoy a comparative advantage when compared with the rest of South Africa. The results revealed that the sectors that offered the greatest development potential to the region in terms of stimulating long term growth creating employment in the short and the long term and improving the quality of life of the population through increasing household incomes were:-

- Manufacturing sector
- Agriculture sector
- Tourism sector
- Informal sector.

By means of both a quantitative and qualitative assessment of all of the industrial sectors and the relative sector productivity the following five target industries have been identified:-

- pottery
- leather
- clothing
- electrical machinery
- fabricated metals.

Tourism worldwide is the world's largest industry and employer. While adverse economic factors do have an input on the economy the potential to upgrade and further develop tourism in the Kei State is huge.

If one considers the projected foreign tourist arrivals in the RSA, the potential impact that the development of the game reserves in the region and the upgrading of facilities in Port Elizabeth and East London should not be underestimated.

Agriculture contributes some 10 % to the proposed Kei States, Gross Geographic Product and is one of the most labour intensive sectors with an enormous potential for employment creation. The existing infrastructure and the comparative advantage which the region has in this section should be further exploited.

## 2.5 Infrastructure

While the availability of a sufficient and well developed physical and social infrastructure will contribute significantly to the development potential of the region and nurture its economic functionality or viability it should not be used to frustrate the determination/delimitation of boundaries.

What will however be demonstrated in this section is the fact that the existing infrastructure in the proposed Kei State does support the logic applied to the determination of the boundaries.

The major elements of physical infrastructure which will impact significantly on the development potential and economic functionality in terms of both production and consumption costs of the proposed Kei State are water, energy, transport and telecommunications.

### 2.5.1 Water:

A very well developed water resources infrastructure exists in the region which satisfies the needs of the major commercial centres of Port Elizabeth/Uitenhage, East London/King William's Town and Queenstown as well as a substantial amount of irrigated agriculture.

While the main Bulk infrastructure is well developed there are certainly a number of local deficiencies as well as the Rural areas.

### 2.5.2 Electricity:

A very well developed electrical distribution infrastructure exists in the region which satisfies the needs of the major commercial centres of Port Elizabeth/Uitenhage, East London/King William's Town and Queenstown. The main supply to the region comes from the Hydra Sub-station at De Aar to the Posseiden Sub-station at Cookhouse from where it is distributed to Port Elizabeth directly, and East London both directly and via Queenstown.

While this main Bulk distribution network is well developed there are certainly a number of local deficiencies particularly with regard to the supply to some of the Black urban areas and to the rural areas.

#### 2.5.3 Transport:

The roads infrastructure in the region is reasonably well developed and is able to support the development potential of the area. The standard of the R72 coastal road is however inhibiting the tourism potential of the coastal area.

The Development and maintenance of roads by labour intensive will contribute greatly to the local economy.

The present roads infrastructure should in no way influence the determination of boundaries. It would however make a great deal of sense to utilize the existing CPA, Ciskei and RSC boundaries.

The area has three airports, two of which are fully equipped with all modern navigational and landing electronic aids. The new Regional state is fortunate indeed to possess two fully developed modern harbours. The Port Elizabeth berth has been fully converted to containerisation whereas the East London harbour while only partially equipped for containerisation possesses a fully operational dry dock.

#### 2.5.4 Posts and Telecommunications:

The existing Posts and Telecommunications infrastructure is well developed and is able to support the development potential of the proposed region. Presently the Cape portion of the region is administered from Port Elizabeth for both postal and telecommunications activities.

At present the infrastructural planning for the region is done in Port Elizabeth. From a nodal switching point of view digital subscriber switching units are to be established at Port Elizabeth, Grahamstown and East London to which all satellite exchange will work.

While Bisho has the available infrastructure to operate as a regional office it is considered that from an infrastructure point of view the greater region be administered from Port Elizabeth.

All development in the region has taken place as part of the 04 primary exchange area.

#### 2.5.6 Social Infrastructure:

In terms of social infrastructure there are severe shortcomings in the proposed Kei State. Ciskei has however already embarked on a massive school classroom building exercise which aims at overcoming the backlog and future growth in this sector.

Research undertaken by DBSA in the field of health facilities and services reveal that disparities still exist within the region and more especially between Ciskei and the South African area. The most prevalent diseases within the area viz. tuberculosis and measles are indicative of inadequate preventative health care services and are characteristic of poor socio-economic conditions. These circumstances in turn reflect inadequate health facilities to cater for large and scattered rural populations with primitive water and sanitation services.

#### 2.6 The necessity of limiting Financial and other costs as much as reasonably possible

The proposed Kei State will need to take a long and hard look at current levels of expenditure within the constitutional units which combine to create the new state.

In particular the existing civil services which operate within the South African area and the Ciskei will need to be combined and go through a process of rationalisation.

Similarly the role of the Regional Service Councils will need to be evaluated in terms of their fields of activity related to other government agencies and departments.

### 3. INSTITUTIONAL AND ADMINISTRATIVE CONSIDERATIONS

#### 3.1 The need or otherwise to rationalise existing structures - Ciskei/RSC's etc.

The new state will require one state civil service and all existing administrative, legislative and executive departments and offices will need to be integrated into one service and thus remove all avenues of wasteful duplication.

The need to evaluate all existing agencies of government i.e. national, regional and local will be of paramount importance and will obviously result in substantial savings.

3.2 Administrative Considerations including the availability and non-availability of infrastructure and nodal points for services

The main nodal points of the proposed region are Port Elizabeth/Uitenhage, the Graaff-Reinet/Cradock/Middelburg triangle, Aliwal North, Queenstown and East London/King William's Town.

The Ciskei as an independent state has Bisho as the legislative, executive and judicial capital. The basic administrative infrastructure for the administration of State Affairs is already in place and functioning. Bisho, already functions as the capital of an autonomous region and has the administrative capacity to administer 16 government departments. The administrative capacity to handle the regional and local functions can not be doubted.

Extension of Ciskei boundaries to a larger region may imply creation and/or administrative strengthening of sub-regional offices. Integration of the various public services involved should be sufficient to provide the necessary administrative capacity on a sub-regional level.

3.3 The need to minimise the dislocation of services

If Bisho does not become the capital of the region severe disruption for personnel will occur as result of reallocation of all Departmental Head Office personnel to a new capital. The implications in respect of the existing governmental infrastructure (office buildings etc.) when deciding on the capital can not be over stressed. Movement of the capital away from Bisho will result in non-utilisation of an entire central business district created at great expense.

No other city within the proposed region has the necessary infrastructure to accommodate the seat of a regional government or the necessary housing to accommodate the mass of public servants which will have to be transferred.

3.4 The need to minimise inconvenience to the people

In terms of the proposed constitution of the Kei State all public servants in the employ of the Republic of Ciskei and all public servants employed in the territory of the Kei State by the Republic of South African and the Cape Provincial Administration immediately prior to the establishment of the State will be deemed to be employees of the Kei State and would be entitled to all the rights and privileges and subject to all the obligations applicable immediately prior to the coming into force of the constitution.

If this principle is adopted and upheld there should be a minimum of inconvenience to state employees at the time of the transition. Furthermore, if the boundaries as suggested in this submission are accepted and the existing government offices continue to operate from their present locations, this would also ensure that the inconvenience to the people of the region is kept to a minimum.

#### 4. SOCIO-CULTURAL CONSIDERATIONS

##### 4.1 Demographic Considerations

Two distinct settlement patterns occur throughout the area being considered. In the Ciskei there is a high proportion of people residing in rural villages whilst in the Border/Eastern Cape/North Eastern Cape areas this pattern is reversed with the majority of the population residing in the urban areas.

From the rural/urban split point of view, the Kei State proposal has the most merit since it indicates a greater percentage of urban population than rural.

Also in the favour of the proposed Kei State, is the fact that it has the lowest population density i.e. 23 people per square kilometre whilst the Border Kei and Greate Region D region have densities of 45 and 36 people per square kilometre respectively.

