

Towkay workers' to blame too: PM

JOHORE BARU, Sat. — Malaysian professionals with the towkay attitude are equally to blame for the lack of success in the transfer of technology, Datuk Seri Dr Mahathir Mohamad said today.

"When talk of transfer of technology crops up, people sigh and say foreigners are not sincere in transferring their technology," the Prime Minister said.

"But I find that in many cases where joint venture projects are being carried out, local engineers or technicians are not assigned to work alongside their foreign counterparts.

"Even if they are, they do desk-work, more often than not only on a part-time basis. This is because many of our professionals prefer to be towkays rather than working on site," he said.

Dr Mahathir was speaking at the official opening of the railway coach building complex at the Malaysian Shipyard and Engineering (MSE) at Pasir Gudang, 32km from here.

He said to ensure the success of the transfer of technology policy, the receiving party should make adequate preparations.

"They should read books on modern technology.

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They should be inquisitive and observant at the work site. From their notes, they should prepare essays and thesis to be published in their respective professional journals."

He said Japan and South Korea had worse problems initially as the western countries refuse to transfer their technology to them.

"But they worked hard and have succeeded. Even today, there are western countries which place restriction on technology transfer.

"Whilst the Government can impose conditions on these countries and foreigners to ensure there is transfer of technology, we cannot succeed unless we are ready to face the challenges.

"We must ask ourselves why other countries can do it and we cannot," he said.

Malaysian Shipping Engineering (MSE) and Korean Shipbuilding and Engineering Corporation are jointly building 50 coaches for Malayan Railway. Ten coaches were built at MSE and the remaining will soon be delivered by South Korea.

Dr Mahathir later fligged off the 10 coaches which took a trial run to the Kempas station.