

APPENDIX I

A Van for the Seberang Che' Let Cooperative

Since the Seberang Che' Let Cooperative does not possess its own means of transport, the writer feels that it should purchase a small van for that purpose. This measure will not have much effect on the patronage of the Kampong Di-Pantai Besarah Cooperative van business because the Seberang Che' Let Cooperative rarely makes use of the services of the van. Therefore the new van will displace only the two bicycle-carriers who at present provide transport services for the Cooperative.

The writer suggests that a 125 c.c. 3-wheeled Vespa Van will be adequate for the transport requirements of the Cooperative. The standing charges and running costs for this van are low and it will not be difficult for the Cooperative to maintain it.

The following table shows the costs per mile to run the Vespa van. The writer bases this table on the method used by R.I.D.A. contained in its Circular No.37, 1957.

**COSTS IN CENTS PER MILE, ASSUMING AN ECONOMIC LIFE OF 100,000 MILES, WITH AN AVERAGE DAILY OPERATION OF 65 MILES, FOR 125 C.C. VESPA VAN**

	Cost per Mile
<b><u>STARTING CHARGES</u></b>	
1. Depreciation \$2,610.00	2.6 cents
2. Insurance (comprehensive) \$100.00 p.a.	0.4
3. Wages per Day \$5.00	7.4
4. Class 'C' License Permit \$240.00 p.a.	1.0
<b><u>RUNNING COSTS</u></b>	
5. Petrol 30 m.p.g. Price per gallon \$1.78	2.0
6. Engine oil	0.2
7. Servicing and Greasing	0.1
8. Tyres and Tubes	0.6
9. Repairs and Replacements	2.0
10. Contingencies	1.0
<b>Total costs in cents per mile</b>	<b>17.3</b>

In 1957, the average transport charges in hiring the two bicycle-carriers to carry the cooperative's fresh fish from Beserah to Kuantan were \$9.25 per day, and the amount of fish carried was  $5\frac{1}{2}$  piculs. The Vespa van can make 5 trips per day between Beserah and Kuantan at the cost of \$11.76, and the volume it can carry will amount to 20 piculs on the average.

Assuming that the business of the cooperative will expand and the excess capacity of the van can be used for carrying other goods besides fresh fish, the higher cost of running the van than hiring the bicycle-carriers will be compensated by the gains in faster and more efficient transport services.

APPENDIX IITypes of Haulage Permits for Goods Vehicles

'Permits to use goods vehicles are granted in three categories:-

- (i) "A" Permits to enable the permit holder to carry goods for hire or reward between prescribed places at prescribed maximum rates.
- (ii) "B" Permits to enable the permit holder to carry goods on his own account as well as for hire or reward between prescribed places and, so far as this hire work is concerned, at prescribed maximum rates.
- (iii) "C" Permits to authorise the carriage of goods on own account only between prescribed places.<sup>1</sup>

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1. Annual Report of the Road Transport Department for the Year 1949, Federation of Malaya, (Government Printer, Kuala Lumpur, 1950), page 5.