##### 4.2 Cultural and Language Realities

A common culture has been built by the Xhosa, English and Afrikaans speaking people of the region. It is important however that the people of the region should maintain their difference and own cultures.

The Nguni people were divided into three separate groups/states of KwaZulu, Transkei and Ciskei.

Early in the 18th Century Rharhabe decided to find a new home south of the Great Kei, after he had supported his father Phalo, Paramount Chief of the Xhosa people, and defeated his brother Gcaleka, the rightful successor, who tried to usurp Phalo's position whilst he was still alive. Thus the Xhosa people were divided into three separate state of Kwa-Zulu, Transkei and Ciskei.

The Transkei has been an entity on its own since 1894. From 1903 it was known as the United Transkei Territories. Little justification can be found for its inclusion in the proposed region.

5. CONCLUSIONS AND RECOMMENDATIONS

The Ciskei Government stand point on the question of its reincorporation into South Africa has at all times centred on the nature of the state to be created in South Africa through the process of constitutional reform.

Ciskei has consistently advocated a confederal or federal state made up of autonomous regional states or provinces. Such an arrangement will ensure peaceful co-existence of the many vastly diverse groups whom regard Southern Africa as their rightful home and birth place in the African sun.

The Ciskei Government and the people of Ciskei will feel content and confident in placing their future well being into the hands of a regional government correctly structured within the state as proposed. Ciskeian aspiration will continue to look beyond the local resources of the regional state in terms of sharing in the commonwealth resources of the Federal Republic of Southern Africa.

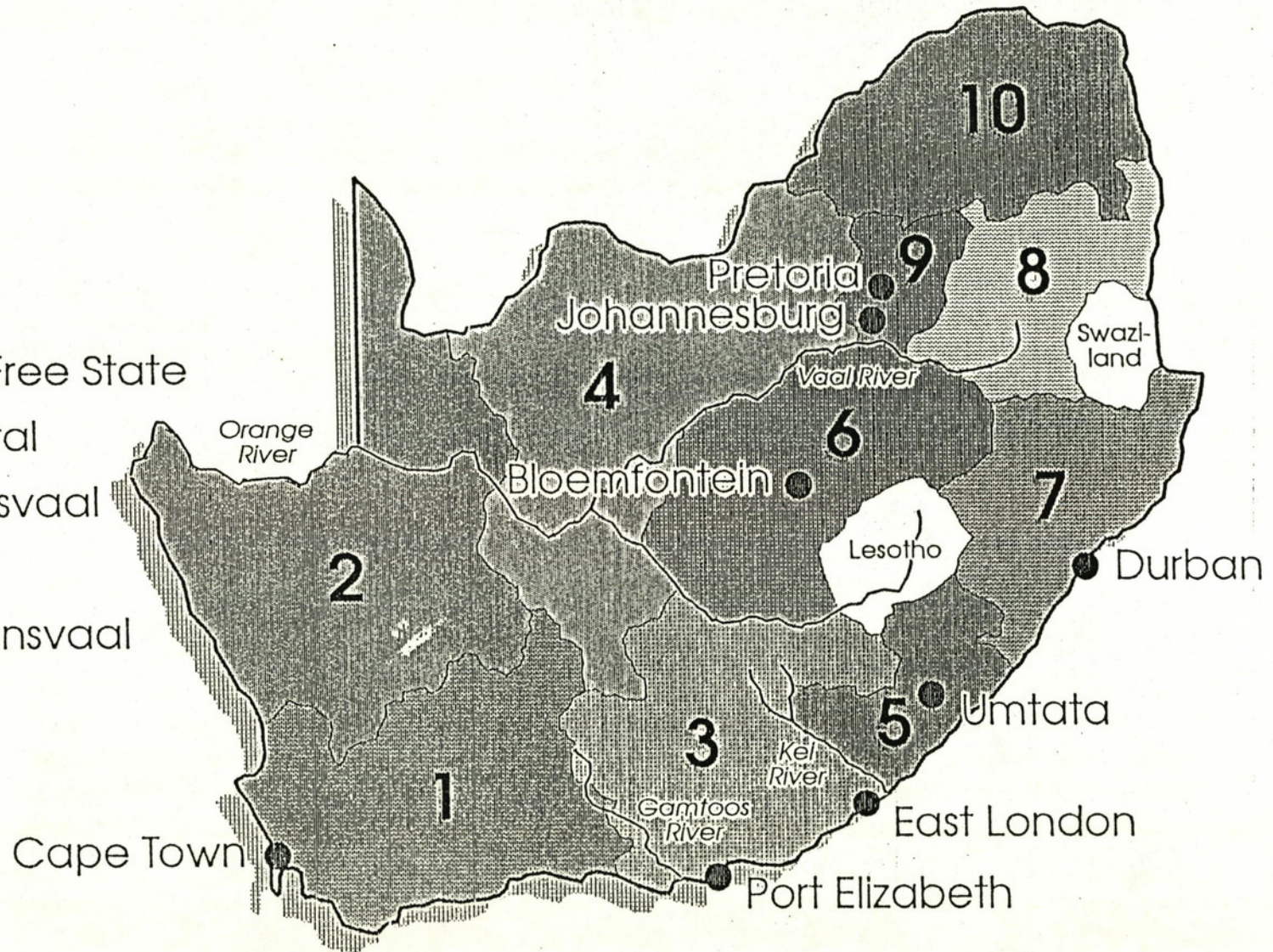
The principles laid down for Ciskeian independence whereby we would not be worse off, that we would enjoy an appropriate infrastructure similar to that which could be expected of any independent state and finally that we would share in the commonwealth resources of the Federal or Confederal States.

It is on this basis that Ciskei would advocate the establishment of the new "KEI STATE" state as defined in this memorandum.

# CISKEI

## 10 Federal State Proposal

- 1 Cape
- 2 Oranje
- 3 Kei
- 4 Satswa
- 5 Transkei
- 6 Qwaqwa / Free State
- 7 Kwazulu Natal
- 8 Eastern Transvaal
- 9 PWV
- 10 Northern Transvaal





