

CHAPTER VII

Conclusions

In general the transport requirements by fish dealers, rubber farmers and dealers, copra-makers and other transport users in Beserah are satisfactorily provided by the existing transport facilities. The transport charges for short-distance as well as long-distance haulage are somewhat high compared with those prevailing in the west coast region. To some extent this is due to the monopolistic position of the transport operators. However, small transport undertakings in Beserah such as the cooperative van and the peraih private van obtain only small profits despite the high charges. The reason is that the costs of operation are high and often the vans are not used to full capacity because of the lack of customers.

Concerning the Kampong Di-Pantai Cooperative's transport business, its van will be able to obtain reasonable profits provided that it is managed more efficiently and reserve funds are set aside for the standing charges and running costs. It is the writer's opinion that in the foreseeable future the van will maintain its favourable position.

The writer would like to suggest that for the time-being the Road Transport Department should not grant any more haulage permits for goods vehicles intended for local haulage purposes, i.e.

between Beserah and Kuantan or other nearby places, except in the case of the Seherang Co^o Let Cooperative.¹ The existence of new small operators will lead to excessive competition and low or absence of profits though this will be favourable to transport users in the area.

See Appendix I on page 53.