PLATES

Plate 1 - A Pole-carrier

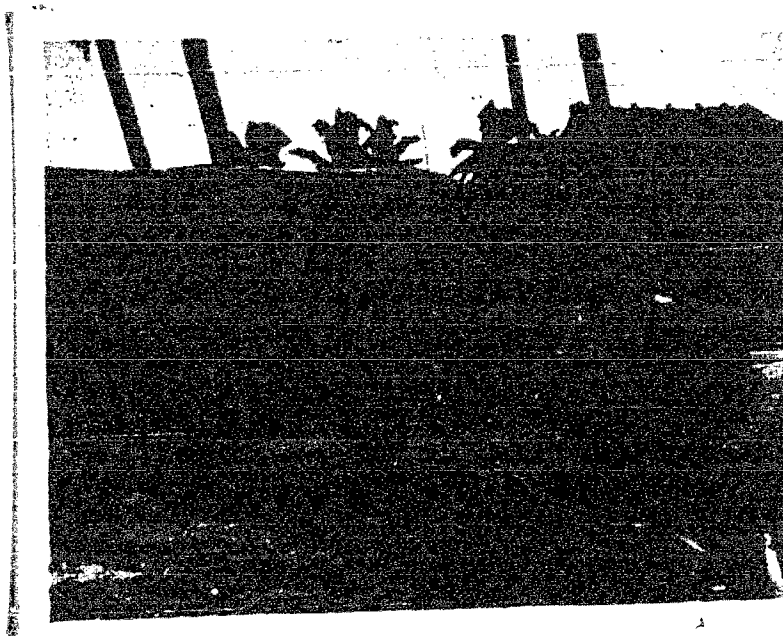
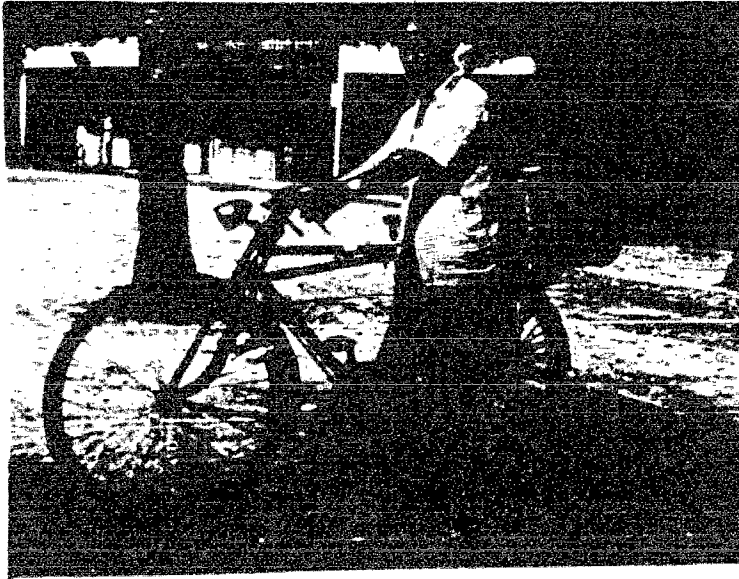
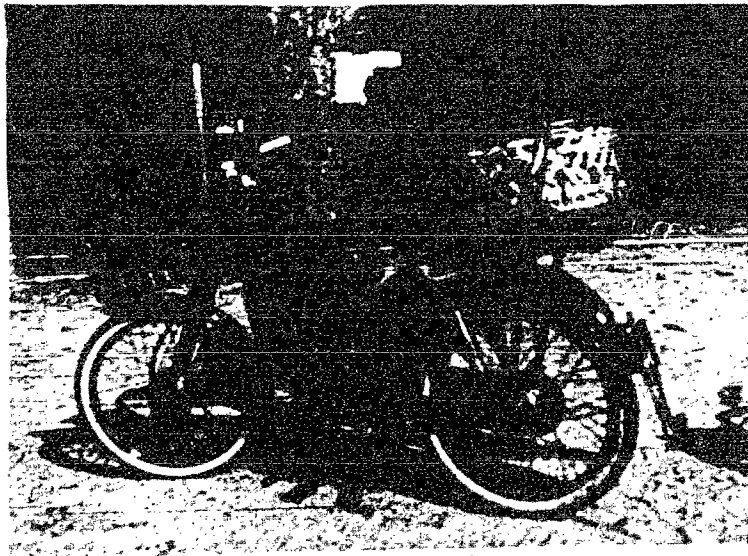


