

**SPEECH BY Y.A.B. DEPUTY PRIME MINISTER ON THE RURAL
ROADS WITH THE STATE ENGINEERS/STATE DEVELOPMENT
OFFICERS IN THE NATIONAL OPERATIONS ROOM
ON 16TH FEBRUARY 1967**

General

A part from discussing the Rural Road Programme this morning, this is a great opportunity with all State Engineers present (except Sarawak and Sabah) to say a few general things about Development, viz-a-viz, the P.W.D. :-

- (a) Owing to the shortage of funds for Development as compared to the amount of money we spent at the beginning of the last Five Year Plan - 1961, 1962, 1963, etc. - I am convinced that there is now a reserve of engineering capacity because Engineers in States and Districts are not working under the same pressure as they had to work in the days when we first launched our Development Programme. Therefore, I will accept no excuses for delays or slowness of work on the part of the P W D during this year, 1967.
- (b) Because of the shortage of funds on Development, we must obtain the maximum value out of every single cent in the Development Estimates and make the \$836 million votes this year for Development, stretch as far as possible; therefore, you as State Engineers have a first duty to perform to scrutineer in more detail both estimated cost of development projects and tender table documents to ensure that we get the greatest value from the funds which we have available.
- (c) I would like to see a greater co-ordination between our various Road Programmes:-
 - (i) the Federal Road Programme;
 - (ii) Rural Road Programme;
 - (iii) Access roads to Land Development Schemes;
- (d) Let me explain this in further detail; for example, the Access Road Programme for FLDA Schemes must not be treated in isolation to the Rural Road Programme because, the first thing that happens after an access FLDA road has been made is that there is a demand from settlers to have an economic and viable bus service. In some cases, it is not economic to run a M A R A Bus Service *merely to serve an FLDA scheme*, but if our Rural Road Programme and Access Road Programme are properly co-ordinated, it is possible in many cases to push a road through to

older established kampongs in the vicinity of F L D A Schemes and then establish a M A R A Bus Service on the overall network of these Kampong and FLDA roads. A bus service which is economic to run.

- (e) I would like to see much more co-ordination and co-operation between the FLDA, the PWD and State Development Committees, because it is only through meticulous co-ordination, both in planning and in the implementation, that we will achieve the maximum value from the funds which are available for road building in 1967.
- (f) Looking ahead to the development of the FLDA, with the implementation of the Jengka Triangle in the near future, there will have to be the closest liaison between the FLDA and PWD. I do not want the FLDA to build up a large engineering empire of their own, acting in opposition to the already established Department of Public Works; and perhaps the policy line which we should take to achieve the maximum co-ordination is to progress towards the setting up of a branch of the PWD specifically for the FLDA on similar lines to the Armed Forces Section which already exists in PWD Headquarters and which is doing good work in implementing all development projects connected with the Armed Forces expansion programme. This may eventually require the appointment of an Assistant Director P.W.D. for FLDA.
- (g) When I talk about co-ordination between FLDA and PWD, I refer not only to roads, but also to schools, clinics, water supplies, and all other physical projects for which the PWD are responsible for constructing in FLDA schemes.

There is a definite delay and slowing up in the *number of settlers at present being absorbed* into FLDA schemes, and it appears this delay is partly due to the slowness in providing the facilities in FLDA schemes *which must be completed* before settlers move in.

- (h) I stressed at the last general briefing of Heads of Departments that the representative of PWD on the FLDA Planning Committee must be a very senior officer who can, not only make decisions in that Committee, but also, can go back to ring up and shake up any State Engineer who is slow in implementing projects in FLDA schemes.
- (i) So, therefore, before we get down to the detailed Road Programme for 1967, I would like to clear these points and to receive an assurance from both the Director of Public Works and the Chairman of the FLDA that they will get a closer liaison link and achieve a higher standard of co-ordination.

(j) Having discussed this, the next thing is to consider the Road Programme for 1967, and I would like to have a short brief from the State Engineers on the proposed programme, and when I say short, I mean a brief short and to the point.