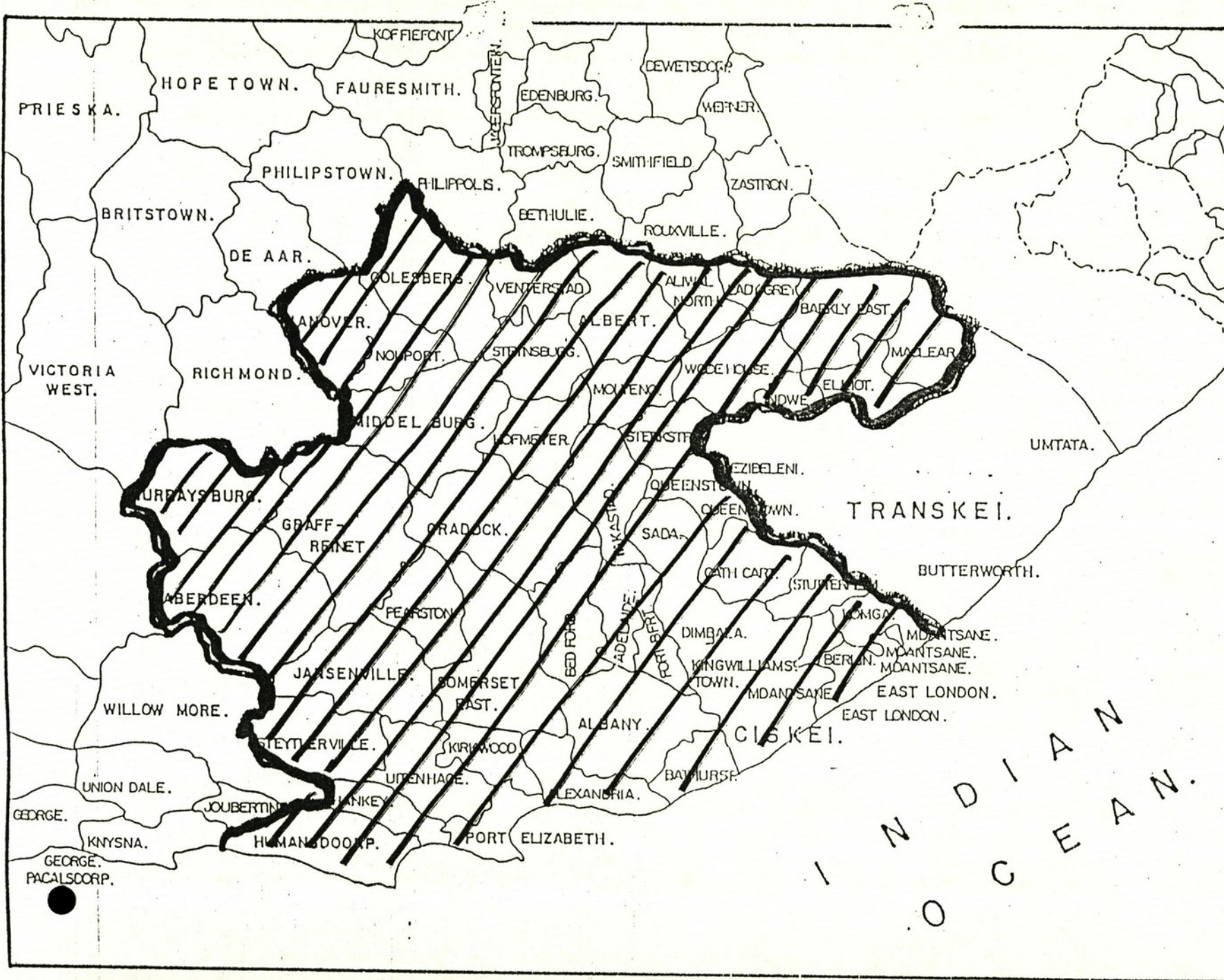
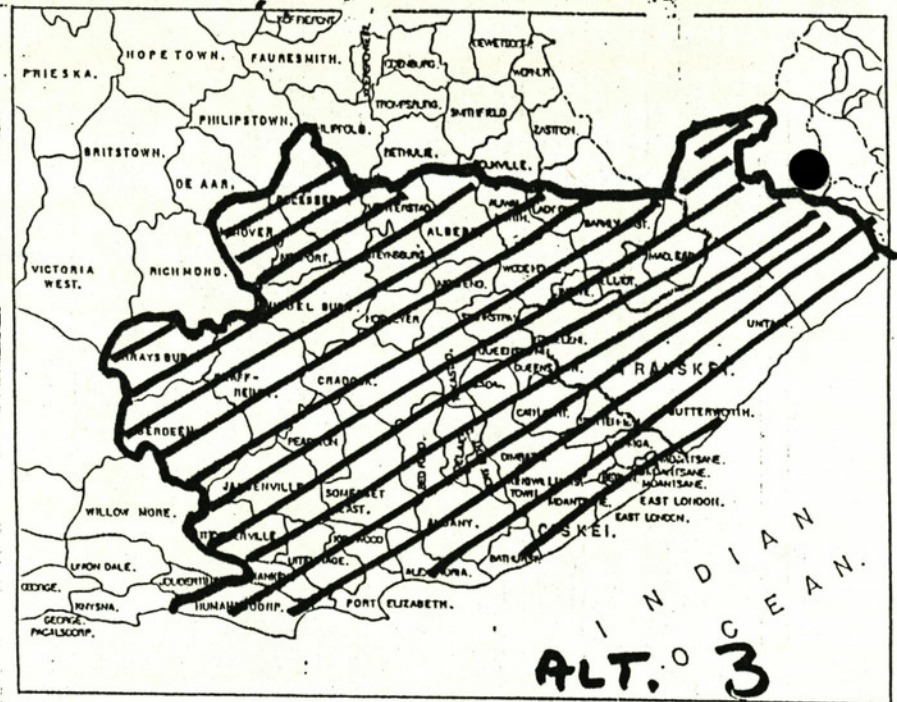
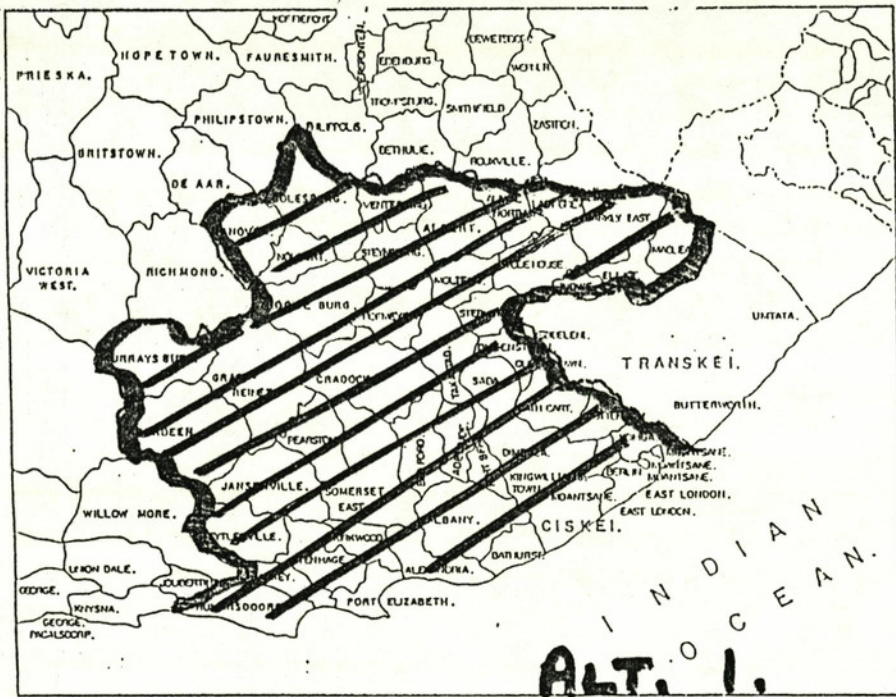
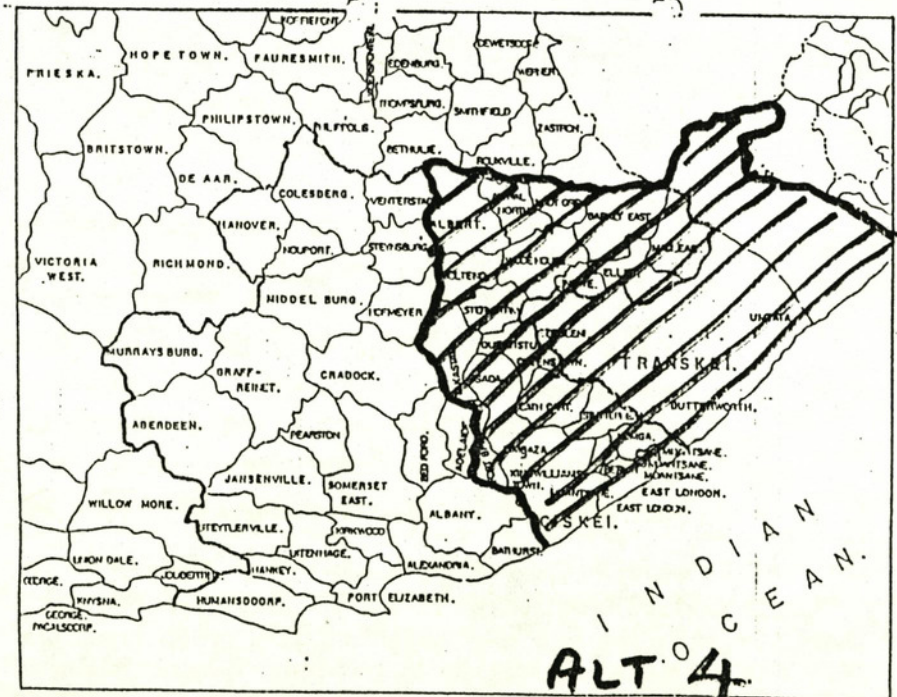
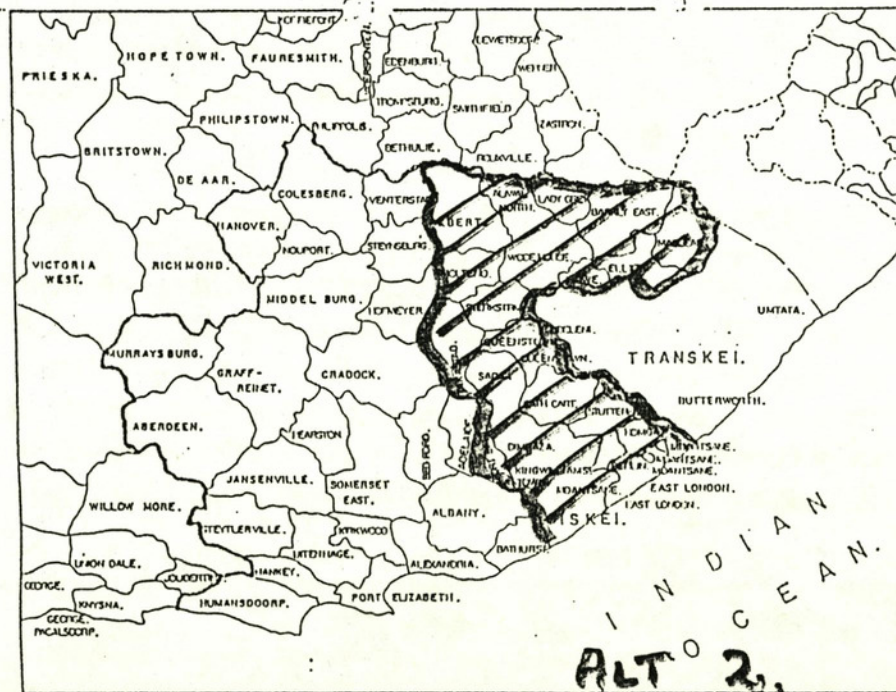