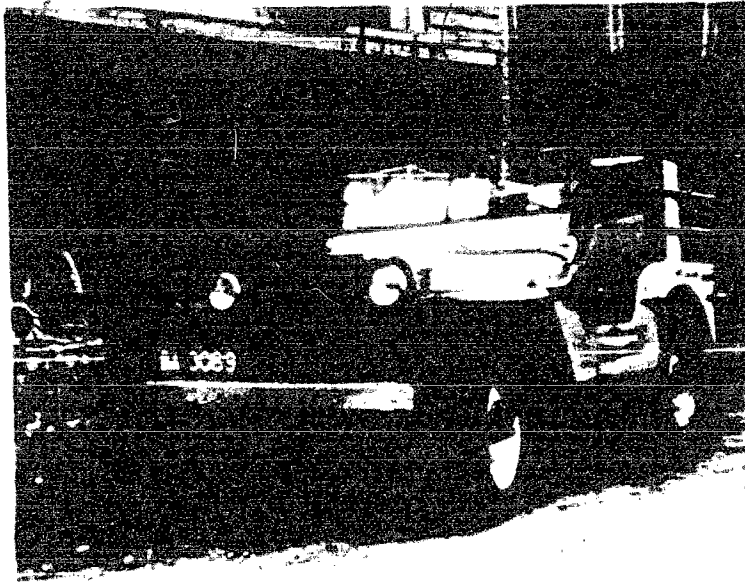
Plate 2 - A Buffalo-cart Loaded  
with Planks



**Plate 3 - A Peraih and His Bicycle**



**Plate 4 - An Auto-cycle Fitted With  
a Small Basket**



**Plate 5 - The Jeep Used for Intra-  
Makin Transport**



**Plate 6 - The Kempong Di-Pantai Beseah  
Cooperative's Van**



Plate 7 - Private Van Belonging to  
a Peraih

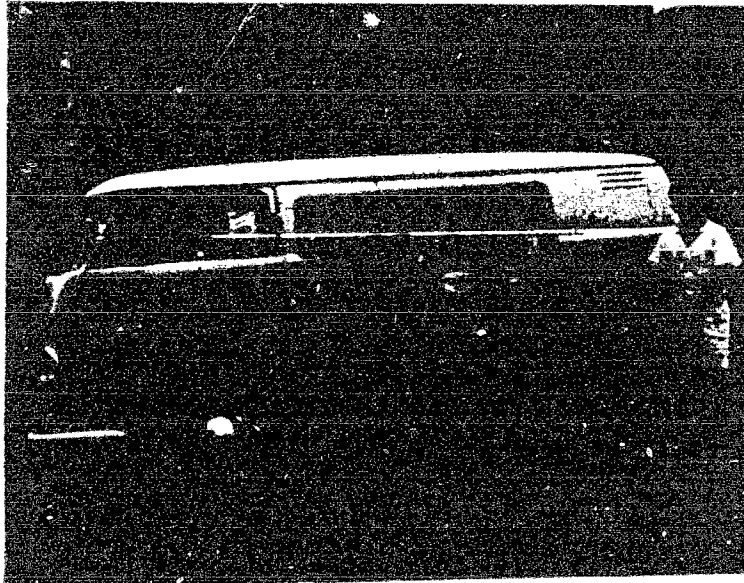
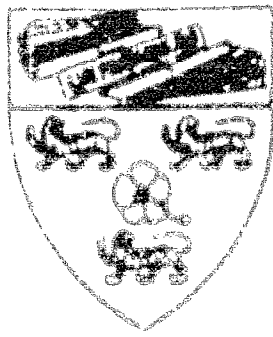
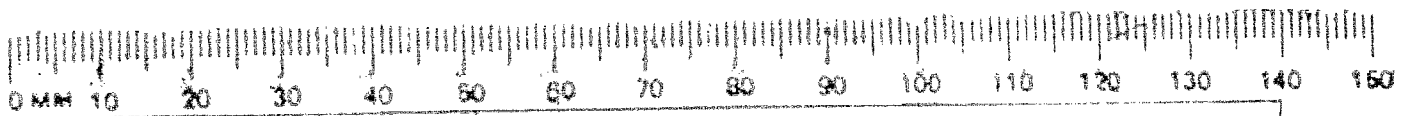


Plate 8 - A Typical Wholesaler's  
Delivery Van





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