

Introduction

The ECAFE Inland Transport Committee reported on the transport conditions in the Federation of Malaya: "The available length of highways is not adequate to meet present and foreseeable future<sup>demands</sup>." <sup>1</sup> The inadequacy in length is, however, compensated by the fact that Malaya has one of the most advanced transportation systems in Southeast Asia. Along the west coast the transportation system is comparatively well-suited to fulfilling the needs for moving goods and people from place to place. Even along the east coast, which is less developed than the west coast, fishermen and rubber farmers who live in the villages along Route III<sup>2</sup> have facilities for the transportation of their fish and rubber products to various marketing centres.

It is important to note that although the motorized vehicles are the chief means of transport in the east coast as in the west coast, in rural areas local transport means such as pole-carriers and buffalo-carts, especially for short-distance haulage, are no less important. This is a result of geographical and economic environment. Accordingly study of local means of transport is included in this exercise.

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1. United Nations Economic and Social Council, ECAFE Inland Transport Committee, E/CN.11/TRANS/105, 22 Nov., 1954, page 56.

2. See Map 1 on page 5.

#### A. Purpose.

This particular study is a part of a larger study conducted by a group of economics Honours students of the University of Malaya to examine the various aspects of the village economy of Beserah, <sup>3</sup> ~~Kuantan~~. The examination of the transportation facilities of that economy is the purpose of this exercise. More specifically, the purpose is mainly to study the transport facilities prevailing in the mukim of Beserah for producers to send their produce to various marketing centres; the transport business of the Kempong Di-Pantai Fishermen's Cooperative Credit and Marketing Society, Ltd.; the activities of other transport operators; the intra-mukim transportation system; and the transport services provided by wholesalers for the transportation of "imported" goods into the mukim.

In this study it is the aspect of the haulage of commodities that is dealt with in detail. However, it also includes the examination of those transportation activities by passenger-carrying vehicles, which in this part of the world, in addition to passengers, also transport commodities between the mukim and outside marketing centres.

#### B. Method.

The actual field survey was conducted during the period beginning 5th June, 1958, and ending 20th July, 1958. In such a limited period, coupled with the limited scope of the subject itself,

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3. See Map 1 on page 5.

it is difficult to obtain really exhaustive information and observation. The result is that some of the figures given have to be only approximations.

The information included in the exercise was derived mostly from primary sources, i.e. from people interviewed during the survey. People living in the vicinity of Besarrah who work as local transport operators, and the producers of local produce who are their customers, were interviewed. Some others who operate vehicles in long-haul transportation were also approached for information. In the course of gathering information, the difficulty lies in the fact that generally the transport operators and Chinese fish-dealers who are their customers, with the exception of local transport operators, were not cooperative and reluctant to divulge their business account statistics. Big lorry haulage companies with offices at Kuantan were unwilling to give information regarding the haulage of dried and salt fish which they transport from Besarrah to various parts of Malaya.

Accurate figures were obtained from the Kampong Di-Pantai Besarrah Cooperative and also from the Kampong Che' Let Cooperative, both of which keep elaborate account books. As for other Besarrah local transport operators, they do not keep account books, and thus figures obtained from them are only average approximations. Information supplied by rubber producers and snake-house owners who keep

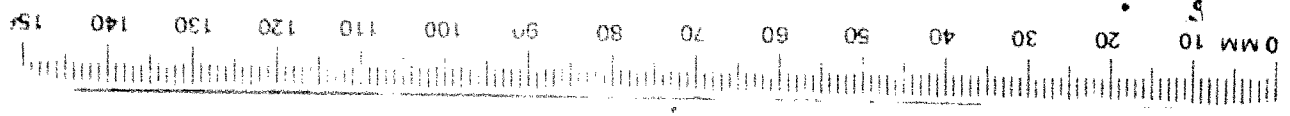
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some record of production, is used as a cross-check to determine the flow of goods.