DIAGRAM 1  
PROPOSED KEI STATE

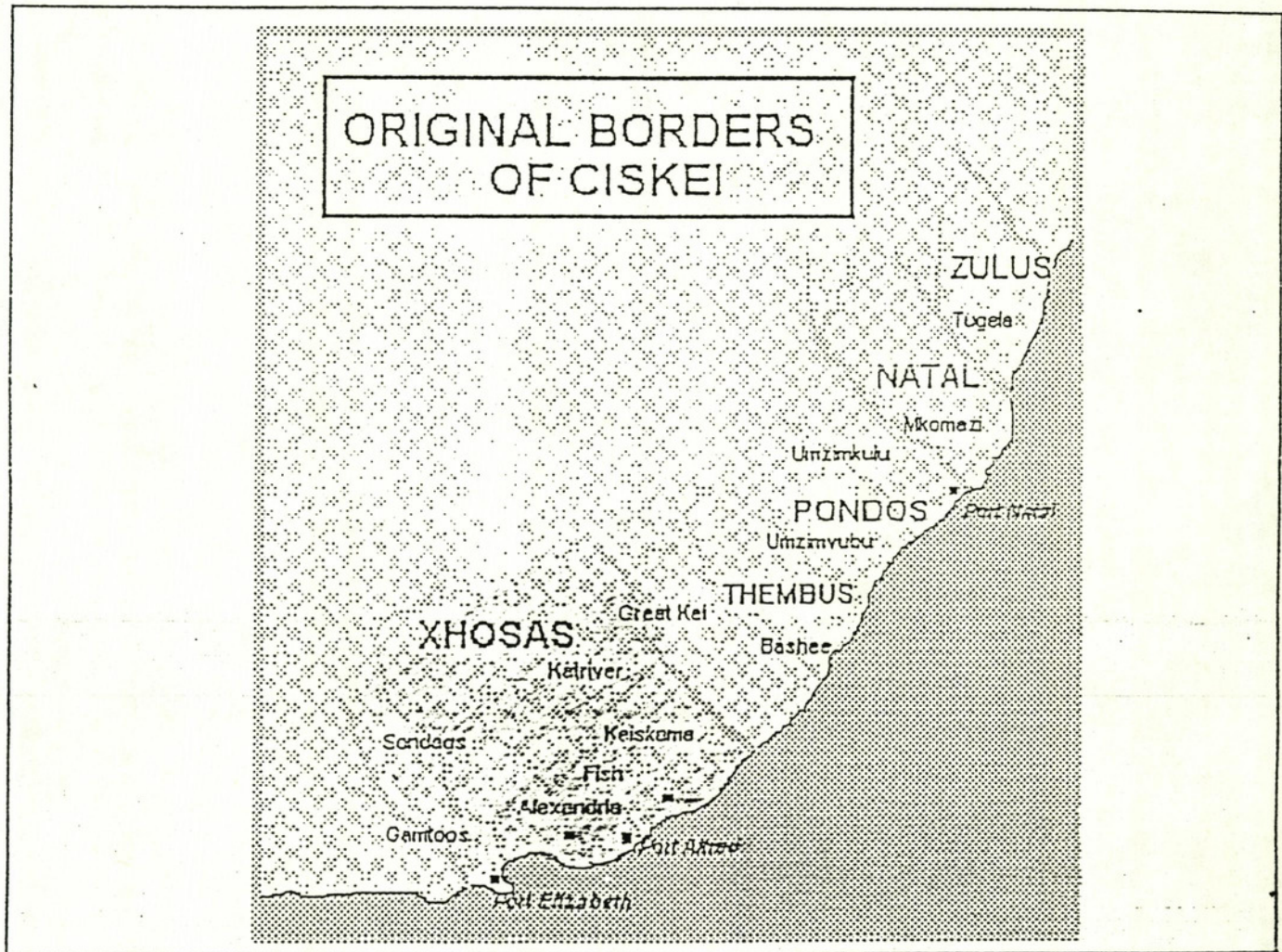


PROPOSED KEI STATE



PROPOSED KEI STATE

DIAGRAM 4  
ORIGINAL BORDERS OF THE CISKEI



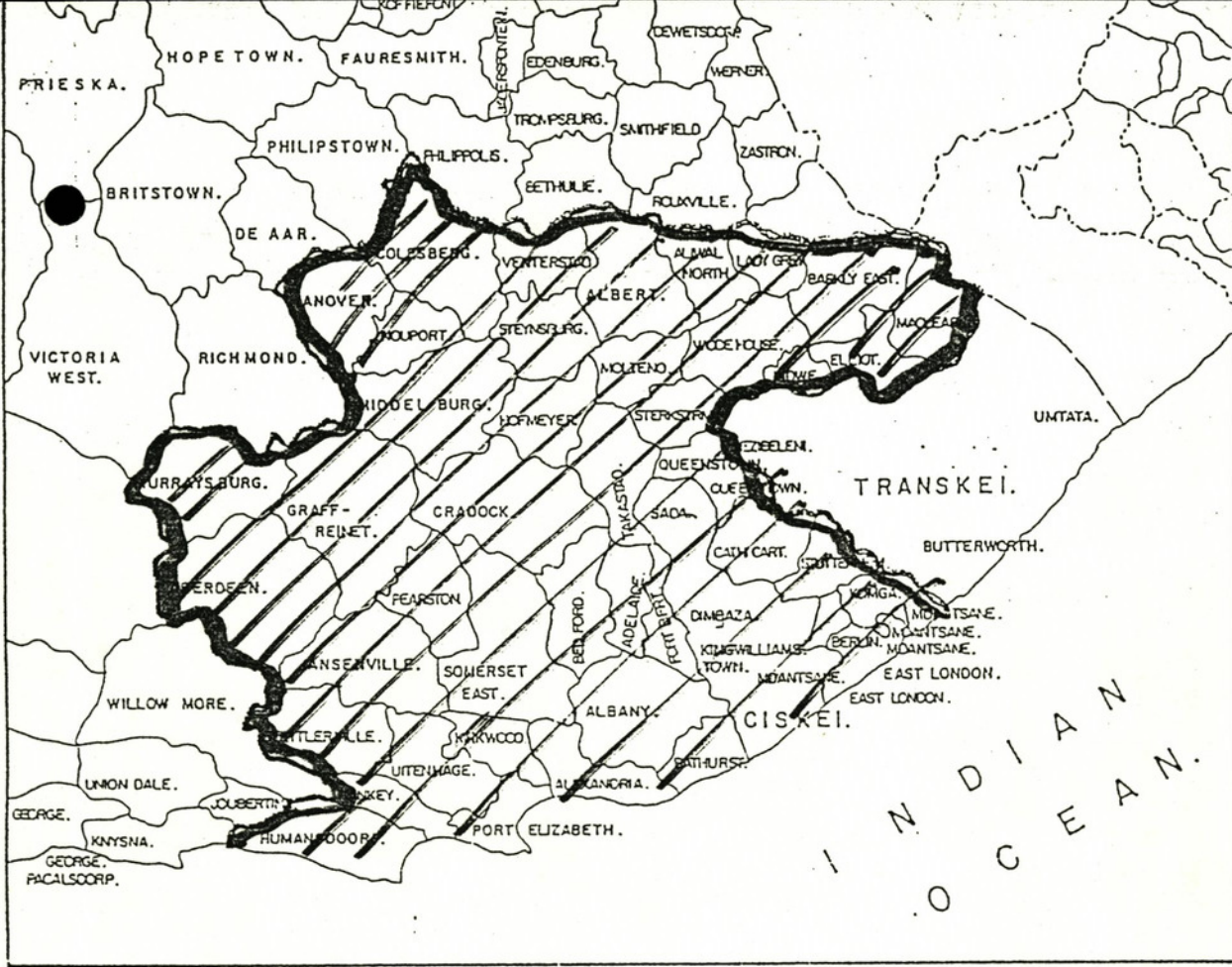


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PROPOSED KEI STATE

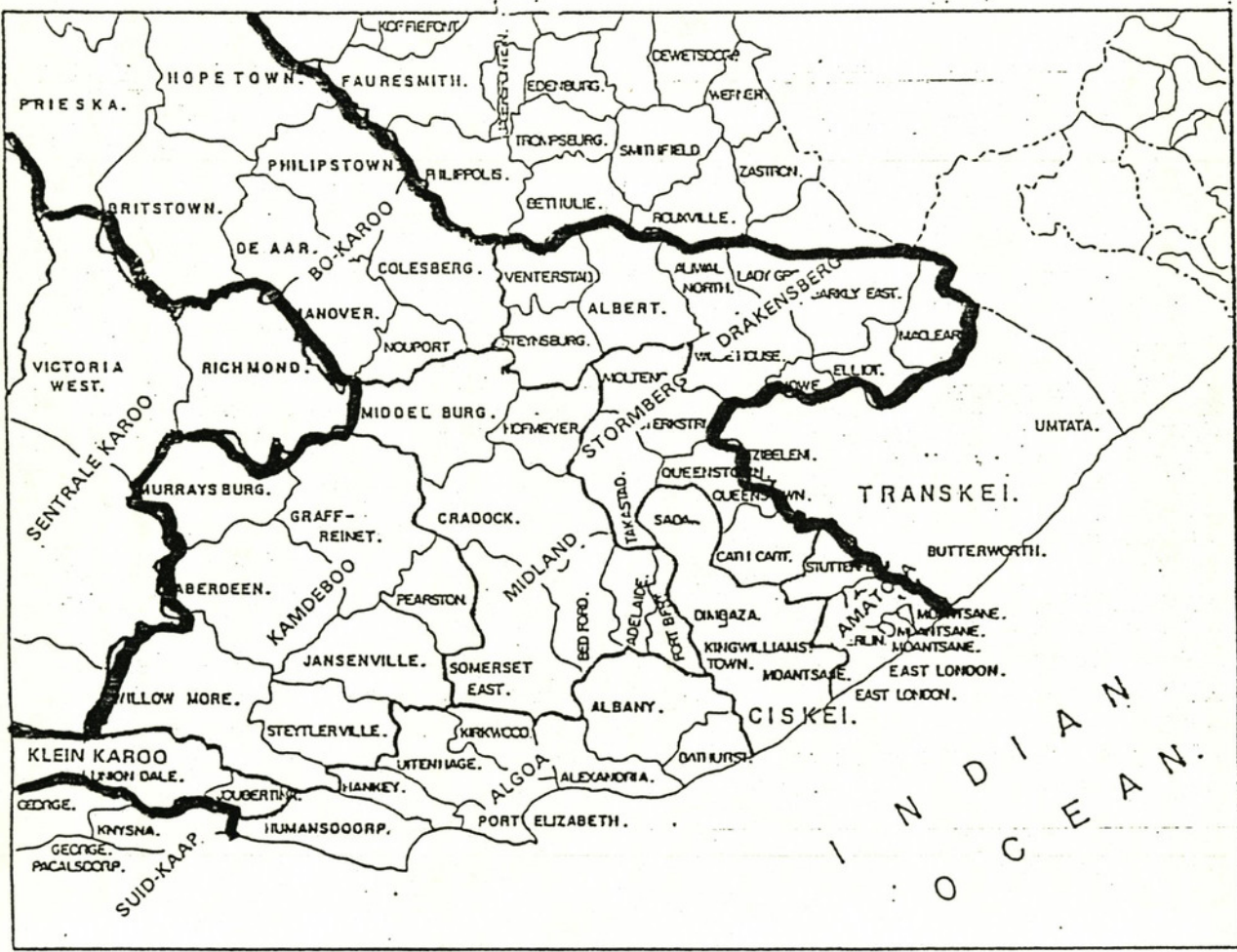


DIAGRAM 3  
REGIONAL SERVICE COUNCIL BOUNDARIES

TABLE 2 : SOCIO ECONOMIC INDICATORS

INDICATOR	KEI STATE	SOUTH AFRICA
Area(sq.km)	124 648	1 220 088
Population('000)	2 834	37 080
Annual Growth(% 1980-89)	1,8	2,85
Functional Urbanisation(%)	87	65
Density(persons/sq.km)	22,7	30,4
Nominal GGP/sq.km(R)	105 250	169 617

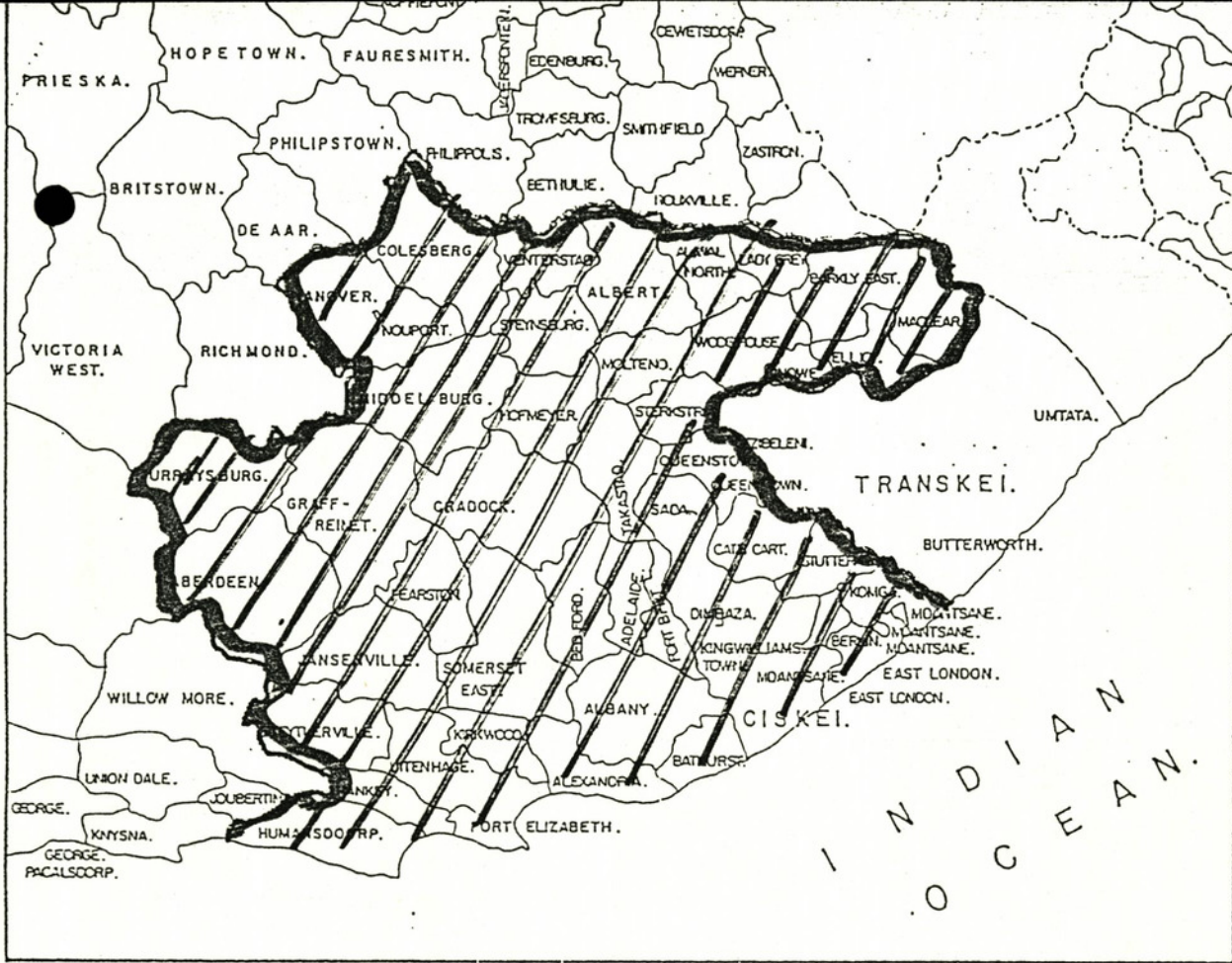


DIAGRAM 1  
PROPOSED KEI STATE

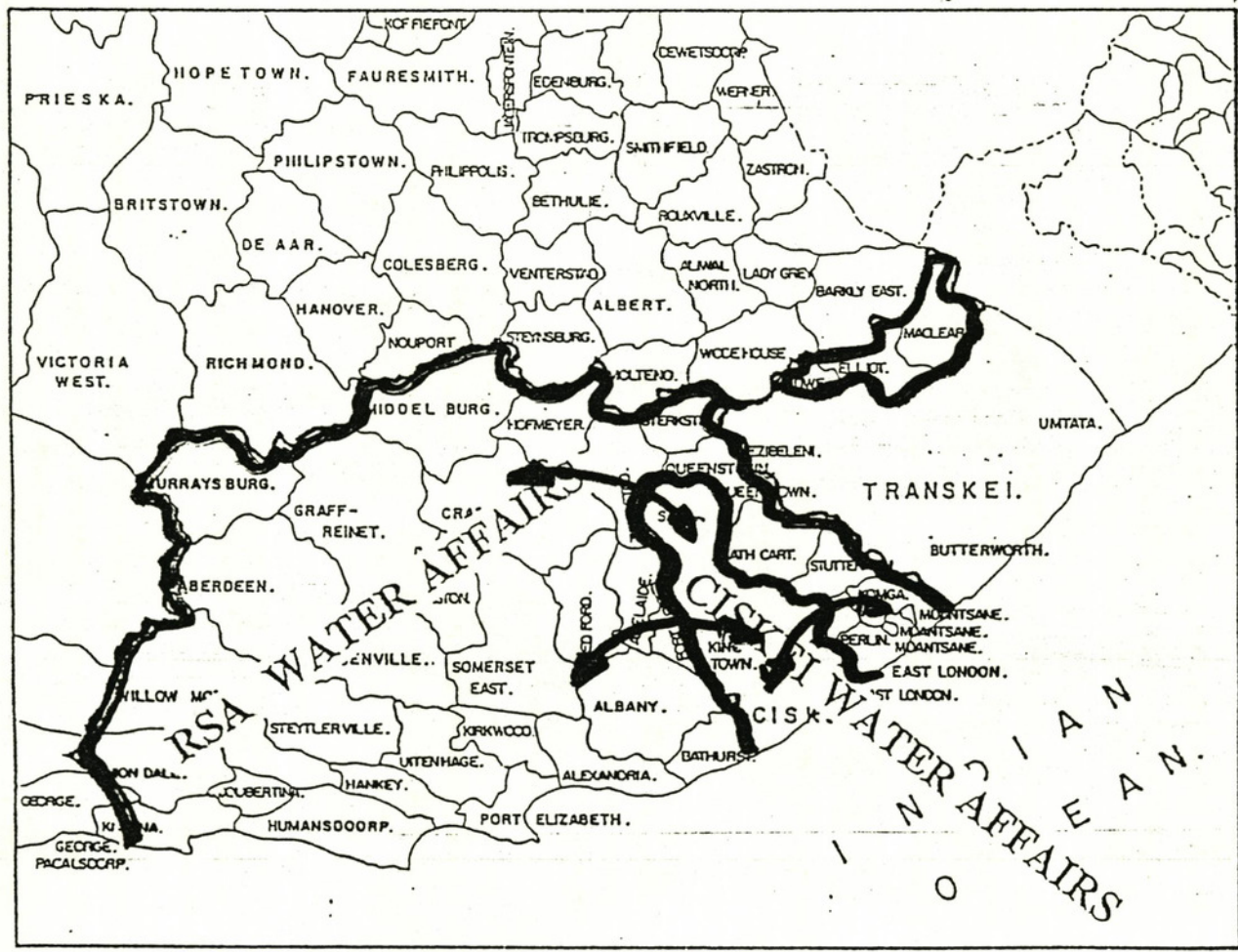


DIAGRAM 6  
AREAS OF RESPONSIBILITY RSA & CISKEI

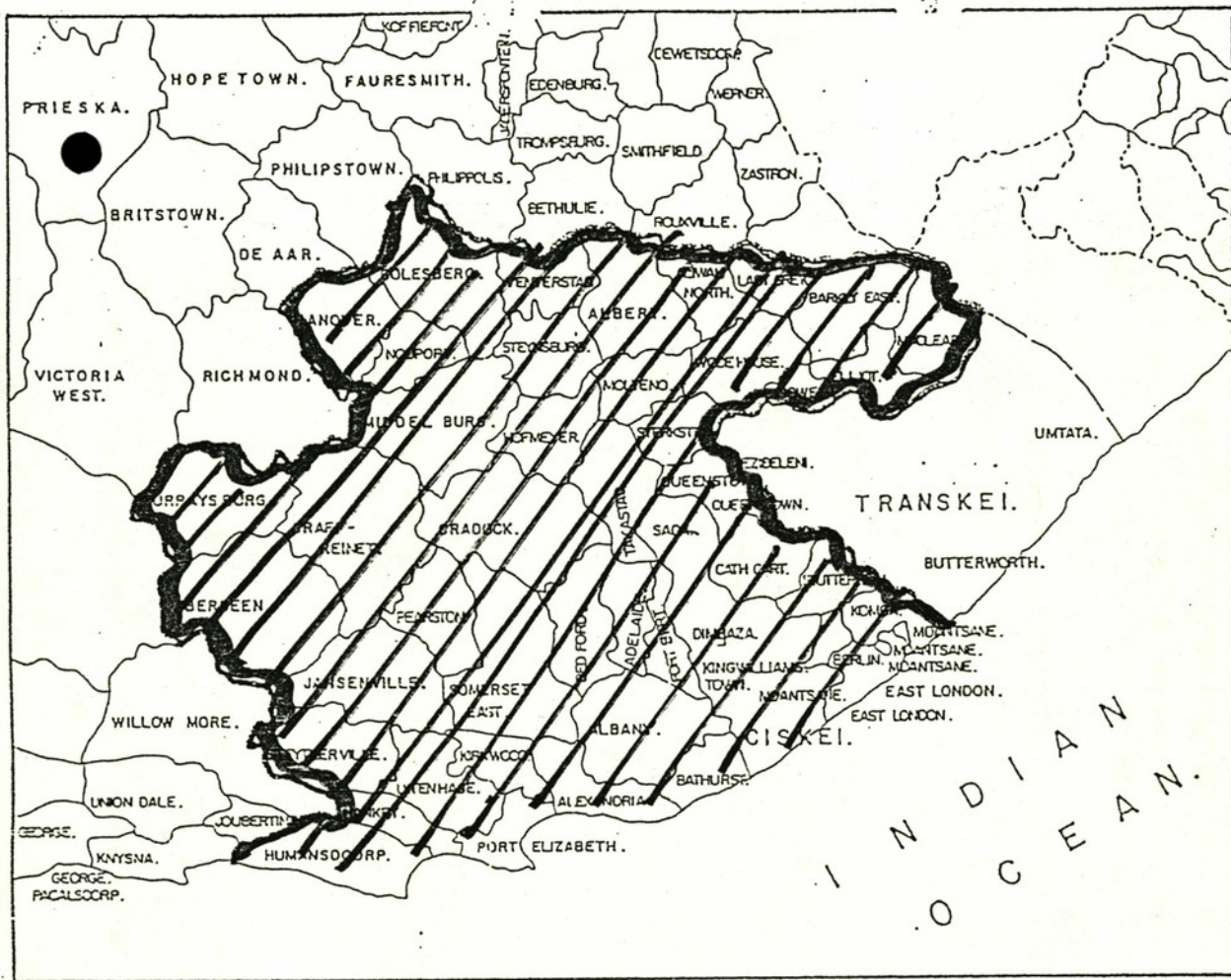


DIAGRAM 1  
PROPOSED KEI STATE

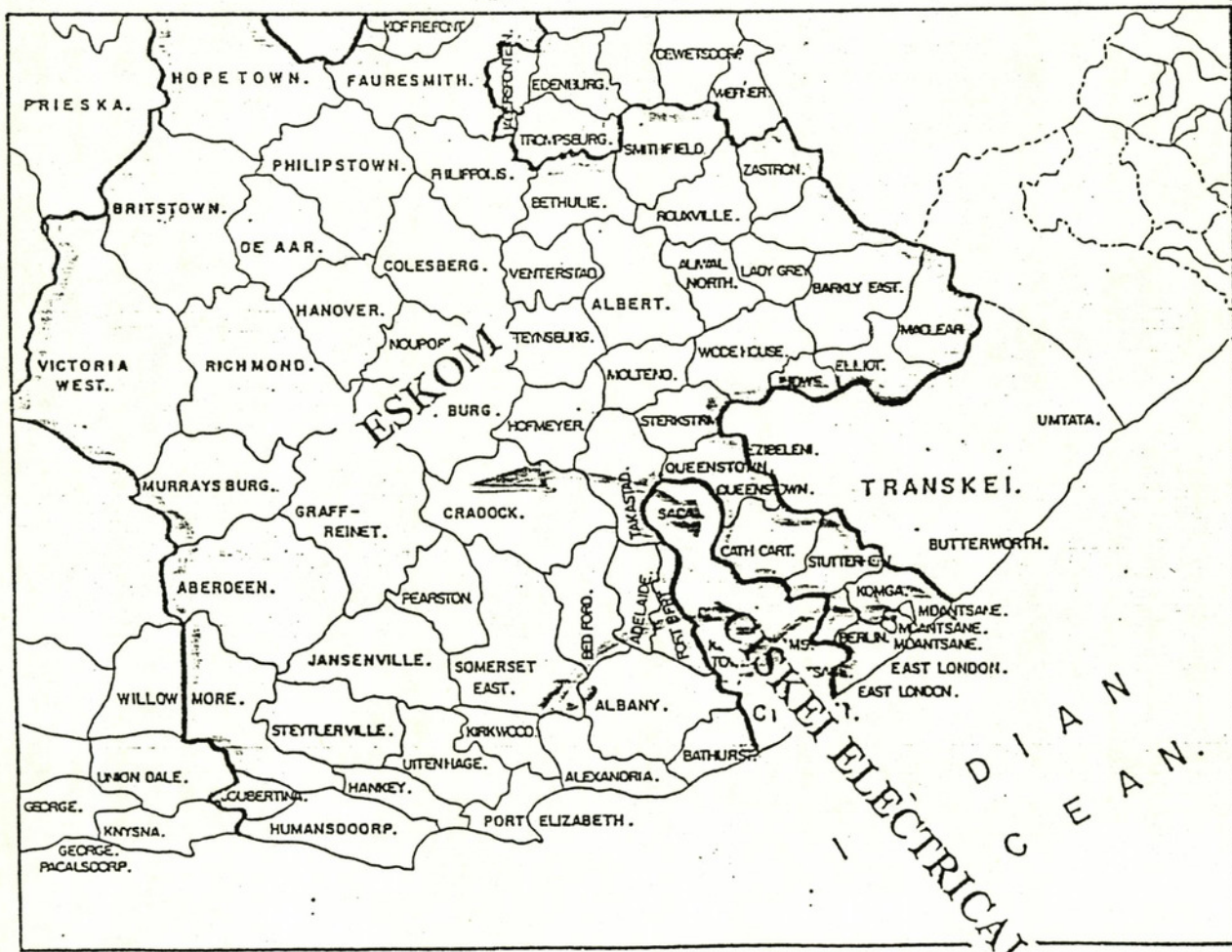


DIAGRAM 7  
ENERGY  
AREAS OF RESPONSIBILITY  
ESKOM & CISKEI

DIAGRAM 1  
PROPOSED KEI STATE

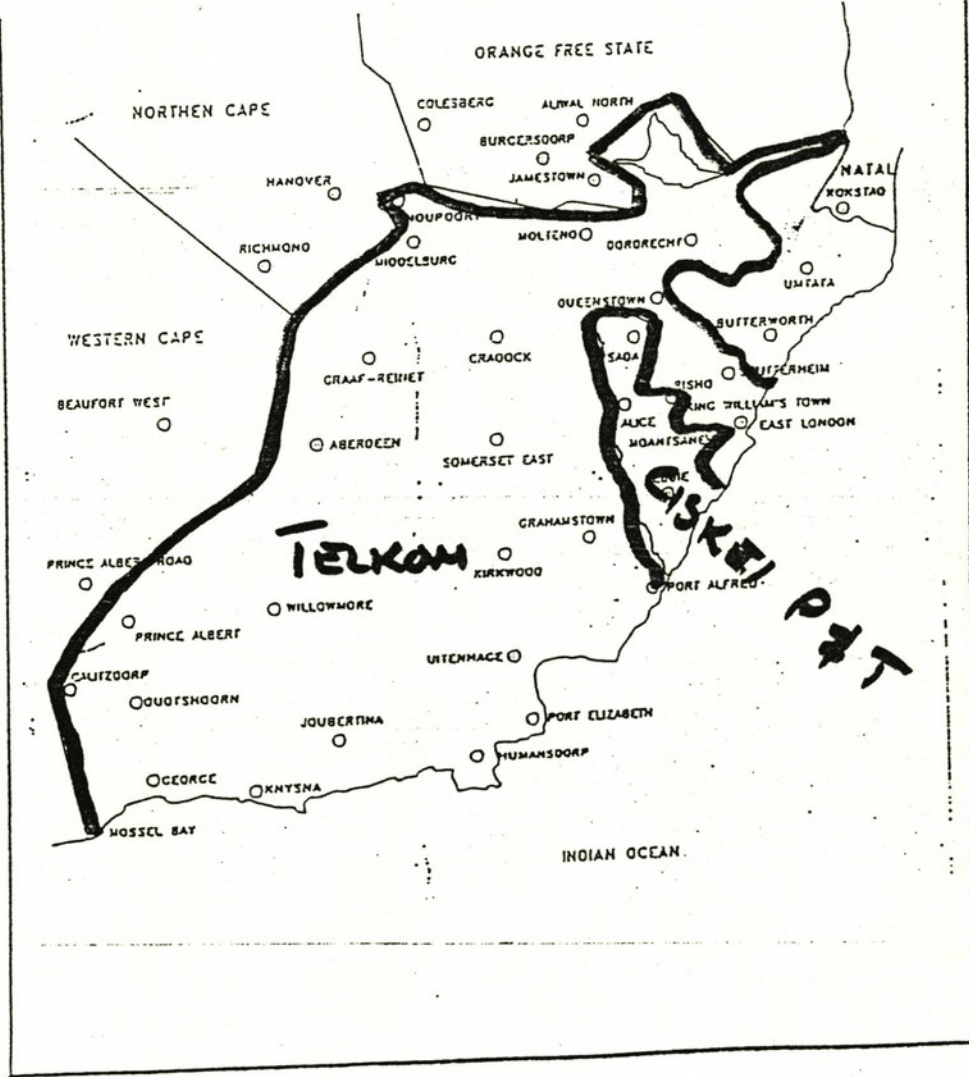
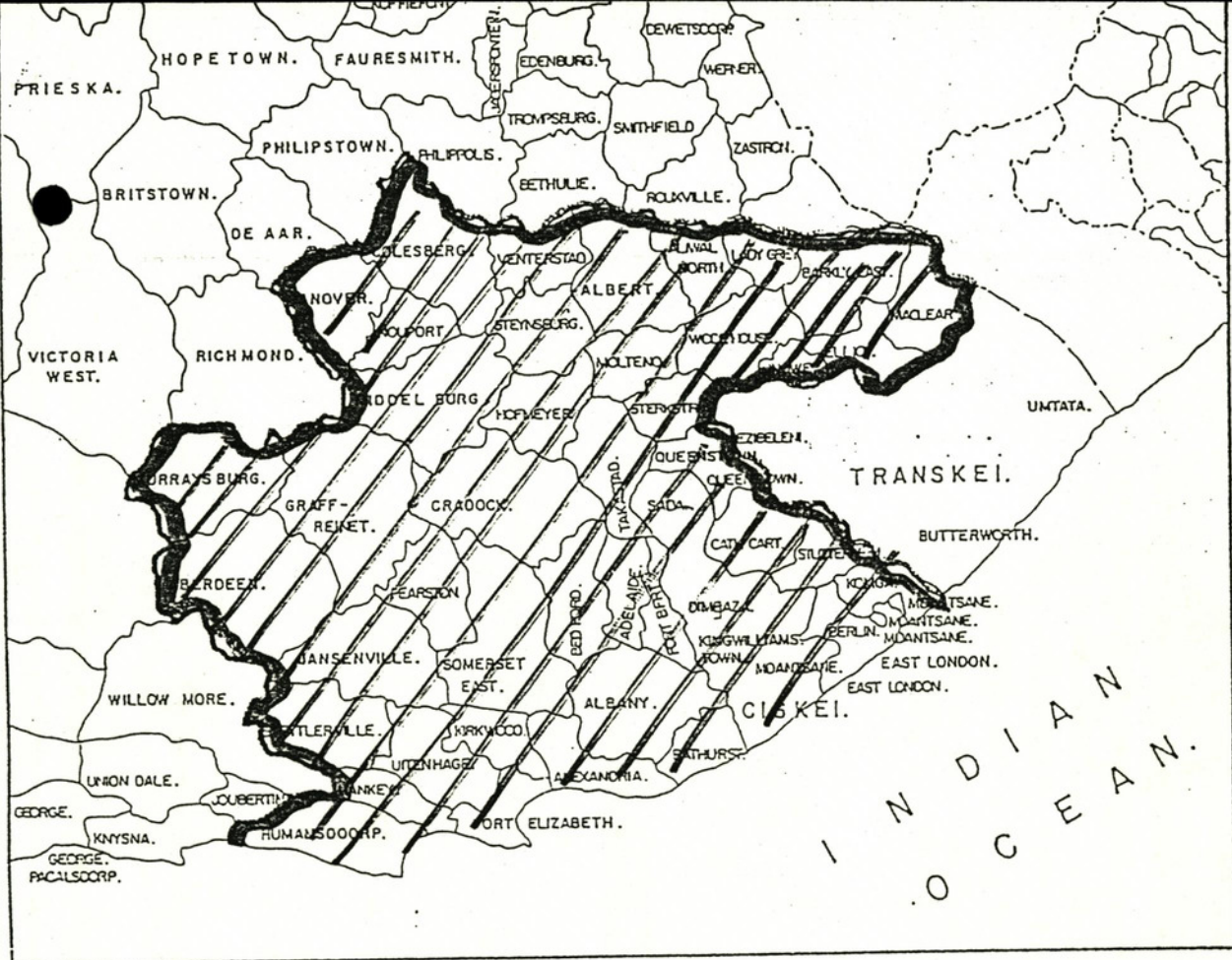




TABLE 4 : POPULATION COMPARISONS

REGION	POPULATION ('000)	% URBAN	% RURAL	AREA sq.km	POP Cap/S.km
>Region D	6 100	34%	66%	107 616	36
Region D	4 700	42%	58%	152 471	31
Ciskei	800	38%	62%	8 100	99
Transkei	3 100	21%	79%	43 654	71
Border Kei	4 500	19%	81%	99 061	45
KEI STATE	2 834	66%	34%	124 648	23

24/9/93

## HUMAN VIABILITY

Our approach is a positive one

- believing that the Ciskei Governmental structures can make contributions that are non-existent in certain other regions
- knowing that those contributions are necessary support systems and requirements if the establishment of viable local and regional governments is the objective.