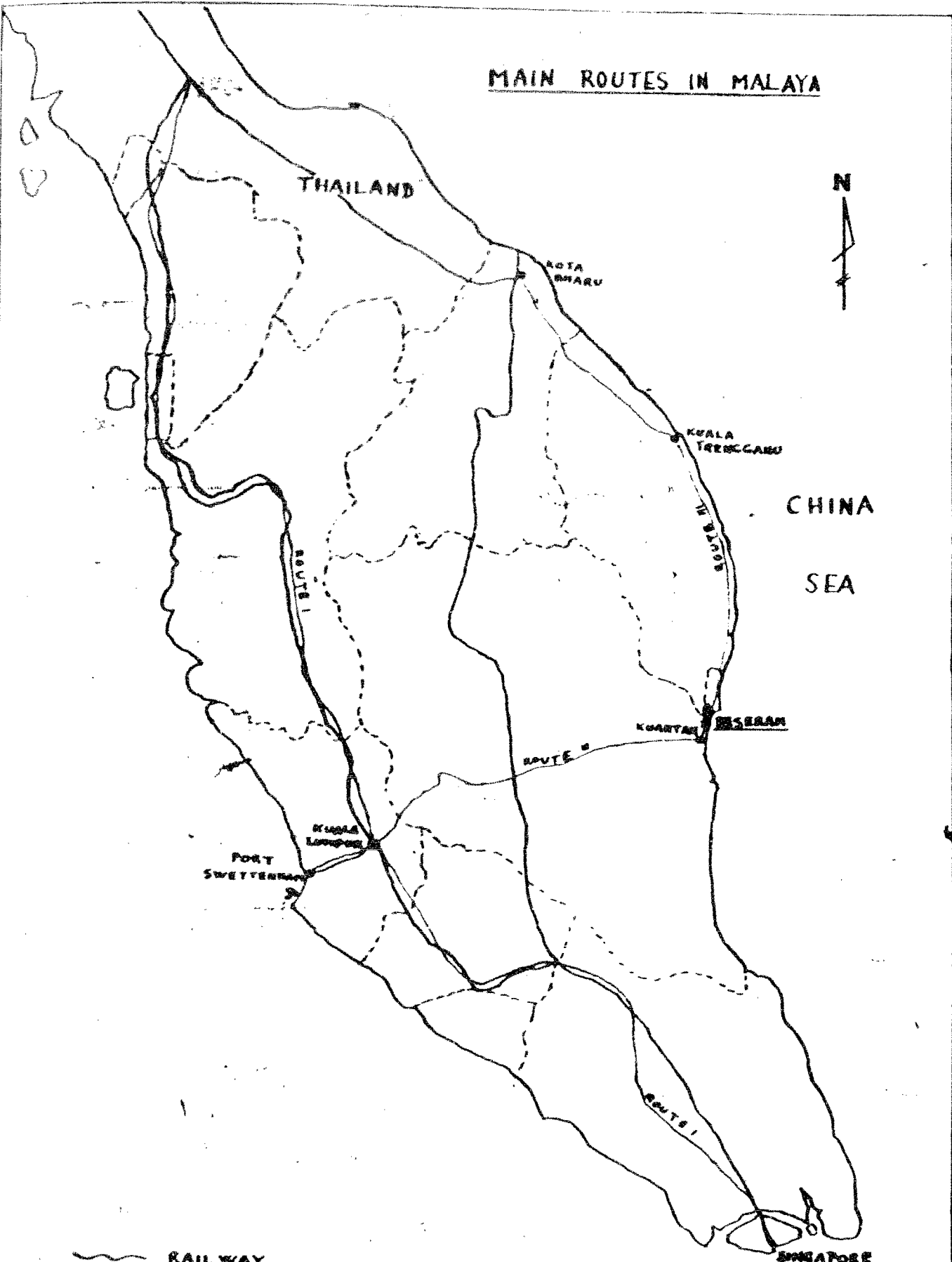
With the above-mentioned difficulties the writer has to depend largely on information derived from primary sources and also on estimations which are arrived at by means of cross-check and his own observation.

### C. Geographical Scope.

This survey is concerned with the mukim of Beserah. The mukim is about 12 square miles in area with a population of 4,987 (1957 Census) with 977 households consisting of fishermen, rubber farmers and tappers, shopkeepers, businessmen, etc. It is one of the mukims in the Kuantan District, Pahang. Beserah "town" - the densely populated part of the mukim where shophouses can be found - is only about six miles from Kuantan, the capital of Pahang.



### MAIN ROUTES IN MALAYA



~ RAILWAY  
~ FEDERAL TRUNK ROAD

SCALE 60 MILES TO 1 INCH