Summarising and adding briefly to what is contained in the main report, the Ciskei has -

(a) and established and structured CORE public sector with central government departments and parastatals - providing in the needs of all the functions that should be devolved to the states summarised being:

- . Administration for the legislature
- . Research and development
- . Security
- . Health Service
- . Judiciary (Supreme, Regional and Local)
- . Education and culture
- . Planning and development (economic, social & physical)
- . Agriculture
- . Environmental affairs
- . Land matters
- . Manpower
- . Social services
- . Transport
- . Public Works, Infrastructure our services
  - Energy
  - Roads
  - Water
  - Government Buildings
- . Local government (also rural affairs)
- . Housing

(b) Proactive institutions research and investigations (Priorities)

- . Central Personnel Authority
  - Training institute
  - Norms : Provisioning
  - : Structures [Personnel/Establishment]
  - : Conditions of Service
- Public Service Acts and Regulations
- . Co-operation and coordination: Administrative
  - : Judicial
  - : Socio-economic
  - : Technical

- . Infra-structure
  - Housing - policy
  - Water - plan
  - Energy - plan
  - Roads : National
    - : Regional
    - : Local
  - Urban Management Plan
  - Public buildings: Schools
    - : Maintenance
- . Community-based projects
  - Agriculture
  - Roads
  - Water

(c) CORE PERSONNEL

Ciskei:

- . Staff (Excluding teachers & Forces)
  - 1991 - 17124
  - 1992 - 16067

Admin./Clerical  
Professional  
Technical  
Other Education  
Forces  
General

(d) . Implications

- Core investment in proposed region
- Elimination if amalgamated with other developing areas.
- Contradiction to associate two public services
- Loss of professional structures
- Small investment with "abnormal" multiplier
- Personnel development asset/futile
- Work opportunities and services (Positive/negative)
- Influence on facilities of staff:
  - Education
  - Study
  - Career interruption
  - Housing
  - Declining value of personal and community assets

(Negative impact of retrograde steps)

- (e) Viability in the hands of Core motivated public sector
- Attitude
  - Motivation
  - Ability